

THE PARLIAMENT OF THE COMMONWEALTH OF  
AUSTRALIA

JOINT COMMITTEE ON THE  
AUSTRALIAN CAPITAL TERRITORY

REPORT ON  
PROPOSALS FOR VARIATIONS OF  
THE PLAN OF LAY-OUT OF  
THE CITY OF CANBERRA  
AND ITS ENVIRONS

EIGHTY-THIRD SERIES - ITEM 4  
EIGHTY-FOURTH SERIES

MAY 1985

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TABLE OF CONTENTS

	<u>Page</u>
Terms of Reference	II
Membership of the Committee	II
Recommendations	1
Introduction	2
83rd Series - Variation 4	4
84th Series Variations 1 - 5, 7 - 16	5
<u>Appendixes</u>	
Appendix I	Letter from the acting Minister for Territories referring the 84th Series of Variations to the City Plan to the Committee for consideration.
Appendix II	Letter from the Minister for Territories advising his intention not to proceed with Variation 6.
Appendix III	List of Witnesses.
Appendix IV	Report of A.C.T. House of Assembly Standing Committee on Planning and Development and dissenting report on the 84th series of Variations to the City Plan.
Appendix V	Briefing notes supplied jointly by the National Capital Development Commission and the Department of Territories.
Appendix VI	Additional information supplied by the Department of Territories concerning Item 4, of the 83rd Series.
Appendix VII	Additional information provided by the National Capital Development Commission concerning Item 4, of the 83rd Series.
Appendix VIII	Sections of the Committee's Report on the 79th Series, relating to retail facilities in the Tuggeranong Area.

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

TERMS OF REFERENCE

That a joint committee be appointed to inquire into and report on:

- (a) all proposals for modification or variations of the plan of layout of the City of Canberra and its environs published in the Commonwealth of Australia Gazette on 19 November 1925, as previously modified or varied, which are referred to the committee by the Minister for Territories, and
- (b) such matters relating to the Australian Capital Territory as may be referred to it by -
  - (i) resolution of either House of the Parliament, or
  - (ii) the Minister for Territories.

MEMBERS OF THE COMMITTEE

Chairman	Mrs R. J. Kelly, MP
Deputy Chairman	Senator M. E. Reid
Members:	Senator P. J. Giles
	Mr J. V. Langmore, MP
	Senator A. W. R. Lewis
	Mr F. S. McArthur, MP
	Senator J. P. McKiernan
	Mr J. R. Sharp, MP
	Mr J. H. Snow, MP
	Mr K. W. Wright, MP
Secretary	Mr Bjarne Nordin

**Recommendations:**

**83rd Series of Variations - Item 4**

The Committee's recommendation on Variation 4 from the 83rd Series was deferred pending additional information. This information has been received and the Committee now approves this Variation.

**84th Series of Variations**

The Committee approves Variations 1, 2, 3, 4, 5, 7, 8, 9, 11, 12, and 15.

The Committee approves Variation 10 subject to the incorporation of the area into the suburb of Monash.

With regard to Variation 13, the Committee approves works associated with construction of the proposed road from Isabella Drive to Johnson Drive but defers approval of the section from Johnson Drive to Tharwa Drive pending further information concerning the intersection of Tharwa Drive and proposed land development in South Tuggeranong.

Variation 14 is approved on the proviso that initial purchasers are informed of the lack of bus services and other facilities in the area.

The Committee approves Variation 16 and stresses the necessity for the development of adequate protective safeguards of the Aboriginal artefact site from acts of vandalism and desecration.

## Introduction

1. In the Commonwealth of Australia Gazette, 26 February 1985, the Minister for Territories, the Hon. Gordon Scholes, MP, pursuant to the powers conferred on him by section 12A of the Seat of Government (Administration) Act 1910, notified his intention to vary the plan of lay-out of the City of Canberra and its environs. Details of the variations are set out in the body of the report. Members of the public were invited to lodge objections in writing with the Secretary of the Department of Territories within 21 days of publication, specifying the grounds of those objections.

2. As part of its policy to stimulate public interest in a discussion on the proposals, the Department of Territories advertised the variations in the Canberra Times on 4 occasions between 2 March and 13 March 1985. Displays showing the proposals were arranged by the Department at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library, and the public library Erindale Centre, Wanniasa.

3. On 11 March 1985, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals and designated the 84th Series of Variations, were formally referred by the Acting Minister for Territories the Hon. Michael Duffy, MP, for investigation and report. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

4. The Minister for Territories, Mr Gordon Scholes, on 9 April 1985, advised the Committee that it was no longer his intention to proceed with Variation 6 of the 84th Series. The National Capital Development Commission will not be including the proposed Weston Park road additions and deletions in its 1984-85

Construction Program and it is unlikely that the proposal will proceed in the near future. The Minister's letter advising his intention not to proceed with Variation 6 is at Appendix II.

5. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on the proposals on 11 April 1985. Ten witnesses gave evidence at the hearing. A list of the witnesses who appeared before the Committee is at Appendix III. The transcript of evidence given at that hearing will be available for inspection at the Committee Office of the House of Representatives and at the National Library.

6. The Committee was provided with the report from the ACT House of Assembly Standing Committee on Planning and Development on the 84th Series of Variations to the City Plan, including a dissenting report. The House of Assembly Committee supports all of the proposed variations without any objections. The Committee did make some specific comments on Variation 16 regarding protection of Aboriginal axe grinding grooves and artifacts of archaeological and general heritage significance.

7. Mr J. M. Clements MHA dissented from the House of Assembly Committee report on two variations. The House of Assembly Committee report and dissenting report are at Appendix IV.

8. The Committee is conscious of the role of the ACT House of Assembly as representing the views of the citizens of the ACT and invited a representative from the Assembly to provide comments on the proposed variations at the public hearing. Mrs B. Cains, MHA, addressed the Committee on the variations. Mr J. Clements spoke to the dissenting report.

9. The National Capital Development Commission and the Department of Territories supplied jointly prepared briefing notes which set out the background to the variations. These briefing notes form Appendix V. For the sake of brevity, details

contained in the briefing notes are not repeated, unless necessary, in the Committee's report. The briefing notes explain details of the variations such as the purpose, cost, existing and proposed development and the extent of community consultation. The Committee's Report should therefore be read in conjunction with the briefing notes and the transcript of evidence. The cost involved in the fifteen proposals dealt with in this Report is approximately \$16.8 million. It should be noted, however, that Variations 1, 3, 4, 7, 8, 9, 11, 12, 15 and 16 have no cost.

#### Matters Outstanding from the 83rd Series of Variations.

10. In the 83rd Series of Variations to the City Plan, Item 4 (Stirling Section 24) proposes an addition to the City Plan of an access road off Fremantle Drive to enable the development of standard residential blocks. The site was originally designated as a site for a private high school. The policy plan of 1976 designated the area for standard residential development as the school site was no longer required.

11. The proposed access road incorporates the previously gazetted Teesdale Place to utilise the existing intersection with Fremantle Drive. Servicing of the residential blocks is scheduled for commencement in the 1985/86 financial year and block turnoff is expected mid 1986. First residents could be expected by early 1987.

12. The Committee deferred making a decision on this Item and requested additional information from NCDC and the Department of Territories before reconsidering the Variation. The information provided by the Department of Territories and the NCDC, attached at Appendixes VI and VII, satisfies the requirements of the Committee.

13. The Committee approves the Variation.



84TH SERIES OF VARIATIONS

Variation No. 1, Evatt, Sections 52 & 88

14. This Variation proposes the deletion from the City Plan of Grundy Place and Chomley Court to enable these areas to be incorporated into sites for the proposed development of community facilities and possible residential use. The degazettal will give the lessee full responsibility for the maintenance and security of the leased area.

15. The site was originally designated as an intermediate retail shopping centre. As a result of a 1981 review of retail facilities in Belconnen, the National Capital Development Commission changed the land use to residential.

16. In November 1982 the North Belconnen Baptist Church approached the Department of Territories with a proposal to develop the site for a church, church hall and office. The Baptist Homes Community Services (ACT) wish to develop the southern portion for Aged Persons Units, Hostel and Conference facilities.

17. The proposal is to consolidate the existing blocks and carparks and create three parcels of land including the carparks.

18. The House of Assembly Standing Committee report on Planning and Development supports the Variation. However Mr J. M. Clements, a member of the House of Assembly, dissented from the Committee's recommendation.

19. Mr Clements believes that the sites for the church and aged persons accommodation proposed in the Variation are far too valuable to be leased to the church.

20. By leasing this land to the Baptist Church the Government would be forgoing the many thousands of dollars which could be raised by dividing the area into approximately 25 residential standard leases or 40 courtyard units and selling them for up to \$30 000 each. Income in the form of rates would also be forfeited.

21. Mr Clements also states that the area is quite unsuitable for aged persons accommodation as it is too remote from the shops and other necessary facilities.

22. Variation 3 proposes an addition to the Plan of an existing access road and carpark to enable future leasing action. Mr Clements suggests that land thus made available be offered to the Baptist Church for its premises and for aged persons accommodation in lieu of the sites originally proposed for these purposes in Evatt in Variation No. 1.

23. This Committee has no objections to the proposal but would like to see performance criteria included in the Departmental leasing arrangements to the Baptist Church. It is noted that the ACT House of Assembly Committee has requested that it be advised of proposed performance requirements and the Department of Territories, in evidence, said that this is standard practice for all new leases.

24. The Committee approves the Variation.

Variation No. 2, Mitchell, Section 7

25. This proposal provides for additions to the Plan of two North/South link roads to connect Grimwade Circuit with Buckland Circuit and Grimwade Circuit to Darling Place and deletion from the Plan of part of Darling Place. The proposed roads will connect the southern part of the Mitchell Industrial Estate between Lysaght Street and Sandford Street.

26. The proposed roads will increase accessibility and improve traffic circulation within the Mitchell Industrial Estate. It is noted that the Mitchell traders have expressed support for this proposal.

27. The Committee approves the Variation.

Variation No. 3, Macquarie, Section 19

28. The proposed Variation provides for an addition to the City Plan of an existing access road and carpark off Lachlan Street.
29. The gazettal of the existing carpark will enable any further development abutting the carpark to have vehicular access from a gazetted roadway.
30. The National Capital Development Commission's land use policy of the land to the North of the car park is Business and Commercial (non-retail, office/professional suites), to the West is Medium Density and/or Community Facilities separated by a Landscaped Open Space area which provides pedestrian access between the shops and the car park.
31. The Report of the House of Assembly Standing Committee on Planning and Development on the 84th Series, although supporting the proposal, suggests that the housing site would be eminently suitable for aged persons accommodation given its proximity to the shops and to a doctor's office.
32. Mr Clements, a Member of the House of Assembly, suggested that land made available by the gazettal could be offered to the Baptist Church for its premises and for aged persons accommodation in lieu of the site proposed for these purposes in Evatt in Variation No. 1.
33. Officials of the NCDC told the Committee that the Commission agreed with the House of Assembly Committee's suggestion and that approximately 25 Government Old Age Persons Units could be built on the site. The Committee supports the idea of aged persons housing on the site on the basis that there is a demand for this in the area. The NCDC has incorporated this use in its policy plan.
34. The Committee approves the Variation.

Variation No. 4, Macquarie, Section 52

35. This Variation proposes the deletion from the City Plan of a small part of the road reservation of an existing access road in Halloran Close, Macquarie, to enable the inclusion of tennis court lights in a lease to be offered to the Belconnen Tennis Club.

36. During the preparation of lease documents it was discovered that the lights servicing the tennis court were situated on part of the gazetted road reservation. The proposal will rectify this situation and allow the inclusion of the lights to be included in a lease to the Tennis Club.

37. The Committee is surprised that the Department was not aware of this situation until the lease documents were prepared. The Department should ensure that, in future variation proposals, steps be taken to prevent such situations recurring.

38. The Committee approves the Variation.

Variation No. 5, Kaleen, Section 150

39. This Variation provides for the addition to the City Plan of a trunk cycleway from the Ginninderra Drive bridge near Aikman Drive to the existing Kaleen to Bruce cycleway at the Ginninderra Drive underpass.

40. The proposal will provide a link between the trunk cycleway along Ginninderra Creek to the cycleway from Kaleen through the National Sports Centre, thus completing the major cycleway network in North and East Belconnen.

41. Approximate cost is \$193 000, no objections to this proposal have been received and Pedal Power support has been obtained.

42. The Committee was informed that the design complies with the Commission's guidelines for cycleways.

43. The Committee approves the Variation.

Variation No. 7, Yarralumla, Coronation Drive

44. This Variation proposes the deletion from the City Plan of a small triangular area from the gazetted width of Coronation Drive, in order to provide additional area to Block 2, Section 99 Yarralumla which will enable this area to be included in the site to be offered for lease for the Embassy of the People's Republic of China.

45. The area to be degazetted is approximately 430 sq m and will contain part of the proposed address court to the Main Embassy building.

46. There is no cost involved and the Committee approves the Variation.

Variation No. 8, City, Sections 11 & 65

47. This Variation proposes the deletion from the City Plan of part of the road reservation of the eastern corner of Allara Street and Constitution Avenue intersection and also for the addition to the plan of two splays at the southern and eastern corners of Section 11, in accordance with the National Capital Development Commission Development Plan for the White Industries development.

48. The White Industries project is to occupy Sections 11, 60 and part of 4, City, and will provide an international standard hotel, an international convention centre, an office complex and extensive landscaped gardens. The previous Committee examined two other variations associated with the White Industries Development. Variation 7, in the 79th Series, was for a degazettal of Bunda Street, East of Allara Street, to provide a site for the Development. The variation in Series 81A provided for the deletion from the City Plan of part of the road reservation of Nangari Street.

49. The previous Committee approved the Variation. However, in view of the National Capital Development Commission's claim that significant changes may occur to the proposal, the Committee requested that it be given a briefing on the White Industries Development when the project arrangements had been finalised.

50. During the public hearing of the current proposal, the National Capital Development Commission was given an opportunity to brief the Committee on the White Industries Development.



51. The NCDC informed the Committee that the Minister made an offer of a lease of land, now known as Block 7, Section 11, City and Block 5, Section 65, City, to White Industries Limited in December 1983, for a development including a convention centre, hotel, gardens and office space. After extensive negotiations with White Industries, the Commission conditionally approved a Development Plan for the project in September 1984 and a lease was signed in October 1984.

52. Construction work is underway on Sections 11 and 65 for the office buildings which are required for government occupation in 1986.

53. The total development is now to include:

- . A Convention Centre, including a plenary hall for 2 500 delegates, seminar/meeting rooms and a large multi-purpose hall capable of seating 2 500 people for a banquet; the building to be completed by the end of 1987;
- . An International-standard Hotel, initially with 320 suites capable of expansion up to 450 suites; for completion of initial stage in 1987;
- . Gardens, including outdoor recreational facilities, bars and restaurants; also for completion in 1987; and
- . Office Buildings comprising a total of about 74 000 square metres gross floor area as follows -

Section 11:

- Building 1: 9 100 sq m g.f.a., 6 storeys,  
completion 2/86
- Building 2: 13 500 sq m g.f.a., 12 storeys,  
completion 6/86
- Building 3: 10 900 sq m g.f.a., 7 storeys  
completion 3/86

Section 65

- Building 4: 16 000 sq m g.f.a., 7 storeys  
completion 8/86
- Building 5: 11 300 sq m g.f.a., 8 storeys  
completion 9/86
- Building 6: 13 100 sq m g.f.a., 5 storeys  
completion 5/86

54. The NCDC informed the Committee that the number of car parking spaces to be provided under the Convention Centre and Hotel components of the White Industries Development are:

Convention Centre:	450
Hotel:	225

55. The Committee is concerned about a continuing reduction of car parking areas in Civic Centre and would like to place on record its support for public access to the carparks to be located under the office buildings. This would help alleviate some of the problems presently being experienced by shoppers and the workforce employed in Civic.

56. A further concern of the Committee is the realisation of the full potential of the convention centre. The lag time from booking conferences and conventions to assembly of delegates and participants may be 3-4 years. It is therefore necessary for arrangements to achieve initial full utilisation to be set in train immediately. Advice has been received from the Department of Territories that some preliminary promotional work has commenced, but it is essential that firm bookings be taken now so that the centre will not stand idle during its first year of operation, which is targetted in 1988.

57. The proposed Variation involves very minor amendments to make the dimensions of the two proposed splays to Section 11 the same as splays to the London Circuit corners. The splay corner to Section 65 is proposed to be reduced so that it will be consistent with the other splay.

58. There is no cost involved and the Committee approves the Variation.

Variation No. 9, Deakin, Section 68

59. This Variation proposes the addition to the City Plan of an existing access road to enable the leasing of Block 4, Section 68, Deakin to the South Canberra Netball Association.

60. There is no cost involved. The Committee approves the Variation.

#### Variation 10, Isabella Plains North

61. The proposed variation will provide for the development of Isabella Plains North. It proposes the deletion from the Plan of unconstructed roads and the addition of a new road layout including two main distributor roads, eleven collector roads and thirteen culs-de-sac to enable this part of Isabella Plains to be developed to provide 486 standard residential blocks, 3 low density cluster housing sites containing 47 dwellings, playing fields, recreational areas, high schools, a shopping centre, open space and a water pollution control pond, and sites for community and municipal uses.

62. The approximate cost of the road construction is \$3.6m.

63. The western sector of the site was originally intended for the establishment of medium density housing, and the eastern sector for a golf course and housing. However, it was found that a golf course in the general area was not viable and the plan for a golf course/housing estate was abandoned.

64. Following extensive community consultation by the National Capital Development Commission, the initial public opposition over the abandonment of plans for a golf course has been resolved. The final Plans released on 9 December 1984 were fully supported by the South Tuggeranong Progress Association. The Public Consultation process undertaken by the NCDC in relation to this development has been very successful.

65. A submission from the South Tuggeranong Progress Association supports the proposal. But as the area includes only about 500 residential sites the Association believes the area should be incorporated into the existing suburb of Monash and should be retitled accordingly.

66. In view of the size of Monash, which has a lower population than adjoining suburbs, the Committee supports the inclusion of the area into the suburb of Monash. This would assist in unifying the area and provide a greater cohesion of services provided.

67. The Committee approves the Variation subject to the incorporation of the area into the suburb of Monash.

Variation No. 11, Wanniasa, Section 132

68. This proposal provides access to a site within Erindale Group Centre and deletes a gazetted road no longer required.

69. The original approved Policy Plan for Tuggeranong proposed a group centre at Erindale of 4 500m<sup>2</sup> of retail space. In August 1983, the previous Committee in the 79th Series of Variations examined a proposal for a major district centre of 14 000m<sup>2</sup> retail space and 4 000m<sup>2</sup> of non-retail space. Because of the severe shortage of retail facilities in the Tuggeranong area and the then uncertainty of the proposed Tuggeranong Town Centre site, the previous Committee reluctantly approved the Variation. (A copy of the relevant sections of the report are at Appendix VIII).

70. In February 1984, the then Minister for Territories and Local Government announced the reversion of the Erindale Centre to its original Group Centre status.

71. In view of the decision announced in 1984 to proceed with the Tuggeranong Town Centre, NCDC prepared new Policy and Development Plans for Erindale to replace the July 1983 Policy and Development Plans reflecting changes to the retail and other commercial components of the Centre.

72. The new Plans for Erindale as a Group Centre allow for a total of 4 000m<sup>2</sup> of retail space plus 2 100m<sup>2</sup> for a hardware store, a garden centre and catering and drinking establishments.

73. The National Capital Development Commission proposes the following gazettal actions:

1. gazette the constructed pavement south of Gratten Court to provide access to a site within the Group Centre; and

2. de-gazette the southern section of Gratten Court identified for the previously proposed larger Erindale Centre but not required for the current proposal.

74. There is no cost involved as the road to be gazetted is an existing road. The road to be degazetted has not been constructed.

75. The proposed road variation will provide access to a proposed site for non-retail commercial and/or personal services uses, within the Erindale Group Centre.

76. The South Tuggeranong Progress Association, although not objecting to the proposals to degazette and gazette the roads, believes that there is inadequate provision of parking space directly associated with the commercial development of the centre. Furthermore the Association believes that insufficient space has been provided for expansion of the shopping centre.

77. The South Tuggeranong Progress Association also expressed concern about the size and location of the garden centre since this has been reduced substantially in size from the original 1983 plan.

78. The NCDC, in evidence to the Committee, gave an assurance that spaces would be reserved for extra parking as a temporary measure before the opening of the Tuggeranong Town Centre. In relation to the garden centre, the NCDC told the Committee that the size of the garden centre at Erindale was comparable to those elsewhere in the area but that, if necessary, the policy permits garden centres in other locations if required.

79. The Committee approves the Variation.



Variation No. 12, Macarthur Road

80. The proposal provides for the deletion from the City Plan of an unconstructed car park off Carson Street to permit the proposed development of a Pre-school and Child Health Clinic.

81. The access to the proposed Pre-school and Health Clinic will be from the existing lay-by off Carson Street where car parking will be provided.

82. No objections were received and no cost is involved, as the car park is not constructed.

83. The Committee approves the Variation.

Variation No. 13, Drakeford Drive, Isabella Drive to  
Point Hut Road

84. This proposal provides for deletions and additions to the Plan for a major realignment of the unconstructed extension of Drakeford Drive, including modification of the Isabella Drive and Drakeford Drive intersection and modifications to Johnson Drive and Tharwa Drive to accommodate the realignment. The variation also includes the deletion of unconstructed subdivision roads in Calwell West and modification of Duggan Street and Downard Crescent associated with the realignment to allow replanning in this area.

85. The estimated cost of the roadworks including the water quality control ponds is \$11.4m.

86. The ponds will form a protection for the Murrumbidgee River from runoff from proposed residential land in Isabella Plains.

