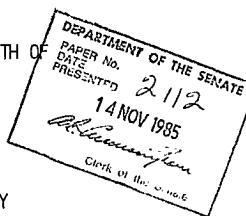




THE PARLIAMENT OF THE COMMONWEALTH OF
AUSTRALIA

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-SIXTH SERIES
(SECOND REPORT)

NOVEMBER 1985



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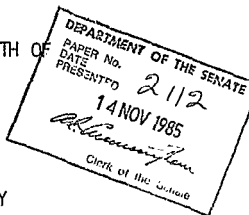
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JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

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.

MEMBERS OF THE COMMITTEE

Chairman
Deputy Chairman
Members:

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

Secretary

Mr Bjarne Nordin

RECOMMENDATIONS

The Committee approves all variations in this report except Variations 12 and 17 which are approved in part subject to certain restrictions.

The Committee is very conscious of continued urban expansion into the significant area known as Lanyon Bowl: In its consideration of this Variation and Variation No. 17 which involve housing developments on either side of Tharwa Drive leading towards the Lanyon Gates, the Committee is anxious to ensure that any proposed development in this area be as unobtrusive as possible and not diminish the integrity of Lanyon Homestead itself. The Committee is keenly aware of its responsibility to safeguard the Murrumbidgee River Corridor and the adjoining area of Lanyon Bowl which has been gazetted by the Heritage Commission with the intention of declaring it part of the National Estate. The NCDC have indicated that no development will be proceeded with in the rest of the Lanyon Bowl area except for housing blocks at the northern limit of Lanyon Bowl leading into the area of the Lanyon Gates. In the Committee's view there should not be any development at all in Lanyon Bowl.

In examining these proposals the Committee has been informed that by conforming to the line suggested by the National Trust and gazetted by the Heritage Commission this would preclude development of between 150 and 170 housing blocks. This is not considered to be a substantial reduction in land available for development nor is this slight reduction in available land considered to constitute any undue problem as far as projected estimates for supply and demand of serviced land over the next

two years is concerned. The Committee feels that in the interest of preserving the visual and heritage aspects of the area no development should proceed south of the Northern limit of the Lanyon Bowl line.

Furthermore, the Committee is concerned that adequate screening be provided and therefore recommends that extensive landscaping with trees commonly occurring on the site be provided up to the Lanyon Bowl line so that no houses will actually be constructed on the line. In this way, the buffer zone will extend up to and include the Northern limit of Lanyon Bowl.

The Committee is also conscious of the semi-rural environment of this area, its distance from the rest of Canberra and the lack of municipal facilities such as a regular bus service. In the interests of maintaining this environment the Committee also recommends that the size of blocks released in this area (Variations 12 & 17) be large enough to maintain the rural setting with a further restriction that no government housing be provided there.

The Committee therefore recommends that in relation to Variations Nos. 12 and 17 no housing development be proceeded with south of and including the line defined as the northern limit of Lanyon Bowl and that the road layout for the proposed sub-divisions be amended accordingly.

It is also emphasised that the NCDC will keep the Committee closely informed about future developments in South Tuggeranong. The Committee welcomes the announcement that there will be no development of South Lanyon if new areas identified for future development in Watson, Phillip and the Murrumbidgee Golf Estate are proceeded with alongside the release of sites in Gungahlin in 1988.

INTRODUCTION

1. In the Commonwealth of Australia Gazette, 28 August 1985, the Minister for Territories, the Hon, Gordon Scholes, MP, pursuant to the powers conferred on him by section 12A of the Seat of Government (Administration) Act 1910, notified his intention to vary the plan of lay-out of the City of Canberra and its environs. The details of the variations are discussed in the body of the report. Members of the public were invited to lodge objections in writing with the Secretary of the Department of Territories within 21 days of the publication specifying the grounds of those objections.

2. As part of its policy to stimulate public interest in and discussion on the proposals, the Department of Territories advertised the variations in the Canberra Times on 4 occasions between 31 August and 11 September 1985. Displays showing the proposals were arranged by the Department at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Coleman Court, Dickson Library, and the Brindale Centre Public Library, Wanniansa.

3. On 26 August 1985, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals and designated the 86th Series of Variations, were formally referred by the Minister for investigation and report. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

4. The Minister in his letter also asked the Committee to report separately to Parliament on Variation 6 as a matter of urgency. The Committee's report on this item was tabled in the Parliament on 7 October 1985.

5. This report deals with the outstanding 16 Variations except for Variation 3, which the National Capital Development Commission has requested be withdrawn by the Minister.

6. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on the proposal on 30 October 1985. Three witnesses, representing the National Capital Development Commission, appeared 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.

7. The Committee was provided with the report of the ACT House of Assembly Standing Committee on Planning and Development on the 86th Series of Variations to the City Plan. The House of Assembly Committee report is at Appendix III.

8. The House of Assembly Standing Committee has recommended that all variations in the 86th Series be agreed to, apart from Variation No. 3. The House of Assembly recommended that this Committee defer consideration of Variation 3 until the NCDC determines whether the proposed Transportable Home Park development is to proceed. As referred to above, the Commission has now withdrawn this proposal from the Series.

