

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)  
SECOND REPORT.

MARCH 1985

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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.

MEMBERSHIP 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 D. R. Elder.

## RECOMMENDATIONS

The Committee approves variations 3, 9, 10, 11 and 14 in the 83rd Series of Variations.

The Committee defers the variation 4. The Committee wishes to receive the following additional information from NCDC and the Department of Territories before reconsidering the variation:

- (a) details of the proposal for a cluster group of housing on the south-west corner of the development which was suggested by NCDC as an alternative to the original proposal with houses with direct access to Streeton Drive in that corner;
- (b) the results of discussions with the school about whether the school crossing should be moved;
- (c) the results of traffic flow monitoring on Freemantle Drive;
- (d) the extent of tree removal as a result of the development; and
- (e) the results of an investigation into the feasibility of a lay-by off Streeton Drive to enable parents to drop their children at Chapman Primary School.

## INTRODUCTION

1. In the Commonwealth of Australia Gazette, 21 August 1984, the Minister for Territories and Local Government, the Hon. T. Uren, M.P. 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. The Series contained 15 items.

The previous Committee presented a report dealing with 8 of those items on 3 October 1984. The Minister formally withdrew Variation 13, Section 507, Chisholm. This report deals with the outstanding six items. The details of the variations are discussed in the body of the report.

2. As part of its policy to stimulate public interest in and discussion on the proposals, the then Department of Territories and Local Government (DTLG) advertised the variations in The Canberra Times on four occasions between 25 August and 5 September 1984. Displays showing the proposals were arranged by DTLG at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library, and the public library Erindale Centre, Wanniasa.

3. The previous Committee was not able to examine and report on all variation proposals of the 83rd series before dissolution of Parliament on 26 October 1984.

4. On 11 March 1985, the acting Minister for Territories, the Hon. Michael Duffy, in accordance with the provisions of paragraph 1(a) of the Resolution of Appointment of this Committee, referred to the Committee for its consideration, outstanding variations 3, 4, 9, 10, 11 and 14 of the 83rd Series. The Minister's letter referring this matter to the Committee is at Appendix I.

5. The Committee in keeping with the practice established in the 30th Parliament, held a public hearing on the proposals on 12 March 1985. Eleven witnesses gave evidence at the hearing. A list of the witnesses who appeared before the Committee is at Appendix II. The transcript of evidence given at the hearing will be available for inspection at the Committee Office of the House of Representatives and at the National Library.

6. 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. On this occasion Mrs B. Cains, MHA, addressed the Committee on the variations. The House of Assembly Standing Committee on Planning and Development supported the proposed variations without any objections. The Committee was provided with the Planning and Development Committee's Report on the 83rd Series of Variations to the City Plan. The House of Assembly Committee report is at Appendix III.

7. 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 IV. 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 proposals is approximately \$1.5m. It should be noted, however, that variations 3, 9 and 10 involve no cost.

83RD SERIES

Variation 3 - Parkes, Section 29

8. This variation proposes to delete from the City Plan an unconstructed section of cycleway which encroaches onto the Australian National Gallery site, and add to the Plan the actual cycleway which is located outside the National Gallery site.

9. Part of Parkes Place was degazetted in the 79th Series.

10. There is no cost involved in the proposal and no objections to it were received.

11. The Committee approves the variation.



#### Variation 4 Stirling Section 24

12. This variation 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.

13. The proposed access road incorporates the previously gazetted Teesdale Place to utilise the existing intersection with Fremantle Drive.

14. The proposed road variation will permit the development of 74 standard residential sites. Twenty-one of the blocks will be accessed from existing peripheral roads, the balance being served by the internal access road proposed. Six battleaxe blocks are incorporated. The proposal reflects the general form of development already existing in the locality.

15. Servicing of the standard residential blocks is programmed for commencement in the 1985/86 financial year and block turnoff is expected mid 1986. First residents could be expected by early 1987.

16. The length of the proposed local access road is approximately 650m and construction cost is estimated at \$125,000.

17. There is a senior college, a large sporting/recreation venue (used by children after school and all weekend), and a licensed club off Fremantle Drive. Opposite the proposed development, off Streeton Drive there is the Chapman Primary School and Chapman Pre-School. Streeton Drive is the access point for these schools for Stirling residents.

18. The Stirling Development Action Group, although not opposed to the development, submitted the following objections to the proposed design.

- Fremantle Drive already carries high levels of traffic to and from Stirling College, the recreation area, and the licenced club, and to and from Streeton Drive.
- The imposition of only one access/egress in the proposal, in combination with the additional residential blocks (and driveways) will considerably alter, and complicate, the traffic flow and will constitute a hazard, particularly to children using this part of Fremantle Drive to and from the schools and sporting grounds. There is no pedestrian crossing at Fremantle Drive.
- The Streeton Drive frontage of this development contains provision for eleven houses with driveways onto Streeton Drive directly opposite the Chapman Primary School boundary.
- Between Teesdale Place and the proposed development there is a pine tree windbreak consisting of a double row of mature trees. The objectors are concerned about the possible effects of the proposed removal of 55 metres of windbreak.

19. In relation to the traffic flows on Fremantle Drive, it was pointed out to the Committee that the daily flow of 1700 and 2100 vehicles at the Southern and Northern end of Fremantle Drive was well within the standards adopted by NCDC for distributor roads within the suburbs of 4000 to 6000 daily vehicle flow. The proposed development is expected to generate an additional flow of approximately 600 to 700 vehicles per day.

20. With regard to the traffic exit to the new development, the variation does propose only one intersection on Freemantle Drive, but it requires the reconstruction of the previously gazetted Teesdale Place so that it meets the proposed access road at a "T" intersection. The orientation at the intersection is being changed so that the subdivision road becomes the through route which will swing around into Fremantle Drive. This management will minimize the hazard of having only one access road onto Freemantle Drive.

21. With regard to the school crossing both the Department and the Commission expressed their willingness to hold further discussions with the school and reconsider the location of the school crossing.

22. During the hearing the officers of the Commission informed the Committee that instead of building houses with driveways on to Streeton Drive, in the south-west corner of the development directly opposite the Chapman Primary School, it would be possible to build a small cluster group of housing with direct access on to the proposed internal road in the development. Approximately 3 or 4 blocks in this could with driveways onto Streeton Drive would be removed with this proposed alteration to the gazettal. Although the objectors had little time to study NCDC's new proposal, they appeared to consider it to be a satisfactory solution to overcome the problems of having driveways opposite Chapman Primary School and on a quite dangerous corner in Streeton Drive.

23. With regard to the removal of some pine trees the Committee was told that in order to establish the intersection of the new road and Teesdale Place it would be necessary to remove some trees from the double row of nature pine trees which form a windbreak. An officer of the Commission gave an undertaking that the removal of the pine trees would be kept to a minimum.

24. The Committee defers the variation. The Committee wishes to receive the following additional information from NCDC and the Department of Territories before reconsidering the variation:

- (a) details of the proposal for a cluster group of housing on the south-west corner of the development which was suggested by NCDC as an alternative to the original proposal with houses with direct access to Streeton Drive in that corner;
- (b) the results of discussions with the school about whether the school crossing should be moved;
- (c) the results of traffic flow monitoring on Freemantle Drive;
- (d) the extent of tree removal as a result of the development; and
- (e) the results of an investigation into the feasibility of a lay-by off Streeton Drive to enable parents to drop their children at Chapman Primary School.

Variation 9 - Oaks Estate, Section 11

25. In 1948, portions of blocks 20 and 21, section 11, Oaks Estate, were acquired by the Commonwealth from New South Wales so that modifications to the intersection of Hazel and William Streets could take place at a future time. However, no modifications have been undertaken nor will any modifications be required in the future.

26. This variation therefore proposes to delete from the Plan a section of the road reservation at the intersection of Hazel and William Streets to restore the original boundaries of blocks 20 and 21. This will regularize the boundaries of the blocks along William Street and make them consistent with current usage.

27. No objections were received to the proposal. There is no cost involved.

28. The NCDC issued a Policy Plan for Oaks Estate in March 1983. The Policy Plan indicated that Oaks Estate was a poorly serviced, unkempt urban area with a population which had significant social and economic problems. More than 21 per cent of the Oaks Estate workforce is unemployed. There are no sporting, recreation, or other facilities on the Estate, no bus or other services and only one public telephone. The Plan describes the poor urban environment of Oaks Estates:

Many houses are small, and in poor condition. There are some untidy vacant blocks and some of the boundaries between the farmland and the urban development are unkempt. A large tract of land in Railway Street is of poor appearance and detracts from the entry to the Estate.

29. The Plan indicated that the intention for Oaks Estate was to develop it:

... as a residential area with improved urban and street character, and that some commercial and community facilities not presently available locally, be provided to residents. It is also an intention to achieve an improved degree of integration with the City of Queanbeyan in order to provide better access for Oaks Estate residents to education, business, health and welfare services.

30. The NCDC informed the Committee (copy of correspondence at Appendix V) that the major tasks undertaken since the Policy Plan and Development Plan were published in 1983 have been:

- . Stage One of the upgrading of Railway Street between Canberra Avenue and Florence Street;
- . the construction of cul de sac heads in residential access streets;
- . some infill planting;
- . upgrading of street lighting and improved water supply.

31. With regard to future development NCDC stated that:

32. In 1983 it was decided not to acquire the warehouse which was to form the nucleus of the local centre. As a result, it is proposed to vary the Policy Plan and Development Plan to relocate the proposed park into a stand of existing mature trees. The relocation of the retail shop to better serve the Community will proceed.

33. Stage Two of the Oaks Estate roadworks is awaiting funding and when funds are available the existing Railway Street/Canberra Avenue intersection will be relocated westward to a safer location. Stage Two roadworks also include the major landscaping proposals for Oaks Estate involving screens in Railway Street and William Street.

34. The erection of a pedestrian way over the railway line at McEwan Avenue is dependent on plans by the NSW State Rail Authority to replace the existing vehicle bridge. The proposed design incorporates a 1.5m pedestrian path. The bridge lies entirely outside ACT.

35. The longer term proposals involving the development and redevelopment of residential areas relies largely on private enterprise initiative. Land will be made available in 1985/86 for new medium density and detached housing but the major need is for redevelopment or development of residential land already in private lease.

36. The removal of the oil depot from within the residential precinct preferably to a more appropriate location on an ACT industrial estate depends on how long the lessees can continue to operate profitably without further expansion. At present existing plant appears to be near capacity and one application to extend has already been refused.

37. The Committee approves the variation.

Variation 10 - Kambah, Section 346

38. This variation proposes an addition to the City Plan of an existing road and carpark off Primmer Court, Kambah Village Centre, to provide access for service and trade vehicles to a proposed development on Block 35, Section 36, Kambah. It is intended that block 35 will be developed as a site for a restaurant. Development conditions require vehicular access to the rear service yard of the proposed restaurant site.

39. In addition to providing vehicular access to Block 35, the carpark will continue to serve as a parking area for the Kambah Village.

40. There is no cost involved in the proposal as the road and carpark are already in existence.

41. One objection was lodged to the proposal. The objector, who operates the Kambah Inn, was concerned about the proposal on two major grounds.

42. Firstly, he was concerned that parking was inadequate in Kambah village, particularly in the vicinity of the Kambah Inn. The parking situation had been exacerbated according to the objector, by the opening of a video shop at the rear of the Inn. As a result of the increasing use of the parking area by customers of the video shop, the Inn's loading areas have become congested and there has been a severe loss of trade to the Inn's Bottle shop. The parking situation would only be worsened by the opening of a restaurant in the area, according to the objector.

43. Secondly the objector claimed that the opening of a restaurant with a liquor licence so close to the Inn would affect its sales. The viability of other restaurants in the village would be affected by the establishment of another restaurant.



44. The NCDC stated that the carparking situation in Kambah Village had to be looked at in terms of the distribution of carparking around the whole centre. NCDC considered that this overall provision was adequate and could accommodate the addition of a restaurant. According to the Department of Territories, no other objections had been received relating to traffic problems or parking problems associated with the Kambah Village centre.

45. The Committee is not in a position to assess the effects, if any, on the liquor sales of the Inn or on other restaurants in the area of the establishment of an additional restaurant.

46. The Committee approves the variation.

Variation 11 - Chisholm, Section 575

47. This proposal provides for an access road off Norris Street together with three culs-de-sac to enable the development of 61 standard residential blocks in Block 3, Section 575, Chisholm. The blocks served by two of the culs-de-sac will be released as groups with special development conditions to achieve an integrated design. Block 3 was originally intended for development of a high school which is now under construction on Section 567 Chisholm. No objections were received to the proposal. The estimated cost of servicing the site is \$630,000.