87. The Committee in its report on the Murrumbidgee River in the ACT Region stated that there should be no urban development south of the Lanyon Hill ridgeline as this development would be clearly visible from many parts of the Lanyon property. The Committee further recommended that Tharwa Drive be retained and that the proposed Wright's Drive not be proceeded with.

88. The NCDC has indicated that there is still some uncertainty about the shape of the intersection South of Johnson Drive, connecting to Tharwa Drive, and that this will depend on decisions to be made about future developments in South Tuggeranong. The Committee is not able to approve the proposed

Variation in its entirety without being provided with more details about the shape of the intersection at Tharwa Drive and without a proper briefing concerning future developments in South Tuggeranong.

89. The Committee approves works associated with construction of the proposed road from Isabella Drive to Johnson Drive but defers approval of the section from Johnson Drive to Tharwa Drive pending further information concerning the intersection of Tharwa Drive and proposed land development in South Tuggeranong.

Variation No. 14, Theodore/Calwell

90. This proposal provides for the addition to the Plan of access roads in north-western Theodore south of Tharwa Drive on the lower slopes of Tuggeranong Hill, to permit the development of 115 standard residential blocks and 20 standard cluster units. A small road addition to Downard Crescent will enable a road to be constructed to pass under Tharwa Drive linking the proposed development with Calwell.

91. The cost of servicing this area is approximately \$1.4m. This includes an estimated cost of \$575 000 for an underpass at Tharwa Drive to Downard Crescent. The Commission pointed out to the Committee that the higher servicing costs are expected to be more than offset by higher market prices for the blocks in this subdivision. The NCDC also indicated that bus services, retail and community facilities would not be provided in the development.

92. The Committee approves the Variation on the proviso that initial purchasers are informed of the lack of bus services and other facilities in the area.

Variation No. 15, Calwell East

93. The proposal provides for the modification of the road layout to enable the reintroduction of Tharwa Drive as an arterial road and the realignment of Were Street as a sub-arterial road to facilitate access to proposed local and new Town Centre facilities. The modifications will also provide for the deletion of two unconstructed access roads to deny access to the proposed residential area from Tharwa Drive.

94. The new road will also improve access to the schools for neighbourhood school children.

95. This Variation proposes to vary roads approved by the Committee in the 81st Series, but which have not yet been constructed. Under this proposal there will be a decrease in road length of approximately 500 metres and the Commission anticipates some cost savings.

96. The Committee approves the Variation.

Variation No. 16, Theodore, Roads FAC and FAD

97. The purpose of this proposal is to delete from the City Plan roads FAD and FAC from Sections 611, 612 and 613 in order to set aside portion of this proposed residential area as Public Open Space which contains Aboriginal axe grinding grooves and artefacts regarded as having high archaeological and general heritage significance.

98. The briefing notes supplied by the Commission and the Department state that:

As the result of an archaeological survey undertaken for the Commission to undeveloped areas of the Tuggeranong Valley to identify and locate sites having ecological, cultural and archaeological significance, the area identified was found to contain a large axe grinding groove complex. Similar complexes have not been found elsewhere in the ACT or the surrounding southern tablelands region of NSW.

99. The Committee was told that the Canberra Archaeological Society will be carrying out further detailed investigations into the axe grinding grooves.

100. The House of Assembly Committee and this Committee are both concerned about the protection of the artefact site from acts of vandalism or desecration. Protective measures are essential and should be undertaken immediately. The NCDC informed the Committee that the question of protection of the site is under investigation.

101. The Committee approves the Variation and stresses the necessity for adequate protective safeguards for the site.

A handwritten signature in cursive script, appearing to read 'Ros Kelly', written in black ink.

(Ros Kelly)  
Chairman

7 May 1985



ACTING MINISTER FOR TERRITORIES

HON. GORDON SCHOLES, M.P.  
MEMBER FOR CORIO

11.3.85

Mrs Ros Kelly  
Chairperson  
Joint Committee on the ACT  
Parliament House  
Canberra ACT 2600

Dear Mrs Kelly

On 26 February 1985 notice of intention to vary the plan of layout of the City of Canberra and its environs representing the 84th series of variations was published in the Commonwealth Gazette.

A total of sixteen variations to the Plan are included in this series and in accordance with normal procedures public participation has been encouraged through a media release, press advertisements and displays.

In accordance with the provisions of paragraph 1 (a) of the Committee's Instrument of Appointment I formally refer the proposed variations to the Committee for investigation and report. All comments or objections relating to variation proposals which are received by the Department will be forwarded to the Committee for consideration.

You will recall that the Joint Committee of the previous Parliament was not able to examine and report on all variation proposals of the 83rd series notified in the Gazette on 21 August 1984 before dissolution. I therefore take this opportunity to formally refer outstanding variations 3, 4, 9, 10, 11 and 14 of the 83rd series to the Committee for investigation and report.

Yours sincerely

Michael Duffy



APPENDIX II



MINISTER FOR TERRITORIES

HON. GORDON SCHOLES, M.P.  
MEMBER FOR CORIO

9 April 1985

Mrs Ros Kelly MP  
Chairman  
Joint Committee on the Australian  
Capital Territory  
Parliament House  
CANBERRA ACT 2600

Dear Mrs Kelly

On 26 February 1985 notice of my intention to vary the plan of layout of the City of Canberra and its environs representing the 84th Series was published in the Commonwealth Gazette.

On 11 March the acting Minister formally referred the outstanding items of the 83rd Series and the variations of the 84th Series to your Committee in accordance with the provisions of paragraph 1(a) of the Committee's Instrument of Appointment.

In regard to Variation 6 of the 84th Series I now wish to formally advise that it is no longer my intention to proceed with this proposal. The National Capital Development Commission will not be including the Weston Park road additions and deletions in its 1984-85 Construction Programme and it is unlikely that the proposal will proceed in the near future.

Yours sincerely

GORDON SCHOLES

List of Witnesses

Australian Capital Territory House of Assembly

Mrs B. M. E. Cains Deputy Chairman  
Standing Committee on Planning  
and Development

Mr J. M. Clements Member, Standing Committee on  
Planning and Development

National Capital Development Commission

Ms J. Lang, Associate Commissioner

Mr G. J. Campbell, Chief Planner

Mr D. L. Daverin, Acting Chief Engineer

Department of Territories

Mr E. G. Davenport, Acting First Assistant Secretary

Mr N. J. Gascoigne, Officer-in-Charge, Statutory  
Processes Sub section

Mr R. S. Adcock, Director, Business Leases Branch

South Tuggeranong Progress Association

Lt.-Col, J. E. Madden, President

Mr M. V. Bowen, Vice-President

AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



EMBARGOED  
UNTIL PRESENTED  
IN THE ASSEMBLY

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REPORT NO. ...33.....  
OF THE  
STANDING COMMITTEE ON  
PLANNING AND DEVELOPMENT

---

VARIATIONS TO THE CANBERRA CITY PLAN  
(84TH SERIES)

---

MARCH 1985

PERSONNEL OF THE COMMITTEE

CHAIRMAN ..... Mr Vallee  
..... Mrs Cains  
..... Mr Clements  
..... Mr Doyle  
..... Mr Whalan

CLERK TO  
THE COMMITTEE ..... Miss A M Leach

A. INTRODUCTORY MATTERS

The Standing Committee on Development and Planning has examined variations to the Layout of the City of Canberra and its Environs as set out in the 84th series.

2. The Committee has been briefed on the variations by officers of the NCDC and the Department of Territories.

3. Brief details of the 16 proposed variations follow. Specific comments which the Committee wishes to draw to the Assembly's attention are also included.

4. Recommendation: That the proposed variations be supported.

B. THE VARIATIONS

Variation No. 1 - Evatt: Sections 52 and 88 (road deletions)

5. This variation proposes that car parks in Sections 52 and 88, apart from the one east of Chomley Court, be degazetted so that the area can be consolidated and formed into 3 leases.
6. It is proposed that the northern site, Blocks 2,3, and 4 of Section 52 and the northern car park, be used for community facilities including a church, a church hall and an office.
7. The middle site, Block 6 of Section 52, is intended for community facilities or residential use and will probably contain a pre-school associated with the church or residential units.
8. Aged persons units or medium density housing are to be erected under the sponsorship of the Baptist Church, on the southern site, Block 7 of Section 52, part of Section 88 and the southern car park.

9. The Committee has queried whether the land is suitable for aged persons accommodation given its distance from the shops.
10. The NCDC has explained that sites in a residential area are needed for the church and aged persons accommodation and that the proposed land use will ensure that the existing car parks can be usefully retained. Moreover, consideration is being given to the question of providing a retail outlet for the use of the aged persons.
11. The Committee supports the degazettal of the car parks but feels that if the land is to be released to the Church, performance requirements should be included in the lease. The Committee requested that it be advised of the proposed requirements in due course.

Variation No.2 - Mitchell: Section 7 (road additions)

12. An NCDC study of Mitchell, undertaken in 1984, identified the need for additional north/south access roads between Grimwade Circuit and Buckland Circuit. The demand for additional roads is illustrated by the extensive "informal" road system which has evolved across the vacant space dividing the north and south sections of the service trades precinct.
13. This proposal seeks to meet this need through the provision of 2 north-south link roads to connect the southern part of the industrial estate between Lysaght Street and Sandford Street.
14. The Committee has noted that there is strong support for the proposed roads from the Mitchell traders.

Variation No.3 - Macquarie: Section 19, Block 18 (road addition)

15. The variation recommends the gazettal of an existing road and car park in Block 18 of Section 19 so as to provide legal vehicular access from a gazetted roadway to a building site.
16. It is proposed that the land to the north of the car park be used for a doctor's suite and another office. Land to the west is destined for medium density single-storey housing and the area separating the two sites is to be landscaped open space which will provide pedestrian access between the shops and the car park.
17. The Committee has noted that during the consultation process, some opposition was voiced against the proposed medium density housing. This is believed to have been prompted by the double-storey housing erected on Block 10, and, consequently, the NCDC has restricted development to single-storey housing which will mask the somewhat unsightly backyards of Macquarie shops.
18. While the Committee had no opposition to the proposal, it suggested that the housing site would be eminently suitable for aged persons accommodation given its proximity to the shops and to a doctor's office.

Variation No.4 - Macquarie: Section 52 (road deletion)

19. This proposal is for the deletion from the Plan of a small part of the road reservation of an existing access road in Halloran Close, to enable the tennis court lights to be included in a lease offered to the Belconnen Tennis Club and the Committee approves of this variation.

Variation No.5 - Kaleen: Section 150 (cycleway additions)

20. The proposed variation is for the gazettal of a new trunk cycleway link from Ginninderra Drive bridge near Aikman Drive to the existing Kaleen to Bruce cycleway at the Ginninderra Drive underpass. This will complete the major cycleway network in north and east Belconnen.
21. Cyclist activated signal phases and staged crossing of Baldwin Drive are to be provided at the Ginninderra Drive/Haydon Drive intersection to enable cyclists to cross safely.
22. The cycleway is in an open space setting over most of its length with a single sided road, Alberge Street, over the remainder. The gradients are minimal and the design complies with the NCDC's guidelines for cycleways.

Variation No.6 - Weston Park (road additions and deletions)

23. The proposal concerns the relocation of Weston Park Road south of Pescott Lane so that it extends directly from Brown Street and is aligned with the row of elms adjacent to the Yarralumla Nursery boundary.
24. This realignment would reduce the amount of land alienated from Lake Burley Griffin, eliminate a dangerous curve, provide a more scenic entry, and will clarify the circulation system, particularly in regard to the Yarralumla Nursery's entrance.
25. 35 trees will need to be removed. However, the route has been selected to minimise such tree removals and to avoid trees of horticultural value. The Committee was advised that any other proposed route would have resulted in even greater depredations having to be made.



Variation No.7- Yarralumla: Coronation Drive (part road deletion)

26. This proposal deletes a small triangular area from the gazetted width of Coronation Drive so as to extend the boundary of Block 2 of Section 99 by 10 metres at its widest part.
27. This will enable the proposed Embassy of the People's ~~Republic of China to be constructed~~ wholly within the area leased for that purpose, as the area to be degazetted will contain part of the proposed address court to the Main Embassy buildings.
28. The small triangle of land is on the boundary of the site and the Committee is satisfied it does not affect working leases or the road users.

Variation No.8 - City: Sections 11 and 65 (road additions and deletions)

29. The variation provides for a reduction in the extent of the splay to the eastern corner of Allara Street and Constitution Avenue in Section 65 of the City, and for the addition of splays to the Allara Street corners of Section 11 in accordance with the approved Development Plan for the White Industries project.
30. The two proposed splay corners to Section 11, of 6.466 metres in each direction, have been excluded from the White Industries lease to enable their inclusion in the road reservation.
31. The proposed reduction of the splay corner to Section 65, from 17 metres on each side to 6.446 metres, will make it consistent with the other splays and will ensure that office buildings on this corner have a similar relationship to

Constitution Avenue as other office buildings and hence has the Committee's support.

Variation No.9 - Deakin: Section 68, Block 4 (road addition)

32. This proposal is for the gazettal of an existing road to provide legal access to Block 4 of Section 68. This will enable the leasing of the area to the South Canberra Netball Association who the Committee understands will then become responsible for its maintenance.

Variation No.10 - Isabella Plains: North Road (additions and deletions)

33. The proposed variation will provide for the development of Isabella Plains North. It comprises 2 distributor roads, 11 collector roads and 13 culs-de-sac. These will permit the development of 486 standard residential blocks, 3 low density cluster housing sites containing 47 dwellings, playing fields, recreational areas, high schools, a shopping centre, open space, a water pollution control pond and sites for community and municipal uses.
34. The proposed layout reflects a desire to enhance the dominant hilltop environments in an area of mainly gentle grades by the use of cluster housing development and/or landscaping. Existing tree plantations are to be incorporated into the design of the district playing fields.
35. The Committee has noted that initial public opposition over the abandonment of plans for a golf course/housing estate in the area, has been resolved following extensive community consultation by the NCDC and a substantial revision of the original development plans.
36. The land servicing for the area west of the north-south floodway is programmed to commence in 1985/86 with the first

residents expected by mid 1987. The servicing of the land east of the floodway is programmed for commencement in 1986/87 with the first residents arriving in mid 1988.

Variation No.11 - Wanniasa: Section 132 (road additions and deletions)

37. This variation requires the gazettal of an additional 90 metres of road to provide access to a site within the Erindale Group Centre, and deletes a 120 metre long gazetted road which is now no longer required.
38. The road to be gazetted is an existing one which was constructed as part of the original Erindale Group Centre, whereas the road to be de-gazetted has not been built.
39. The road variation will provide legal access to a site for commercial and/or personal services uses and is supported by the Committee.

Variation No.12 - Macarthur: Road GJR (road deletion)

40. This proposal provides for the deletion of a gazetted car park off Carson Street. The car park was originally gazetted to provide access to a local activity centre which is now no longer necessary because of the development of the Chisholm Group Centre.
41. The Committee were pleased to learn that the variation will permit the site to be used for a much needed Pre-school and Child Health Clinic, access to which will be from the existing layby off Carson Street where car parking will be provided.

Variation No. 13 - Isabella Drive to Point Hut Road (road additions and deletions)

42. The proposed variation relates to the regazettal of the proposed extension of Drakeford Drive south of Erindale Drive to Point Hut Road. It also covers sections of Isabella and Tharwa Drive near their intersections with Drakeford Drive.
43. The junction of Isabella Drive and Drakeford Drive has been ~~designed to enable the development of water quality control~~ works on Tuggeranong and Stranger Creeks. The realignment of Isabella Drive locates the road on the ridge and allows the maximum use of natural landforms for the provision of water quality control ponds.
44. The form of the future junction of Drakeford Drive and Tharwa Drive will be dependent on the population of Lanyon and the number of road outlets provided. The Committee has been assured that land reserved for road purposes would allow for various road configurations to be adopted and to be progressively implemented when necessary.

Variation No.14 - Theodore/Calwell (road additions)

45. This proposal outlines a road layout for the development of land to the south of Tharwa Drive on the lower slopes of Tuggeranong Hill. This will permit the development of 115 standard blocks and 20 standard cluster units.
46. The site is in a prime location with extensive northern views of the Tuggeranong Valley, and the road layout is designed to provide opportunities to integrate different housing types with the existing trees and rocky outcrops on the site.

Variation No. 15 - Calwell East (road additions and deletions)

47. This proposal has resulted from an NCDC review of the South Tuggeranong transportation network which has identified the need for the reintroduction of Tharwa Drive as an arterial road and the realignment of Were Street as a sub-arterial to facilitate access to local and new Town Centre amenities.

48. The relocation of Were Street to the east, away from the residential development in Calwell will help to reduce traffic noise in that area and will permit easy access by the residents to the proposed Primary School and High School sites. The Committee was keen to ensure Were Street retains its role of providing a direct access for Theodore residents to the proposed Calwell retail centre.

49. The proposed road changes link into the gazetted roads in Calwell. Roadworks and servicing for the first stage of Calwell East, adjacent to Johnson Drive have been commenced.

Variation No.16 - Theodore: Roads FAC and FAD (road deletions)


50. The proposal provides for the deletion of roads in Sections 611, 612 and 613 so as to set aside a portion of the proposed residential area to create a Public Open Space to protect Aboriginal axe grinding grooves and artifacts of archaeological and general heritage significance.

51. The protection of the artefact site will involve continuing public advice and liaison with the Australian Heritage Commission, the Department of Aboriginal Affairs and the Department of Territories and is considered most worthwhile by the Committee.

C RECOMMENDATIONS

52. The Committee recommends that :

- (1) the 84th Series of Variations to the Layout of the City of Canberra and its Environs be agreed to;
- (2) The Department consider new procedures which would permit the Assembly more time to give adequate consideration to future proposed variations;
- (3) the recommendation be transmitted by Message to the Minister.



P Vallee  
Chairman

DISSENTING REPORT

BY

MR J M CLEMENTS

A. INTRODUCTORY MATTERS

The Standing Committee on Development and Planning has examined the 84th Series of Variations to the Layout of the City of Canberra and its Environs outlined in the commonwealth of Australia Gazette No.S 52 of 26 February 1985.

2. The Committee has recommended that all the variations be approved and a report to that effect forwarded to the Minister.
3. I have to dissent from the Committee's recommendation in respect of two of the proposed variations and my reasons are outlined below.

B. THE VARIATIONS

Variation No.1 - Evatt: Sections 52 and 88 (road deletions)

4. It is proposed that car parks in Sections 52 and 88, apart from the one east of Chomley Court, be degazetted so that the area can be consolidated and formed into three leases.
5. The land use which is proposed by the NCDC for the northern site, Blocks 2,3 and 4 of Section 52 and the northern car park, is for "Community Facilities" including a church, a church hall and an office.
6. The middle site, Block 6 of Section 52, is intended for "Community Facilities" or "Residential" and is expected to contain a pre-school associated with the church or residential units.
7. Aged persons units or medium density housing are to be erected on the southern site, Block 7 of Section 52, part of Section 88 and the southern car park, under the sponsorship of the Baptist Church.



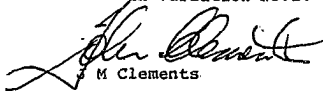
8. The NCDC has supported these proposals by arguing that they will make the best possible use of the existing car parks which would have to be torn up were the land to be used for residential purposes.
9. It is further argued that the sites for the church and aged persons accommodation need to be located in residential districts and that if this area is not allocated to them other residential land would have to be made available.
10. However, this tract of land is a very large one, comprising 20,000 square metres, which, I believe, is far too valuable to be leased to the church. By leasing this land to the Baptist Church the Government would be foregoing the many thousands of dollars which could be raised by dividing the area into approximately 25 residential standard leases or 40 courtyard units and selling them for up to \$30,000 each. An ongoing income in the form of rates would also be forfeited.
11. Moreover, I believe that the area is quite unsuitable for aged persons accommodation as it is too remote from the shops and other necessary facilities.
12. The land's proximity to a primary school and to Copeland College enhances its value as a residential area, and the resultant influx of young families would provide a valuable revitalising of the neighbourhood.
13. It is therefore my contention that the whole area surrounding and including the car parks should be used for residential purposes and that alternative sites be found for the church and its facilities and for aged persons accommodation.

(b) Variation No.3 - Macquarie: Section 19, Block 18

The existing road and car park be gazetted to provide legal access from a gazetted road to a development site.