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

10. The cost involved in the proposals dealt with in this Report is approximately \$36.7 million.

11. Representatives of the NCDC, during the course of the hearing, informed the Committee of proposed land developments in South Tuggeranong. As the Committee has a long standing involvement and close interest in development adjacent to Lanyon Homestead and the Murrumbidgee River a half day inspection of these areas was arranged for Monday, 4 November 1985.

12. The Committee was assured by the Commission that with approval of these variations and future residential developments in Watson, Phillip and the Murrumbidgee Golf Course Estate, it would not be necessary to proceed with further land development in the South Lanyon area. A request has been made that the NCDC keep the Committee informed of progress and future planning in South Tuggeranong.

86TH SERIES OF VARIATIONS

Variation No. 1, Higgins, Section 12

13. This proposal provides for the degazettal of part of the Higgins Place pedestrian plaza to enable a minor extension of the existing supermarket to occur.

14. The proposed extension of approximately 100 m² floor area to the supermarket will overcome storage difficulties. A lease cannot be granted over the area required for the supermarket extension, unless this area is degazetted.

15. The cost to the Commonwealth is nil. No objections to the proposal were received.

16. The Committee approves the Variation.

Variation No. 2 - Belconnen Sections 59 and 158

17. This proposal provides for the deletion from the City Plan of part of Sutherland Crescent, an unconstructed road between Coulter Drive and Joynton-Smith Drive, and provides for the addition of roads which will enable the development of 370 medium density residential units in Sections 59 and 158 at an estimated cost of \$1.8m.

18. Access to Sections 59 and 158 will be from Luxton Street to the south and over a bridge from Joynton-Smith Drive to the east. The bridge will also provide pedestrian access from the area to the foreshores of Lake Ginninderra.

19. An objection to the proposal has been made on the grounds that Belconnen Town Centre is currently the subject of public discussion following the release of Volumes 1 and 2 of the

Draft Policy Development Plan for the Belconnen Town Centre in April and September 1985 respectively. The objector is of the opinion that any modification to the town plan for Belconnen, prior to the finalisation of submissions is preempting proper discussion, and the current proposal can therefore be seen as a violation of the public consultation process.

20. He further states that until the finalisation of the Belconnen Town Centre Plan it is premature to propose new services and infrastructure.

21. Officers of the National Capital Development Commission told the Committee that the proposal did not relate to the commercial development of the Belconnen Town Centre and that the area being considered under this proposal had already been set aside for medium density housing.

22. An objection was made to the proposed crossroad at the intersection of Luxton Street and Josephson Street. The Commission agreed that this could well develop into a dangerous intersection and the Commission stated that traffic flows would be monitored and if required, a roundabout would be introduced.

23. The objector to the proposal is of the opinion that two access points proposed for sections 59 and 158, to the south of Luxton Street/Joynton-Smith Drive are not required for the number of units proposed.

24. Officers of the Commission stated that the size of the development warranted two access roads.

25. The objector also suggested that an alternative bus route should be considered. The Commission agreed that there is a need to examine relocation of the busway. An undertaking was given to inform the Committee of the Commission's findings.

26. The Committee approves the Variation.

Variation No. 4, Fyshwick, Section 34

27. This proposal provides for the addition to the City Plan of a loop road connecting the end of Tennant Street to Gladstone Street which will enable land with poor access to be more intensively developed and provide a range of 25 medium-sized industrial blocks. It is considered by the Commission that this would provide a three year supply of industrial land in Fyshwick and that this will complete the current industrial development in Fyshwick.

28. The sites comprise an area of 7.5 ha of which 5.6 ha cannot be subdivided because it is "land-locked." These sites were originally designated for rail access from the proposed shunt line which has never been constructed. The State Rail Authority has indicated there is little likelihood of the nearby proposed Canberra-Yass Railway being built. The opportunity exists to construct the proposed loop road which would result in a higher standard of development facing the road, and the railway, should it proceed in the future.

29. The estimated cost of the 1 100 metres of proposed access road is \$0.55 m. No objections to the proposal have been received.

30. The Committee approves the Variation.

Variation No. 5, Kambah Section 365

31. This proposal is for an addition to the City Plan of a road off Marconi Crescent to the east of Kambah Village Shopping Centre to provide access to a site now proposed for predominantly residential development including a site for church and aged persons accommodation. The site was previously identified for a special school and hostel for handicapped children.

32. The estimated cost of the proposed 675 metres of road is \$660 000. No objections to the proposal have been received.

33. The Committee approves the Variation.

Variation No. 7, Torrens, Section 21

34. The proposed variation is for an addition to the City Plan of three culs-de-sac off Ritchie Street and one cul-de-sac off Batchelor Street, on undeveloped Commonwealth land, to enable the development of 34 medium density residential units.

35. Possible problems associated with the proximity of a bus lay-by opposite one of the culs-de-sac has now been rectified by its relocation further south. The estimated cost of the proposal is \$85 000 and no objections to the proposal have been received.