48. Some mud hut ruins are located toward the centre of the site. The Canberra and District Historical Society wrote to NCDC in January 1984 (copy of letter at Appendix VI) recommending that the ruins be retained and suitably protected as their destruction "would be a considerable loss to both architecture and history". However, following an inspection of the ruins, the Director of the Society recommended to the Australian Heritage Commission and the NCDC that preservation and protection of the site was no longer recommended. (copy of letter at Appendix VII) According to the Society, the hut was now in a complete state of ruin with the walls barely knee high and virtually hidden by grass. The ruins have apparently been used as a vehicle loading ramp destroying the value of the hut as an historical site. The Society recommended that the site be suitably marked with a plaque indicating the historical background to the hut. The Committee supports this recommendation.

49. The Committee approves the variation.

Variation 14 - Theodore, North East

50. This variation proposes modifications to the Plan in north-east Theodore. It rearranges the internal road layout to provide a road hierarchy which better serves the individual blocks and also allows the development of previously underutilized land.

51. The existing road layout was gazetted in the S9th Series in July 1975. No development has taken place yet. The proposed variation will permit the development of 164 standard residential blocks and 25 cluster housing blocks. The proposal will provide 39 more housing blocks than are allowed for by the existing gazetted road layout. It will also provide two exits from the development rather than the single exit allowed for in the original plan.

52. The NCDC indicated at the public hearing that a future variation proposal will be put to the Committee to degazette a section of the road layout proposed for gazettal in this variation. This action will be necessary because of the discovery of an important archaeological site in the area.

53. No objections were received to the proposal and the cost involved in servicing is estimated at \$750,000.

54. The Committee approves the variation.



Ros Kelly  
Chairman

25 March 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

LIST OF WITNESSES

National Capital Development Commission

Mr M. M. B. Latham, Associate Commissioner  
Mr G. J. Campbell, Chief Planner  
Mr D. Daverin, Chief Engineer

Stirling Development Action Group

Mrs M. McGregor	Member
Mr P. D. Atkins	Spokesperson
Mrs P. Donnellan	Member
Mrs K. Barrs	Member
Mr A. D. Preston-Stanley	Immediate Passt President Chapman Primary School and Citizens Association.

A.C.T. House of Assembly

Mrs B. M. E. Cains	Deputy Chairman - Planning and Development Standing Committee of the ACT House of Assembly.
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Department of Territories

Mr R. G. Gallagher	First Assistant Secretary
Mr N. J. Gascoigne	O.I.C. Statutory Processes Sub-Section.
Ms C. A. Parsons	Director, Transport Planning

AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY

ISSN 0814-0820



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REPORT NO. ....27....  
OF THE  
STANDING COMMITTEE ON  
DEVELOPMENT AND PLANNING

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VARIATIONS TO THE CANBERRA  
CITY PLAN (83RD SERIES)

This Report and Recommendations were submitted to, and approved  
by the ACT House of Assembly at its meeting on Wednesday,  
3 October 1984.

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SEPTEMBER 1984



A. INTRODUCTORY MATTERS

1. The Standing Committee on Development and Planning has examined the 83rd Series of Variations to the Layout of Canberra and Environs contained in the Commonwealth of Australia Gazette No. S325 of 21 August 1984.

2. Brief details of the fifteen proposed variations follow. Specific comments which the Committee wishes to draw to the Assembly's attention have been included. The proposed variations are supported without any objections.

B. THE VARIATIONS

Variation No. 1 - Florey: Road Additions

3. The proposed variation provides for the development of northeast and southwest Florey. It comprises access roads and culs-de-sac off existing gazetted distributor roads. The development of the two remaining areas of Florey will provide 454 standard residential blocks, 446 medium density housing units and 38.8 hectares of open space.

4. The proposed road layout allows for the retention of as many of the natural features as possible, for example the belt of pine trees and the existing eucalypt plantations.

5. Land servicing for the northeastern section of Florey is expected to commence in 1984/85 with first residents expected by December 1986.

Variation No. 2 - Curtin: Cycleway Additions

6. This variation is for the gazettal of a trunk cycleway from Carruthers Street, Curtin to the existing Yarramundi Reach cycleway at Lady Denman Drive. The Canberra Cycleways Policy Plan provides for the connection of these two paths to allow movement from Curtin to the Lake trunk routes and to Belconnen.

7. The proposal retains all the existing developments with the exception of approximately 0.1 hectare to be excised from Block 664 which will become unleased non-urban land. Existing tree stands are maintained around the northeast residential area of Curtin and feeder paths are proposed to link walkways and culs-de-sac with the cycleway.

Variation No. 3 - Parkes: Cycleway Addition and Deletion

8. The proposed variation relates to a section of cycleway located on the site of the Australian National Gallery. In 1982 a plan was registered for the National Gallery site on the condition that the City Plan would be varied to remove road and cycleway encroachments over the site.



9. This variation deletes a section of cycleway from the Gallery site. The path has been relocated outside the National Gallery site and this section is to be added to the plan.

Variation No. 4 - Stirling: Road Additions

10. This variation proposes an access road off Fremantle Drive to enable the area to be developed for standard residential blocks. The site was originally designated as a site for a private secondary school. The policy plan of 1976 designated the area for standard residential development as the school site was no longer required.

11. The road variation will allow the development of seventy-four standard residential sites. Of these, twenty-one of the blocks will be accessed from existing peripheral roads and the remainder being accessed by the proposed internal access road. Six battleaxe blocks are incorporated.

12. The Committee notes that during consultation comments were received from residents on the variation. The variation was adjusted accordingly after review of the matter by the National Capital Development Commission.

13. Servicing of these blocks is expected in 1985/86 with first residents possible by early 1987.

Variation No. 5 - Deakin: Road Addition

14. This proposal provides for the addition of a section of road to provide a link between Thesiger and Gells Courts in the Deakin National Institutions Area. Since late 1983 there has been a considerable upsurge in interest by national organisations seeking land to establish their headquarters in the National Capital.

15. The proposed section of road will provide easy and rational vehicular circulation within the National Institutions Area.

Variation No. 6 - Isaacs: Road Addition and Deletion

16. This variation will provide a minor link road between Isaacs and O'Malley to provide access for residents of O'Malley and those Isaacs blocks along the future Nungawal Drive to the proposed Isaacs community and shopping centre.

17. Land servicing of Isaacs has not yet begun but is programmed for commencement early in 1985 and first residents could be expected by early 1987.

Variation No. 7 - Deakin: Road Additions

18. The variation seeks modification to the road reservation of Stonehaven Crescent and Hopetoun Circuit at their intersection to enable the construction of a roundabout. The roundabout is being constructed to improve road safety at, and in the vicinity of, the intersection.

Variation No. 8 - Narrabundah: Road Deletion

19. This variation seeks to delete a section of the road reservation of Goyder Street, Narrabundah.

20. The Aboriginal Development Commission has accepted the offer of a lease of Narrabundah Oval and associated buildings. As it is desirable that these be included in the one lease, the variation to delete the road is sought as a lease cannot be granted over a road reservation.

Variation No. 9 - Oaks Estate: Road Deletion

21. The proposed variation deletes a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate to restore the original boundaries of Blocks 20 and 21, Section 11. This will regularise the boundaries and make them consistent with current usage.

22. Portions of Blocks 20 and 21 were acquired in 1948 to modify the intersection of the streets. The area was included in the 1976 gazettal of Oaks Estate but no road modifications have been undertaken.

Variation No. 10 - Kambah: Road Addition

23. This variation adds to the Plan an existing road and carpark which will provide vehicular access to Block 35, Section 346 Kambah.

Variation No. 11 - Chisholm: Road Additions

24. This proposal provides for a road off Norriss Street together with three culs-de-sac to enable development of the area for sixty-one standard residential blocks. The site was originally intended for development as a high school. The high school is now under construction on an adjacent site.

25. Located toward the centre of the site, on top of a ridge line, are some "mud hut ruins". The Australian Heritage Commission has been requested to undertake an archaeological survey of the ruins and if preservation is recommended, the subdivision can accommodate that decision.

Variation No. 12 - Gilmore: Road Additions and Deletions

26. The variation extends three culs-de-sac and links two other culs-de-sac into a loop road to enable development of ten low density cluster site and fifty standard density residential blocks.

27. The site was originally left as a buffer zone but the width of the zone is now considered excessive. This development will reduce the zone to an appropriate size.

28. Land servicing is expected to commence in 1985/86 with the first residents possible by late 1986.

Variation No. 13 - Chisholm: Road Additions

29. The proposal provides for two culs-de-sac to enable development of the area for thirty-three standard density residential blocks.

30. The site was originally identified for development as a parish centre. The Catholic Education Office now proposes to develop the parish centre in another suburb.

31. The Committee notes that comments on the proposed residential development were received from residents. The National Capital Development Commission met with residents and other interested parties to discuss the issues raised.

32. Land servicing will commence in this financial year with residents expected by mid 1986.

Variation No. 14 - Theodore: Road Additions and Deletions

33. This proposal rearranges the internal road layout in northeast Theodore to provide a road hierarchy which better serves the individual blocks and also allows the development of previously underutilised land.

34. The road variations will permit the development of 164 standard residential blocks and twenty-five cluster housing units, thirty-nine more than was proposed to be served by the existing gazetted road network.

35. Existing stands of trees on the western side of the proposed development will be retained and block boundaries and road reservations are located in such a way as to retain as many of the existing trees as possible. Mounding will be provided as part of the Tharwa Drive construction to reduce the impact of traffic noise on the new residential area.

36. Land servicing is programmed for commencement late in 1984/85.

Variation No. 15 - Gilmore: Road Additions and Deletions

37. The variation proposes a loop road and cul-de-sac and modifies two approved culs-de-sac to enable the development of the area for standard density residential blocks.

38. The site was originally identified for development as a primary school with playing fields but it is now proposed to develop the site for a primary school, local playing fields and fifty standard density residential blocks.

39. Land servicing is expected to commence during 1985/86 with first residents expected by mid 1987.

C. RECOMMENDATIONS

40. The Committee recommends:

- (1) that the 83rd Series of Variations to the City Plan be approved;
- (2) that a copy of this Report be sent to the Minister.

A handwritten signature in dark ink, consisting of a stylized 'P' followed by a horizontal line and a small flourish.

P. Vallee  
Chairman

19 September 1984

Department  
of  
Territories  
and Local  
Government

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**

**83rd Series**

**Briefing  
Material  
Public  
Comments  
and  
Objections**

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Prepared for the  
Parliamentary  
Joint Committee  
on the ACT

Canberra  
September 1984

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83RD SERIES OF VARIATIONS TO THE CITY PLAN

EXPLANATORY STATEMENT

1. FLOREY	: ROAD ADDITIONS	NCDC	12
2. CURTIN	: CARRUTHERS STREET TO LADY DENHAM DRIVE - CYCLEWAY ADDITION	NCDC	18
3. PARKES	: NATIONAL GALLERY - CYCLEWAY ADDITION AND DELETION	DTLG	24
4. STIRLING	: SECTION 24, BLOCK 8 - ROAD ADDITIONS	NCDC	29
5. DEAKIN	: SECTION 37 - ROAD ADDITION	NCDC	45
6. ISAACS	: NORTH-WEST - ROAD ADDITION AND DELETION	NCDC	50
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8. NARRABUNDAH	: SECTION 34 - ROAD DELETION	DTLG	61
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PUBLIC COMMENT AND OBJECTIONS

<u>VARIATION NO.</u>	<u>COMMENTS/OBJECTIONS SUBMITTED BY</u>	
4	STIRLING DEVELOPMENT ACTION GROUP	35
10	MR G. O'DONNELL	76
13	SOUTH TUGGERANONG PROGRESS ASSOCIATION	94
13	TUGGERANONG COMMUNITY COUNCIL	95
13	MR R. STEWART	97

SEAT OF GOVERNMENT ADMINISTRATION ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE  
CITY OF CANBERRA AND ITS ENVIRONS (83RD 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. S325 of 21 August 1984. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 83rd series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for Territories and Local Government in a letter dated 20 August 1984 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 83rd series of variations comprises 15 items, 10 of which are being sponsored by the National Capital Development Commission and 5 by the Department of Territories and Local Government.