Land thus made available be offered to the Baptist Church for its premises and for aged persons accommodation in lieu of the sites originally proposed for these purposes in Evatt

in variation NO.1



M Clements  
Standing Committee  
Development and Planning

Department  
of  
Territories

National  
Capital  
Development  
Commission

Seat of Government  
(Administration)  
Act 1910

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**Proposals for Variation  
to the Plan of Layout  
of the City of Canberra  
and its Environs**

**84th Series**

**Briefing  
Material  
Public  
Comments  
and  
Objections**

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Prepared for the  
Parliamentary  
Joint Committee  
on the ACT

Canberra  
March 1985

INDEX

	<u>Page No.</u>
INTRODUCTION	1
MINISTER'S LETTER REFERRING 84TH SERIES TO COMMITTEE	2
PUBLIC INFORMATION	3
PRESS STATEMENT OF 26 FEBRUARY 1985	4
COPY OF PRESS ADVERTISEMENT FOR VARIATIONS	7
NOTES ON THE 82ND AND 83RD SERIES OF VARIATIONS	8
<u>84TH SERIES OF VARIATIONS TO THE CITY PLAN</u> <u>EXPLANATORY STATEMENT</u>	 9
<u>VARIATIONS</u>	
1. Evatt: Sections 52 & 88 - Road Deletions	NCDC 12
2. Mitchell: Section 7 - Road Additions & Deletions	NCDC 18
3. Macquarie: Section 19 Block 18 - Road Addition	NCDC 24
4. Macquarie: Section 52 - Road Deletion	Department of Territories 29
5. Kaleen: Section 150 - Cycleway Additions	NCDC 34
6. Yarralumla: Weston Park - Road Additions & Deletions	NCDC 39
7. Yarralumla: Coronation Drive - Part Road Deletion	NCDC 45
8. City: Sections 11 & 65 - Road Additions & Deletions	NCDC 50
9. Deakin: Section 68 Block 4 - Road Addition	Department of Territories 56
10. Isabella Plains: North - Road Additions & Deletions	NCDC 60
11. Wanniasa: Section 132 - Road Additions & Deletions	NCDC 70
12. Macarthur: Road GJR - Road Deletion	NCDC 78
13. Drakeford Drive: Isabella Drive to Point Hut Road - Road Additions & Deletions	NCDC 83
14. Theodore/Calwell: Road Additions & Deletions	NCDC 88
15. Calwell East: Road Additions & Deletions	NCDC 93
16. Theodore: Roads FAC & FAD - Road Deletions	NCDC 98

PUBLIC COMMENT AND OBJECTIONS

<u>VARIATION NO.</u>	<u>COMMENTS/OBJECTIONS SUBMITTED BY</u>	
10	SOUTH TUGGERANONG PROGRESS ASSOCIATION INC.	67
11	SOUTH TUGGERANONG PROGRESS ASSOCIATION INC.	75

SEAT OF GOVERNMENT ADMINISTRATION ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE  
CITY OF CANBERRA AND ITS ENVIRONS (84TH SERIES)

This briefing material is intended to supplement the information contained in the notice of intention to vary the plan of layout of the City of Canberra and its environs (the City Plan) which was published in Gazette No. S 52 of 26 February 1985. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 84th series of variations.

These variation proposals were referred to the Committee for investigation and report by the Acting Minister for Territories in a letter dated 11 March 1985 pursuant to paragraph 1 (a) of the Committee's instrument of appointment.

The 84th series of variations comprise 16 items, 14 of which are being sponsored by the National Capital Development Commission, and 2 by the Department.

Copies of all public comments and objections received as a result of the Department's publicity of the proposals are forwarded to the Committee.



ACTING MINISTER FOR TERRITORIES

HON. GORDON SCHOLLES, M.P.  
MEMBER FOR CONIO

11.3.85

Mrs Ros Kelly  
Chairperson  
Joint Committee on the ACT  
Parliament House  
Canberra ACT 2600

Dear Mrs Kelly

On 26 February 1985 notice of intention to vary the plan of layout of the City of Canberra and its environs representing the 84th series of variations was published in the Commonwealth Gazette.

A total of sixteen variations to the Plan are included in this series and in accordance with normal procedures public participation has been encouraged through a media release, press advertisements and displays.

In accordance with the provisions of paragraph 1 (a) of the Committee's Instrument of Appointment I formally refer the proposed variations to the Committee for investigation and report. All comments or objections relating to variation proposals which are received by the Department will be forwarded to the Committee for consideration.

You will recall that the Joint Committee of the previous Parliament was not able to examine and report on all variation proposals of the 83rd series notified in the Gazette on 21 August 1984 before dissolution. I therefore take this opportunity to formally refer outstanding variations 3, 4, 9, 10, 11 and 14 of the 83rd series to the Committee for investigation and report.

Yours sincerely

Michael Duffy

#### PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposals, the Department mounted displays showing the intended variations at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library and the Public Library, Erindale Centre, Wanniasa. The Department also advertised the variations in the Canberra Times on four occasions.



Sixteen changes are proposed in the 84th Series of Variations to the City Plan announced today by the Department of Territories. The proposals include major changes in Calwell, Isabella Plains and Theodore to allow for further residential development in these suburbs.

The changes provide for:

- . Deletion of existing minor access roads in Evatt to enable the area to be included in proposed community and possible residential development;
- . Additions to existing roads in Mitchell to improve vehicular circulation within the Mitchell Industrial Estate;
- . Addition of a constructed road in Section 19 Macquarie to provide access to enable future leasing action and also in Macquarie the deletion of part of Halloran Close to enable the leasing of the Macquarie Tennis Courts;
- . Addition of a trunk cyclepath in Kaleen that will provide a link between the Bruce/Kaleen cyclepath to the Lake Ginninderra Bridge;
- . Realignment of the Weston Park Road reservation to provide a more centrally located and safer access road to Weston Park, Yarralumla;

- . Deletion of a small part of an unconstructed section of Coronation Drive so that this area can be included in the site to be offered for the Embassy of the People's Republic of China;
- . Minor modifications to road reservations associated with Section 11 and Section 65 City to accord with the National Capital Development Commission's Development Plan for the White Industries development;
- . Addition of an existing access road in Deakin to enable the leasing of Block 4 Section 68 to the South Canberra Netball Association;
- . Major modifications to the road layout in the northern part of Isabella Plains to enable the area to be developed to provide 488 standard residential blocks, 3 cluster housing sites and sites for community and municipal purposes;
- . Addition of a constructed road associated with the Erindale Group centre, Wanniassa, to provide access to a site to be developed for non-retail commercial and/or personal services uses and deletion of an unconstructed road now not required;
- . Deletion of an unconstructed car park off Carson Street Macarthur to permit the proposed development of a Pre-school and Child Health Clinic;
- . A major realignment of the unconstructed extension of Drakeford Drive from Isabella Drive to Point Hut Road and modifications to associated arterial roads and some subdivisional roads in Calwell to accommodate the realignment and allow replanning in the Calwell West area;

3.

- . Addition of access roads in Theodore and a small part of Downard Crescent, Calwell, to permit the development of 115 standard residential blocks and 20 standard cluster units;
- . Major modifications to roads in Calwell East to facilitate access to proposed local and new Town Centre facilities;
- . Deletion of unconstructed access roads in Theodore to enable the establishment of open space to protect Aboriginal sites and modifying the original proposal to develop 39 single residential units to now provide a 21 unit cluster housing development.

Twenty one days are allowed for public submissions or objections to the intended changes, which must be sent to the Department of Territories. All submissions received by the closing date of 19 March 1985 will be forwarded to the Parliamentary Joint Committee on the ACT for consideration during its public hearing into the proposals.

The intended changes will be on display at the Belconnen and Monaro Malls, Woden Shopping Square, Dickson Library, Cooleman Court and the Erindale Library, Wanniasa until the closing date for lodgement of submissions. Copies of the Commonwealth of Australia Gazette containing the Notice of Intention to vary the Plan are available at the Government Bookshop in Alinga Street, City.

26 February 1985



DEPARTMENT OF TERRITORIES  
PO Box 158 Canberra City ACT 2601

## 84TH SERIES OF VARIATIONS TO THE CITY PLAN

In Gazette No. 552 of 26 February 1985, the Minister for Territories, Mr Gordon Scholes, gave notice of his intention to vary the layout of the City of Canberra and its environs (City Plan). Members of the public who wish to lodge comments or objections on any of the proposals are invited to do so. All submissions must be lodged, in writing, with the Secretary, Department of Territories, GPO Box 158, Canberra ACT 2601, no later than 5.00 p.m. on 19 March 1985.

The proposed variations and any objections or comments received will be referred to the Parliamentary Joint Committee on the ACT, which will conduct public hearings into the proposals and will report to Parliament before the variations can take effect. Displays showing all the intended changes will be available at the Monaro Mall, Coolman Court, Woden Shopping Square, Belconnen Mall, Dickson Library and the Etsdale Centre Library, Warmiassa.

**Variation 1**  
EVATT, Sections 52 and 89: Deletion from the Plan of Grundy Place and part of Chomley Court to enable these areas to be incorporated into sites for the proposed development of community facilities and possible residential use.

**Variation 2**  
MITCHELL, Section 7: Additions to the Plan to provide two north/south link roads to connect Grimwade Circuit with Backland Circuit and Grimwade Circuit to Darling Place and deletion from the Plan of part of Darling Place to improve vehicular circulation within the Mitchell Industrial Estate.

**Variation 3**  
MAQUARIE, Section 19: Addition to the Plan of an existing access road and carpark off Lachlan Street to enable possible future leases in Section 19 to have frontage to a gazetted road.

**Variation 4**  
MAQUARIE, Section 52: Deletion from the Plan of a small part of the reservation of Hafforan Close to enable the inclusion of tennis court lights in a lease to be offered to the Belconnen Tennis Club.

**Variation 5**  
KALEEN, Section 150: Addition to the Plan of a trunk cycleway from the Ginninderra Drive-Bakewell Drive intersection to the existing Kaleen to Bruce cycleway at the Ginninderra Drive underpass.

**Variation 6**  
YARRALLWULA, Weston Park: Deletion from the Plan of part of the Weston Park Road reservation and addition of a new easement to provide a more centrally located and safer access road.

**Variation 7**  
YARRALLWULA, Coronet Drive: Deletion from the Plan of a easement of the road reservation of Coronet Drive to enable this site to be included in the site to be offered for lease for the Embassy of the People's Republic of China.

**Variation 8**  
CITY, Sections 11 and 65: Deletion from the Plan of part of the road reservation of the eastern corner of Constitution Avenue and Alura Street intersection and addition to the Plan of two plays at the southern and eastern corners of Section 11 City to accord with the National Capital Development Commission's Development Plan for the White Industries development.

**Variation 9**  
DEAKIN, Section 68: Addition to the Plan of an existing access road to enable the leasing of Block 4 Section 68 Deakin to the South Canberra Netball Association.

**Variation 10**  
ISABELLA PLAINS NORTH: Deletion from the Plan of unconstructed roads and the addition of a new road layout including two main distributor roads, eleven collector roads and thirteen cul-de-sac to enable this part of Isabella Plains to be developed to provide 488 standard residential blocks, 3 cluster housing sites and sites for Community and Municipal purposes.

**Variation 11**  
WANNASSA, Section 132: Addition to the Plan of an existing road that provides access to a site within the Etsdale Group Centre to be developed for non-retail commercial and/or personal services uses and deletion from the Plan of an unconstructed road not required in the current proposals.

**Variation 12**  
MACARTHUR, Road GJR: Deletion from the Plan of an unconstructed car park off Carston Street to permit the proposed development of a Pre-school and Child Health Clinic.

**Variation 13**  
DRAKEFORD DRIVE, ISABELLA DRIVE TO POINT HUT ROAD: Deletion and additions to the Plan to provide a major realignment of the unconstructed extension of Drakeford Drive including modification of the Isabella Drive and Drakeford Drive intersection and modifications to Johnson Drive and Thanwe Drive to accommodate the realignment. The variation also includes the deletion of unconstructed subdivisional roads in Caberndi west and modification of Duggan Street and Downard Crescent associated with the realignment to allow replanning in this area.

**Variation 14**  
THEODORE/CALWELL: Addition to the Plan of access roads in north western Theodore to permit the development of 115 standard residential blocks and 20 standard cluster units. A small road addition to Downard Crescent will enable a road to be constructed to pass under Thanwe Drive linking the proposed development with Calwell.

**Variation 15**  
CALWELL EAST: Modification of the road layout to enable the reintroduction of Thanwe Drive as an arterial road and the realignment of Ware Street as a sub-arterial road to facilitate access to proposed local and new Town Centre facilities. The modifications will also provide for the deletion of two unconstructed access roads to deny access to the proposed residential area from Thanwe Drive.

**Variation 16**  
THEODORE, Roads FAC and FAD: Deletion from the Plan of two unconstructed access roads to enable the establishment of an area of Public Open Space containing Aboriginal sites identified as a result of an archaeological survey. The deletion will still permit a proposed cluster housing development of 21 standard units instead of the 59 single residential sites planned previously.

Published in  
The Canberra  
Times on the  
2 March 1985,  
6 March 1985,  
9 March 1985, and  
13 March 1985.

NOTES ON THE 82ND AND 83RD SERIES OF VARIATIONS

The Parliamentary Joint Committee on the A.C.T. reported on the outstanding item for the 82nd series, Variation 8 on 23 August 1984. The Committee's recommendation that only one section of the proposed cyclepath be added to the Plan was accepted by the Minister. The amended variation was tabled in both Houses of Parliament on 2 October 1984 and is now effective.

The 83rd series originally comprising 15 items was referred to the Committee on 20 August 1984. During the course of public consultation the Minister advised he was withdrawing one item, Variation 13 which related to residential development in Section 507 Chisholm. The Committee was asked to consider 8 of the remaining items in order of relative priority.

The Committee reported on the 8 items on 3 October 1984 and the Minister accepted the Committee's recommendations. The notice of variation was tabled in both Houses of Parliament on 4 October 1984 and the 8 variations are now effective.

The remaining 6 variation proposals were not able to be considered by the Committee prior to the dissolution of the 33rd Parliament. The outstanding items were however referred on 11 March 1985 to the Committee appointed by the 34th Parliament.

The Committee conducted a public hearing into the outstanding items on 12 March 1985 and its report is expected shortly.

15 March 1985

EXPLANATORY STATEMENT  
84TH SERIES OF VARIATIONS

VARIATION 1

EVATT, Sections 52 and 88: Deletion from the Plan of Grundy Place and part of Chomley Court to enable these areas to be incorporated into sites for the proposed development of community facilities and possible residential use.

VARIATION 2

MITCHELL, Section 7: Additions to the Plan to provide two north/south link roads to connect Grimwade Circuit with Buckland Circuit and Grimwade Circuit to Darling Place and deletion from the Plan of part of Darling Place to improve vehicular circulation within the Mitchell Industrial Estate.

VARIATION 3

MACQUARIE, Section 19: Addition to the Plan of an existing access road and carpark off Lachlan Street to enable possible future leases in Section 19 to have frontage to a gazetted road.

VARIATION 4

MACQUARIE, Section 52: Deletion from the Plan of a small part of the reservation of Halloran Close to enable the inclusion of tennis court lights in a lease to be offered to the Belconnen Tennis Club.

VARIATION 5

KALEEN, Section 150: Addition to the Plan of a trunk cycleway from the Ginninderra Drive Baldwin Drive intersection to the existing Kaleen to Bruce cycleway at the Ginninderra Drive underpass.

VARIATION 6

YARRALUMLA, Weston Park: Deletion from the Plan of part of the Weston Park Road reservation and addition of a new realignment to provide a more centrally located and safer access road.

VARIATION 7

YARRALUMLA, Coronation Drive: Deletion from the Plan of a small part of the road reservation of Coronation Drive to enable this area to be included in the site to be offered for lease for the Embassy of the People's Republic of China.

VARIATION 8

CITY, Sections 11 and 65: Deletion from the Plan of part of the road reservation of the eastern corner of the Constitution Avenue and Allara Street intersection and addition to the Plan of two splays at the southern and eastern corners of Section 11 City to accord with the National Capital Development Commission's Development Plan for the White Industries development.

VARIATION 9

DEAKIN, Section 68: Addition to the Plan of an existing access road to enable the leasing of Block 4 Section 68 Deakin to the South Canberra Netball Association.

VARIATION 10

ISABELLA PLAINS NORTH: Deletion from the Plan of unconstructed roads and the addition of a new road layout including two main distributor roads, eleven collector roads and thirteen culs-de-sac to enable this part of Isabella Plains to be developed to provide 488 standard residential blocks, 3 cluster housing sites and sites for Community and Municipal purposes.

VARIATION 11

WANNIASSA, Section 132: Addition to the Plan of an existing road that provides access to a site within the Erindale Group Centre to be developed for non-retail commercial and/or personal services uses and deletion from the Plan of an unconstructed road not required in the current proposals.

VARIATION 12

MACARTHUR, Road GJR: Deletion from the Plan of an unconstructed car park off Carson Street to permit the proposed development of a Pre-school and Child Health Clinic.

VARIATION 13

DRAKEFORD DRIVE, ISABELLA DRIVE TO POINT HUT ROAD: Deletions and additions to the Plan to provide a major realignment of the unconstructed extension of Drakeford Drive including modification of the Isabella Drive and Drakeford Drive intersection and modifications to Johnson Drive and Tharwa Drive to accommodate the realignment. The variation also includes the deletion of unconstructed subdivisional roads in Calwell west and modification of Duggan Street and Downard Crescent associated with the realignment to allow replanning in this area.

VARIATION 14

THEODORE/CALWELL: Addition to the Plan of access roads in north-western Theodore to permit the development of 115 standard residential blocks and 20 standard cluster units. A small road addition to Downard Crescent will enable a road to be constructed to pass under Tharwa Drive linking the proposed development with Calwell.

VARIATION 15

CALWELL EAST: Modification of the road layout to enable the reintroduction of Tharwa Drive as an arterial road and the realignment of Were Street as a sub-arterial road to facilitate access to proposed local and new Town Centre facilities. The modifications will also provide for the deletion of two unconstructed access roads to deny access to the proposed residential area from Tharwa Drive.

VARIATION 16

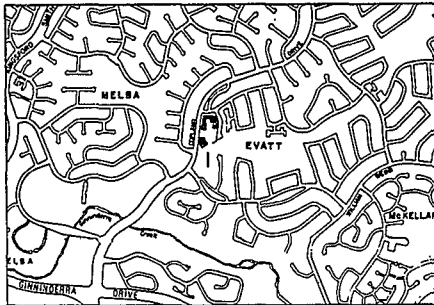
THEODORE, ROADS FAC AND FAD: Deletion from the Plan of two unconstructed access roads to enable the establishment of an area of Public Open Space containing Aboriginal sites identified as a result of an archeological survey. The deletion will still permit a proposed cluster housing development of 21 standard units instead of the 39 single residential sites planned previously.



# Variation No. 1

## VARIATION 1

EVATT, Section 52 and 88: Deletion from the Plan of Grundy Place and part of Chomley Court to enable these areas to be incorporated into sites for the proposed development of community facilities and possible residential use.



EVATT : SECTIONS 52 AND 88 - ROAD DELETIONS

1. Purpose

This proposal is to degazette the existing carparks at Sections 52 and 88 (except the carpark east of Chomley Court) so that the lessee has full responsibility for the maintenance and security of the leased area.

2. Background

Evatt is a neighbourhood in the north central area of Belconnen. The subject site was originally designated as an intermediate retail shopping centre. As a result of a review of retail facilities in Belconnen in June 1981 the Commission in September 1981 changed the land use for Blocks 1, 2, 3, 4 and 7 and part Block 6 Section 52 and adjacent carparks to residential.

In June 1982 the Commission advised the public of this change by placing an advertisement in The Canberra Times stating that:

- development of SW Evatt Intermediate Centre should not proceed;
- the most appropriate alternative use of the site would be for residential purposes.

In November 1982 the North Belconnen Baptist Church approached the Department of Territories with a proposal to develop the site for a church, church hall and office. The Baptist Homes Community Services (ACT) wish to develop the southern portion for Aged Persons Units, Hostel and Conference facilities.

3. Length/Area

7000m<sup>2</sup>.

4. Estimated Cost

Nil.

5. Existing Development

The site is located on a secondary road, Copland Drive, it is close to Copland College and St Monica's RC Primary School and Parish Centre and is less than 500 metres from Evatt Infants and Primary School. It is adjacent to an open space/footpath system running generally east-west linking Melba and Evatt. There are areas of medium density housing immediately adjacent to the site to the east, and to the south east. The site is centrally located in the Melba, Spence, Evatt area.

6. Proposed Development

It is proposed to consolidate the existing blocks and carparks, with the exception of the road/carpark on the eastern side and create 3 parcels of land including the carparks. The land use for the northern site (Blocks 2, 3 and 4 Section 52 and northern carpark) is Community Facilities and will include a church, church hall and office. The land use for the middle site Block 6 Section 52 is Community Facilities or Residential, and is likely to be developed as a pre-school associated with the church or residential units.

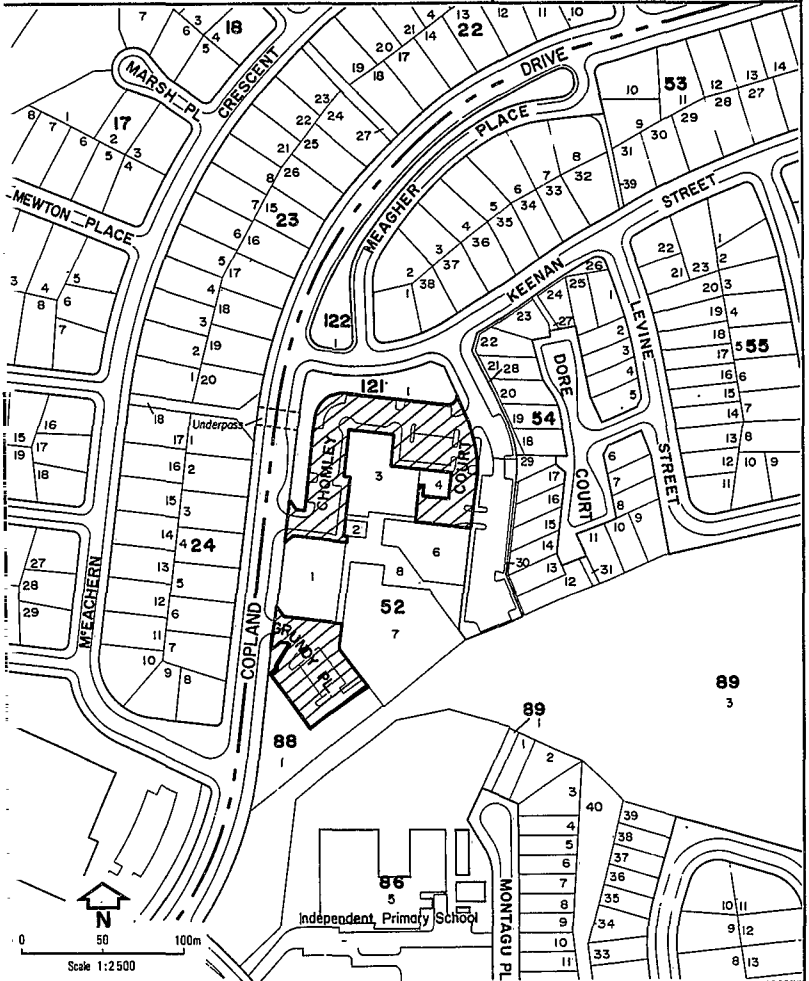
The land use for the southern site (Block 7 Section 52 and part Section 88 and the southern carpark) is for Residential use, for Aged Persons Units or Medium Density development under the sponsorship of the Baptist Church. Two easements containing hydraulic services traverse the site. The northernmost Block 8 Section 52, will form a pedestrian underpass on the north west side of the site.