36. The Committee approves the Variation.

Variation No. 8, Isabella Drive Cycleway

37. This proposal provides for an addition to the City Plan of a bicycle path from the Chisholm Group Centre to Drakeford Drive adjacent to Isabella Drive.

38. The estimated cost of constructing the cycleway in conjunction with Isabella Drive is \$400 000. Pedal Power has seen the plans and given support in principle. No objections have been received.

39. The Committee approves the Variation.

Variation No. 2, Hume, Section 5

40. This proposal provides for an access loop road from Sheppard Street to enable the development of about thirty medium sized industrial sites.

41. The estimated cost of road construction is approximately \$600 000. No objections to the proposal have been received.

42. The Committee was told that landscaping will be introduced to reduce the effect of the industrial estate on the site now occupied by the Hill Station Restaurant.

43. The Committee approves the Variation.

Variation No. 10, Tuggeranong, Part Blocks 1239, 1271 and 1283.

44. The variation proposes an addition to the City Plan of a network of roads south of Tuggeranong Town Centre and west of Drakeford Drive. Proposed land uses within the site will permit the development of 680 standard residential blocks, eight low density cluster housing sites capable of 129-161 dwellings, eighteen medium density sites capable of 587-757 dwellings, shops, a site for community uses and/or residential, a primary school, neighbourhood playing fields, open space and a water pollution control pond.

45. The estimated cost of road construction is approximately \$4.3m. No objections to the proposal were received.

46. The Committee approves the Variation.

Variation No. 11, Area South of Barney's Hill

47. This proposal provides for further development of residential land in south Tuggeranong. The variation involves the deletion from the City Plan of the major part of the existing Point Hut Road and the addition of a road layout in this area to enable further residential development of 632 standard residential sites, 161 cottage/courtyard blocks and 330-400 medium density housing units. The roads will also provide access to sites to be developed for Government and Catholic schools and playing fields.

48. The Committee was informed that the NCDC would minimise the impact of this development on the Murrumbidgee River by closely examining road sections which may intrude into the corridor at two locations. The Commission also informed the Committee that height restrictions would apply to buildings which may be seen from the river corridor. Progress on this development will be monitored by the Committee.

49. The estimated cost is \$7.5m, no objections were received.

50. The Committee approves the Variation.

Variation No. 12, Gordon-Road Additions

51. The purpose of this variation is to provide for the further development of residential land in Tuggeranong South. This proposal provides for the addition to the City Plan of roads west of Tharwa Drive and south of the existing Point Hut Road to enable further residential development of 709 standard residential sites and 117-147 low density cluster units. The roads will also provide access to a local shop and a site for community facilities. Estimated cost of road construction is \$4.0m.:

52. It is noted that special release conditions have been provided on the steeper slopes to control building form, colour and landscaping to minimise visual impact from Lanyon Homestead.

53. The Committee is very conscious of continued urban expansion into the significant area known as Lanyon Bowl. In its consideration of this Variation and Variation No. 17 which involve housing developments on either side of Tharwa Drive leading towards the Lanyon Gates, the Committee is anxious to ensure that any proposed development in this area be as unobtrusive as possible and not diminish the integrity of Lanyon Homestead itself. The Committee is keenly aware of its responsibility to safeguard the Murrumbidgee River Corridor and the adjoining area of Lanyon Bowl which has been gazetted by the Heritage Commission with the intention of declaring it part of the National Estate. The NCDC have indicated that no development will be proceeded with in the rest of the Lanyon Bowl area except for housing blocks at the northern limit of Lanyon Bowl leading into the area of the Lanyon Gates. In the Committee's view there should not be any development at all in Lanyon Bowl.

54. In examining these proposals the Committee has been informed that by conforming to the line suggested by the National Trust and gazetted by the Heritage Commission this would preclude development of between 150 and 170 housing blocks. This is not considered to be a substantial reduction in land available for development nor is this slight reduction in available land considered to constitute any undue problem as far as projected estimates for supply and demand of serviced land over the next two years is concerned. The Committee feels that in the interest of preserving the visual and heritage aspects of the area no development should proceed south of the Northern limit of the Lanyon Bowl line.

55. Furthermore, the Committee is concerned that adequate screening be provided and therefore recommends that extensive landscaping with trees commonly occurring on the site be provided up to the Lanyon Bowl line so that no houses will actually be constructed on the line. In this way, the buffer zone will extend up to and include the Northern limit of Lanyon Bowl.

56. The Committee is also conscious of the semi-rural environment of this area, its distance from the rest of Canberra and the lack of municipal facilities such as a regular bus service. In the interests of maintaining this environment the Committee also recommends that the size of blocks released in this area (Variations 12 & 17) be large enough to maintain the rural setting with a further restriction that no government housing be provided there.

57. The Committee therefore recommends that in relation to Variations Nos. 12 and 17 no housing development be proceeded with south of and including the line defined as the northern limit of Lanyon Bowl and that the road layout for the proposed sub-divisions be amended accordingly.