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





MINISTER FOR TERRITORIES AND LOCAL GOVERNMENT  
AND MINISTER ASSISTING THE PRIME MINISTER FOR  
COMMUNITY DEVELOPMENT AND REGIONAL AFFAIRS

PARLIAMENT HOUSE  
CANBERRA, A.C.T. 2600

Mr K.L. Fry, M.P.  
Chairman  
Joint Committee on the A.C.T.  
Parliament House  
CANBERRA A.C.T. 2600

20 AUG 1984

Dear colleague

On 21 August 1984, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 83rd series of variations, will be published in the Gazette.

In accordance with the provisions of paragraph 1(a) of the Committee's Instrument of Appointment, I formally refer the variations to the Committee for investigation and report.

A total of fifteen variations to the Plan are included in this series. In accordance with normal procedures public participation will be encouraged through media release, press advertisements and displays. All comments or objections relating to the variation proposals which are received by the Department will be forwarded to the Committee for consideration during its examination of the proposals.

I seek the assistance of the Committee in reporting to Parliament on Variation 1 and Variation 7 as soon as practicable.

Variation 1 relates to the addition of roads in eastern Florey for the purpose of servicing approximately 900 standard and medium density housing blocks. I have given an "in principle" approval to the Housing Industry Association undertaking the land development and construction of housing on the Florey Southeast site for the purpose of bringing more housing land onto the market as early as possible. Consequently I would appreciate it if the Committee could give priority to its consideration of this variation.

Variation 7 relates to the modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout. As the Committee has already been informed, following consideration of the broader traffic management issues associated with the New Parliament House the Department of Territories and Local Government and the National Capital Development Commission agreed that a roundabout should be constructed at the intersection to improve road safety and to slow down traffic in this stretch of Stonehaven Crescent. It is on this basis that I seek the Committee's assistance in giving Variation 7 priority.

Yours fraternally

TOM UREN

#### 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, Coleman Court, Dickson Library and the Public Library, Erindale Centre, Wanniasa. The Department also advertised the variations in the Canberra Times on four occasions.

Fifteen changes are proposed in the 83rd Series of Variations to the City Plan announced today by the Department of Territories and Local Government.

The changes provide for -

- . Addition of access roads in eastern Florey to service approximately 900 standard and medium density housing blocks;
- . Addition of a trunk cycleway from Carruthers Street, Curtin to the existing cycleway at Lady Denman Drive, south of Government House;
- . Deletion of an unconstructed section of cycleway which encroaches onto the Australian National Gallery site and addition of the actual cycleway which is located outside the site;
- . Addition of a road in Stirling to provide access to a proposed subdivision of standard residential blocks within Block 8 Section 24;
- . Addition of a section of road in Section 37 Deakin to improve vehicular circulation within the Deakin National Institutions area;
- . Modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley;
- . Modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout to improve road safety at the intersection;
- . Deletion of a small part of the road reservation of Goyder Street, Narrabundah to enable the leasing of Narrabundah Oval and associated Commonwealth buildings;

- . Deletion of a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate to restore the original boundaries of Blocks 20 and 21 Section 11;
- . Addition of an existing carpark off Primmer Court, Kambah to provide vehicular access to the proposed development on Block 35 Section 346;
- . Addition of access roads and culs-de-sac in Chisholm to enable the development of 2 separate subdivisions of standard residential blocks;
- . Modifications to roads in Northeast Theodore to provide an improved road layout;
- . Addition of roads and modifications to culs-de-sac in Gilmore to enable the development of medium density and standard residential blocks.

Twenty one days are allowed for public submissions or objections to the intended changes, which must be sent to the Department of Territories and Local Government. All submissions received by the closing date of 11 September 1984 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, Coleman 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.

22 August 1984



## 83rd SERIES OF VARIATIONS TO THE CITY PLAN

In the Gazette No 5325 of Tuesday, 21/5/84, the Minister for Territories and Local Government, The Hon. Tom Ulin, 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 and Local Government, GPO Box 158, Canberra, 2601, no later than 5.00pm on Tuesday 11/9/84. Submissions may also be lodged by hand at Room 266, South Building, Civic Offices, London Circuit, Canberra.

The proposed variations and any objections or comments received will be referred to the Parliamentary Joint Committee on the ACT which will conduct a public hearing into the proposals and will report to Parliament before the variations can take effect.

Detailed drawings of all the intended changes will be available at the Beaconson and Honora Mait, Woodes Shopping Centre, Cookman Court, Dickson Library and the Public Library, Endeavour Centre, Wannassa.

### VARIATION 1

**FLOREY, Northwest/Southeast:** Addition to the Plan of access roads off previously gazetted distributor roads to permit the development of Eastern Florey. The proposed development will provide approximately 500 standard and medium density housing blocks and 38.8 hectares of open space.

### VARIATION 2

**CURTIN, Caruthers Street to Lady Deaman Drive:** Addition to the Plan of a trunk cycleway from Caruthers Street, Curtin to the existing cycleway at Lady Deaman Drive, south of Government House, to allow movement from Curtin to the lake trunk routes and beyond to Beaconson.

### VARIATION 3

**PARKES, Section 29:** Deletion from the Plan of an unconstructed section of cycleway which encroaches onto the Australian National Gallery site, Block 5, Section 29, Parkes, and addition to the Plan of the actual cycleway which is located outside Block 5.

### VARIATION 4

**STIRLING, Section 24:** Addition to the Plan of an access road off Fremont Drive, to permit the development of 74 standard residential blocks within Block B Section 24 Stirling.

### VARIATION 5

**DEAKIN, Section 37:** Addition to the Plan of a section of road to provide a link between Thayer Court and Geils Court in the Deakin National Institutions Area, Section 37 Deakin. The proposed road will provide improved vehicular circulation within the area and also provide frontage to 2 planned blocks.

### VARIATION 6

**ISAACS, Northwest:** Modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley. A link between the suburbs is required to provide access for residents of O'Malley and the Isaacs blocks along the future Nungawal Drive to the proposed Isaacs Community Shopping Centre.

### VARIATION 7

**DEAKIN, Section 45:** Modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin, to enable the construction of a roundabout to improve road safety at the intersection.

### VARIATION 8

**NARRABUNDAH, Section 34:** Deletion from the Plan of a small part of the road reservation of Goyder Street, Narrabundah, to enable the leasing of Narrabundah Oval and associated Commonwealth buildings to the Aboriginal Development Commission.

### VARIATION 9

**OAKS ESTATE, Section 11:** Deletion from the Plan of a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate, to restore the original boundaries of Blocks 20 and 21 Section 11. The proposed road deletion will regularise the block boundaries to make them consistent with current usage.

### VARIATION 10

**KAMBDAH, Section 246:** Addition to the Plan of an existing road and carpark off Pioneer Court to provide vehicular access to the proposed development on Block 25 Section 246 Kambah. The carpark will continue to provide parking facilities for the Kambah Village Centre in addition to providing vehicular access to Block 35.

### VARIATION 11

**CHISHOLM, Section 575:** Addition to the Plan of an access road off Norms Street together with 3 cul-de-sac to enable the development of 61 standard residential blocks within Block 3 Section 575 Chisholm.

### VARIATION 12

**GILMORE, Section 65:** Modifications to the Plan in Gilmore to extend 3 cul-de-sac and link 2 other cul-de-sac into a loop road to enable the development of an area for medium density and standard residential blocks.

### VARIATION 13

**CHISHOLM, Section 507:** Addition to the Plan of 2 cul-de-sac off Cih Circuit to enable the development of 33 standard density residential blocks within Section 507 Chisholm.

### VARIATION 14

**THEODORE, Northeast:** Modifications to the Plan in Northeast Theodore to provide an enclosed road layout and to allow for additional blocks on land which could not be developed under the existing layout.

### VARIATION 15

**GILMORE, Section 58:** Addition to the Plan of access roads and modifications to the road reservation of 2 gazetted cul-de-sac in Gilmore to enable the development of 50 standard density residential blocks.

Telephone enquiries should be directed to Mr N. Gascoigne on 462446 or Mrs S. Preezy on 462316.

1111

#### NOTES ON THE 81A AND 82ND SERIES OF VARIATIONS

The Parliamentary Joint Committee on the A.C.T. conducted a public hearing as part of its investigations into the 81A series of variations on 23.7.84 and recommended approval of the single variation which related to the White Industries development in Civic.

The 82nd series, comprising 18 items, was considered in stages by the Committee which first recommended approval of variation 5 which related to the development of Section 57 Lyneham and variation 15 relating to the proposed Chisholm Centre.

The Minister's Notice of Variation reflecting the Committee's recommendations on the 81A series and variation 5 and 15 of the 82nd series was tabled in both Houses of Parliament on 29.5.84 and these variations are now effective.

In its second report, the Committee approved 15 of the remaining 16 items of the 82nd series. The Minister's Notice of Variation was tabled in both Houses of Parliament on 31.5.84 and these items are now effective.

Variation 8 of the 82nd series which proposed the addition to the City Plan of a cycleway from Kings Park, Parkes to Bowen Park, Barton through the Jerrabomberra Wetlands was subject to further investigation by the Committee. The Committee's report and recommendations of 23.8.84 are now being considered.

EXPLANATORY STATEMENT  
83RD SERIES OF VARIATIONS

VARIATION 1 (Detail Map P5)

FLOREY, Northeast/Southeast: Addition to the Plan of access roads off previously gazetted distributor roads to permit the development of Eastern Florey. The proposed development will provide approximately 900 standard and medium density housing blocks and 38.8 hectares of open space.

VARIATION 2 (Detail Maps N5 and M5)

CURTIN, Carruthers Street to Lady Denman Drive: Addition to the Plan of a trunk cycleway from Carruthers Street, Curtin to the existing cycleway at Lady Denman Drive, south of Government House, to allow movement from Curtin to the lake trunk routes and beyond to Belconnen.

VARIATION 3 (Detail Map N5)

PARKES, Section 29: Deletion from the Plan of an unconstructed section of cycleway which encroaches onto the Australian National Gallery site, Block 5 Section 29 Parkes, and addition to the Plan of the actual cycleway which is located outside Block 5.

VARIATION 4 (Detail Map M5)

STIRLING, Section 24: Addition to the Plan of an access road off Fremantle Drive, to permit the development of 74 standard residential blocks within Block 8 Section 24 Stirling.

VARIATION 5 (Detail Map M5)

DEAKIN, Section 37: Addition to the Plan of a section of road to provide a link between Thesiger Court and Geils Court in the Deakin National Institutions Area, Section 37 Deakin. The proposed road will provide improved vehicular circulation within the area and also provide frontage to 2 planned blocks.

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ISAACS, Northwest: Modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley. A link between the suburbs is required to provide access for residents of O'Malley and the Isaacs blocks along the future Nungawal Drive to the proposed Isaacs Community/ Shopping Centre.



VARIATION 7 (Detail Map M5)

DEAKIN, Section 45: Modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout to improve road safety at the intersection.

VARIATION 8 (Detail Map M5)

NARRABUNDAH, Section 34: Deletion from the Plan of a small part of the road reservation of Goyder Street, Narrabundah to enable the leasing of Narrabundah Oval and associated Commonwealth buildings to the Aboriginal Development Commission.

VARIATION 9 (Detail Map M6)

OAKS ESTATE, Section 11: Deletion from the Plan of a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate to restore the original boundaries of Blocks 20 and 21 Section 11. The proposed road deletion will regularise the block boundaries to make them consistent with current usage.

VARIATION 10 (Detail Map L5)

KAMBAH, Section 346: Addition to the Plan of an existing road and carpark off Primmer Court to provide vehicular access to the proposed development on Block 35 Section 346 Kambah. The carpark will continue to provide parking facilities for the Kambah Village Centre in addition to providing vehicular access to Block 35.

VARIATION 11 (Detail Maps L5 and K5)

CHISHOLM, Section 575: Addition to the Plan of an access road off Norriss Street together with 3 culs-de-sac to enable the development of 61 standard residential blocks within Block 3 Section 575 Chisholm.

VARIATION 12 (Detail Map L5)

GILMORE, Section 65: Modifications to the Plan in Gilmore to extend 3 culs-de-sac and link 2 other culs-de-sac into a loop road to enable the development of an area for medium density and standard residential blocks.

VARIATION 13 (Detail Map K5)

CHISHOLM, Section 507: Addition to the Plan of 2 culs-de-sac off Clift Crescent to enable the development of 33 standard density residential blocks within Section 507 Chisholm.

VARIATION 14 (Detail Map K5)

THEODORE, Northeast: Modifications to the Plan in Northeast Theodore to provide an improved road layout and to allow for additional blocks on land which could not be developed under the existing layout.