7. Planning and Environmental Considerations

The proposal will fulfil a *community* need for a site to accommodate a church, church hall and associated facilities and for residential accommodation sponsored by the Baptist Church. The site will be landscaped, and existing landscaping on the southern portion of the site retained.

8. Public Consultation

In November 1984 public comment was invited on draft Policy and Development Plans proposing the land use changes indicated above. The draft Plans were advertised in The Canberra Times and copies were distributed to nearby residents and to the Boards of nearby schools, in addition to distribution under the established procedures to the Joint Committee on the ACT, the ACT House of Assembly, local parliamentarians, and the Committee on Transition to Self-Government. The period for public comment closed on 3 December 1984. Seven responses were received from the community, and the issues raised are currently being considered by the Commission before the Policy and Development Plans are finalised.



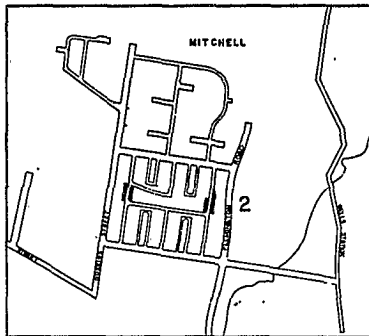
ROAD ADDITION   
 ROAD DELETION 

EVATT: Sections 52 and 88 - Road Deletions

# Variation No. 2

## VARIATION 2

MITCHELL, Section 7: Additions to the Plan to provide two north/south link roads to connect Grimwade Circuit with Buckland Circuit and Grimwade Circuit to Darling Place and deletion from the Plan of part of Darling Place to improve vehicular circulation within the Mitchell Industrial Estate.



## MITCHELL : SECTION 7 - ROAD ADDITIONS AND DELETIONS

### 1. Purpose

This proposal provides two north-south link roads to connect the southern part of the Mitchell Industrial Estate between Lysaght Street and Sandford Street. The proposed roads will increase accessibility and improve traffic circulation within the estate. The area of the Estate between Lysaght Street and Sandford Street has been designed and constructed as two discrete areas. The only vehicular access links between the two are via Hoskins Street and Flemington Road.

### 2. Background

Mitchell Industrial Estate is located to the north of Inner Canberra, between the Federal and Barton Highways. Mitchell was planned in the early 1970's and developed in 1974, as one of the three 'peripheral industrial estates' serving the Canberra area.

The layout of the estate was designed around three separate functional precincts -

- Regional Public Utilities in the third of the estate to the south of Sandford Street;
- Services Trades between Sandford and Lysaght Streets (central third of the estate);
- Wholesale/Storage and Manufacturing/Processing in the final third to the north of Lysaght Street.

At the time of Mitchell's initial development Canberra was experiencing a period of rapid growth. However, as of June 1984, only 58 of the 136 blocks available have been developed.

The public buildings precinct is virtually fully developed. Within the service trades precinct development has occurred primarily in the southern half with some development now taking place in Baillieu Court and Huddart Court in the northern half.

A study of Mitchell undertaken in 1984 by the NCDC identified a number of issues among which was the need for additional north/south access roads between Grimwade Circuit and Buckland Circuit. The existing demand for additional links is illustrated by the extensive 'informal' road system which has evolved across the vacant space dividing the north and south sections of the service trades precinct.

At present the only constructed road links between north and south are Hoskins Street and Flemington Road. Both are major roads on the periphery of the estate.

3. Length

The total length of the roads is 200 metres.

4. Estimated cost

The cost of the roads is estimated at \$0.2M.

5. Existing development

The site is located between Grimwade Circuit and Buckland Circuit and Baillieu Court. It is bounded by Flemington Road to the east and Hoskins Street to the west.

The Belconnen Dog Obedience club has a 25 year lease over Block 7 Section 7 Mitchell.

6. Proposed development

The proposed development comprises the construction of link roads between Grimwade and Buckland Circuits and Grimwade Circuit and Darling Place.



7. Particular planning considerations

The proposed development will eliminate significant difficulties being experienced with the existing layout of the estates by increasing accessibility of the road system and reducing traffic movements onto the perimeter roads of Hoskins Street and Flemington Roads.

8. Environmental considerations

Once the link roads are established, a programme of tree planting will be undertaken to improve the appearance of the streets and reduce the visual impact of the industrial buildings when viewed from Hoskins Street, Flemington Road and within the Estate.

9. Public consultation

There has been liaison with the Mitchell Traders during the formulation of these proposals. An unofficial road system (off-road) has developed in various locations in Section 7 and numerous complaints have been directed to NCDC and Department of Territories regarding the access and parking difficulties.



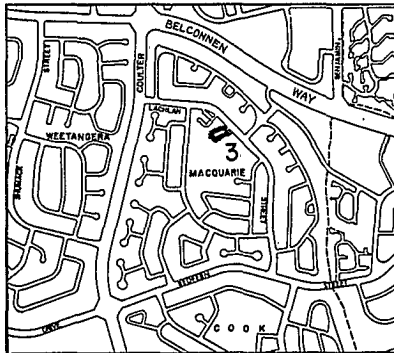
ROAD ADDITION   
ROAD DELETION 

**MITCHELL:** Section 7 - Road Additions and Deletions

# Variation No. 3

## VARIATION 3

MACQUARIE, Section 19: Addition to the Plan of an existing access road and carpark off Lachlan Street to enable possible future leases in Section 19 to have frontage to a gazetted road.



MACQUARIE : SECTION 19 BLOCK 18 ROAD ADDITION

1. Purpose

The proposal is to gazette the existing road and car park at Block 18 Section 19 Macquarie.

2. Background

Macquarie is a neighbourhood in the southern section of Belconnen. Block 18 Section 19 Macquarie is an existing car park providing car parking for the adjacent ovals and the existing City Parks Depot.

3. Length/Area

The car park is 1652m<sup>2</sup>.

4. Estimated cost

Nil.

5. Existing development

The site is bounded to the north by an area of undeveloped Commonwealth land, to the north-east by a Scout Hall, to the west by public toilets and a City Parks Depot, and to the south by playing fields.

6. Proposed development

The gazettal of the existing car park will enable any further development abutting the car park to have vehicular access from a gazetted roadway. The land use policy of the land to the north of the car park is Business and Commercial (non-retail, office/professional suites), for the western site Medium Density and or Community Facilities separated by a Landscaped Open Space area which provides pedestrian access between the shops and the car park.

7. Particular planning considerations

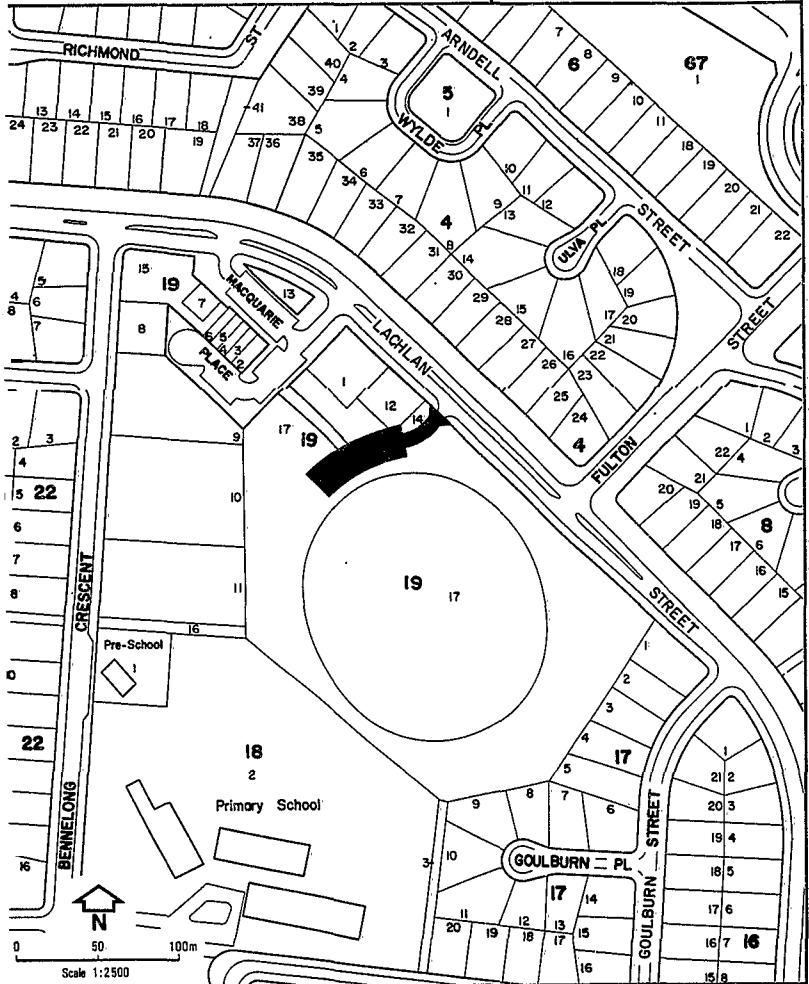
It is desirable for any future development on part Block 17 Section 19 Macquarie to have vehicular access from a gazetted road.

8. Environmental considerations

Nil.

9. Public consultation

Draft Policy and Development Plans for Macquarie Section 19, Block 8, 9, 15 and part 17 were released for public comment in November 1984. The draft Plans proposed that Blocks 8 and 9, which had previously been intended for Church Use, be changed to Community Facilities and/or Medium Density Residential. Block 15 which was open space was confirmed as open space with some additional landscaping to be undertaken by the Commonwealth. Part Block 17, is an area of undeveloped Commonwealth land, and the proposed land use change was to develop part of the site for community facilities and/or medium density residential, and the eastern part of the site for small scale commercial uses, including medical professional offices. The period for receipt of public comment on draft plan expired on 24 December 1984. Seven responses were received from the community, and the issues raised are currently being considered by the Commission before the Policy and Development Plans are finalised.



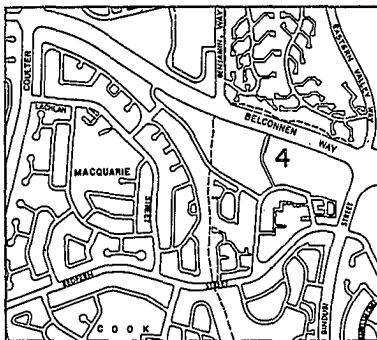
ROAD ADDITION   
 ROAD DELETION 

**MACQUARIE:** Section 19 Block 18 - Road Addition

## Variation No. 4

### VARIATION 4

MACQUARIE, Section 52: Deletion from the Plan of a small part of the reservation of Halloran Close to enable the inclusion of tennis court lights in a lease to be offered to the Belconnen Tennis Club.



MACQUARIE: SECTION 52 - ROAD DELETION

1. Purpose

Deletion from the Plan of a small part of the road reservation of an existing access road, Halloran Close, Macquarie, to enable the inclusion of tennis courts lights in a lease to be offered to the Belconnen Tennis Club.

2. Background

The approved policy on the leasing of all tennis courts facilities in the ACT to their organisations is being implemented by the Department. The access road, Halloran Close, was added to the City Plan in the 81st series of variations to enable the leasing of a site to the Belconnen Tennis Club. It was found during the preliminary preparation of lease documents that the lights servicing the tennis courts were situated on part of the gazetted road reservation. It is desirable that part of the road reservation be deleted from the Plan to allow the inclusion of the lights in the lease to the Belconnen Tennis Club.

3. Area

Approximately 250m<sup>2</sup>.

4. Estimated cost

Nil.

5. Existing development

The road provides access to the Belconnen Tennis Courts and other recreational and sporting facilities.



6. Proposed development

Provision exists within the area to be leased to the Belconnen Tennis Club for development of two courts in addition to the six existing courts.

7. Particular planning considerations

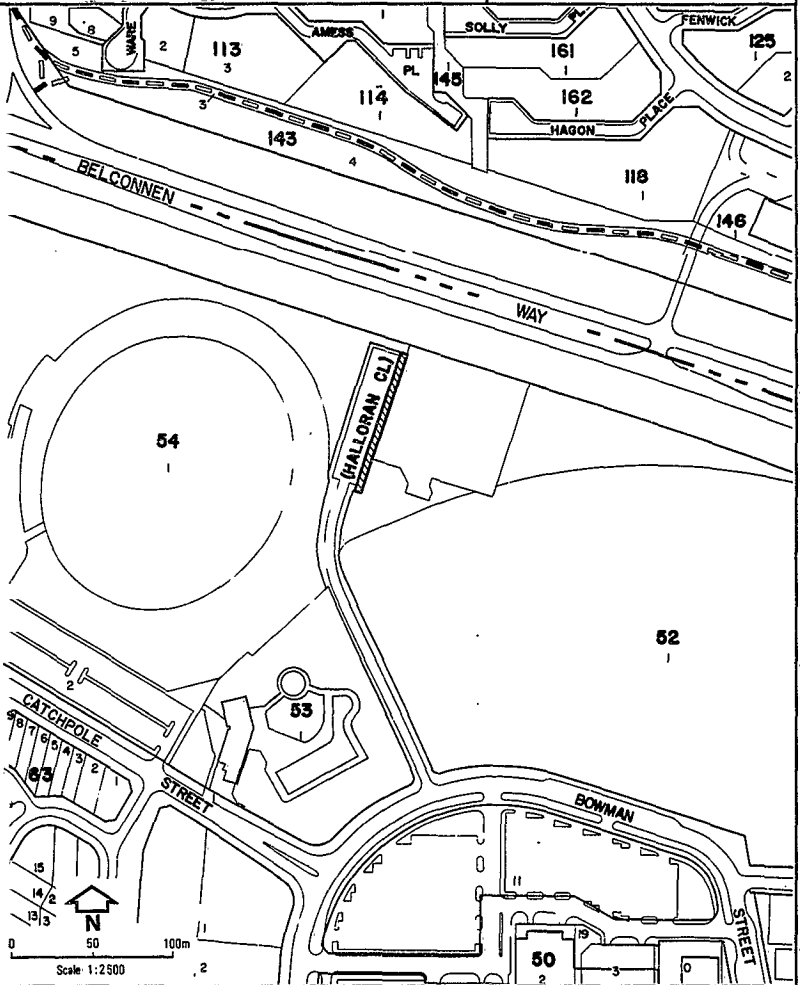
The term of lease proposed for the tennis courts is twenty-five years.

8. Environmental considerations

Nil.

9. Public participation

Nil.



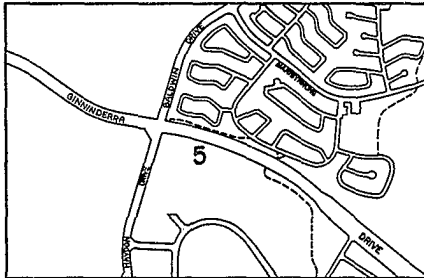
ROAD ADDITION   
ROAD DELETION 

MACQUARIE: Section 52 - Road Deletion

# Variation No. 5

## VARIATION 5

KALEEN, Section 150: Addition to the Plan of a trunk cycleway from the Ginninderra Drive-Baldwin Drive inter-section to the existing Kaleen to Bruce cycleway at the Ginninderra Drive underpass.



## KALEEN: SECTION 150 CYCLEWAY ADDITIONS

### 1. Purpose

This proposal is for the gazettal of a new trunk cycleway link from Ginninderra Drive bridge near Aikman Drive to the existing Kaleen to Bruce cycleway at the Ginninderra Drive underpass.

### 2. Background

Kaleen is a neighbourhood at the eastern end of Belconnen and to the north of the Ginninderra Arterial. The proposed link of the trunk cycleway is located adjacent to the northern boundary of Ginninderra Drive on the Naval Station and Kaleen side opposite CCAE and Canberra Technology Park. It extends the 'proposed cycleway' shown on the 1983 Canberra Cycleways Policy Plan easterly beyond Baldwin Drive and provides for trips between North Belconnen-BTC-Lake Ginninderra and Kaleen-NSC-North Canberra. It will also supplement cycle access to CCAE via existing footpaths and roads in the north.

### 3. Length

The length of the cycleway connection is 2.0km.

### 4. Estimated cost

Approximately \$193,000.

### 5. Existing development

The cycleway is contained within the Ginninderra Drive road reserve from the bridge ramp connection to Baldwin Drive and thence departs from the road reserve along a route partly within the open space reservation in Kaleen and partly within Alberga Street road reserve until it connects with the existing Kaleen to Bruce cycleway at the Ginninderra Drive underpass.

6. Proposed development

The proposal retains all the existing development within and adjacent to the northern road reserve boundary of Ginninderra Drive.

7. Particular planning considerations

The Aikman Drive to Kaleen trunk cycleway link will provide connection between the trunk cycleway along Ginninderra Creek to the cycleway from Kaleen through the National Sports Centre, thus completing the major cycleway network in north and east Belconnen.

Cyclist activated signal phases and staged crossing of Baldwin Drive is to be provided at the Ginninderra Drive/Haydon Drive intersection to enable cyclists to cross safely.

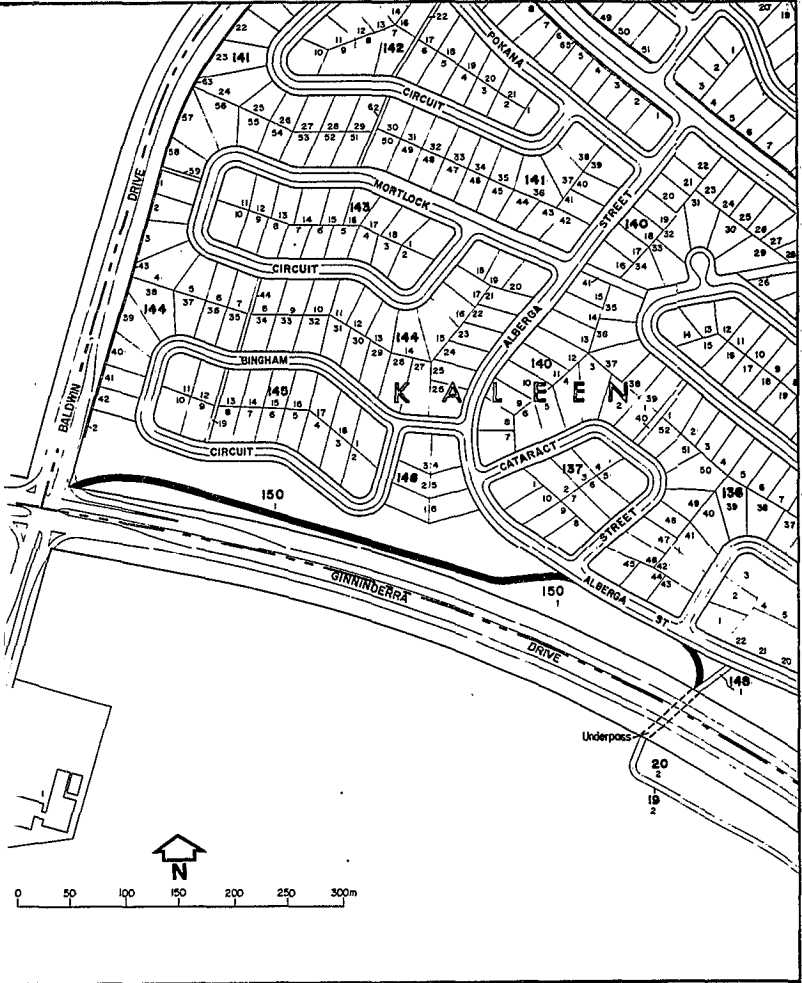
A 1.0 metre high post and rail barrier will be provided between the cycleway and the children's playground in Kaleen as a safety barrier and separator. Other design constraints recognised in the location and design include two major drainage paths extending from structures under Ginninderra Drive and existing tree planting in the vicinity of the children's play area.

8. Environmental considerations

The design is for a cycleway in an open space setting over most of its length and a single sided street, Alberga Street, over the remainder. Gradients are minimal and the design complies with the Commission's guidelines for cycleways.

9. Public consultation

Department of Territories and Pedal Power support for the proposal has been obtained.



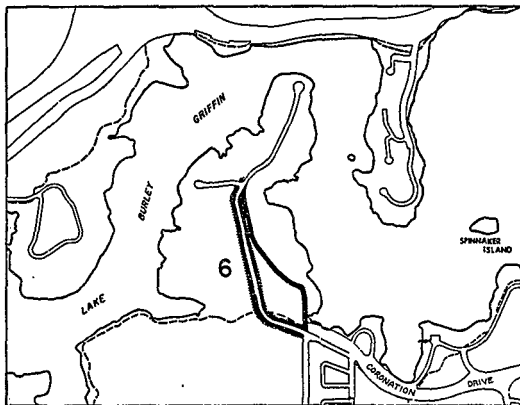
Cycleway Addition   
 Cycleway Deletion 

**KALEEN: Section 150 - Cycleway Addition**

## Variation No. 6

### VARIATION 6

YARRALUMLA, Weston Park: Deletion from the Plan of part of the Weston Park Road reservation and addition of a new realignment to provide a more centrally located and safer access road.