Variation No. 13, Isabella Plains West

58. This variation proposes the deletion from the plan of unconstructed roads and addition to the plan of roads east of Drakeford Drive linking with existing roads. The road layout will enable development of 184 standard residential blocks and cottage courtyard housing sites capable of accommodating 125-165 dwellings and provide access to a local centre and community facilities. The estimated cost is \$1.5m, no objections to the proposal were received by the Committee.

59. The Committee approves the Variation.

Variation No. 14, Drakeford Drive/Tharwa Drive

60. This proposal provides for the regazettal of the proposed extension of Drakeford Drive south of Johnson Drive to Point Hut Road and a modification of Tharwa Drive for a preferred alignment and intersection arrangement.

61. This item was referred to the Joint Committee on the ACT in the 84th Series. At that time, the land proposed to be reserved for road purposes allowed for various road configurations to be implemented as traffic volumes and planning decisions dictated.

62. The Committee then sought "further information concerning the intersection of Tharwa Drive and Drakeford Drive and proposed land development in South Tuggeranong."

63. The NCDC has now informed the Committee that during the development of the proposals for Tharwa Drive it has been found that the ability to take traffic from Tharwa Drive onto the Monaro Highway (Eastern Parkway) is limited by the proposed traffic signals at Johnson Drive and the proposed two lane ramps to the Monaro Highway.

64. Accordingly, the alternative realigned Tharwa Drive/Drakeford Drive intersection and the possible grade separated junction which had previously been preserved as options are unlikely to be required regardless of the size of Lanyon. Any increase in developments in Lanyon beyond that currently proposed would involve the consideration of other access road arrangements.

65. The Commission now recommends a signalised T junction at a level gradient.

66. The Committee approves the Variation.

Variation No. 15, Conder

67. This proposal seeks approval for deletions and additions to the City Plan of a previously gazetted, but not yet constructed, road system in Conder and to new proposals to access low density cluster housing, a proposed group centre, a high school and possible secondary college.

68. The proposal will provide 1229 standard sites, 250-200 low density cluster units and 22-28 medium density cluster units. The estimated cost of road construction is \$3.6m.

69. The Committee approves the Variation.

Variation No. 16, Calwell West

70. This proposal in Tuggeranong provides for the deletion from the City Plan of roads west of Duggan Street in Calwell West and addition to the City Plan of an alternative road layout to access proposed residential development, shops, schools, and public utilities. The development will be undertaken as part of the "Joint Venture for More Affordable Housing" programme established by the Government.

71. The estimated cost is \$0.7m and no objections to the proposal have been received.

72. The JVMAH programme was established by the Government as a means of demonstrating and promoting more cost-effective residential development practices throughout Australia. Other demonstration estates are being developed in Sydney, Melbourne and Brisbane.

The primary objectives of the JVMAH programme are:

- (a) to illustrate in very practical ways - to local councils and other senior government authorities, industry practitioners (such as town planners, engineers, architects and builders), and the public - how different approaches to engineering and planning requirements for residential development can significantly lower production costs while maintaining quality living environments; and
- (b) to encourage the wider use of these practices.

73. There are two demonstration estates planned for Canberra - one at Isabella Plains and the other at Calwell. The estates will incorporate physical elements, which are seen as potentially cost effective, and existing standard design practices.

74. The Committee was informed that as a check, cost-monitoring will be undertaken and comparisons made within the estates and with other residential areas. In addition, the Housing Industry Association has expressed interest in developing "display villages" in each estate which the Commission and Commonwealth support.

75. The design of both estates incorporates the following cost effective elements:

- . Minor access streets and lanes

Ensuring safe pedestrian use through special entry treatment, reduced pavement widths and by retention of the existing landscape features.

- . Pathway treatments

Close attention to integration of landscaping and pathways with adjacent fencing and housing, thereby minimising maintenance costs.

- . Narrow frontage allotments

Creation of rectangular blocks which are efficient for development and land utilization, by providing a narrow frontage.

- . Swale drainage

Grassed verges in lieu of kerb and channel which will improve stormwater runoff management.

- . Zero lot line and orientation for solar benefit

Allow minimum or no setback on front and/or side property line on smaller blocks to maximize the efficient use of the block in terms of outdoor open spaces and optimum solar benefit.

- . Battle-axe allotments

To demonstrate the potential of this cost effective land utilization development form by group releases enabling design integration of the access functions and house designs.

- . Road design

72. Variation in alignment, pavement and verge widths to create visual enclosures and opportunities to incorporate existing landscape features will provide safer vehicle and pedestrian roads.

76. The Committee approves the Variation. However the Committee wishes to be kept informed of the cost effectiveness and operation of the estate.

Variation No. 17, Area known as Banks

77. This proposal provides for the addition to the City Plan of roads east of Tharwa Drive to enable the development of residential land adjacent to the Conder development in South Tuggeranong.

78. The proposed development provides for 792 standard residential sites, 125-150 low density cluster units, 161 cottage/courtyard units, a primary school and playing fields.