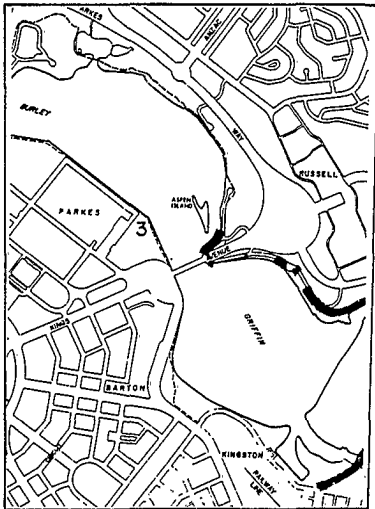
VARIATION 15 (Detail Map K5)

GILMORE, Section 58: Addition to the Plan of access roads and modifications to the road reservation of 2 gazetted culs-de-sac in Gilmore to enable the development of 50 standard density residential blocks.

# Variation No. 3

## VARIATION 3

PARKES, Section 29: Deletion from the Plan of an unconstructed section of cycleway which encroaches onto the Australian National Gallery site, Block 5 Section 29 Parkes, and addition to the Plan of the actual cycleway which is located outside Block 5.



PARKES : SECTION 29 - CYCLEWAY ADDITION AND DELETION

1. Purpose

Deletion from the Plan of a section of cycleway which encroaches onto the Australian National Gallery site. The actual path has been relocated outside the National Gallery site and this section is to be added to the Plan.

2. Background

In September 1982 a plan was registered for the National Gallery Site, Block 5 Section 29 Parkes. Road and cycleway encroachments existed over the site and the plan was conditionally registered on the basis that the City Plan would be varied so that the encroachments would be removed. Part of Parkes Place was degazetted in the 79th Series. However, gazettal action for the cycleway is outstanding.

3. Area

Cycleway deletion approximately 825 square metres.  
Cycleway addition approximately 850 square metres.

4. Estimated Cost

Nil.

5. Existing Development

The Australian National Gallery is situated on Block 5 Section 29, Parkes. The cycleway is located between the north eastern boundary of Block 5 and the south western shore of the Central Basin of Lake Burley Griffin.

6. Proposed Development

Nil.

7. Particular Planning Considerations

Nil.

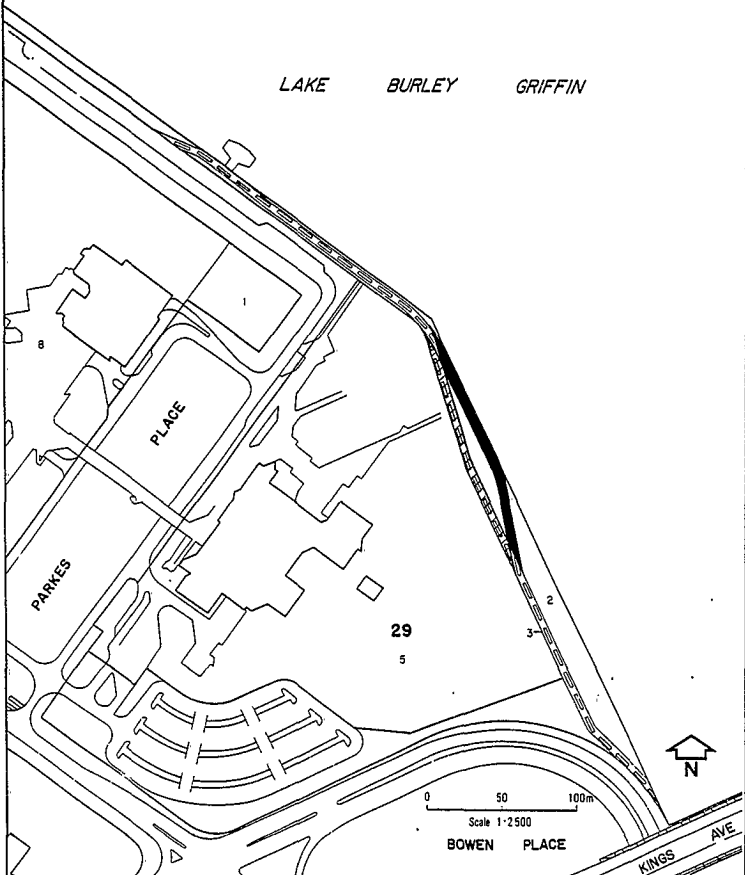
8. Public Participation



Nil.

**DTLG**

**VARIATION No. 3**

LAKE BURLEY GRIFFIN



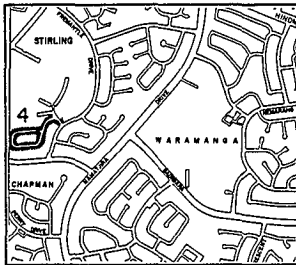
Cycleway Addition   
Cycleway Deletion 

**PARKES:** National Gallery - Cycleway Addition and Deletion

# Variation No. 4

## VARIATION 4

STIRLING, Section 24: Addition to the Plan of an access road off Fremantle Drive, to permit the development of 74 standard residential blocks within Block 8 Section 24 Stirling.



STIRLING : SECTION 24 - BLOCK 8 - ROAD ADDITIONS

1. Purpose

This proposal provides for an access road off Fremantle Drive to enable the area to be developed for standard residential blocks.

2. Background

Block 8 Section 24 Stirling is located in the district of Weston Creek at the southern intersection of Streeton and Fremantle Drives.

The site was originally designated as a site for a private secondary school. In November 1973 the land use was changed to "Institutions and/or Town Houses, Flats". This was a result of the school site no longer being required. The approved Policy Plan adopted in 1976 designates the site for standard residential development.

3. Length

The length of the proposed local access road is approximately 650m.

4. Estimated Cost of Road Construction

Approximately \$125,000.

5. Existing Development

The site is bounded on the north and west by open space, the northern area being playing fields. To the south is Streeton Drive, a sub-arterial road which bounds the Stirling subdivision. To the east the site



is bounded by Fremantle Drive which is the major distributor road servicing the Stirling neighbourhood, and on the north east boundary is a cul-de-sac accessing the playing fields and bowling club and car parking areas. Standard residential housing fronts the site on Fremantle Drive (9 blocks) and elsewhere. The site is fronted by the Chapman Primary School, and adjacent playing fields.

6. Proposed Development

The road variation will permit the development of 74 standard residential sites. Twenty-one of the blocks will be accessed from existing peripheral roads, the balance being served by the internal access road proposed. Six battleaxe blocks are incorporated. Block sizes vary from 720 square metres to 1490 square metres and average 920 square metres. Blocks in adjacent areas of Stirling, Sections 6 and 7, average 820 square metres. The proposal reflects the general form of development already existing in the locality.

Servicing of 74 standard residential blocks is programmed for commencement in the 1985/86 financial year and block turnoff is expected mid 1986. First residents could be expected by early 1987.

7. Particular Planning Considerations

The proposed access road incorporates the previously gazetted Teesdale Place to utilise the existing intersection with Fremantle Drive. This minimises the number of intersections on Fremantle Drive but requires the reconstruction of Teesdale Place so that it meets the proposed access road at a "T" intersection.

8. Environmental Considerations

The location of the proposed access road on an existing intersection minimises the impact of the development on the existing development opposite. All intersections incorporated in the proposal are aligned

3.

along the projection of the common boundary of blocks opposite to reduce the impact of headlight glare at night on these dwellings. Block boundaries and the proposed road reservation are located such that almost all of the existing mature trees and much of the immature planting on the periphery of the site may be retained.

9. Public Consultation

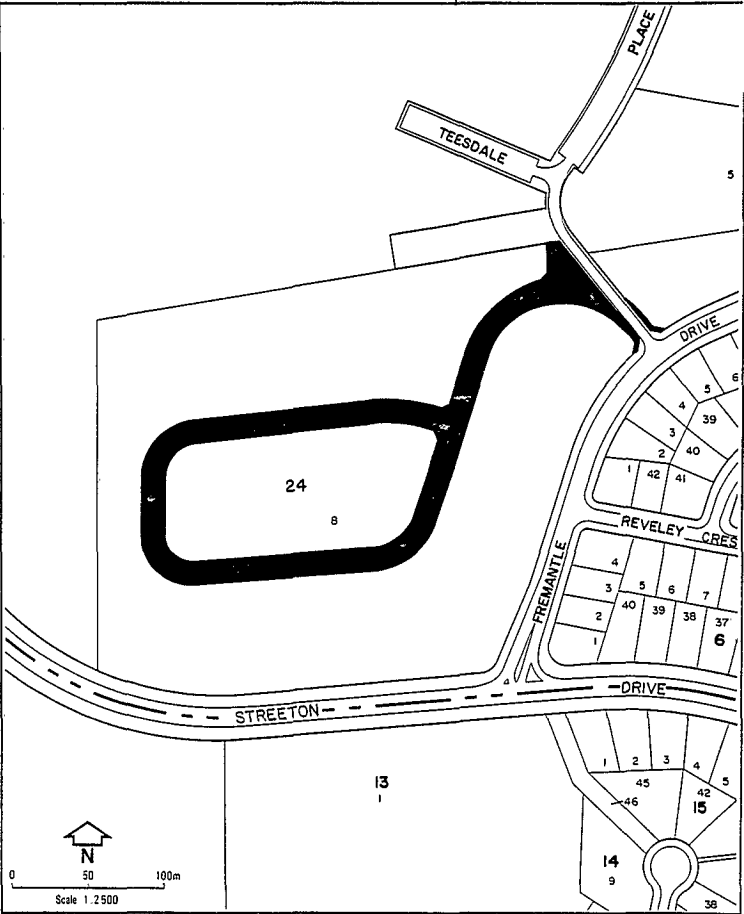
Although an appropriate land use policy is in place, the policy determination did not include a public consultation process. The Stirling Neighbourhood handout plan, most recent version dated July 1983, gave no indication of any future land use on this site. A need was identified for the draft Plan to be the subject of public consultation.


Consultation was undertaken in April 1984 and written comments were invited. Four responses were received, all of which sought modification to the proposal on road safety grounds, and two responses were also concerned at the prospect of loss of the open area proposed for development. All of the issues raised were reviewed by NCDC and in consideration of these, the Development Plan was amended to incorporate access to the subdivision via the existing Teesdale Place to reduce impact on the adjacent existing development. This is the proposal which has been gazetted.



National  
Capital  
Development  
Commission

# VARIATION No. 4



ROAD ADDITION   
 ROAD DELETION 

STIRLING: Section 24 Block 8 - Road Additions

COPY

2 Revely Cr  
Stirling ACT

28-8-1984

Dear Sir

I am forwarding to you copies of all correspondence between Mr David Moore - National Capital Development Commission, Ros Kelly and the Stirling Development Action Group re. Stirling Section 24 Block 8 and part Block 11. We also sent in a Petition to the House of Representatives (with the help of Ros Kelly) with well over 100 signatures. We consider your new Variation (4) to be even less practical and more of a hazard to children and traffic. All our objections still stand.

Yours faithfully

Pam Donnellan

Mr P. Atkin

Kenneth Barrs

Mr W. Cottrill

(Stirling Development Action  
Group Representatives)

COPY



## National Capital Development Commission

220 Northbourne Ave. Canberra, A.C.T. G.P.O. Box 373 Canberra 2601 Australia  
Telephone: 46 8211 Area Code: 052 Telegrams: Ccndev Canberra Telex: 62673  
All correspondence to be addressed to The Secretary and Manager.

in reply please quote 84/830 D.Moore:KM

Dear Sir or Madam

I am enclosing for your information and for any comment you may care to make a copy of the Commission's draft Policy and Development Plan for Stirling Section 24 Block 8 and part Block 11.

Block 8 was originally intended for a private high school. In 1975 the land use was changed and the site was identified for Institutions and/or Medium Density Residential Development, but since 1976 it has been the Commission's policy to develop the site for standard housing.

The site, with its close relationship to public open space and proximity to existing shops and community facilities, is ideally suited for standard housing similar to existing development in the locality. The draft Policy Plan provides for standard residential housing on the site, with a strip of public open space to the north incorporating a pedestrian pathway.

The Commission is seeking public comment on the draft Plan by 27 April 1984. You are invited to send written comments to:

The Secretary and Manager  
National Capital Development Commission  
220 Northbourne Avenue  
BRADDON ACT 2601

Any enquiries concerning the draft Plan may be directed to David Moore on 46 8546.