## YARRALUMLA : WESTON PARK ROAD ADDITIONS AND DELETIONS

### 1. Purpose

This proposal provides for the relocation of Weston Park Road south of Pescott Lane so that it extends directly from Brown Street and then aligns with the row of elms adjacent to the Yarralumla Nursery boundary. The realignment reduces the amount of land alienated from Lake Burley Griffin, eliminates a dangerous curve, provides a more scenic entry, and clarifies the circulation system, especially in respect to the Yarralumla Nursery's entrance.

### 2. Area

The length of roadway to be gazetted is 1550 metres and the length of roadway to be degazetted is 1520 metres.

### 3. Estimated Cost

The estimated cost for the new road and removal of the existing road is \$282,000.

### 4. Existing development

Weston Park is currently the most heavily used of the Lake Burley Griffin parklands. The existing facilities include a swimming beach, barbecues, child play facilities, bicycle path, toilets and access to two leases, a maze and a miniature railway. In addition the Yarralumla Nursery is contained within the park. The existing access road has a dangerous and confusing curve near its southern end and the pavement is in poor condition. Uncontrolled vehicular movement over much of the park has caused erosion and a deterioration of the landscape.



5. Proposed development

Because of its recreational and tourist importance, the Commission has prepared a Development Plan for Weston Park to resolve problems inherent in the area and to ensure that ad hoc development does not occur. The aim of the plan is to develop Weston Park so that it can accommodate the expected higher level of future use in an efficient manner and to allow Weston Park to offer special recreational and horticultural experiences.

The principal proposals made by the Development Plan are:

- . An improved vehicular circulation system with a centrally located access road and secondary roads servicing the individual parkland areas.
- . Improved circulation system for pedestrians and bicycles within Weston Park.
- . Expansion of the Westbourne Woods Arboretum into Weston Park.
- . Development of new recreation facilities including barbecues, toilets, picnic shelter, swimming beach, and jetties.

6. Particular planning considerations

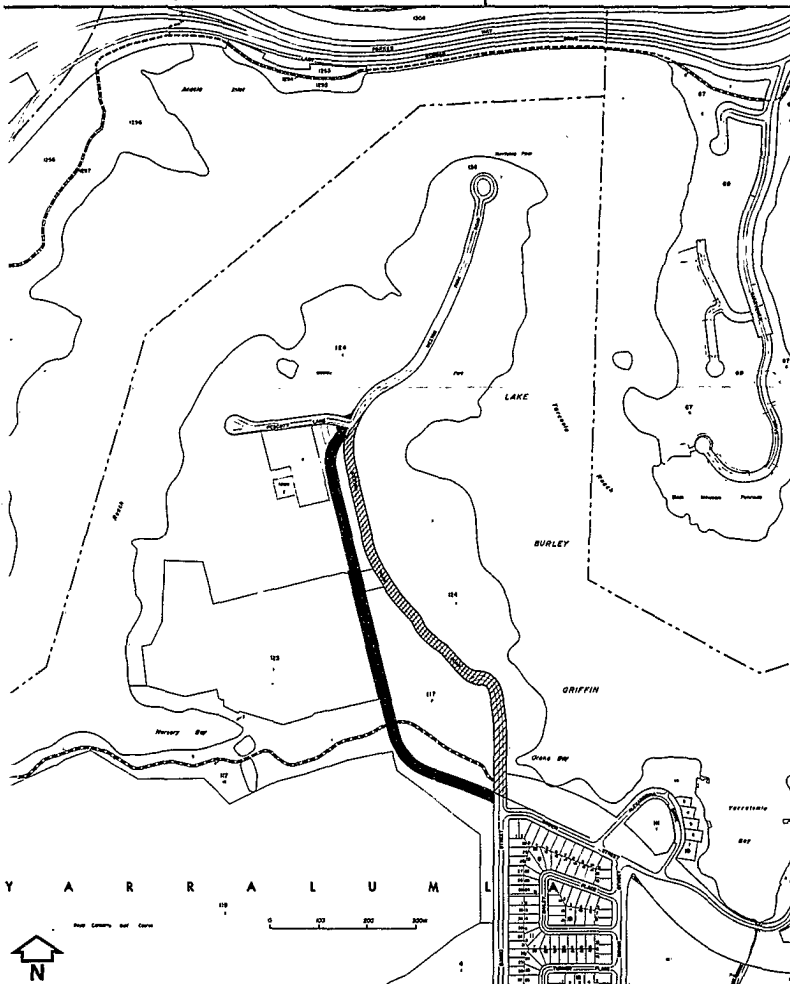
The road realignment is the first stage of implementing the Weston Park Development Plan. It improves access to the Yarralumla Nursery, removes a public safety problem, and is consistent with the Yarralumla Policy Plan (AP 172) of November 1979.

7. Environmental considerations

The proposal requires the removal of approximately 35 trees. The route was selected to minimise tree removals and to avoid trees of horticultural value.

8. Public consultation

The proposal is consistent with the Yarralumla Policy Plan which was released for public comment in March 1979 and revised after the public consultation period. The proposal does not preclude the tourist/recreation road to Alexandrina Drive bypassing Brown Street.



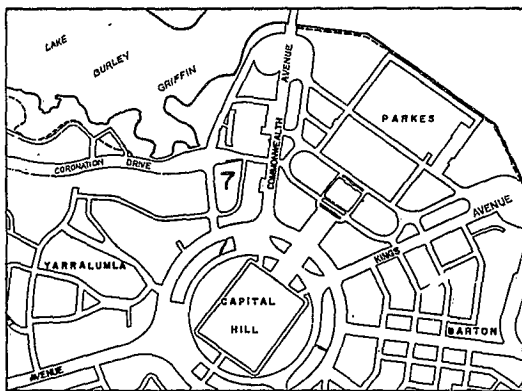
ROAD ADDITION   
ROAD DELETION 

**YARRALUMLA:** Weston Park - Road Addition and Deletion

## Variation No. 7

### VARIATION 7

YARRALUMLA, Coronation Drive: Deletion from the Plan of a small part of the road reservation of Coronation Drive to enable this area to be included in the site to be offered for lease for the Embassy of the People's Republic of China.



YARRALUMLA : CORONATION DRIVE PART ROAD DELETION

1. Purpose

This proposal deletes a small triangular area from the gazetted width of Coronation Drive, in order to provide additional area to Block 2 Section 99 Yarralumla. This will enable the proposed Embassy of the People's Republic of China to be constructed wholly within an area leased for that purpose.

2. Background

The whole of the area bounded by Coronation Drive, Forster Crescent and Flynn Drive is traversed by a number of main services and the proposed site for the Embassy was delineated in such a manner as to avoid these service lines. The northern boundary of the site was fixed as the current gazetted boundary of Coronation Drive.

Although roadworks are proposed for Coronation Drive at this point, in conjunction with the Parliament House approach road works, the proposed construction work will not require the full gazetted width of Coronation Drive and a substantial area is available between the current gazetted boundary and the existing kerb line.

The proposed degazettal action will extend the existing boundary of Block 2 Section 99 Yarralumla by 8.3 metres at the widest point. The proposed northern boundary is 2.1m clear of an existing stormwater line within the gazetted road reservation.

3. Area

The area to be degazetted is approximately 430 sq m.

4. Cost

Nil.

5. Proposed development

The area to be degazetted will contain part of the proposed address court to the Main Embassy building.

6. Particular planning considerations

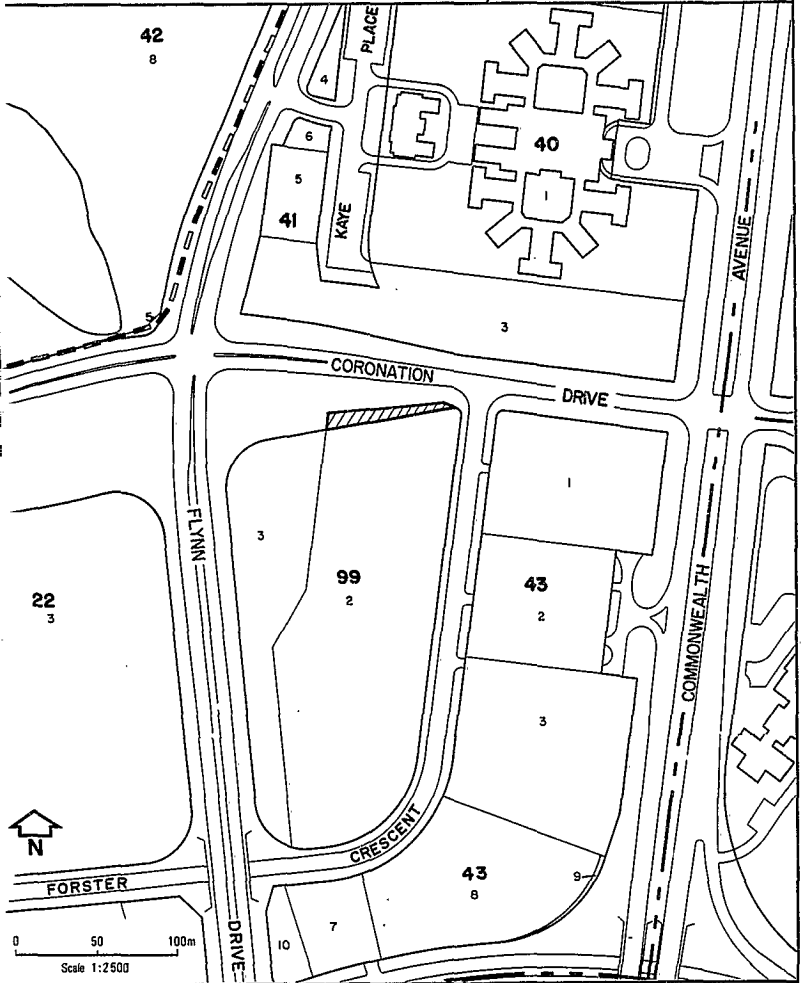
The degazettal is consistent with the Commission's Yarralumla Policy Plan of 30 November 1979 which states that the remainder of the gazetted area of Coronation Drive, west of Flynn Drive, is to be degazetted.

7. Environmental considerations

The proposed degazettal does not constrain design options for works to the intersection of Coronation Drive and Flynn Drive.

8. Public consultation

Block 2 Section 99 Yarralumla is leased to the Embassy of the People's Republic of China. This small triangle of land is effectively an adjustment to the boundary of the site and does not affect working leases or the road users. Public consultation through the gazettal process is therefore sufficient.



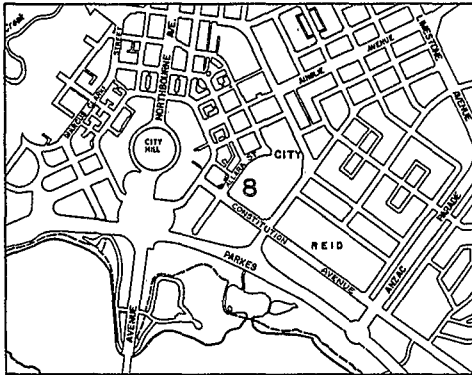
ROAD ADDITION   
ROAD DELETION 

**YARRALUMLA:** Coronation Drive - Part Road Deletion

## Variation No. 8

### VARIATION 8

CITY, Section 11 and 65: Deletion from the Plan of part of the road reservation of the eastern corner of the Constitution Avenue and Allara Street intersection and addition to the plan of two splays at the southern and eastern corners of Section 11 City to accord with the National Capital Development Commission's Development Plan for the White Industries development.





CITY: SECTIONS 11 AND 65 -  
ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal provides for a reduction in the extent of the splay to the eastern corner of Allara Street and Constitution Avenue City (Section 65) and also for the addition of splays to the Allara Street corners of Section 11 in accordance with the approved Development Plan for the White Industries project - the Canberra National Convention Centre.

2. Background

The Minister made an offer of a lease over land now known as Block 7 Section 11 City and Block 5 Section 65 City to White Industries Limited in December 1983 for a development including a convention centre, hotel, gardens and office space. After extensive negotiations with White Industries the Commission conditionally approved a Development Plan for the project in September 1984 and a lease was signed in October 1984.

The deletion of a section of Bunda Street and other minor amendments to Allara, Binara and Nangari Streets, affecting the site for this project were notified as proposals to vary the Plan of the Layout of the City of Canberra and its Environs in Government Gazette No. S81 on 26 April 1983 and were subsequently agreed to by the Minister.

The current proposal involves further very minor amendments to the previously approved variations.

3. Length

The dimensions of the two proposal splay corners to Section 11 are 6.466 metres in each direction, the same as the splays to the London Circuit corners.

The splay corner to Section 65 is proposed to be reduced from 17 metres each side to 6.466 metres, consistent with the other splays.

4. Estimated cost of road construction

Nil.

5. Existing development

Construction work is underway on Section 11 and 65 for the office buildings which are required for government occupation in 1986.

6. Proposed development

The total development is now to include:

- Convention Centre including a \*plenary hall\* for 2500 delegates, seminar/meeting rooms and a large multi-purpose hall capable of seating 2500 people for a banquet; the building to be completed by the end of 1987;
- International-standard Hotel, initially with 320 suites capable of expansion up to 450 suites, for completion of initial stage in 1987;
- Gardens including outdoor recreational facilities, bars and restaurants also for completion in 1987;
- Office Buildings comprising a total of about 74,000 square metres gross floor area as follows -

Section 11 :

- Building 1: 9,100 sq m g.f.a., 6 storeys, completion 2/86
- Building 2: 13,500 sq m g.f.a., 12 storeys, completion 6/86
- Building 3: 10,900 sq m g.f.a., 7 storeys completion 3/86

Section 65 :

- Building 4: 16,000 sq m g.f.a., 7 storeys completion 8/86
- Building 5: 11,300 sq m g.f.a., 8 storeys completion 9/86
- Building 6: 13,100 sq m g.f.a., 5 storeys completion 5/86

7. Particular planning Considerations

The two proposed splay corners on Section 11 have been excluded from the White Industries lease to enable their inclusion in the road reservation.

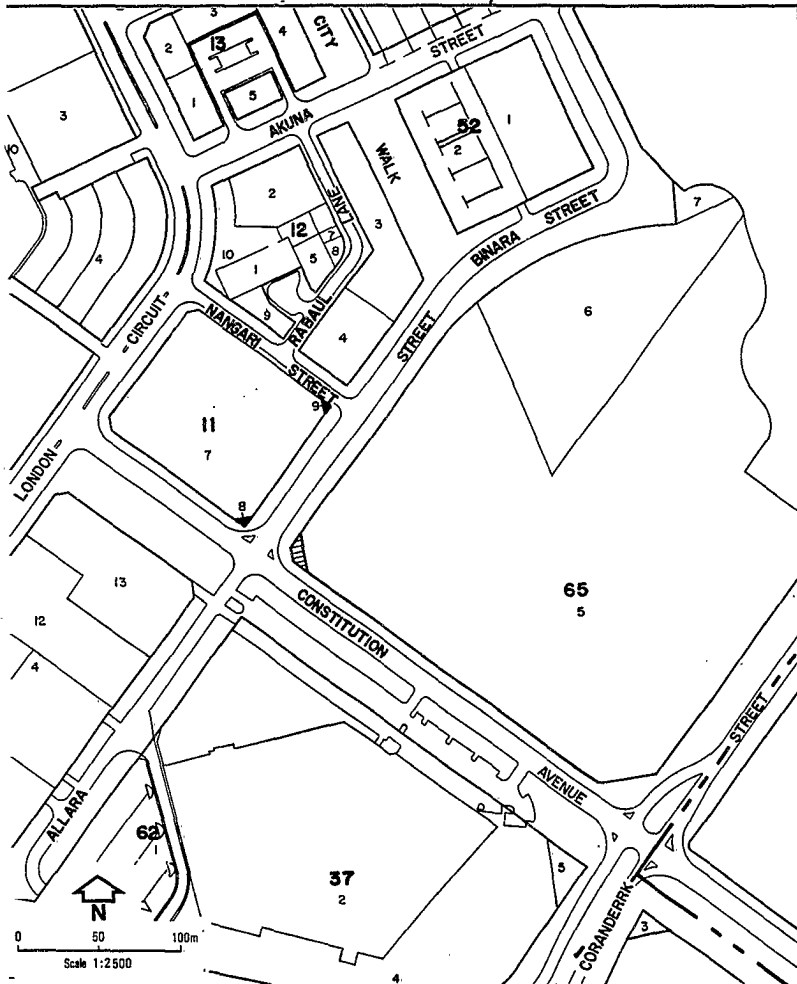
The 17 metre splay on the corner of Section 65 is now not required for road purposes. It is desirable that the office building on this corner should have a similar relationship to Constitution Avenue as do the other office buildings, necessitating the splay on this corner being the same as the other corners.

8. Environmental considerations

Nil.

9. Public consultation

Public consultation by the Commission on these specific minor proposals was not considered necessary, noting that the previous major proposals were canvassed publicly as part of the gazettal process. White Industries have made various press statements about the progress of negotiations with the Commonwealth on the project. It is anticipated that an exhibition of the scheme will be established on site.



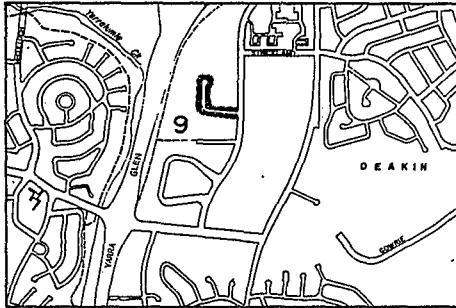
ROAD ADDITION   
 ROAD DELETION 

**CITY:** Sections 11 and 65 - Road Additions and Deletions

# Variation No. 9

## VARIATION 9

DEAKIN, Section 68: Addition to the Plan of an existing access road to enable the leasing of Block 4 Section 68 Deakin to the South Canberra Netball Association.



DEAKIN: SECTION 68 BLOCK 4 - ROAD ADDITION

1. Purpose

Addition to the plan of an existing access road to enable the leasing of Block 4 Section 68 Deakin to the South Canberra Netball Association.

2. Background

The National Capital Development Commission has forwarded to the Department development conditions for the netball courts and pavilion site and the Department is now arranging for the site to be leased. As the user of this netball facility, the South Canberra Netball Association is to be offered a lease over Block 4 when the addition of the access road to the City Plan has been finalised.

3. Area

Approximately 6375m<sup>2</sup>.

4. Estimated cost

Nil.

5. Existing development

The existing road provides access to the netball courts and pavilion as well as hockey grounds.

6. Proposed development

Nil.

7. Particular planning considerations

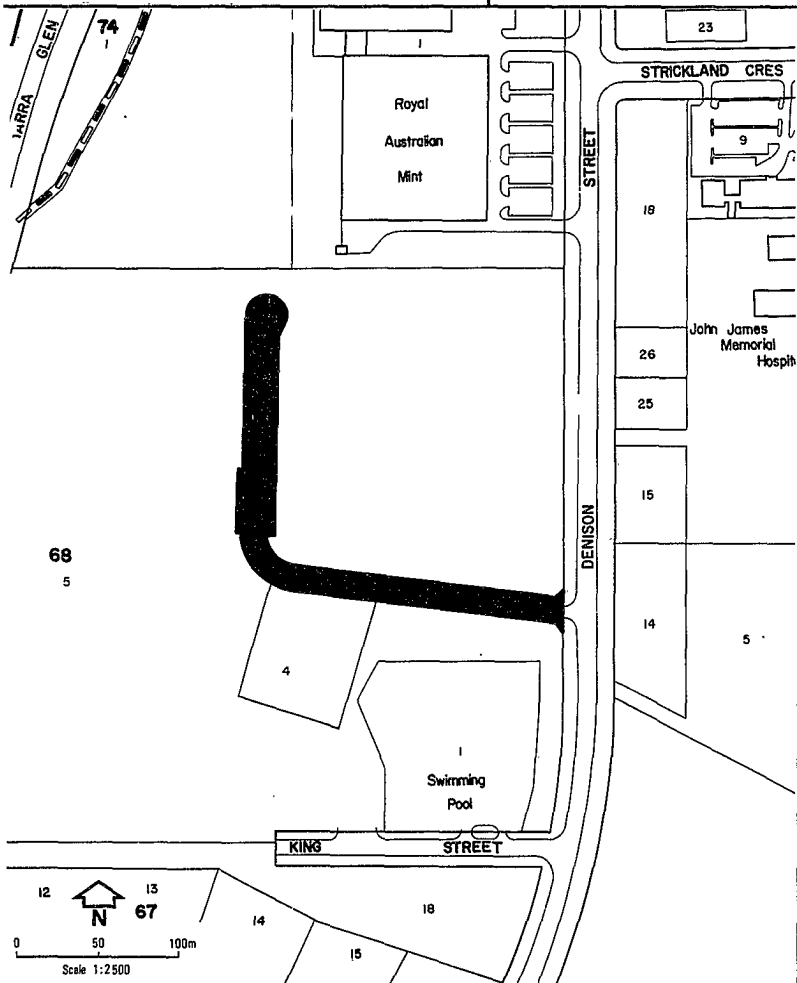
The term of lease proposed for the netball courts and pavilion is twenty years.

8. Environmental considerations

Nil.

9. Public participation

Nil.



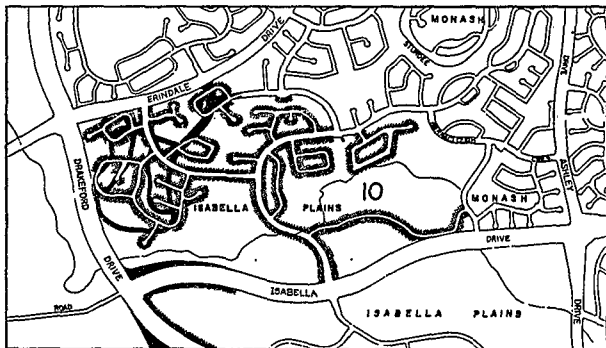
ROAD ADDITION   
ROAD DELETION 

DEAKIN: Section 68 Block 4 - Road Addition

## Variation No.10

### VARIATION 10

ISABELLA PLAINS NORTH: Deletion from the Plan of unconstructed roads and the addition of a new road layout including two main distributor roads, eleven collector roads and thirteen culs-de-sac to enable this part of Isabella Plains to be developed to provide 488 standard residential blocks, 3 cluster housing sites and sites for Community and Municipal purposes.