79. The Committee is particularly concerned about development adjacent to Lanyon Homestead and is anxious that the visual impact be reduced as much as possible in this significant area. Therefore, approval of this Variation is contingent on the setting of strict controls and development guidelines in relation to building heights and extensive landscaping with trees of the same species as those commonly occurring on the site. It is also recommended that power lines associated with the development be located underground. These same conditions apply to housing on the other side of Tharwa Drive in Variation 12.

80. The estimated cost of the road construction is \$5.2m.

81. The Committee approves the Variation subject to the restrictions set out for Variation 12 and once again requests that the NCDC report back to the Committee on a regular basis.

Variation No. 18, Isabella Plains: Section 877

82. This proposal provides for the addition to the City Plan of a network of roads off Ellerston Avenue to enable development of residential blocks and open space.

83. The variation will allow the development of 275 residential blocks.

84. The estimated cost of road construction is approximately \$0.8m. No objections to the proposal have been received.

85. The site has also been identified as a demonstration estate for the Joint Venture for More Affordable Housing in similar terms to the proposed development of Variation No. 16. Calwell West.

86. The Committee approves the Variation.

13 NOVEMBER 1985

ROS KELLY
(Chairman)

A handwritten signature in black ink, appearing to read "Ros Kelly". The signature is written in a cursive, flowing style with a long, sweeping tail on the final letter.



MINISTER FOR TERRITORIES

HON GORDON SCHOLES, M.P.
MEMBER FOR CONRO

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

26 AUG 1985

Dear Mrs Kelly

I anticipate that on 28 August 1985 notice of my intention to vary the plan of layout of the City of Canberra will be published in the Commonwealth Gazette.

Eighteen variations have been included in this series and consistent with normal procedures, public participation has been encouraged through the media and by means of public displays.

In accordance with the provisions of paragraph 1(a) of the Committee's resolution of appointment I formally refer the 86th series of variations to the Committee for investigation and report. All comments or objections relating to the proposals which are received by the Department will be forwarded to the Committee for consideration.

In addition to referring the 86th series I would like to advise you that I am withdrawing my intention to vary the City Plan in regard to two current proposals.

The National Capital Development Commission has relocated one of the roads proposed in the 85th series for the Tuggeranong Town Centre. As the relocation is now reflected in variation 6 of the 86th series the previous intention to add this road is revoked.

You will recall that in your Committee's report of 9 May 1985 on the 84th series, the Committee was concerned with the intersection of Tharwa Drive and future development in South Tuggeranong. In the proposals I am now referring to you the Tharwa Drive intersection has been revised. Details of extended development in Tuggeranong will be provided by the National Capital Development Commission during your investigation into the proposals.

Finally I request that the Committee consider Variation 6 as a matter of urgency. You are aware of the importance of the Tuggeranong Town Centre development and your assistance in reporting separately on this item would be appreciated.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gordon Scholes', written in a cursive style.

GORDON SCHOLES

List of Witnesses

National Capital Development Commission

Ms J. Lang, Associate Commissioner

Mr G. J. Campbell, Chief Planner

Mr D, L, Daverin, Acting Chief Engineer

PERSONNEL OF THE COMMITTEE

CHAIRMAN Mr Vallee
Mrs Cains
Mr Clements
Mr Gill
Mr Whalan

CLERK TO
THE COMMITTEE Miss A Leach

INTRODUCTION

The Standing Committee on Development and Planning has examined the variations to the layout of the City of Canberra and its environs as set out in the 86th Series.

The Committee has discussed the variations with officers of the National Capital Development Commission and the Department of Territories.

Brief details of the 18 proposed variations follow. Specific comments which the Committee wishes to draw to the Assembly's attention are also included.

THE VARIATIONS

Variation No. 1 - Higgins: Section 12 (part pedestrian plaza deletion)

This variation proposes the degazattal of 107m² of the pedestrian plaza at the Higgins Shopping Centre to enable the Higgins Supermarket to be extended by 100m². The extension will result in the partial enclosure of the eastern end of the pedestrian plaza: the Committee, however, has been assured that adequate pedestrian access through the centre would be retained, and that the architectural design, and general amenity of the Higgins Shopping Centre will not be adversely effected.

Accordingly the Committee supports this variation.

Variation No. 2 - Belconnen: Sections 59, 154, 155 and 158 (road additions and deletions)

This variation provides for the deletion of part of an unconstructed road (Sutherland Crescent) between Coulter Drive and Joynton-Smith Drive, and for the gazettal of 1700m of

residential roads in Sections 158 and 59 of Belconnen.

The Committee has been informed that the section of Sutherland Crescent proposed for degazetted has become redundant because of a revised subdivision pattern in Florey to the west, and the deletion of part of the proposed residential area to the east of Joynton-Smith Drive.

The proposed new roads, will provide for the development of 370 medium density units (townhouses, courtyard homes and flats) on Sections 158 and 59, and 40 units on Section 157. Access to Sections 158 and 59 will be from Luxton Street to the south, and over a bridge from Joynton-Smith Drive to the east. The bridge will also provide pedestrian access from the area to the lake foreshores.