Yours sincerely

B.M. BROWNING *sm*  
SECRETARY AND MANAGER

30 March 1984

Stirling Development Action Group  
C/- Pam Donnellan  
2 Reveley Street  
STIRLING ACT 2611  
Ph: 88.7180

9 April 1984

The Secretary and Manager  
National Capital Development  
Commission  
220 Northbourne Avenue  
BRADDON ACT 2601

Ref: 84/830

ATTENTION: Mr David Moore

Dear Sir,

I refer to your circular letter of 30 March 1984 regarding the Commission's draft Policy and Development Plan for Stirling Section 24 Block 8 and part Block 11.

A public meeting was held on this site on Saturday, 7 April to form an action group to co-ordinate a response to the Commission's draft Plan.

I wish to inform you that this meeting established a strong objection to the proposed design (particularly to road access) from residents in the immediate area adjacent to Fremantle Drive, and from parents of children using Fremantle and Streeton Drives for access to Chapman Primary and Pre Schools.

A comprehensive response to your notification will be made by this action group by 27 April 1984.

Yours faithfully,

P. Donnellan      P. Atkin      W. Cottrill      K. Barrs  
(Stirling Development Action Group Representatives)

c.c. Mrs R. Kelly, MP  
Member for Canberra



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: 84/830 D.Moore:KM

Dear Ms Donnellan

I acknowledge receipt of a letter, signed by yourself and other representatives of the Stirling Development Action Group, in which you informed the Commission of the Group's intention to forward a comprehensive response to the draft Policy and Development Plan for Stirling Section 24 Block 8 and part Block 11. We look forward to receiving your submission.

Yours sincerely

*B. M. Browning*

B.M. BROWNING  
SECRETARY AND MANAGER

16 April 1984

Stirling Development Action Group  
c/- Ms Pam Donnellan  
2 Reveley Street  
STIRLING ACT 2611

Stirling Development Action Group  
C/- Mrs Fann Donnellan  
2 Reveley Street  
STIRLING ACT 2611  
Ph: 88.7180

13 April 1984

The Secretary and Manager  
National Capital Development  
Commission  
220 Northbourne Avenue  
BRADDON ACT 2601

Ref: 84/830

ATTENTION: Mr David Moore

Dear Sir,

Following notification of your proposal for residential development of Block 8 and part Block 11 of Section 24 Stirling, a meeting of residents has expressed strong concern about many aspects of the proposed plan.

We believe that the expedient design of this development reflects the desperation of the NCDC to correct the current shortage of serviced residential sites in the ACT at any cost. Quantity of houses rather than quality of life appears to have been the major concern of the Commission, and the fact that existing facilities in the immediate vicinity dictate that large numbers of children use this area daily, has not been considered.

Fremantle Drive, Stirling, contains a Senior College, a large sporting/recreation venue (used by children after school and all weekend), and a licenced club. Streeton Drive, opposite the proposed development, contains Chapman Primary School and Chapman Preschool and is the access point for the schools for all Stirling residents.

The following objections to the proposed design are submitted for your response:

1. The only traffic entry/exit to the new development occurs within 35 metres of an existing, and heavily used, access road to a licenced club and sporting facility.  
These two roads occur on a bend in Fremantle Drive and a house is planned in between them. This constitutes a major traffic hazard.
2. Fremantle Drive is a minor suburban street with constantly changing lines of sight. It already carries high levels of traffic to and from Stirling College, the recreation area, and the licenced club, and to and from Streeton Drive.  
The imposition of only one access/egress in the proposal, in combination with the additional residential blocks (and drive-ways) will considerably alter, and complicate, the traffic flow and will constitute a hazard, particularly to children using this part of Fremantle Drive to and from the schools and sporting grounds.



(Please note that children from Stirling cross Fremantle Drive at various points towards the intersection with Streeeton Drive and that there is no pedestrian crossing.)

3. The Streeeton Drive frontage of this development contains provision for eleven houses with driveways onto Streeeton Drive directly opposite the Chapman Primary School boundary. This collector/distributor road is already a hazard to school children from the Stirling area who must use the school crossing in Streeeton Drive. Cars seeking to enter Streeeton Drive from driveways, in competition with speeding traffic, crossing children, and from cars delivering/collecting children, will constitute a substantial additional traffic hazard.
4. The area of Section 24 is a neighbourhood amenity, and a refuge for possums, galahs and parrots, among other small game. It contains a number of mature trees along the Fremantle Drive boundary of the proposed development. Local residents wish to retain as much of this flora and fauna as possible.

Recognising that the preferred option of no residential development on Section 24, Stirling, is unlikely in the current environment, we request that the Commission redesign this development to take account of the points above.

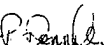
One possible option is to provide through access from Fremantle Drive to Streeeton Drive at the Rivett side of the development, and to remove all houses which would have driveway access onto Streeeton and Fremantle Drives. This option would remove the dangers to traffic and children, and channel the extra traffic load into Streeeton Drive which was designed as a major collector/distributor road. It would also leave a 'green belt' around the boundaries of this development, facilitating visibility and allowing the mature trees and birds to be retained. A copy of this proposal is attached.

Other alternatives for access might be to widen Teasdale Place off Fremantle Drive to provide a combined entrance to the proposed development and to the club and recreation area; or to provide a single access road from Streeeton Drive at the Rivett side. (Both these alternatives would still require the 'green belt' around the boundaries.)

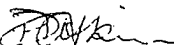
I wish to inform you that we have sought the assistance of Mrs Ros Kelly, Member for Canberra, in this matter and have devised a Petition which we will request her to present to the Parliament. The terms of the Petition are attached for your information.

We would appreciate a response to this submission, and notification of all future action/decisions by the Commission.

Yours faithfully,



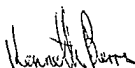
P. Donnellan



P. Atkin



W. Cottrill



K. Harro

c.c. Mrs R. Kelly  
Member for Canberra.

The Hon. J. Uren, MP  
Minister for Territories & Local Govt.

P E T I T I O N

To the Honourable the Speaker and Members of the House of Representatives in Parliament assembled.

The Petition of the undersigned respectfully sheweth:

1. That the National Capital Development Commission proposes to develop Block 8 and part Block 11 of Section 24 Stirling for 72 standard residential houses.
2. that the only access into and out of this development is on a minor suburban street (Fremantle Drive) within 30 metres of an adjoining access road to a licenced club, a house between these two roads blocking vision;
3. that Fremantle Drive already carries considerable motor and pedestrian traffic to Stirling College and to Chapman Primary School and Preschool and such an extra load constitutes a danger to both traffic and school children;
4. that all traffic from this development travelling in the direction of Chapman Shops/Rivett, must travel past Chapman Primary School;
5. that twelve of the proposed houses have driveways onto Streeeton Drive directly in front of the Primary and Pre schools, which constitutes a danger to children from cars backing across pathways, and from drivers whose vision is impaired around the bend from Rivett immediately before the school crossing;
6. that seven of the proposed houses have driveways onto Fremantle Drive where children from Stirling cross without the aid of crossings.

Your petitioners therefore humbly pray that the Government direct the NCDC to alter the design of the proposed development to create a through road to the Rivett side of Streeeton Drive to bypass the schools and to reduce the amount of traffic on Fremantle Drive. And to create a 'green belt' along the length of the development in Streeeton and Fremantle Drives to remove all driveways into these streets.

And your Petitioners, as in duty bound, will ever pray.

NAME	ADDRESS	SIGNATURE
1. J. Peters	2 Guinness pl, Chapman	<i>J. Peters</i>
2. J. ...	4 ...	<i>J. ...</i>
3. A. ...	7 Buggy pl Gungahlin	<i>A. ...</i>
4. Michael ...	4 Evergood club Weston	<i>Michael ...</i>
5. Peter Murphy	56 Tullerap st, Duffy	<i>Peter Murphy</i>
6. J. ...	47 ...	<i>J. ...</i>
7. J. ...	4 ...	<i>J. ...</i>
8. J. ...	4 ...	<i>J. ...</i>
9. J. ...	4 ...	<i>J. ...</i>
10. J. ...	4 REVELLEY CRES STIRLING	<i>J. ...</i>

NAME	ADDRESS	SIGNATURE
11. M. WEERASEKERA	4 REVELEY CRES STIRLING	M Weerasekera
12. R. ALLEN	86 CAPTAIN COOK CRE GRIFFITH	R. Allen
13. S. IRIKKEE	15 CLERMONT ST FIDJEE	S. Irikkee
14. N. ITHANARAJ	21 ROADWAY ST. FIDJEE	N. Ithanaraj
15. M. MILKLAND	123 BRADLEY ST RUSK	M. Milkland
16. S. GULYAS	27 CHURCH ST ALBION PARK NSW 2527	S. Gulyas
17. G. GULYAS	37 CHURCH ST ALBION PARK 2527	G. Gulyas
18. T. HARRINGTON	74 NAHATJIKARA STIRLING	T. Harrington
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PARLIAMENT OF AUSTRALIA  
HOUSE OF REPRESENTATIVES

1ST FLOOR, BONNER HOUSE  
PHILLIP, A.C.T. 2608  
TEL. 82 2052. 82 2053

OFFICE OF ROS KELLY, M.P.  
MEMBER FOR CANBERRA

18th April, 1984

Stirling Development Action Group,  
c/- Pam Donnellan,  
2 Reveley Street,  
STIRLING ACT 2611

Dear Pam,

Thanks very much for coming to see me to discuss the situation at Stirling. I will be taking this up with the A.C.T. Committee, having a look at the site, and I look forward to giving evidence at the Committee.

Kind regards,

ROS KELLY  
MEMBER FOR CANBERRA



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: 62873  
All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 84/830 D.Moore:KD

Dear Mrs Donnellan

Thank you for the letter of 13 April 1984, signed by yourself and other representatives of the Stirling Development Action Group, concerning the Commission's draft Policy and Development Plan for Block 8 and part Block 11 Stirling.

The comments of the Group will be considered by the Commission together with other comments received, and I will write to you again when the Plan has been finalised.

Yours sincerely

A handwritten signature in cursive script that reads 'B.M. Browning'.

B.M. BROWNING *sm*  
SECRETARY AND MANAGER

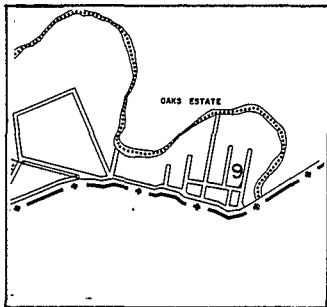
26 April 1984

Mrs Pam Donnellan  
Stirling Development Action Group  
2 Reveley Street  
STIRLING ACT 2611

## Variation No.9

### VARIATION 9

OAKS ESTATE, Section 11: Deletion from the Plan of a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate to restore the original boundaries of Blocks 20 and 21 Section 11. The proposed road deletion will regularise the block boundaries to make them consistent with current usage.



OAKS ESTATE : SECTION 11 - ROAD DELETION

1. Purpose

Deletion from the Plan of a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate to restore the original boundaries of Blocks 20 and 21 Section 11. This will regularise the boundaries and make them consistent with current usage.

2. Background

Portions of Blocks 20 and 21 were acquired by the Commonwealth from New South Wales in 1948 for the purpose of modifying the intersection of Hazel and William Streets. The area was included in the 1976 gazettal of Oaks Estate roads onto the City Plan, however, no road modification has been undertaken.

3. Area

Approximately 307 square metres.

4. Estimated Cost

Nil.

5. Existing Development

No roadworks have been undertaken and subsequent owners and lessees of Blocks 20 and 21 have continued to informally use the excised portions.

6. Proposed Development

It is proposed that Blocks 21 and 22 Section 11 will be consolidated to enable the granting of a single lease.

7. Particular Planning Considerations

Nil.