## ISABELLA PLAINS: NORTH ROAD ADDITIONS AND DELETIONS

### 1. Purpose

This proposal provides for two distributor roads - one extending Clive Steele Avenue to Isabella Drive and the other linking Clive Steele Avenue with Erindale Drive; eleven collector roads; and thirteen culs-de-sac in Isabella Plains North. The proposal enables the area to be developed for standard residential blocks, low density cluster housing, playing fields and recreation uses, high schools, a shopping centre, open space and a water pollution control pond, and sites for community and municipal uses.

### 2. Background

Isabella Plains North is located in the district of Tuggeranong to the south of Oxley and Monash. The western sector of the site was originally designated for medium density housing, and the eastern sector for a golf course and housing. In June 1984, a Draft Policy and Development Plan for the area was published for public comment which would have enabled development of standard residential blocks, shops, a primary school, playing fields and open space, together with land reserved for possible community uses. This was as a result of :

- a) the decision that a golf course in the general area is not considered viable; and
- b) current housing demands indicating that standard housing forms are more suitable.

### 3. Length

The length of the proposed distributor roads is 1780 metres; that of the collector roads is 4920 metres; and that of the culs-de-sac is 1780 metres. The total length is 8480 metres.

### 4. Estimated cost of road construction

Approximately \$3.6M.

5. Existing development

The site is currently unleased Commonwealth land, and is bounded by Erindale Drive, the Drakeford Drive and Isabella Drive reservations, and Corlette Crescent, Clive Steele Avenue, Barraclough Crescent, and Cockcroft Avenue, Monash. The western part of the site contains gazetted but undeveloped roads to suit the original medium density housing proposal.

The site is divided by two grassed floodways and the Tuggeranong Creek drainage channel.

6. Proposed development

The road variations will permit the development of 486 standard residential blocks, three low density cluster housing sites capable of 47 dwellings, shops, high schools, playing fields and recreation uses, and sites for community and municipal uses.

Five blocks will be accessed from existing peripheral roads, the balance being served by the internal access roads proposed. 63 battleaxe blocks are incorporated. Block sizes vary from 700 square metres to 1650 square metres, and average 960 square metres. The proposed blocks compare favourably in size with the existing blocks in nearby Monash and with those currently being developed in Oxley.

For that part of the site west of the north-south floodway, and containing 259 standard residential blocks, servicing is programmed for commencement in the 1985/86 financial year and first block turnoff is expected in late 1986 with first residents expected by mid 1987.

For that part of the site east of the north-south floodway, and containing 227 standard residential blocks and 47 low density cluster house dwellings, servicing is programmed for commencement in the 1986/87 financial year and first block turnoff is expected late 1987 with first residents expected by mid 1988.

7. Particular planning considerations

The proposals for the site incorporate the following planning principles :

- 1) to limit additional residential development to approximately 500 blocks enabling the Monash Primary School to cater for this total area;
- 2) to provide open space/recreation and other non-residential uses on land unsuited for residential development;
- 3) following on from 1) and 2) above, to locate high schools in this area;
- 4) to provide local and district playing fields, local parks, and the opportunity for restricted access recreation opportunities; and to protect pedestrian walkways and cycleways from traffic intrusion, including provision of underpasses where justified;
- 5) to reflect the original proposals for the interface with existing houses by limiting road access onto existing streets;
- 6) to provide open space or road reserves over existing services;
- 7) to provide future opportunities for community, recreation and municipal uses;
- 8) to provide a local centre to serve the western sector of the site and southern Oxley;
- 9) to provide convenient vehicular access from adjacent suburbs to the "open space/recreation/education" grouping of land uses.

8. Environmental considerations

The design reflects the desire to enhance the dominant hilltop environments in an area of mainly gentle grades, by the use of cluster housing development and/or landscaping. Further, existing tree plantations in the south east will be incorporated into the design of the district playing fields.

In the western part of the site, the main collector road follows a low but significant ridge line and the proposal is to widen the verge and plant additional landscape material to enhance this natural feature. Further, the edge to the subdivision has been kept back from the major arterial road boundaries to maintain an open landscaped approach to and past the Tuggeranong Town Centre.

#### 9. Public consultation

On 2 June 1984 the Commission placed an advertisement in The Canberra Times seeking public comment on Draft Policy and Draft Development Plans for Isabella Plains North. Copies of the draft Plans were also delivered to residents living directly opposite the area, to community bodies with a special interest, to local parliamentarians, the Joint Committee on the ACT and the ACT House of Assembly.

Over 260 responses were received, primarily concerned with the abandonment of plans for a golf course/housing estate in the area. A meeting was held on 12 June 1984 with Mrs Ros Kelly MP and various community representatives to explain the development proposals.

Following substantial revision of the Policy and Development Plans in the light of the public comment received, a further meeting was held on 19 October 1984 with community representatives at which general agreement to the revised proposals was obtained. The final Plans were released at a public meeting organised by the South Tuggeranong Progress Association on Sunday 9 December 1984. The Plans were fully supported by the South Tuggeranong Progress Association and found general acceptance with the 40 residents present at the meeting.

COPY

SOUTH TUGGERANONG PROGRESS ASSOCIATION INC.

PO Box 225, MAWSON ACT 2607

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18 March 1985

Dear Sir/Madam

RE: 84TH SERIES OF VARIATIONS TO THE CITY PLAN

There are two proposals amongst those included in the schedule of the 84th series of variations to the city plan about which our Association wishes to make comment. These are the proposals affecting the Erindale Group Centre and Isabella Plains North.

Erindale Group Centre

Although the Association has no objections to the proposals to de-gazette and gazette the roads in this plan there are some aspects of the overall plan which should be brought to the attention of the Joint Parliamentary Committee. However, it should be noted that these comments are based on the draft policy and development plans as the NCDC has not at the time of writing released its final plans.

Firstly, there is concern that the provision of parking space directly associated with the commercial development is inadequate to cater for the needs of the community. The Centre will be in excess of twice the size of Wanniasa Intermediate Centre yet the space provided is less than that provided at that Centre.

Clearly parking must be close to the commercial centre and reliance on that established for the Erindale Community Centre should be avoided. That parking has been provided specifically for the sports, theatre, college and library facilities and cannot be considered to properly cater for the convenience of the public going about its shopping or other commercial business. Consideration must therefore be given to an expansion of parking facilities.

...../2

Next, it is evident that insufficient space has been provided for further expansion of the shopping centre. Currently, Tuggeranong is the most poorly served area in Canberra in regard to the provision of retail space. Advice to our Association is that the Canberra average for other areas of the city is of the order of 1.6 sq.m. per capita which is consistent with the national average for urban areas. Tuggeranong even after the development of the Town Centre and other local centres is planned to have only slightly in excess of one sq.m. per capita (less than two thirds of that provided elsewhere). It would be appropriate for the discrepancy to be rectified by expansion at Erindale. This would certainly increase competition within the Valley ensuring consumers are not exploited. In addition it would create some competition for commercial lessees amongst owners ensuring rents are contained to the benefit of both small business and consumers. An additional 8,000 sq.m. would be appropriate as planned in the proposals endorsed by the JPC in August 1983. The additional space not to be developed until after the Town Centre Stage 1 has commenced operations.

The size and location of the garden centre site is also of concern. The 1983 plan provided for the Garden Centre to be located on Section 294 which in the current proposals is designated as a free standing take-away. The newly proposed site is within Section 132 which provides for a garden centre of substantially reduced size. There appears to be no justification for the change of site as per the reduction in size as the circumstances which justified the original site and size are unchanged. The Town Centre development will not provide for Garden Centre type services as this is not a Town Centre type of business. Indeed it is the type of facility which requires a large amount of space if it is to adequately provide for the range of species and products demanded by a developing community. It need not be located in a Town Centre, indeed none of the existing town centres include substantial garden centre facilities. On the other hand residents of Tuggeranong should not be required to travel to Pialligo for their garden needs. The Erindale Garden Centre site should therefore be retained in Section 294 and an alternative site found for the free standing take-away, perhaps within Section 293.

...../3

Finally, there is a proposal for a youth drop-in centre to be located within the vicinity of Erindale. This should be located in a clearly visible place near the shopping centre. It would be appropriate for one of the sites within Section 130 to be designated for this purpose against the contingency that the proposal proceeds.

#### Isabella Plains North

The original plans for redevelopment of this area met with outrage from residents of Monash as it proposed to redesignate a site set aside for a golf course development as residential land. Since then the NCDC has consulted with local residents and developed the proposals which are now to be put to JPC for approval. On 9 December 1984 a public meeting was conducted by this Association where the new proposals were explained to the community. At that meeting there was general support for the proposals.

Although the community may have preferred the original proposal to develop a golf course to proceed it was generally recognised that given that the Murrumbidgee Country Club would go ahead in Kambah it was unlikely the Valley would support a second golf course. Further, the revised proposals were considered acceptable because the district playing fields, recreation space and schools would preserve the open space in the area yet provide for the whole community rather than that select group which play golf.

The original plan was also criticised because of the proposed location of an additional primary school and the shops. The authorities have now accepted that the existing schools can satisfactorily meet the needs of the expanded community and no additional school has been included. The shop site has also been relocated to the satisfaction of the community.

The South Tuggeranong Progress Association therefore supports the North Isabella Plains proposal but as the area includes only about 500 residential sites believes the area should be incorporated into the existing suburb of Monash and be retitled accordingly.

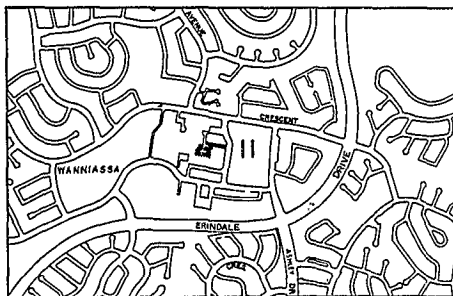
Yours sincerely

(J.E. MADDEN)  
PRESIDENT

## Variation No.11

### VARIATION 11

WANNIASSA, Section 132: Addition to the Plan of an existing road that provides access to a site within the Erindale Group Centre to be developed for non-retail commercial and/or personal services uses and deletion from the Plan of an unconstructed road not required in the current proposals.





## WANNIASSA : SECTION 132 - ROAD ADDITIONS AND DELETIONS

### 1. Purpose

This proposal provides access to a site within Erindale Group Centre and deletes a gazetted road no longer required.

### 2. Background

Erindale Group Centre is located in Wanniasa, a major residential settlement in Tuggeranong. In February 1984, the then Minister for Territories and Local Government announced the reversion of the Erindale Centre to its original Group Centre status. The Policy and Development Plans for the Centre have subsequently been re-examined and necessary gazettal actions identified. They are :

1. gazette the constructed pavement south of Gratten Court to provide access to a site within the Group Centre;
2. de-gazette the southern section of Gratten Court identified for the previously proposed larger Erindale Centre but not required for the current proposal.

### 3. Length

The proposal requires the gazettal of an additional 90 metres of road and de-gazettal of 120 metres.

### 4. Estimated cost

Nil. The road to be gazetted exists already. It was constructed as part of the original Erindale Group Centre proposal. The road to be de-gazetted has not been constructed.

5. Existing development

Development in the surrounding area includes the Erindale College to the west and Tuggeranong Police Station to the north.

Block 17 Section 132 has been leased for development as the major component of the Group Centre.

The remainder of the area is undeveloped Commonwealth land.

6. Proposed development

The road variation will provide access to a site proposed to be developed for non-retail commercial and/or personal services uses, within the Erindale Group Centre.

7. Particular planning considerations

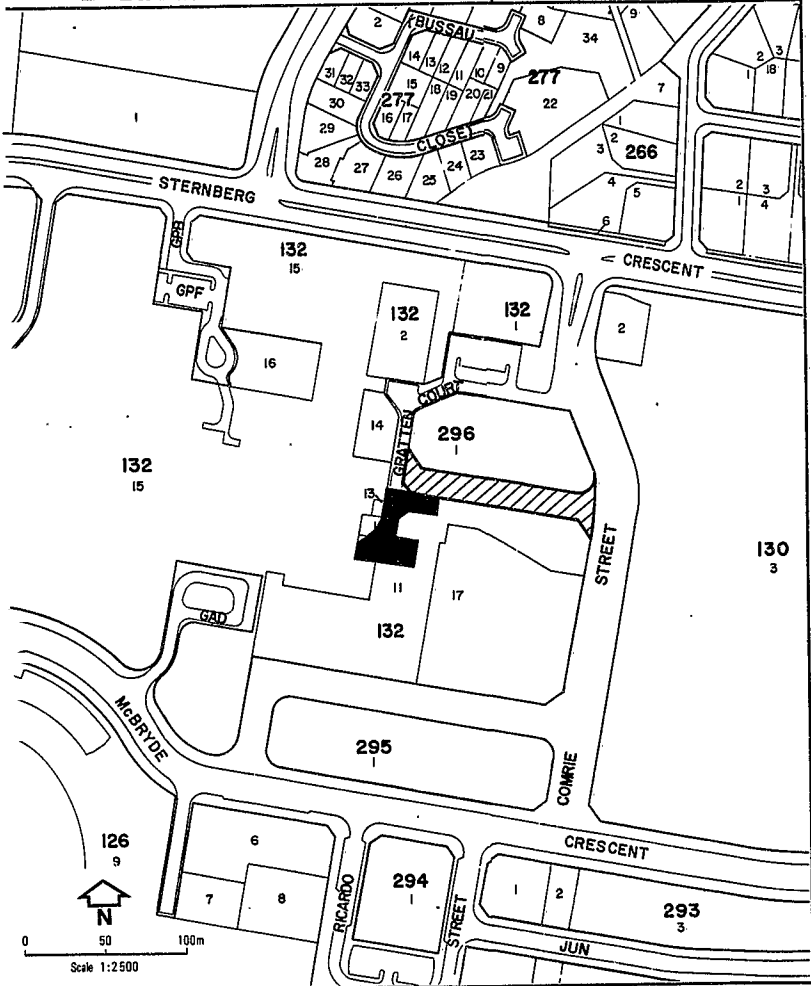
The gazettal actions proposed respond to the reversion of status of the Centre, existing gazetted roads and existing road pavements to produce an appropriate Group Centre design.

8. Environmental considerations

Nil.

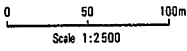
9. Public consultation

Revised draft Policy and Development Plans for the Erindale Group Centre were released for public comment in November 1984. The period for public comment closed on 10 December 1984. This proposed gazettal change was mooted in the draft Plans as part of the revised proposals for the Group Centre.



ROAD ADDITION   
 ROAD DELETION 

**WANNIASSA:** Section 132 - Road Additions and Deletions



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SOUTH TUGGERANONG PROGRESS ASSOCIATION INC.

PO Box 225, MAWSON ACT 2607

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18 March 1985

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Although the Association has no objections to the proposals to degazette and gazette the roads in this plan there are some aspects of the overall plan which should be brought to the attention of the Joint Parliamentary Committee. However, it should be noted that these comments are based on the draft policy and development plans as the NCDC has not at the time of writing released its final plans.

Firstly, there is concern that the provision of parking space directly associated with the commercial development is inadequate to cater for the needs of the community. The Centre will be in excess of twice the size of Wanniasa Intermediate Centre yet the space provided is less than that provided at that Centre.

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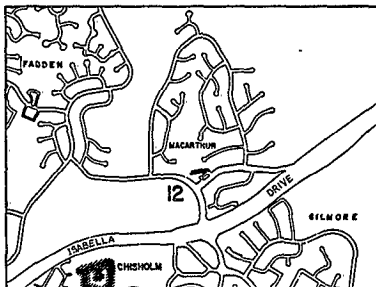
Yours sincerely

(J.E. MADDEN)  
PRESIDENT

# Variation No. 12

## VARIATION 12

MACARTHUR, Road GJR: Deletion from the Plan of an unconstructed car park off Carson Street to permit the proposed development of a Pre-school and Child Health Clinic.



## MACARTHUR : ROAD GJR - ROAD DELETION

### 1. Purpose

This proposal provides for the deletion of a gazetted car park off Carson Street, Macarthur.

### 2. Background

Macarthur is a residential area of Tuggeranong. The car park proposed for deletion is located off Carson Street near its intersection with Coyne Street.

The car park was originally gazetted to provide access to a Local Activity Centre which is no longer considered necessary due to its proximity to the proposed Chisholm Group Centre.

### 3. Length/Area

The car park is approximately 100m in length and is approximately 2500m<sup>2</sup> in area.

### 4. Estimated cost

Nil, as the car park is not constructed.

### 5. Existing development

The site is bounded to the north by open space developed with a playground, to the east by Standard Residential development and to the south and west by Carson and Coyne Streets respectively. Beyond Coyne Street is the proposed Fadden Pines District Park. Further to the west of the site is Standard Residential development.



6. Proposed development

This road variation will permit the development of a Pre-school and Child Health Clinic on this site, which has been approved in principle by the ACT Schools Planning Committee.

7. Particular planning considerations

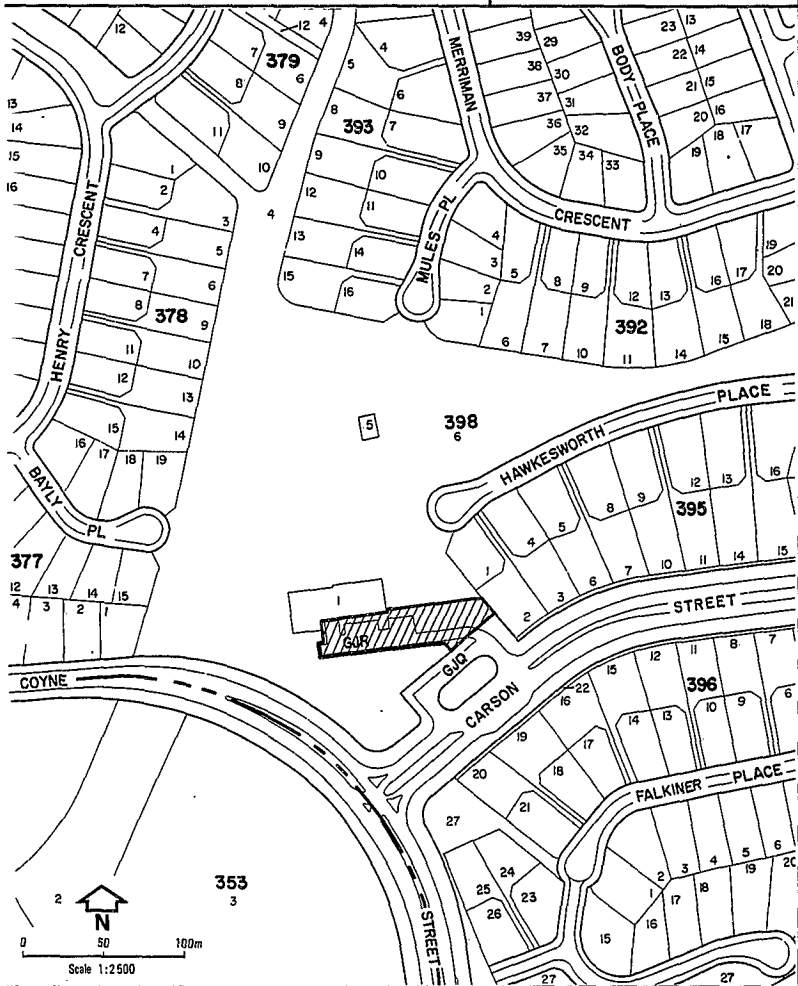
Access to the proposed Pre-school and Health Clinic will be from the existing layby off Carson Street where car parking will be provided.

8. Environmental considerations

Existing mature trees on site are to be retained.

9. Public consultation

Public comment on draft Policy and Development Plans covering this and nearby areas of Macarthur was invited in August 1983. There was little public response, and in January 1984 the Commission confirmed the policy for this part of Section 398 as "land use to be determined" to provide future flexibility for the development of community and/or other facilities, such as a pre-school and child health clinic, as the need for such facilities arises.



**MACARTHUR:** Road GJR - Road Deletion

# Variation No. 13

## VARIATION 13

### DRAKEFORD DRIVE, ISABELLA DRIVE TO POINT HUT ROAD:

Deletions and additions to the Plan to provide a major realignment of the unconstructed extension of Drakeford Drive including modification of the Isabella Drive and Drakeford Drive intersection and modifications to Johnson Drive and Tharwa Drive to accommodate the realignment. The variation also includes the deletion of unconstructed subdivisional roads in Calwell west and modification of Duggan Street and Downard Crescent associated with the realignment to allow replanning in this area.



DRAKEFORD DRIVE : ISABELLA DRIVE TO POINT HUT ROAD  
ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal provides for the regazettal of the proposed extension of Drakeford Drive south of Erindale Drive to Point Hut Road. Sections of Isabella and Tharwa Drives near their intersections with Drakeford Drive are also included.

2. Length

Approximately 4 km.

3. Estimated cost

The total cost of roadworks associated with this proposal which includes the water quality control pond on Tuggeranong and Stranger Creeks is \$11.4M.

4. Existing development

Nil.

5. Proposed development

The construction of Drakeford Drive will form part of the overall development of the arterial road network of Tuggeranong to service Stranger, Isabella Plains, Calwell, Lanyon and the Tuggeranong Town Centre.

6. Particular planning considerations

The road layout at the junction of Isabella Drive and Drakeford Drive has been developed to provide water quality control works on Tuggeranong Creek and Stranger Creek. The realignment of Isabella Drive locates that roadway on the ridge and allows the maximum use of natural landforms for the provision of the water quality control ponds.