The Committee is in agreement with the proposed variation.

Variation No. 3 - Duffy: Sections 55,56 and 58 (road additions)

This variation proposes the provision of an 880 metre loop road off Warragamba Avenue, and three culs-de-sac, which development will provide direct access to facilities in Duffy for residents of Government housing in the Stromlo Forest Settlement; will also enable the development of a proposed Transportable Home Park containing 70-90 units: and the development of part of the area for 30 medium density units.

Background

In November 1984 an application was made to the NCDC for approval to develop a Transportable Home Park on the site of the former Sundown Drive-In, and a petition supporting that application was submitted to the Assembly on 4 March 1985.

The application was not approved by the Commission on the grounds that the proposed SunDown site was not related to a residential community; a smaller park would be more likely to achieve integration with other types of housing; the occupants of the transportable homes would be isolated from community facilities.

Subsequently the Commission announced its planning criteria for transportable homes and, in July 1985, published a Draft Policy/Development Plan for the site in Duffy, which it had identified as being suitable for private development as a Transportable Home Park.

The Commission's proposal is being strongly opposed by Duffy residents who have submitted two petitions on the matter to the House of Assembly, on 17 June and 8 July 1985 respectively.

In accordance with the Assembly's Standing Orders, all of petitions have been referred to the Standing Committee on Planning and Development, which is currently examining the question of Transportable Homes Parks for the ACT.

Committee Consideration

In its discussions with NCDC officers on this matter, the Committee has been advised that the Commission has not yet made a firm decision to proceed with the establishment of the proposed Transportable Homes Park on the Duffy site. In these circumstances the Committee has taken the view that the proposed variation to provide for the gazettal of the road development for the Park, is premature viz: that, until the question has been resolved as to whether or not the Park is to proceed and in what form (the Committee intends to Report separately to the Assembly on these questions), consideration of the proposed supporting road development should be deferred, and the Committee is recommending accordingly.

Variation No. 4 - Fyshwick: Section 34 (road additions)

This proposed variation provides for a 1100 metre loop access road connecting the end of Tenant Street to Gladstone Street, to enable the development of approx 25 medium-sized industrial sites in the range of 2000m² - 4000m² on Blocks 4,5,9 and 10 of Section 34 in Fyshwick. The Committee has been advised that the sites are programmed to be serviced in 1985/86, and are expected to be released for private development in late 1986.

The proposed road will complete the road connection around Section 34; will provide public access to the Molonglo river corridor; and will act as a buffer zone between the corridor and industrial development. The Committee has been advised that special lease conditions will be imposed, to ensure that all development conforms with the requirements of the Environment Protection (Impact of Proposals) Act 1974, and with air, water, and noise legislative requirements.

Accordingly, the Committee supports this variation.

Variation No.5 - Kambah: Section 365 (road addition)

This proposal delineates a new loop road off Marconi Crescent, Kambah, which will enable the area to be developed for residential purposes.

The land, immediately to the east of the Kambah Village Shopping Centre, and on the southern side of Marconi Crescent, was originally intended for a High School but was subdivided in 1981 for a Special School and Hostel for Handicapped Children. However, these proposals did not eventuate, and it is now intended to develop the area for residential purposes.

The proposed road will permit the development of 91-113 residential units (including 14 cottage blocks, 7 courtyard

sites), 19-22 aged persons units, and 4 sites for cluster housing containing 11-70 units. Should a proposed church development in the north west corner of the site be later proceeded with, this may reduce the number of residential units by 12-18.

A landscaped zone along Marconi Crescent and Kett Street will provide the residential area with a physical and visual barrier, and with noise separation from the roads and the Shopping Centre.

The land is programmed for servicing in 1986/87, and serviced blocks are expected to become available in early 1987.

The Committee was advised that some public comments had objected to the access road leading into Marconi Crescent rather than Kett Street; however, this has been done deliberately to direct traffic onto the distributor road rather than onto a road designed for recreational and shopping traffic.

Other public comments related to the provision of community facilities, and the Committee was advised that these had been accommodated in the proposed development.

Accordingly, the Committee is in agreement with the proposed variation.

Variation No.6 - Tuggeranong Town Centre (road additions)

The Tuggeranong Town Centre's primary road network was included in the earlier 85th Series of Variations and the Committee understands that work on those roads is currently in progress. This variation provides for an additional 1.95 kilometers of secondary roads to provide access to the major development sites in the core area of the Town Centre. (The retail complex, a major Government office complex, the College complex, post office, library and a range of mixed private office and retail developments).

The Committee believes that the Tuggeranong Town Centre development must be proceeded with as quickly as possible, and, accordingly, supports the proposed variation.

Variation No. 7 - Torrens: Section 21, Block 11 (road additions)

This variation involves the construction of a cul-de-sac off Batchelor Street and three culs-de-sac off Ritchie Street, to enable the development of 34 medium density residential blocks in the area.