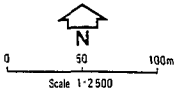
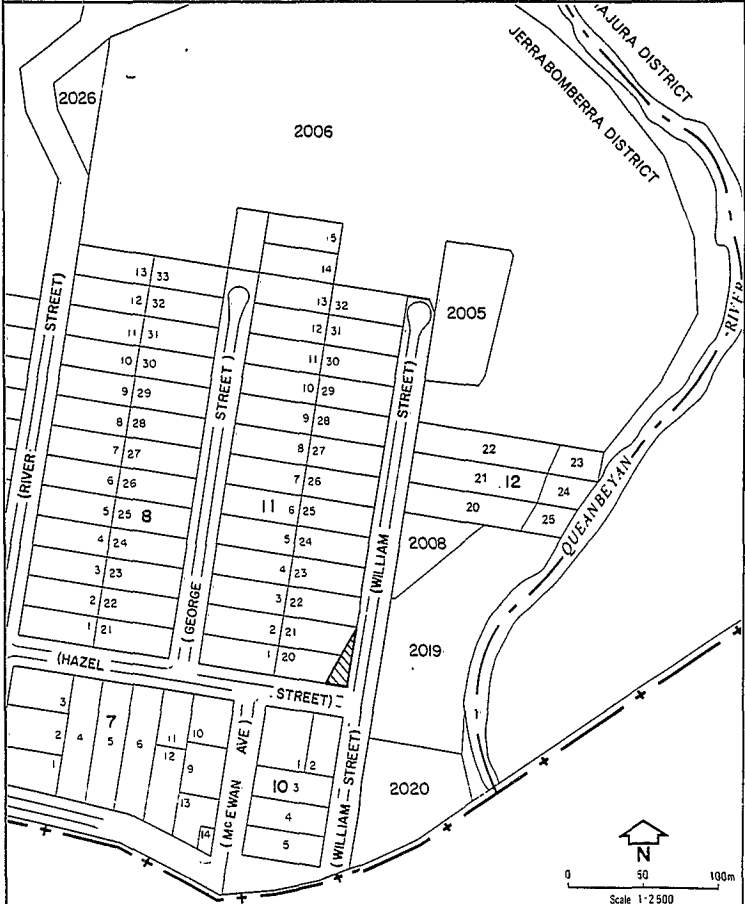
8. Public Participation

Nil.



# DTLG

# VARIATION No. 9



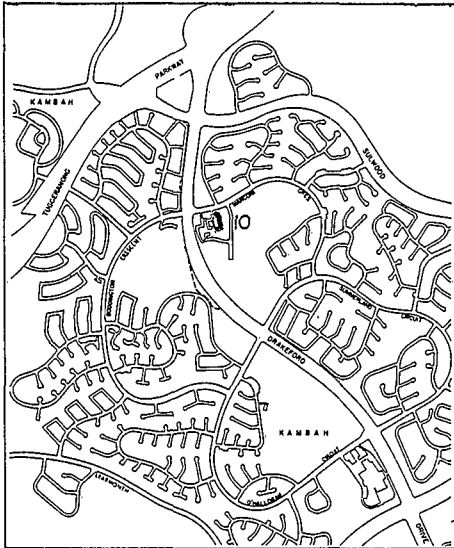
ROAD ADDITION   
ROAD DELETION 

OAKS ESTATE: Section 11 - Road Deletion

# Variation No.10

## VARIATION 10

KAMBAH, Section 346: Addition to the Plan of an existing road and carpark off Primer Court to provide vehicular access to the proposed development on Block 35 Section 346 Kambah. The carpark will continue to provide parking facilities for the Kambah Village Centre in addition to providing vehicular access to Block 35.



KAMBAH : SECTION 346 - ROAD ADDITION

1. Purpose

Addition to the Plan of an existing road and carpark off Primmer Court which will provide vehicular access to Block 35 Section 346, Kambah.

2. Background

The Department of Territories and Local Government received development conditions for Block 35 in late 1983 and is now preparing to release the site for sale. The proposed vehicular access is constructed as a carpark and will continue to be used as such by the public in addition to providing access for service and trade vehicles to Block 35.

3. Area

Approximately 1125 square metres.

4. Estimated Cost

Nil.

5. Existing Development

The constructed road and carpark connects Primmer Court to the site proposed for development. Primmer Court serves as access to a number of commercial developments within the Kambah Village Centre. However, only pedestrian access is proposed to Block 35 from Primmer Court itself. The carpark provides parking for the shopping centre generally.

6. Proposed Development

It is proposed that Block 35 be developed as a site for a restaurant. The restaurant building is to be compatible with those buildings already constructed in the shopping centre. Development conditions require vehicular access to the rear service yard proposed for the restaurant site.

7. Particular Planning Considerations

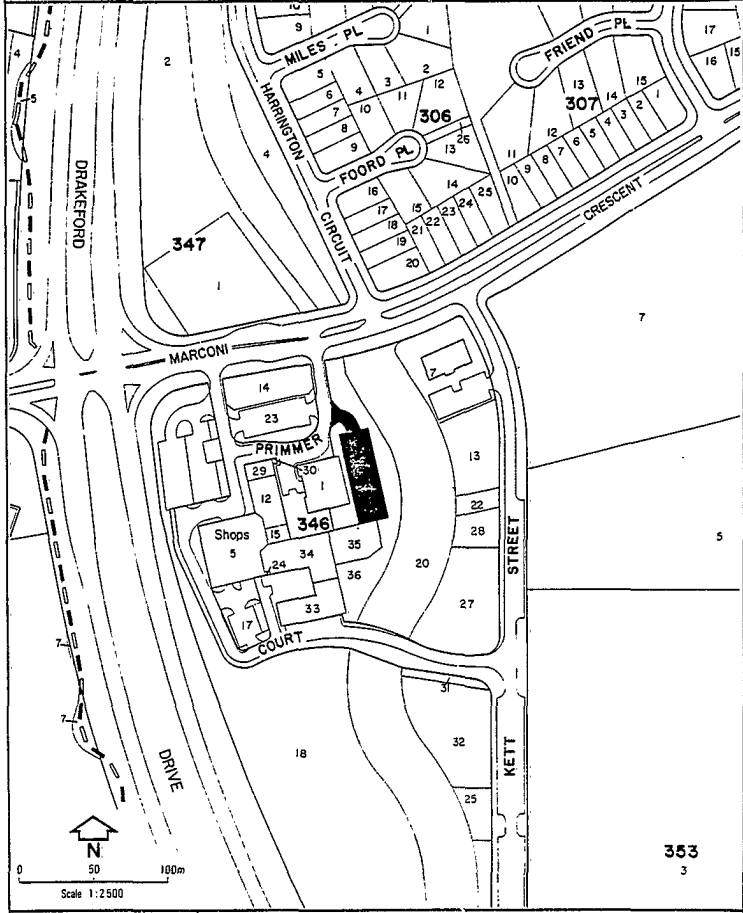
Nil.



8. Public Participation

Nil.

# DTLG

# VARIATION No.10



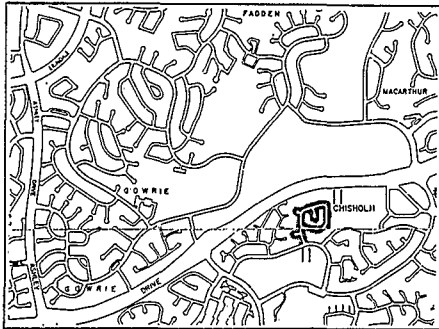
ROAD ADDITION   
ROAD DELETION 

KAMBAH: Section 346 - Road Addition

# Variation No.11

## VARIATION 11

CHISHOLM, Section 575: Addition to the Plan of an access road off Norriss Street together with 3 culs-de-sac to enable the development of 61 standard residential blocks within Block 3 Section 575 Chisholm.



CHISHOLM : SECTION 575 BLOCK 3 - ROAD ADDITIONS

1. Purpose

This proposal provides for a road off Norriss Street together with three culs-de-sac to enable development of the area for standard density residential blocks.

2. Background

Chisholm is a residential area in Tuggeranong south of Isabella Drive. Chisholm Section 575 Block 3 is vacant land with access from Norriss Street.

The roads in the surrounding area were gazetted in July 1975 as part of the 59th Series of Gazettals.

The site was originally intended for development as a high school. The high school is now under construction on Section 567 Chisholm.

3. Length

The length of the proposed roads is 790m.

4. Estimated Cost

Approximately \$630,000.

5. Existing Development

The site is currently unleased Commonwealth land. During the 1984/85 financial year the next stage of Isabella Drive will be constructed along the site's northern boundary. South of the site the Chisholm High School is under construction and standard density residential blocks are being serviced to the west. To the east of the site are the reservations for the district playing fields.

## CHISHOLM : SECTION 575 BLOCK 3 - ROAD ADDITIONS

### 1. Purpose

This proposal provides for a road off Norriss Street together with three culs-de-sac to enable development of the area for standard density residential blocks.

### 2. Background

Chisholm is a residential area in Tuggeranong south of Isabella Drive. Chisholm Section 575 Block 3 is vacant land with access from Norriss Street.

The roads in the surrounding area were gazetted in July 1975 as part of the 59th Series of Gazettals.

The site was originally intended for development as a high school. The high school is now under construction on Section 567 Chisholm.

### 3. Length

The length of the proposed roads is 790m.

### 4. Estimated Cost

Approximately \$630,000.

### 5. Existing Development

The site is currently unleased Commonwealth land. During the 1984/85 financial year the next stage of Isabella Drive will be constructed along the site's northern boundary. South of the site the Chisholm High School is under construction and standard density residential blocks are being serviced to the west. To the east of the site are the reservations for the district playing fields.



## 6. Proposed Development

The road variations will permit the development of 61 standard residential blocks. The blocks have an average area of 910 square metres, similar to the blocks in the surrounding area which range from 660 square metres to 1500 square metres.

The extent of development is limited by the existing surrounding residential blocks, a floodway and proposed cycleway and district playing fields. Road access to the site is only practicable off Norriss Street at the location adopted because of the need for safe vertical and horizontal sight distances and the location of existing intersections.

Located toward the centre of the site, on top of a ridge line, are some "mud hut ruins". If the Australian Heritage Commission recommends preservation of these ruins, this subdivision can accommodate that recommendation.

The internal road hierarchy helps to control overland stormwater flows, prevent vehicle access to the proposed district playing fields and provides for pedestrian movement through the site to the proposed cycleway along Isabella Drive.

The blocks served by two of the culs-de-sac will be released as groups with special development conditions to achieve an integrated design.

In accordance with the Land Development Programme, servicing will commence during the 1985/86 financial year and the first block turnoff is expected in mid 1986. The first residents could be expected by early 1987.

## 7. Planning and Environmental Considerations

Traffic generation from the proposed development onto Norriss Street would average 61 vehicles per peak hour.

The Australian Heritage Commission has been requested to undertake an archaeological survey of the "mud hut ruins".

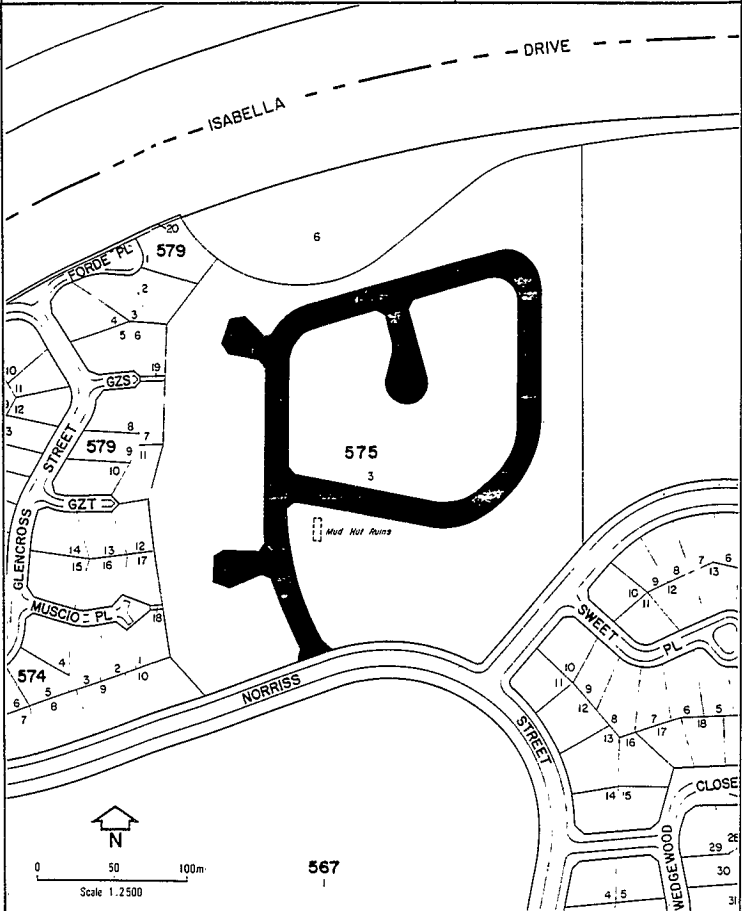
3.

The proposed development also provides for and controls overland stormwater flows along the existing gully as well as preserving as many good quality trees as possible.

The proposed road hierarchy and sub-division creates a general northerly orientation for the major proportion of blocks.