These water quality control ponds are required as a protective measure for the Murrumbidgee River from runoff from proposed residential land in Isabella Plains. Isabella Drive will form a link in the network of arterial roads in Tuggeranong providing access to the suburbs of Tuggeranong, Lanyon, and to the new Tuggeranong Town Centre.

The form of the future junction of Drakeford Drive and Tharwa Drive is dependent on the ultimate population of Lanyon and the number of road outlets provided. The land reserved for road purposes allows various road configurations to be adopted and for these to be progressively implemented as traffic volumes and planning decisions dictate. The existing alignment of Tharwa Road is also contained within the gazetted area.

The proposed subdivision of Calwell west of Duggan Street requires modification, and it is proposed to degazette this concurrently with the degazettal of a redundant section of Drakeford Drive to allow replanning of the revised land package.

7. Environmental considerations

Attention has been given to the environmental issues associated with the location of ponds and roads so as to provide an aesthetic appearance by means of landscaping to provide a blending of the roadworks and water quality ponds into the environment, and to minimise the costs associated with this development.

8. Public consultation

There has been extensive community involvement in the preparation of the Draft Development Plan for Tuggeranong Town Centre to which this proposal is related.



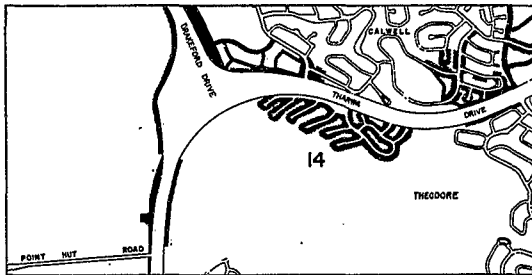
ROAD ADDITION  
ROAD DELETION

**DRAKEFORD DRIVE:** Isabella Drive to Point Hut Road -  
Road Additions and Deletions

## Variation No. 14

### VARIATION 14

THEODORE/CALWELL: Addition to the Plan of access roads in north-western Theodore to permit the development of 115 standard residential blocks and 20 standard cluster units. A small road addition to Downard Crescent will enable a road to be constructed to pass under Tharwa Drive linking the proposed development with Calwell.



THEODORE/CALWELL : ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal provides a road layout to allow development of land to the south of Tharwa Drive on the lower slopes of Tuggeranong Hill.

2. Background

Theodore and Calwell are future residential areas in the southern half of Tuggeranong. The subject site is bounded on the north by the proposed Tharwa Arterial, on the east by the proposed Calwell-Theodore reservoirs, southwards by the top water limit for this area and westward by the Stranger Creek watershed.

The land has a north westerly aspect, gently undulating over 1/3 of the area and rising steeply in parts to 30% and supports mature stands of eucalypts.

3. Length

Length of the proposed road system is 2.5km.

4. Estimated cost

The cost of servicing this area is approximately \$1.4M. Higher servicing costs are expected to be more than offset by higher market prices for the blocks in this subdivision.

5. Existing development

The area is currently undeveloped and is used for grazing purposes with access from the existing Tharwa Road.



6. Proposed development

This proposal will permit development of 115 standard blocks and 20 standard cluster units. The block sizes are above average and take advantage of views up the Tuggeranong Valley.

Access to Calwell shops and schools will be via an underpass at Tharwa Drive to Downard Street and by an at-grade intersection to the future Tharwa Drive to allow a connection to the Monaro Highway or the future Drakeford Drive to the west.

7. Particular planning considerations

The site is in a prime location with extensive northern views up the Tuggeranong Valley. The road layout provides opportunities to integrate different housing styles with the existing trees and rock outcrops on the site.

8. Environmental considerations

The site features areas of steep land and specific development controls will be implemented during the design and construction to minimise disturbance and erosion.

A large proportion of the existing tree cover will be retained and supplemented by additional landscaping.

The Tuggeranong archaeological survey has found no evidence of sites or buildings having ecological, cultural or archaeological significance on the land.

9. Public consultation

As this area and its environs are undeveloped, public consultation other than through the gazettal process was not considered necessary.



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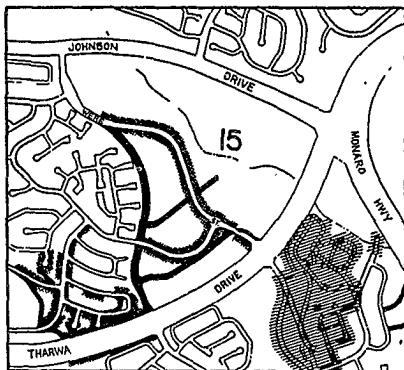
ROAD ADDITION   
ROAD DELETION 

**THEODORE/CALWELL:** Road Additions and Deletions

## Variation No. 15

### VARIATION 15

CALWELL EAST: Modification of the road layout to enable the reintroduction of Tharwa Drive as an arterial road and the realignment of Were Street as a sub-arterial road to facilitate access to proposed local and new Town Centre facilities. The modifications will also provide for the deletion of two unconstructed access roads to deny access to the proposed residential area from Tharwa Drive.



## CALWELL EAST : ROAD ADDITIONS AND DELETIONS

### 1. Purpose

To change internal road layouts brought about by a review of the South Tuggeranong transportation network.

### 2. Background

Calwell is a future residential area in the southern half of Tuggeranong. The proposed changes are the result of a review of the South Tuggeranong transport network which identified the need for the reintroduction of Tharwa Drive as an arterial road and realignment of Were Street as a sub-arterial, to facilitate access to local and new Town Centre facilities. The new road will also improve access to the schools for neighbourhood school children. This plan therefore proposes to vary that previously approved and gazetted in the 81st series.

### 3. Length

There is a net decrease in road length of approximately 500 metres.

### 4. Estimated cost of road construction

It is anticipated that some cost savings will occur. Detailed engineering design has not yet been carried out.

### 5. Existing development

The proposed road changes link into gazetted roads in Calwell as described on road layout plan. Roadworks and servicing for the first stage of Calwell East adjacent to Johnson Drive are in progress.

6. Proposed development

The road variations respond to the changed transportation demands, by the relocation of Were Street to the East, away from the residential development in Calwell. Were Street performs the same function as previously by retaining a direct access for Theodore residents to the proposed Calwell retail centre. Its relocation also has the advantage of permitting easy access from adjacent residential areas to the proposed Primary School and High School sites. Part of the current Were Street reservation has been retained as a trunk service easement, open floodway and pedestrian/cycle pathway providing a buffer between the residential and school facilities. Access to the residential area off Tharwa Drive has been denied because of its reinstatement as an arterial and the widening of the verge south of the 'old' Were Street alignment.

7. Particular planning considerations

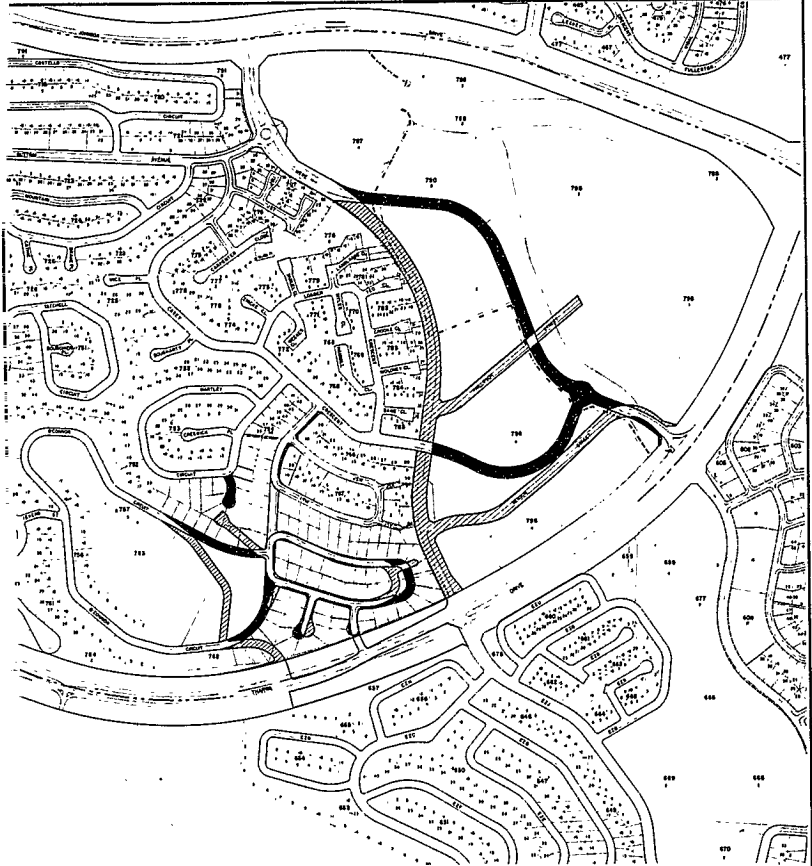
Changes indicated on the internal road layout in the residential area adjacent to Tharwa Drive, relate to the deletion of two access roads directly onto Tharwa Drive, because of its reinstatement as an arterial road.

8. Environmental considerations

The relocation of Were Street from the residential edge of Calwell will assist in reducing traffic noise in the local residential area.

9. Public consultation

The proposed roads stemmed from a rearrangement of Land Uses rather than any significant changes. As the area is undeveloped land, no public consultation was considered necessary other than that provided for under the gazettal procedures.



0 100 200 300m

ROAD ADDITION  
ROAD DELETION

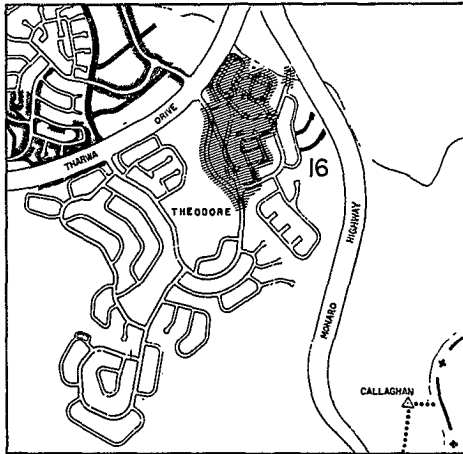


**CALWELL:** East - Road Additions and Deletions

# Variation No. 16

## VARIATION 16

THEODORE, Roads FAC and FAD: Deletion from the Plan of two unconstructed access roads to enable the establishment of an area of Public Open Space containing Aboriginal sites identified as a result of an archeological survey. The deletion will still permit a proposed cluster housing development of 21 standard units instead of the 39 single residential sites planned previously.



## THEODORE:ROADS FAC AND FAD - ROAD DELETIONS

### 1. Purpose

To delete roads FAD and FAC from Sections 611, 612 and 613 in order to set aside portion of this proposed residential area as Public Open Space which contains Aboriginal axe grinding grooves and artefacts regarding as having high archaeological and general heritage significance.

### 2. Background

As the result of an archaeological survey undertaken for the Commission in undeveloped areas of the Tuggeranong Valley to identify and locate sites having ecological, cultural and archaeological significance, the area identified was found to contain a large axe grinding groove complex. Similar complexes have not been found elsewhere in the ACT or the surrounding southern tablelands region of NSW.

### 3. Length

300 metres.

### 4. Estimated cost of road construction

Nil, as the roads are not constructed.

### 5. Existing and proposed development

Part of this area has been designated for single residential development. Degazettal of the culs-de-sac will still permit a proposed cluster housing development of 21 standard units along portion of road FAB as indicated on the Policy and Development Plan in lieu of the 39 single residential sites planned previously. No additional public roads will be required for this proposal.



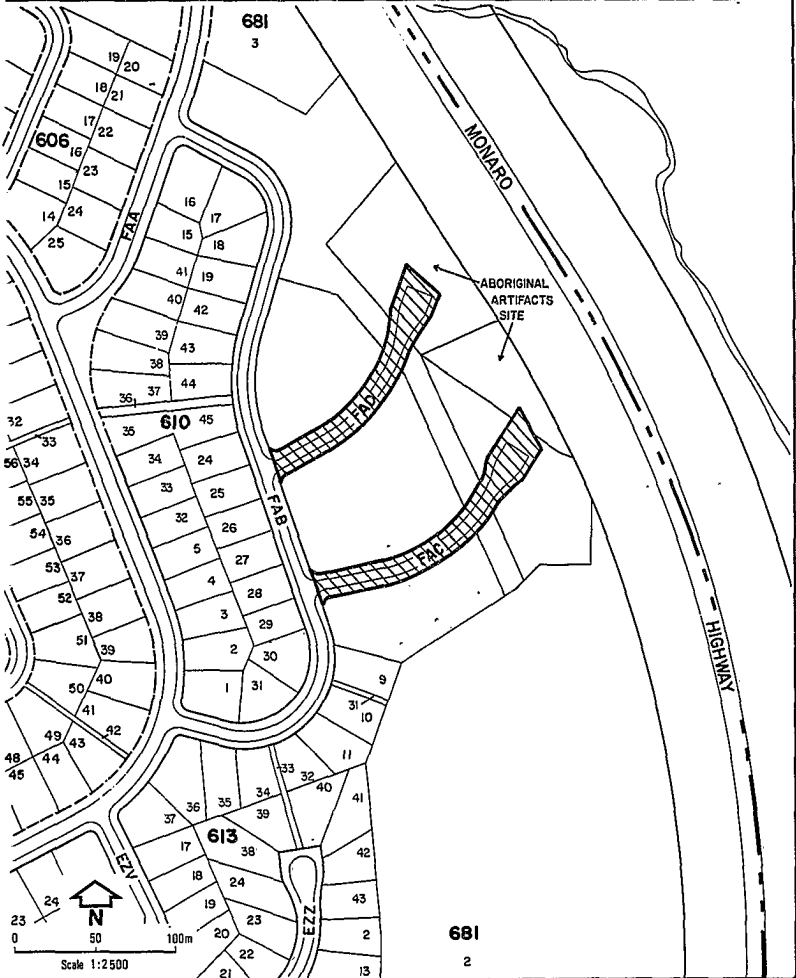
6. Particular planning and environmental considerations


The site is on an elevated spur some 30 metres above the flood plain of Tuggeranong Creek. Extensive middle and long distance views can be experienced in a north to NNW direction. It is intended to delete housing sites which may impede these views and screen plant downslope on the western boundary to minimise exposure to residential development in this area.

An informal pedestrian way will pass through the site and link up with the Monaro Highway lookout to the south. The boundaries of the designated area will be fenced to restrict vehicular access. Appropriate landscape treatment will be undertaken to identify and protect the areas of archaeological interest.

7. Public consultation

As this proposal relates to an undeveloped area and has no effect on an existing community, no public consultation has been carried out other than that provided for under the gazettal procedures. The development of the artefact site will be a matter for public advice and liaison with Australian Heritage Commission, Department of Aboriginal Affairs and Department of Territories.



ROAD ADDITION   
ROAD DELETION 

**THEODORE:** Roads FAC and FAD - Road Deletions



**Department of Territories  
and Local Government**

---

G.P.O. Box 158, Canberra, A.C.T., 2601  
Telephone: (062) 46 2211

Telephone:

In reply please quote: 84/6103

Your reference:

Mrs Ros Kelly MP  
Chairman  
Joint Committee on the Australian  
Capital Territory  
Parliament House  
CANBERRA ACT 2600

Dear Mrs Kelly

I refer to the Committee's hearing into the outstanding items of the 83rd Series of variations conducted on 11 March and to additional information sought by the Committee during the course of the hearing and in its report.

The National Capital Development Commission has responded separately on issues associated with Variation 4 dealing with the development of Section 24 Stirling. The Department is finalising a drawing which indicates the position of a relocated school crossing consistent with requests from the Chapman Primary School Parents and Citizens (P & C). The new crossing will be located opposite the proposed walkway through the planned subdivision and should ensure a far safer situation than currently exists. It is intended to provide the school with the completed drawing within the next two weeks. Further details will be forwarded to the Committee once the school's comments have been received.

In regard to the proposal to establish a lay-by the Department would be reluctant to support the concept. The Transport Planning Branch considers that if cars are taken off-street the likely result will be an increased speed of vehicles along Streeton Drive.

During the course of the hearing information was sought from the Department concerning the provision of bus access to Oaks Estate and the state of the river corridor.

The Department has examined the feasibility of providing a bus service to the area on a number of occasions and ACTION is aware that Oaks Estate

residents would prefer an ACTION bus service. At present it is not practical for ACTION to provide such a service given that funds are limited and are directed to higher priority services such as augmenting crowded school and express route services and providing services to concentrations of population in newly developed areas in Canberra.

The cost of providing a limited service to Oaks Estate during the day would be in excess of \$150,000. Little revenue could be expected from the service and a further effect could be expected on the economic viability of the Lever bus operations. Lever buses currently operate a service on a regular frequency, seven days a week between Queanbeyan and Canberra (both Woden and City Interchanges) within 600 metres of most Oaks Estate residents.

Given these circumstances it is unlikely that ACTION will be able to provide a service for Oaks Estate in the foreseeable future.

Further information is being sought from the Parks and Conservation Division of the Department on the state of the river corridor associated with Oaks Estate and will be forwarded when available.

Yours sincerely



E.G. Davenport  
Acting First Assistant Secretary  
Development Division

11 April 1985



## National Capital Development Commission

220 Northbourne Ave. Canberra, A.C.T. G.P.O. Box 373 Canberra 2601 Australia  
 Telephone: 46 8211 Area Code: 062 Telegrams: Comdev Canberra Telex 62673  
 All correspondence to be addressed to The Secretary and Manager

In reply please quote: 84/669 B. Nesbitt:CH

Dear Mr Elder

I refer to the report of the Joint Committee on the ACT into the outstanding items in the 83rd Series of Variations and particularly Item 4 dealing with Section 24 Stirling.

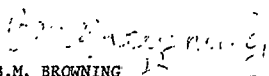
As requested in the report the following information is provided:

- (a) A copy of the revised layout together with the conditions of lease and development for Block 75 Section 24 Stirling. The Plan is similar to that tabled at the public hearings on 12th March 1985.
- (b) This is the responsibility of the Department of Territories and the Chapman Primary School.
- (c) Enclosed is a plan showing the existing traffic volumes surrounding the proposed new subdivision. As indicated on page 140 of the transcript the estimated additional traffic which will be generated as a result of the sub-division is approximately 700 vehicles per day.
- (d) Enclosed is a plan showing the actual location of the trees to be removed resulting from the realignment of Teesdale Place. You will note that there are seven saplings and two trees which will require removal. There are also approximately eighteen trees, five saplings and some areas of young Eucalypt and Acacia trees which fall within residential blocks. The future of the trees within individual leases will be at the discretion of the lessee.

...../2

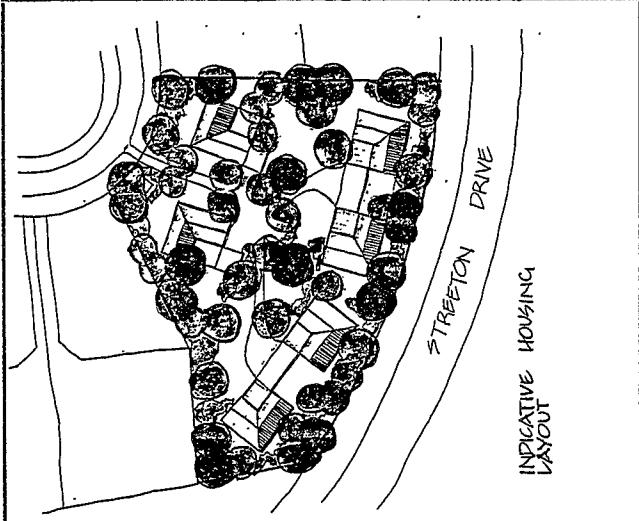
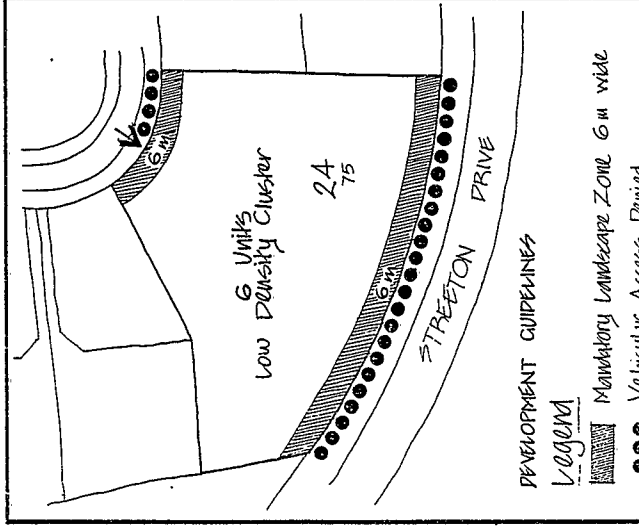
- (e) The Commission has, after investigating the feasibility of providing a lay by in Streeeton Drive to enable parents to drop their children at the nearby Chapman Primary School, concluded that there is no justification or need for such a facility. Streeeton Drive is approximately 12m wide and there is sufficient width for all traffic movements, including adequate kerbside space for pick up and set down.