As a result of public comments, the Commission has amended the originally proposed development plan to provide for a reduced number of two story units, and a realignment of the most southerly cul-de-sac to reduce possible traffic conflict adjacent to the main entrance of the Torrens Primary School on Ritchie Street.

This variation gives effect to these amendments, and is supported by the Committee.

Variation No. 8 - Tuggeranong: Isabella Drive (cycleway addition)

This proposal provides for a 6 kilometer cycleway, adjacent to Isabella Drive, from the Chisholm Group Centre through the suburbs of Fadden, Gowrie and Monash to Drakeford Drive.

The Committee has been advised that, when completed, the cycleway will be the main east-west cycle link between the Tuggeranong Town Centre and the Murrumbidge River corridor; it will also greatly improve cycle access to the Chisholm Group Centre and will also improve interconnections between the suburbs on either side of Isabella Drive.

The Committee supports this variation.

Variation No. 9 - Hume: Section 5 (road additions)

This variation provides for the construction of an 850m access loop road from Sheppard Street to enable the development of 30 medium-sized (1900-4500m²) industrial blocks.

The Committee has been advised that the road has been designed as a loop road, rather than as a series of culs-de-sac, so as to improve traffic movement onto Sheppard Street, and thus to protect the environment and surroundings. In this connection, the Committee has noted that a 15m landscape reserve is to be provided to screen the industrial developments from view at the nearby "Hill Station" property.

The Committee is in agreement with this proposed variation.

Variation No. 10 - Tuggeranong: Part Blocks 1239, 1871 and 1283 (road additions)

This proposal provides for a network of roads off Drakeford Drive, and an extension to Isabella Drive, to enable a major residential development in the area.

The development would include: 680 standard residential blocks, 8 low density cluster housing sites containing 129-161 dwellings, 18 medium density sites containing 587-757 dwellings, business and commercial premises, a primary school, a community uses and/or residential block, neighbourhood playing fields, open space and a water pollution control pond. For the first stage of development (300 standard residential blocks), servicing is programmed for commencement in 1985/86, and blocks are expected to become available in 1986.

The development is bounded by the Isabella Drive and Drakeford Drive reservations, and by the Murrumbidgee River corridor. The Committee has been advised that the proposed development is designed to integrate with the river corridor in such a way as to minimise the visual and environmental impact, and to link up with recreation trails.

The Committee is in agreement with this proposed variation.

Variation No. 11 - Area South of Barney's Hill (road additions and deletions)

This variation provides for the degazettal of part of the Point Hutt Road, and for the addition of a road layout to enable the further development of residential land in south Tuggeranong.

The proposed road development includes 4000 m of sub-arterial road, 4600m of distributor road, 7700 m of collector-loop road, and 2500 m of culs-de-sac - to service: 632 standard residential sites, 161 cottage/courtyard blocks, 300-400 medium density having sites, local parks, a neighbourhood playing field, Catholic primary and high schools, and a Government primary school.

The proposed development will adjoin the Murrumbidge River corridor, and the Committee has been advised that the Commission intends to extensively landscape the area between the development and the corridor, so as to lessen the potential impact of the development on the corridor.

The Committee is in agreement with the proposed variation.

Variation No. 12 - Area Known as Gordon (road additions)

This variation provides for the development of a road network on the eastern and northern foothills of Lanyon Hill, to the west of Tharwa Drive and the proposed development of Banks, and to the south of the existing Point Hutt Road.

The road development will comprise: 3200m of distributor roads, 7500m of collector-loop and 2500m of culs-de-sac - which will service: 709 standard residential sites, 117-147 low density cluster units, a shop and a community facility site. The land is programmed for servicing in December 1987.

The Committee has been advised that the road layout has been designed to take advantage of the available north easterly aspect; that residential development has been kept low on the hillside; that with low-density cluster developments with special release conditions will be stipulated for the steeper slopes in order to control building form, colour and landscaping.

This variation is supported by the Committee.

Variation No. 13 - Isabella Plains West (road additions and deletions)

This variation deletes two unconstructed roads (Jamalong and Wallambine Streets) and provides for a network of roads off Isabella Drive, Drakeford Drive, and a modified extension of Ellerston Avenue, thus partially completing the design of the suburb by linking up with existing gazetted roads in this area of Tuggeranong.

The proposed roads will permit the development of 184 standard residential blocks, cottage/courtyard sites containing 125-165 dwellings, shops, a Government infants and primary school, a Catholic parish centre and high school, neighbourhood playing

fields, public utilities, social/commercial facilities site, open space, and a water pollution control pond.

The Committee supports this variation.

Variation No. 14 - Drakeford Drive/Tharwa Drive (road additions and deletions)

This variation provides for a modification of Drakeford Drive at its junction with Tharwa Drive, and to associated roads, so as to obtain a preferred alignment and intersection arrangement.

The Committee was advised that, when the intersection of Drakeford Drive and Tharwa Drive was considered as part of the 84th Series of Variations, the land reserved for road purposes allowed for various road configurations to be implemented. Further work on the development of Tharwa Drive has led to the now proposed alignment which entails a signalised T junction.