8. Public Consultation

Public consultation took the form of a newspaper advertisement, a draft A3 public handout plan and a letter to the lessees of surrounding blocks as well as local community groups. No responses were received.



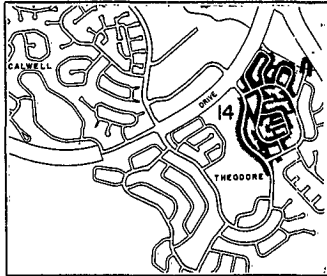
ROAD ADDITION   
 ROAD DELETION 

CHISHOLM: Section 575 Block 3 - Road Additions

# Variation No. 14

## VARIATION 14

THEODORE, Northeast: Modifications to the Plan in Northeast Theodore to provide an improved road layout and to allow for additional blocks on land which could not be developed under the existing layout.



## THEODORE : NORTH EAST - ROAD ADDITIONS AND DELETIONS

### 1. Purpose

This proposal rearranges the internal road layout in north east Theodore to provide a road hierarchy which better serves the individual blocks and also allows the development of previously underutilised land.

### 2. Background

Theodore is located in southern Tuggeranong and is scheduled for development in 1986. The expected population when completed is 4500 people.

The existing road layout was gazetted in the 59th Series of Gazettals in July 1975. No changes to the layout have occurred since.

### 3. Length

The length of the proposed collector road is 920 metres, that of the loop roads 1800 metres, and the culs-de-sac 160 metres. The total length is 2880 metres.

### 4. Estimated Cost

Approximately \$750,000.

### 5. Existing Development

The site is bounded on the north west by Tharwa Drive, on the north east by the Tuggeranong Creek and the Monaro Highway, on the east and south by the proposed residential development and on the west by the main overland drainage spine.

Portion of the abandoned Monaro Highway traverses the eastern edge of the proposed development crossing Tuggeranong Creek by way of a concrete bridge. Engineering investigations on the structural stability of the bridge support the intention to retain it for internal access to Block 679.

Block 679 is gently undulating grazing land and is partly covered with a mature eucalypt tree cover in part, and has been used for grazing purposes.

6. Proposed Development

Residential

The road variations will permit the development of 164 standard residential blocks and 25 cluster housing units, 39 more than was proposed to be served by the existing gazetted road network.

The blocks have an average area of 920 square metres ranging from 680 square metres to 1400 square metres.

Land servicing is programmed for commencement late in the 1984/85 financial year and first block turnoff is expected late in 1986.

Roads and Traffic

Within the proposed development a collector, cul-de-sac and loop road hierarchy has been introduced, the collector road having a pavement width of 7.5m and the minor access roads (cul-de-sac and loop) pavement widths of 6.0m.

Because the average daily traffic volumes that will use the eastern distributor road will exceed the upper limit of 4000 vpd access to blocks will be restricted along this alignment of the proposed distributor road.

7. Particular Planning Considerations

The proposed road layout introduces a "T" intersection from the development to the main distributor road at a point as close to Tharwa Drive as safety and convenience allows. This in turn requires a change to the internal road pattern to accommodate the revised structure.

In doing this, the entry distance to Tharwa Drive is minimised for people living in the northern blocks.

8. Planning and Environmental Considerations

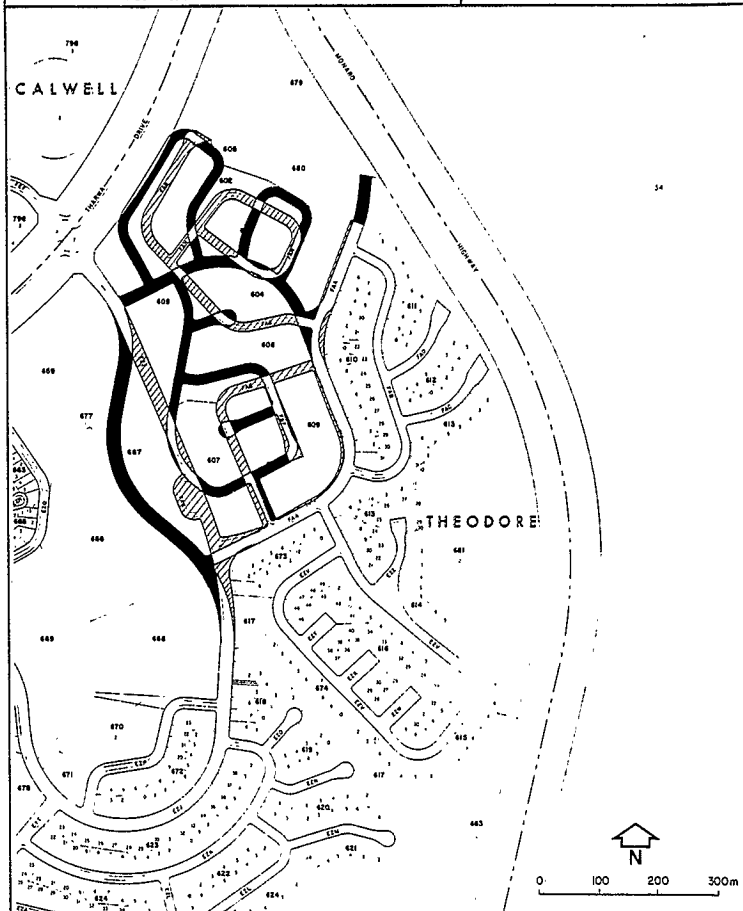
Existing stands of trees on the western side of the proposed development will be retained and to achieve this two separate release packages of cluster housing are proposed. These parcels of land will be accessed from the internal loop road and provide the same number of units that would be available if the land was subdivided for standard residential development. Block boundaries and road reservations are located in such a way as to retain as many of the existing trees as possible. Additional landscaping will be carried out to normal NCDC standards.

The road layout provides for a general northerly orientation for the major proportion of the residential blocks.

Mounding will be provided as part of the Tharwa Drive construction to reduce the impact of traffic noise on the new residential area.

9. Public Consultation

No consultation was considered necessary for this proposal apart from the comments which will be received as a result of this gazettal action.



ROAD ADDITION  
ROAD DELETION



**THEODORE:** North East - Road Additions and Deletions

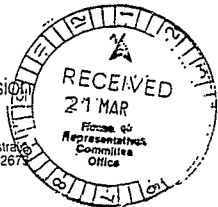




## National Capital Development Commission

220 Northbourne Ave. Canberra. ACT G.P.O. Box 373 Canberra 2601 Australia  
 Telephone 46 8211 Area Code 062 Telegrams. Comdev Canberra Telex 62672  
 All correspondence to be addressed to The Secretary and Manager

In reply please quote



Dear Mr Elder,

OAKS ESTATE PLANNING AND DEVELOPMENT

During the Committee's consideration of Item No. 9 of the 83rd Series of Variation, a question concerning the planning and development of Oaks Estate was taken on notice.

BACKGROUND

Land at Oaks Estate remained in freehold until the mid 1970's when it was acquired by the Commonwealth at the direction of the Whitlam Government.

After acquisition the former owners of most commercial properties, including the owners of three large blocks of residential flats, elected to receive full compensation for their land which then passed to the Commonwealth.

Subsequently, the residential flat leases were largely used as emergency or temporary accommodation leading to an imbalance between the more permanent detached house dwellers and the transitory flat tenants, many whom were unemployed. Of the total 1980 population of 300, 64% were emergency or hardship flat tenants whose situation indicated special planning problems.

A number of industrial leases were abandoned, as a result of which the Commonwealth was required to demolish several derelict factories. By 1980 most of the Oaks Estate land fronting railway property in NSW was either vacant or in rural production and the Estate consisted of 60 houses, 110 flats, one retail shop, one factory, an oil depot, and a wholesale liquor outlet. There were no community facilities other than a small wooden hall on the edge of the Estate.

INITIAL PLANNING

Planning for the Estate began in 1980 concurrent with the demolition of derelict buildings and clearing of industrial wasteland. A public meeting was held in October 1980 and a 100% population survey was

carried out in December 1980. Both the public meeting and the survey identified the need for community facilities, health care, library, post office and social security services, improved public transport, vehicle access and a general upgrading of the Estate physically.

#### DRAFT POLICY PLAN AND DEVELOPMENT PLAN

A Draft Policy Plan was prepared during 1981, concurrent with the carrying out of minor works to overcome more pressing problems. An attempt to establish a bus service between the Estate and Canberra City was unsuccessful because of lack of potential patrons, and the number of children on the Estate was insufficient to justify the establishment of a school.

The Draft Policy and Development Plan was released for public comment in December 1981 and comments were received until February 1982. The major elements of the plan were:

- . improved road linkages with Canberra and Queanbeyan;
- . the establishment of a local centre containing a shop, community centre and park based on a existing warehouse in Hazel Street;
- . the upgrading of residential areas by encouraging landholders to develop or redevelop their land for either detached houses or medium density dwellings;
- . the removal of the existing oil depot from the residential precinct;
- . the establishment of landscape screening between the Estate and industrial activities on abutting land in NSW.

The Policy Plan and Development Plan were published in mid 1983.

#### DEVELOPMENT TO DATE

The major tasks undertaken since then have been:

- . Stage One of the upgrading of Railway Street between Canberra Avenue and Florence Street;

- . the construction of cul de sac heads in residential access streets;
- . some infill planting;
- . upgrading of street lighting and improved water supply.

#### FUTURE DEVELOPMENT

In 1983 it was decided not to acquire the warehouse which was to form the nucleus of the local centre. As a result, it is proposed to vary the Policy Plan and Development Plan to relocate the proposed park into a stand of existing mature trees. The relocation of the retail shop to better serve the Community will proceed.

Stage Two of the Oaks Estate roadworks is awaiting funding and when funds are available the existing Railway Street/Canberra Avenue intersection will be relocated westward to a safer location. Stage Two roadworks also include the major landscaping proposals for Oaks Estate involving screens in Railway Street and William Street.

The erection of a pedestrian way over the railway line at McEwan Avenue is dependent on plans by the NSW State Rail Authority to replace the existing vehicle bridge. The proposed design incorporates a 1.5m pedestrian path. The bridge lies entirely outside ACT.

#### PRIVATE ENTERPRISE DEVELOPMENT

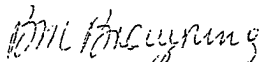
The longer term proposals involving the development and redevelopment of residential areas relies largely on private enterprise initiative. Land will be made available in 1985/86 for new medium density and detached housing but the major need is for redevelopment or development of residential land already in private lease.

The removal of the oil depot from within the residential precinct preferably to a more appropriate location on an ACT industrial estate depends on how long the lessees can continue to operate profitably without further expansion. At present existing plant appears to be near capacity and one application to extend has already been refused.

4.

I attach a copy of the "Issues raised at Oaks Estate Meeting and Action Required".

Yours sincerely,



B.M. BROWNING  
SECRETARY AND MANAGER

20 March 1985

Mr D.E. Elder  
Secretary  
Parliamentary Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600

ISSUES RAISED AT OAKS ESTATE MEETING AND ACTION  
REQUIRED

cleanup of streets	action by D.C.T.
trimming of trees near power lines	action by D.C.T./ACTEA
water supply problems - low pressure etc.	capacity and condition of existing network to be investigated by N.C.D.C.
facilities for residents, (in particular, welfare tenants of government housing)	N.C.D.C. to liaise with:- <ul style="list-style-type: none"><li>. C.T.H.C. re possible health visitor</li><li>. Telecom re additional public telephones</li><li>. A.P.O. re unofficial post office</li><li>. Public Library Service re visits by mobile library</li><li>. C.E.S. or Department of Social Security re visiting advisors</li></ul>
footbridge over railway line	N.C.D.C. to contact Queanbeyan City Council to pass on concern of residents.
public transport	D.C.T. to consider provision of service
removal of derelict and semi-completed but derelict buildings	DCT has taken some action - check to be made by Department on ownership of unoccupied houses
relocation of Mobil fuel storage tanks	background to existing location to be researched.
use of lands adjacent to railway line	NCDC to contact NSW Railways via Queanbeyan Council to discuss
school and pre-school	survey to be taken by N.C.D.C. to determine number of children in area.
bus shelter	maintenance and painting to be undertaken by D.C.T.