Yours sincerely

  
B.M. BROWNING  
SECRETARY AND MANAGER

10 April 1985

Mr D R Elder  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600



ES National Capital Development Commission  
 STIRLING Section 24 Block 75  
 Development Guidelines Drawing  
 DRAWN A.P. CHECKED DATE 14 85 12.09/85 A.1

Scale 1:1000



NATIONAL CAPITAL DEVELOPMENT COMMISSION

LOW DENSITY CLUSTER RESIDENTIAL LAND RELEASES

STIRLING SECTION 24 BLOCK 75

CONDITIONS OF LEASE AND DEVELOPMENT



CONTENTS

PART A: CONDITIONS OF LEASE

PART B: DEVELOPMENT CONDITIONS

B1	Subdivision and Progressive Release
B2	Plans Required
B3	Development Intentions
B4	Specific Design & Siting Requirements
B5	Landscaping and Open Space
B6	Access, internal roadways and parking
B7	Services
B8	Drainage and Fill

PART A

CONDITIONS OF LEASE:

- A1        The block is offered for lease under the City Area Leases Ordinance for a term of 99 years for residential purposes only.
- A2        The lease will provide for the commencement and completion within 9 months and 24 months respectively, from the date of sale, of approved buildings in accordance with an approved scheme of development costing no less than the sum nominated as the building covenant as shown in the schedule.
- A3        The lease will require the lessee to:
- (a)       provide not more nor less than the number and type of single unit private dwellings as specified in the schedule attached;
  - (b)       construct and maintain landscaping;
  - (c)       construct and maintain storage areas, covered car parking, hardstanding car parking, adequately illuminated vehicle access roads, vehicle access drives, stormwater, sewer and water mains including fire services and hydrants;
  - (d)       provide facilities to enable electrical and telephone services to be underground and;
- A4        The lease will at all times be subject to the laws in force in the Territory and special attention is invited to the City Area Leases Ordinance and the regulations thereunder, the Buildings (Design and Siting) Ordinance, the Rates Ordinance, the Roads and Public Places Ordinance, the Building and Services Ordinance and the Garbage Regulations thereunder.

A draft copy of the lease is attached.

PART 8

DEVELOPMENT CONDITIONS

81 SUBDIVISION AND PROGRESSIVE RELEASE

81.1 CONDITIONS RELATING TO SUBDIVISION

Prospective lessees are advised that each site is offered for development and retention as a single, unsubdivided lease. The Commonwealth will not consider applications by the lessee for subdivision, the creation of public roads or the vesting of land or services in the Commonwealth.

81.2 STAGED/PROGRESSIVE SELLING OF UNITS

Applicants (Lessees) seeking approval under the provisions of the "Unit Titles Ordinance 1970" to sell units progressively upon completion are required to ensure that occupants of those units will not be substantially inconvenienced by ongoing construction works on the remainder of the site. In this regard the Commonwealth is prepared to allow temporary access for construction purposes.

82 PLANS REQUIRED

82.1 The lessee is required to discuss the proposed form of development at Sketch Plan Stage with the National Capital Development Commission and obtain the Commission's agreement in principle to Sketch Plans prior to the submission of working drawings.

82.2 The Sketch Plans must include floor plans, sections, elevations, site details and landscaping sufficient to fully explain the scheme and demonstrate consistency in external design.

82.3 Working Drawings shall include all details shown on the Sketch Plans together with details of structural dimensions, hydraulics, vents, telephone conduits and the like. The drawings should include a landscape plan detailing paving, level changes, methods of construction and overland stormwater flow paths. A sample board of materials demonstrating consistency in materials and colours should also be submitted for Design and Siting consideration.

- 32.4 Working drawings must be approved under the A.C.T. Building Ordinance 1972 and a building permit granted prior to commencement of building construction. The site plan submitted for approval under the Building Ordinance must be drawn to scale and show the position of any easements as indicated on the sale plan relevant to the lease.

WORKING DRAWINGS MUST BE APPROVED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION PRIOR TO LODGEMENT FOR BUILDING APPROVAL.

83 DEVELOPMENT INTENTIONS

- 83.1 The National Capital Development Commission has provided the attached Development Guidelines Drawing No. 1209/85 which sets out the basic intentions for the development of the block. This diagram is to be read in conjunction with the specific Design and Siting requirements set out in these conditions and those parts of the Commission's Design and Siting Policies 1973 relevant to Detached Houses, (available from the National Capital Development Commission).

- 83.2 It will be a condition of building approval that plans submitted for approval under the Buildings (Design and Siting) Ordinance shall conform with the planning intentions shown on the Development Guidelines Drawings as well as the requirements specified in these conditions.

- 83.3 Development proposals submitted by the lessee must show a high standard of compatibility, amenity and architectural quality in the design and siting of buildings. Buildings should be related by careful siting, particularly unit orientation, car parking provision, pedestrian movement system, open space provision and choice of materials, colours and roof lines. Amenity will be promoted by siting buildings to maximise privacy and quietness and to limit the adverse effects of climate and utilize its advantages.

The development should be designed with regard to adjacent developments to ensure harmony and efficient functioning of the whole site.

84 SPECIFIC DESIGN AND SITING REQUIREMENTS

84.1 BUILDING HEIGHT

Maximum building height permitted on site shall be two storeys.

BUILDING AND PAVING MATERIALS

Materials and finishes are to be consistent in any contiguous group of houses. Party walls, fin walls, garage or carport walls and all screen walls shall predominantly be constructed of brick or masonry.

INTERFACING ROOMS BETWEEN HOUSES

To ensure that the occupants of interfacing houses may maximise the advantages of sunlight, daylight, privacy and ventilation, the following table of minimum distances between interfacing rooms shall apply.

EXPLANATORY DIAGRAM	STOREY HEIGHT RELATIONSHIP FOR INTER- FACING ROOMS	TYPE OF INTERFACING ROOMS			MINIMUM DIMENSION TO BLOCK BOUNDARY FOR INTERFACING ROOMS
		Habitable Room/ Habitable Room	Habitable Room/ Other Room	Other Room/ Other Room	
	2 STOREY/ 2 STOREY	18m	14m	10m	5m
	2 STOREY/ 1 STOREY	14m	12m	8m	5m 3m
	1 STOREY/ 1 STOREY	10m	8m	6m	3m

For the purpose of this table a habitable room shall mean any living room and includes all rooms intended or adapted to be used for the purpose of sleeping, eating or the cooking of food, trafficable roofed areas and balconies. Minimum distances may be reduced where it can be demonstrated that privacy and overshadowing will not be adversely affected and that adequate service will be maintained.

PRIVATE OPEN SPACE

All residential units are to be provided with a private outdoor living area with a minimum area of 36 square metres and a minimum dimension of 6 metres. A service area with a minimum area of 9 square metres and a minimum dimension of 3 metres is also to be provided.

84.5 SCREENING

Service areas, courtyards, drying areas and garbage refuse areas must be screened.

84.6 ROAD AND PATHWAY LIGHTING

Lighting must be provided for all internal roadways, foot-paths, and/or driveways, parking areas and pedestrian areas to ensure that they are adequately lit. The proposed location and design of light fittings are to be submitted to the Commission for approval.

84.7 STORAGE

A storage area of at least 3.5 cubic metres is required for each house. The storage area may be provided by adding to a garage space or within a full height enclosure under a carport roof and shall be external and accessible from the unit at ground level. It is emphasised that the area used for storage must be additional to the minimum areas specified for garages and carports.

B5 LANDSCAPING AND OPEN SPACE

B5.1 COMMON OPEN SPACE

Development of common open space should not be such as to restrict emergency service and maintenance access within the site.

B5.2 LANDSCAPE PLAN

A plan showing landscape proposals together with an estimate of cost must be submitted to the National Capital Development Commission at Sketch Plan stage for approval. Landscape and paving materials must be nominated and should relate to landscaping in adjacent roads, pathways and open space.

B5.3 EXISTING TREES

Existing trees, where present on a site, are to be retained where possible and the location of all existing trees shall be shown on the landscape plan.

85.4 STREETSCAPE AND NATURE STRIP

A varied, small scale, low maintenance design is essential. The public nature strip is to be designed and developed as an integral part of the site landscaping proposals. Lawn, shrubs and trees are appropriate. Developers should consult with the Commission regarding these works.

The nature strip is part of a public place and has been graded to design levels and the written consent of the Minister of Territories or an authorised officer of the Department should be obtained prior to carrying out any work on any nature strip.

86 ACCESS, INTERNAL ROADWAYS AND PARKING

86.1 The attached Development Guideline Drawing for the blocks illustrates those sections of the block boundaries where no internal road access will be permitted.

86.2 Driveways constructed on Commonwealth land shall be of a design and standard approved by the Commonwealth. Generally, one driveway may serve two dwellings but the design must allow satisfactory access to each dwelling without mutual encroachments.

86.3 Any internal roadways should be designed to adequately cater for the requirements of the type of vehicles likely to make use of them, and the width, clearance heights and turning provisions must take account of these requirements.

86.4 Hardstanding off-street car parking spaces are to be provided within the lease boundary on the basis of:

- two spaces for each dwelling unit, one of which must be covered, plus visitor car parking in the ratio of one space for every four dwelling units.

86.5 Roadways and car parking areas must be designed in accordance with the Commission's document "The Thickness Design of Flexible Road Pavements: Interim Procedures", September 1979.

87 SERVICES

87.1 HYDRAULIC SERVICES

The lessee is advised to discuss with the Department of Housing and Construction the location of stormwater, sewer and water ties together with his proposal for hydraulic services.

87.2 ELECTRICITY SUPPLY

Each lease will be provided with electricity supply at a point nominated by the A.C.T. Electricity Authority, on or near the boundary. Reticulation from that point will be designed and constructed, up to the entry points on individual buildings, by the A.C.T. Electricity Authority. The cost of this work, whether it be within the lease or not, together with any costs resulting from the developer's desire to vary the position of the nominated supply point, will be borne by the developer. Payment to the A.C.T. Electricity Authority for this work will be required in advance.

To facilitate the electrical reticulation work, the developer will be required to install underground ducts or conduits to A.C.T. Electricity Authority requirements.

In addition, the developer may be required to provide space on the property to accommodate one or more freestanding substations. Alternatively (or in addition), a developer may be required to provide, at his cost, one or more properly constructed chambers, in accordance with A.C.T. Electricity Authority requirements, to be fitted out as electricity substations. Such substations may be used to supply customers on property other than the subject lease. The cost of equipping them will not be required of the property developer.

The developer should, at an early date, discuss his proposals with the A.C.T. Electricity Authority's Customers' Engineer so that all requirements may be clarified. A developer should note, also, that it may not be possible to stage the electrical reticulation work to correspond with progressive or staged construction.



87.3 NATURAL GAS

Information on the location of Natural Gas mains in relation to the blocks may be obtained from AGL Canberra Limited, telephone 80 1111.

Intending purchasers should contact the Residential Projects Officer, AGL Canberra Limited to determine the availability, terms and conditions under which Natural Gas will be made available and any requirements which may affect the structural design of the project.

87.4 TELECOM SERVICES

Telecommunication services within each lease will be underground. It is the lessee's responsibility to provide a 20mm I.D. white P.V.C. pipe from a nominated internal termination point to a point 300mm clear of any footing or paving.

The lessee is to provide a 20mm P.V.C. conduit from this termination point to a suitable point within the main bedroom and all conduits are to terminate in a flush mounted G.P.O. 8ox.

The lessee should contact the Operations Department, Telecom Australia, 2nd Floor, MLC Building, Canberra City, to ascertain detailed requirements.

87.5 POSTAL SERVICES

The lessee must obtain approval for the siting and size of proposed letter boxes from the Divisional Manager, South East Division, Australia Post, Canberra City.

87.6 STREET NUMBERS

Street address numbers are allocated by the Department. To obtain the correct address for the block you may telephone 46 2519. Lessees should not rely on street numbering information from any other source.

87.7 EXISTING SERVICES ON UNLEASED LAND

Any damage caused during construction to footpaths, kerbs and gutters, trees or any other installations or services contained within the adjacent road reservations or Commonwealth land, which had not been identified as damaged prior to the commencement of site works, regardless of who or what caused the damage, is to be rectified by the lessee to the satisfaction of the Department and at no cost to the Commonwealth. It will be the lessee's responsibility to recover any costs for damage caused by others. Technical Services Branch of the Department of Territories must be contacted to determine the condition of any services before building work commences.

87.8 GARBAGE SERVICES

Adequate provision must be made within the leased land for storage and collection of garbage. This shall include provision for placement of refuse at a suitable place accessible to the Department's Contractor's vehicles. City Services Branch of the Department of Territories should be contacted during the Sketch Plan stage to determine the necessary requirements.

88 DRAINAGE AND FILL

- 88.1 Attention is drawn to the possibility of surface drainage on the blocks. It will be the lessee's responsibility to ensure the adequate drainage of the block.
- 88.2 Prospective lessees are advised to inspect the sites prior to the sale, and check for any constraints which may impede their development.
- 88.3 The attached Fill Plan No.                    indicates the approximate area and depth of fill on the block.

Plans containing information about regrading and fill made by the Commonwealth, its servants or agents during the course of land servicing or the cost of which has been paid by the Commonwealth, on land being offered for sale are available for examination by intending purchasers at the Land Sales Office, Ground Floor, South Building, Civic Offices, London Circuit, Canberra City and at the auction. Intending purchasers should note however, that the Commonwealth does not warrant the correctness of the plans and the information shown thereon, and that the plan does not purport to provide information on all sub-soil conditions.

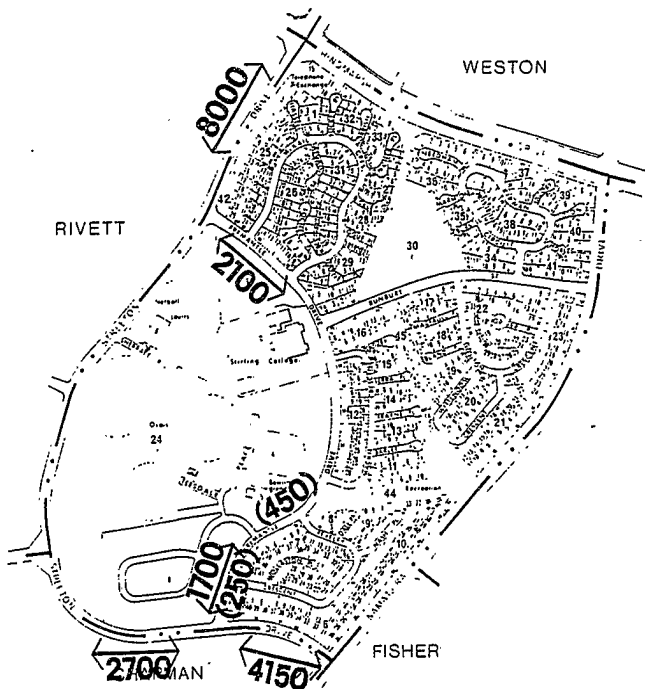
Prospective purchasers should be aware of the possibility of regrading, filling or similar work having been performed on the land prior to land servicing, by previous owners of the land. Such work could include, for example, the filling of sites of former gullies and agricultural dams by previous owners.

It is a condition of sale that a purchaser shall not be entitled to raise any objection, requisition or claim compensation against the Commonwealth, the National Capital Development Commission, or their servants or agents in respect of the existence of regrading, fill or any other disability on the land, whether caused by the Commonwealth, by the National Capital Development Commission, their servants or agents or by previous owners of the land or otherwise.

THE SCHEDULE

LOT	DIVISION	SECTION	BLOCK	MINIMUM NO OF UNITS	MAXIMUM NO OF UNITS	BUILDING COVENANT	U.V. FOR RATING AT 1.1.82	RESERVE PRICE	DEVELOPMENT GUIDELINE DRAWING
STIRLING	24	75	6	6	275,000	\$	\$	\$	1209/85

# EXISTING TRAFFIC VOLUMES



AVERAGE DAILY TRAFFIC FLOWS - 1984 2100

ESTIMATED ADDITIONAL TRAFFIC FROM  
NEW RESIDENTIAL DEVELOPMENT (250)



## EXTRACT 79TH SERIES

## Variation 11 - Wanniasa, Erindale Centre

92. This proposal entails changes to the roads in the Erindale Centre area to provide appropriate access to a major commercial centre. It involves additions, as well as degazettal of some existing roads which were planned for a much smaller commercial centre than is now envisaged. The original approved Policy Plan for Tuggeranong proposed a group centre at Erindale of 4 500m<sup>2</sup> of retail space. The current proposal is for 14 000m<sup>2</sup> retail space and 4 000m<sup>2</sup> of non-retail space.

93. Four objections have been received which are concerned with the size of the proposed shopping centre at Erindale. A late submission was received in favour of the shopping centre size.

94. Harry Notaras Investments Pty Ltd objected to the proposed group centre on the grounds that:

- the group centre is too large, particularly when previous experience with trade service areas is considered. Trade service areas usually contain a substantial retail component;
- concern at the effect on the Wanniasa Intermediate Centre (the catchment area which overlaps considerably with the Erindale Group Centre).

95. The Tuggeranong Business Persons Association also objected to the size of the group centre and stated that it should be restricted as the proposed size will have disastrous effects on existing traders in the Tuggeranong area.

96. The MARCHEM group objected on the following grounds:

- there is no guarantee that Erindale will be the only town centre;

- there is excess retail space available in Canberra;
- there is an inability of most Canberra retailers to operate from their own premises. There is a monopoly situation in retailing space in Canberra.

97. Mr Peter Harrison, objected to the proposal for Erindale on the grounds that:

- it is in the wrong place, too much traffic will be generated to the detriment of surrounding areas;
- it performs town centre functions such that the future establishment of a town centre will be made more difficult as it will be less attractive to developers;
- bidders for the lease of the Erindale Centre development will have to be tied in with one or two discount store operators.

98. The South Tuggeranong Progress Association, in a late submission, considers the establishment of a 14 000m<sup>2</sup> shopping centre, including an 8000m<sup>2</sup> discount store, as necessary to meet the current community needs and to correct the present inequality of retail facilities which exists between Tuggeranong and the remainder of Canberra. The inclusion of the proposed discount store is considered necessary to ensure a reasonable level of comparative shopping.

99. The Association made the point that the establishment of the Erindale Centre will create an estimated 500 jobs in an area where there is very little employment available and, unlike other areas of Canberra, virtually all residents must go outside the area to find work. The Association recognises there may be a loss of jobs in existing areas, but these will be more than offset by new jobs created in the Erindale Centre.



100. The Association believes the parking arrangements to be inadequate for peak periods and is also concerned about traffic flow at the McBryde Crescent/Comrie Street intersection. Another witness raised difficulties posed by Comrie Street separating parking from the shopping centre. The Committee was told that the final relationship between Comrie Street and the centre was subject to negotiation with the developer at the planning stage and a further variation in this area may be necessary.

101. Evidence presented to the Committee showed that due to the lack of other retail facilities, the existing Wanniasa Centre, which was planned for a catchment of 10 000 people, with 1 500m<sup>2</sup> of retail space, has grown to a retail floor space of 2 500m<sup>2</sup> with a catchment of 14 000 persons. The introduction of 14 000m<sup>2</sup> of retail floorspace at Erindale is expected to reduce the Wanniasa catchment to 5 500 persons or 55% of the number it was originally planned for. This, together with the current unauthorised enlargement at Wanniasa, will obviously cause a considerable downturn in trade at the Wanniasa centre.

102. The earlier proposed structure for Tuggeranong provided for: a town centre, four group centres (including Erindale), four intermediate centres and a number of lesser neighbourhood centres. The Town Centre location would relate to the overall settlement of Tuggeranong if West Murrumbidgee was developed.

103. Two intermediate centres have been established at Kambah Village and Wanniasa. A serviced group centre site at Kambah has been abandoned leaving a post office and health centre in isolation. NCDC has now estimated that it will be at least 10 years before the Tuggeranong population will have reached a level which would support the establishment of a town centre. In order to meet the needs of existing residents in the area, which are now severely under-provided in access to retail facilities, NCDC has decided to enlarge the proposed group centre at Erindale from 4 500 square metres to 14 000 square metres of retail space.

104. A long-term plan for Tuggeranong is currently being reviewed. The certainty of a town centre is far from clear. The Committee has serious reservations about the ad hoc nature of planning decisions in Tuggeranong and the delay in the provision of retail facilities. Concern was expressed by some witnesses that the extraordinary size of Erindale (as a group centre) will prove to be a serious impediment to the establishment of an effective town centre in Tuggeranong. It may be that Tuggeranong's eventual size may only warrant another enlarged group centre somewhat further south. The NCDC stated in evidence that it will not build any more intermediate centres in the 2 500 to 5 000 square metre range as they are no longer appropriate.

105. As with Variation 2, the Committee is dissatisfied with the situation in which it finds itself. It is asked to approve roads for a certain sized shopping centre in a particular location close to existing facilities (including Waniassa) and close to the proposed Town Centre in the face of urgent need for such facilities in Tuggeranong due to past neglect and with no satisfactory forward planning intentions being made available to it.

106. Because of the severe shortage of retail facilities in Tuggeranong the Committee is not prepared to delay the proposal in order to have more suitable alternatives considered. The Committee is disturbed by such eleventh hour proposals in an area where the Commission's long-term planning lacks direction.

107. The proposed Town Centre site is now questionable. It is to one side of Tuggeranong, close to Erindale and is close to the Murrumbidgee River. At some time in the future the Committee may be asked to approve access to this Town Centre when no possible alternative is available. This should be avoided. The review of long-term planning for Tuggeranong should be completed as soon as possible and opened for public review and comment.

108. The process of continuing population growth in Tuggeranong and the opening of new shopping centres inevitably leads to some short-term imbalances in the demand and supply of shopping and related facilities. However, the Committee is most concerned with the time taken by NCDC to remedy a situation where, on the one hand, an existing shopping centre was allowed to develop well beyond the size it was planned for and, on the other hand, the residents of Tuggeranong were disadvantaged compared to other areas through a lack of shopping facilities and other services, such as banking.

109. Existing retail floorspace per capita in Tuggeranong is  $0.3\text{m}^2$ . The building of a  $14\ 000\text{m}^2$  shopping centre will increase the per capita square metres to  $0.9$ , which is still  $0.7\text{m}^2$  below the Canberra per capita average of  $1.6\text{m}^2$ .

110. While taking into consideration the objections raised, the Committee sees an overwhelming need for adequate retail and service facilities in Tuggeranong and therefore approves the variation.