.../

condition of access roads

problems of mosquitos,  
open drains, stagnant  
water  
children's playground

the roads are among the few  
gravel surfaces in the A.C.T.  
D.C.T. to maintain. Consideration  
to be given to watering in summer  
to alleviate dust problem.

to be investigated by D.C.T.  
Remedial action as necessary.

perhaps play equipment can be  
provided in advance of Policy Plan



## Canberra &amp; District Historical Society Inc.

(Founded 10 December 1953)

## PATRON

His Excellency the Right Honourable Sir Ninian Stephen  
A.K.. G.C.M.G., G.C.V.O., K.B.E., K.St.J.  
Governor-General of Australia

Telephone: 48 8401

President: Mr. R. Winch, E.A., F.A.S.A.

All correspondence to Secretary  
P.O. Box 40  
Civic Square  
A.C.T. 2608

84/5

25th January, 1984.

Mr. B. M. Browning,  
Secretary and Manager,  
National Capital Development  
Commission,  
G.P.O. Box 373,  
CANBERRA, A.C.T. 2601.

Dear Mr. Browning,

MUD HUT, CHISHOLM.

There are some remains of a mud hut located in Chisholm, near Isabella Drive and Norris and Proctor Streets, and our Society is anxious to have these remnants preserved.

The hut was originally part of the Waniassa Estate and the home of David Sullivan, an employee and later a selector. It was also in the section occupied by Sarsfield (Sarse) Gallagher, son of Patrick Gallagher of Erindale. Sarse later leased the section from the Commonwealth.

The hut typifies the earliest type of material/construction and is thought to have been erected by Chilean shepherds who accompanied Charles Ledger to Australia with a consignment of alpacas. As will be seen from the attached biography of Ledger, it had been intended to settle the Alpacas at Nimmitabel and although this scheme was abandoned, some of the animals were depastured near Goulburn. Waniassa was then a large estate and some Chileans were employed there and later married into local families. Mr. Bruce Moore has traced the names of four of the Chileans.

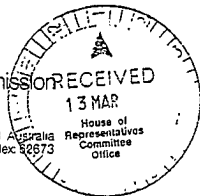
It would be a considerable loss to both architecture and history if this example of the mud construction is destroyed. We sincerely hope it will be retained and suitably protected from both weather and vandals, and your assistance in this urgent matter would be sincerely appreciated.

Yours sincerely,

*Peter Falkland*  
(Peter Falkland)  
-DIRECTOR-



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: 82673  
 All correspondence to be addressed to The Secretary and Manager  
 84/669 B. Nesbitt:CH

In reply please quote

Dear Mr Elder

During the Committee's consideration of Item 11 in the 83rd Series of Variations, the Committee asked for a copy of the letter from the Canberra and District Historical Society Inc concerning the mud hut ruins at Chisholm.

I enclose a copy of the letter for the Committee's information.

Yours sincerely

**B.M. BROWNING**  
SECRETARY AND MANAGER

13 March 1985

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





# Canberra & District Historical Society Inc.

(Founded 10 December 1953)

**PATRON**

His Excellency the Right Honourable Sir Ninian Stephen  
A.K., G.C.M.G., G.C.V.O., K.B.E., K.St.J.  
Governor-General of Australia

Telephone: 48 3401

President: G. D. Finch, B.A., F.A.S.A.

Director:

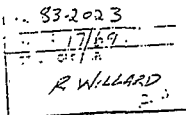
Vic-Gen. P Falkland, A.O.

All correspondence to Secretary  
P.O. Box 49  
Civic Square  
A.C.T. 2605

17 September 1984

84/221

Mr. Ron Willard,  
National Capital Development  
Commission,  
G.P.O. Box 373,  
CANBERRA, A.C.T. 2601.



Dear Mr. Willard,

In response to your request by telephone on 14 September 1984, I attach a copy of our letter 84/5 of 25 January 1984 in which we recommended to the Australian Heritage Commission that the site of the Mud Hut, Chisholm be marked with a suitably inscribed plaque.

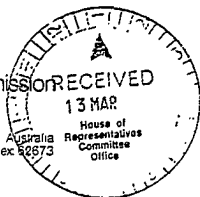
Yours sincerely,

*P. Falkland*  
(P. FALKLAND)  
DIRECTOR



## 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: 52873  
 All correspondence to be addressed to The Secretary and Manager.  
 84/669 B. Nesbitt:CH  
 In reply please quote:



Dear Mr Elder

During the Committee's consideration of Item 11 in the 83rd Series of Variations, the Committee asked for a copy of the letter from the Canberra and District Historical Society Inc concerning the mud hut ruins at Chisholm.

I enclose a copy of the letter for the Committee's information.

Yours sincerely

B.M. BROWNING  
SECRETARY AND MANAGER

13 March 1985

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

R.T. Hinch B.A., F.A.S.A.

4 June 1984.

Assistant Director,  
Australian Heritage Commission,  
G.P.O. Box 1567,  
CANBERRA, A.C.T. 2601.

(for attention Dr. Josephine Flood)

Dear Dr. Flood,

MUD HUT, CHISHOLM

I acknowledge your letter 8/1/0/330 KO of 3 May 1984 about the ruins of the mud hut at Chisholm.

You suggested that this Society might undertake the historical research and archaeological survey of the hut in the interests of its preservation and retention.

We regret we have neither the resources or expertise to undertake an archaeological survey.

Nevertheless an inspection of the hut has been made recently and has disclosed that it is now in a complete state of ruin. (See attached photo). The walls are barely knee high and are virtually hidden by grass. The ruins have apparently been used as a vehicle loading ramp with the result that practically nothing of value remains.

In view of these facts the Society no longer advocates preservation and protection but will record the site in the course of its mapping project and recommends the site be suitably marked with a plaque giving the details contained in our letter 84/5 of 25 January 1984 to N.S.D.C.

Yours sincerely,

(P. FARLAND)  
DIRECTOR.

THIRTY-FOURTH PARLIAMENT

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

MINUTES OF PROCEEDINGS

NO. 4

MONDAY, 25 MARCH 1985

AT CANBERRA

PRESENT: Mrs Kelly (Chairman) Mr McArthur  
Senator Reid (Deputy Chairman) Senator McKiernan  
Mr Langmore Mr Snow  
Senator Lewis Mr Wright

1 The Committee met at 1.30 p.m.

2 CONFIRMATION OF MINUTES:

The Minutes of the meetings held on 28 February and 12 March 1985 were confirmed.

3 83RD SERIES OF VARIATIONS - CONSIDERATION OF CHAIRMAN'S DRAFT REPORT:

The Chairman brought up for consideration the draft report on the 83rd Series of Variations.

The Committee deliberated.

Resolved - On the motion of Senator Reid -

That the report, as amended, be the report of the Committee.

Resolved - On the motion of Mr Langmore -

That the Appendixes be agreed to.

4 84TH SERIES OF VARIATIONS:

The Committee deliberated.

Resolved - On the motion of Mr Langmore -

That a sub-committee comprising Mrs Kelly (Chairman), Senator Reid and Mr Langmore be appointed to conduct the public hearing on the 84th Series of Variations on 11 April 1985.

5 ADJOURNMENT:

The Committee adjourned at 1.50 p.m. until a date and time to be fixed by the Chairman.

Confirmed

Chairman

THIRTY-FOURTH PARLIAMENT

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

MINUTES OF PROCEEDINGS

NO. 3

THURSDAY, 12 MARCH 1985

at Canberra

PRESENT: Mrs Kelly (Chairman) Senator Lewis  
Senator Reid (Deputy Chairman) Mr Langmore

- 1 The sub-committee met at 1.36pm.  
2 PUBLIC HEARING - 83RD SERIES OF VARIATIONS:

Press and public admitted.

The Chairman opened the hearing and made a statement.

Mrs Beverley Mary Evelyn Cains,  
Deputy Chairman,  
Standing Committee on Planning and Development,  
ACT House of Assembly,

was called and examined.

Ordered - That Report No. 27 of the ACT House of Assembly  
Standing Committee on Planning and Development -  
Variations to the Canberra City Plan (83rd Series)  
be incorporated in the transcript of evidence.

The witness withdrew.



Mr Malcolm Macgregor Baxter Latham,  
Associate Commissioner,  
National Capital Development Commission,

Mr Geoffrey John Campbell,  
Chief Planner,  
National Capital Development Commission,

Mr David Leigh Daverin,  
Acting Chief Engineer,  
National Capital Development Commission,

Mr Raymond George Gallagher,  
First Assistant Secretant, Development,  
Department of Territories,

Mrs Catherine Anne Parsons,  
Director, Transport Planning,  
Department of Territories,

Mr Nicholas John Gascoigne,  
OIC Statutory Processes,  
Department of Territories,

were called and examined together.

Ordered - That the Briefing Material, Public Comments and Objections to the Proposals for Variations to the Plan of Layout of the City of Canberra and its Environs - 83rd Series, prepared by the Department of Territories and the National Capital Development Commission be incorporated in the transcript of evidence.

Ordered - That a map of the variation prepared by the National Capital Development Commission be included in the Committee's records as Exhibit No. 1.

The witnesses withdrew.

Mr Peter David Atkin,  
Spokesperson,  
Stirling Development Action Group,

Mrs Pamela Donnellan,  
Committee Member,  
Stirling Development Action Group,

Mrs Marietta McGregor,  
Committee Member,  
Stirling Development Action Group,

Mr Ken Barrs,  
Committee Member,  
Stirling Development Action Group,

Mr Anthony David Preston-Stanly,  
Immediate Past President,  
Chapman Primary School P and C Association,

were called and examined together.

Ordered - That a map of the variation prepared by the  
Stirling Development Action Group be incorporated  
in the transcript of evidence.

The witnesses withdrew.

Mr Malcolm Macgregor Baxter Latham,  
Associate Commissioner,  
National Capital Development Commission,

Mr Geoffrey John Campbell,  
Chief Planner,  
National Capital Development Commission,

Mr David Leigh Daverin,  
Acting Chief Engineer,  
National Capital Development Commission,

Mr Raymond George Gallagher,  
First Assistant Secretant, Development,  
Department of Territories,

Mrs Catherine Anne Parsons,  
Director, Transport Planning,  
Department of Territories,

Mr Nicholas John Gascoigne,  
OIC Statutory Processes,  
Department of Territories,

were recalled and examined together.

The witnesses withdrew.

3 PUBLICATION OF EVIDENCE:

Resolved - On the motion of Senator Reid -

That, pursuant to the power conferred by paragraph  
(15) of the committee's resolution of appointment,  
this sub-committee authorises the publication of  
evidence given before it at public hearings this day.

Press and public withdrew.



4 PRIVATE MEETING - 83RD SERIES OF VARIATIONS:

The sub-committee deliberated.

5 ADJOURNMENT:

At 3.15pm the sub-committee adjourned.

Confirmed

A handwritten signature in black ink, appearing to read 'R Kelly', is written over the printed name 'Chairman'.

Chairman

THIRTY-FOURTH PARLIAMENT

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

MINUTES OF PROCEEDINGS

NO. 2

THURSDAY, 12 MARCH 1985

at Canberra

PRESENT: Mrs Kelly (Chairman) Senator Lewis  
Senator Reid (Deputy Chairman) Mr Langmore

1 The Committee met at 11.03am.

2 SUSPENSION OF MEETING:

At 11.06am the Committee suspended to inspect item numbers 4 and 10 in the 83rd Series of Variations to the Plan of Layout of Canberra.

3 RESUMPTION OF MEETING:

At 12.05pm the Committee resumed.

4 FORMATION OF SUB-COMMITTEE:


Resolved - On the motion of Mr Langmore -

That a sub-committee comprising Mrs Kelly (Chairman), Senators Lewis and Reid and Mr Langmore be appointed to conduct the public hearing on the 83rd Series of Variations to the Plan of Layout of Canberra on this day.

5 ADJOURNMENT:

The Committee adjourned at 12.08pm until a date and time to be fixed.

Confirmed

 - Chairman



4 ELECTION OF DEPUTY CHAIRMAN:

Mr Snow proposed to the Committee for its Deputy Chairman, Senator Reid. Seconded by Senator McKiernan.

There being no further proposals, Senator Reid was elected as Deputy Chairman.

5 FUTURE INQUIRY:

The Committee deliberated.

Resolved - On the motion of Mr Langmore -

That the Chairman write to the Minister for Territories asking that the Canberra Metropolitan Policy and Development Plan be referred to the Committee for inquiry and report.

6 83RD SERIES OF VARIATIONS:

The Committee deliberated.

Resolved - On the motion of Mr Snow -

That the Committee undertake an inspection and public hearing on the 83rd Series of Variations on 12 March 1985.

7 ADJOURNMENT:

At 6.45pm the Committee adjourned until Tuesday, 12 March 1985.

Confirmed



Chairman