The variation is supported by the Committee.

Variation No. 15 - Area Known as Conder (road additions and deletions)

This variation provides for a number of minor amendments to the previously gazetted but not yet constructed road system in Conder, and for new roads to access low density cluster housing, a Group Centre, high school and possible secondary college.

The proposed road development involves some 11,040m of road, which will facilitate the development of 1229 standard residential sites, 250-280 low density cluster units and 22-28 medium density cluster units. Servicing of land is programmed for September 1986.

The Committee is in agreement with the proposed variation.

Variation No. 16 - Calwell West (road additions and deletions)

This variation provides for the construction of a 3.05 kilometer network of roads off Duggan Street in Tuggeranong to enable the development of 197 residential blocks, 3 low density leasehold cluster housing sites containing 60-75 dwellings, shops, an infant and primary school, neighbourhood playing fields, open space and public utilities.

The Committee has been advised that the area is to become a demonstration suburb for the "Joint Venture for More Affordable Housing" in which leasehold cluster housing will be permitted necessitating close co-ordination of the design for both access roads and dwellings.

The Commission envisages that private enterprise will develop the cluster housing, and, accordingly is proposing an arrangement whereby the road system is agreed to in principle, with the developers being able to make minor adjustments to alignments of access roads within the various cluster housing sites at the detailed design stage.

The Committee is in agreement with this proposed variation, and notes that the proposed new arrangement regarding in principle approval is to be given consideration by the Joint Parliamentary Committee for the ACT at its next meetings.

Variation No. 17 - Banks (road additions)

This variation provides for the construction of 17500m of roads in the area to the south and adjacent to Conder to enable the development of: 792 standard residential sites, 125-150 low density cluster units, 161 cottage/courtyard units, a Government primary school and a neighbourhood playing field. Land servicing is programmed for April 1987.

The Committee has been advised that, while a small section of the development is planned for an area included in the Lanyon reserve adjacent to the Lanyon Homestead gateway, the land contours and the provision of a landscape barrier will ensure that this development will not be visible from Lanyon.

The Committee has no objection to this variation.

Variation No. 18 - Isabella Plains: Section 877 (road additions)

This variation provides for a network of roads off Ellerston Avenue including 1.62 km of collector roads and 1.5 km of cul-de-sac, to enable the development of 275 residential blocks (averaging approximately 750 m²).

The site is also to be used for "Joint Venture for More Affordable Housing" purposes - it will have 27 battle-axe blocks, narrower access streets, smaller turning circles, narrow frontage allotments, swale drainage, and zero lot lines which will allow minimum or no setback on front or side property lines on smaller blocks so as to maximise the efficient use of the blocks and gain optimum solar benefit.

The Committee strongly endorses the aims of this type of experimental development to provide more affordable housing, and, accordingly, supports this proposed variation.

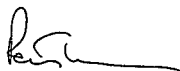
RECOMMENDATIONS

The Committee recommends -

- (1) that the 86th Series of Variations to the layout of Canberra and Environs, apart from Variation No. 3, be agreed to;

- (2) the Assembly recommend that the Parliamentary Committee for the ACT defer consideration of Variation No 3 (proposed road development in Duffy) until such times as the Commission has determined whether or not the proposed Transportable Homes Park development is to proceed; and
- (3) that this Report be transmitted by Message to the Minister.

24 September

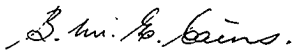


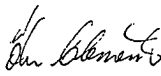
P. Vallee
Chairman

ACT HOUSE OF ASSEMBLY
STANDING COMMITTEE ON PLANNING AND DEVELOPMENT

Dissenting Report By Mr J.M. Clements and Mrs B.M.E. Cains
on the 86th Series of Variations to the Layout of Canberra
and Environs.

1. We have to record our dissent from the views of our colleagues, as expressed in the Committee's Report, on Variation No. 3 in the 86th Series of Variations to the Layout of Canberra and Environs.
2. The NCDC's proposal to site a Transportable Homes Park in Duffy concerns us greatly. We feel that rather than just postponing consideration of the matter, the Assembly and the Joint Parliamentary Committee on the ACT should voice their opposition to the proposal.
3. The Joint Parliamentary Committee does not have the power to stop the development of this "Transportable Homes Park" but it can express its opposition to the proposal by rejecting the proposed road variation. We believe that the Assembly should recommend that this be done: while there are any doubts about the need for such a facility and the form of accommodation it should contain, no action should be taken on the variation.
4. Accordingly, we will be moving an appropriate amendment at the meeting of the House of Assembly when this matter is under consideration, to provide that the proposed roads in Variatim No. 3 be not supported.


B.M.E. Cains


J.M. Clements

25 September 1985

Department
of
Territories

National
Capital
Development
Commission

Seat of Government
(Administration)
Act 1910

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

86th Series Volume 2

**Briefing
Material
Public
Comments
and
Objections**

Prepared for the
Parliamentary
Joint Committee
on the ACT

Canberra
September 1985

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SEAT OF GOVERNMENT ADMINISTRATION ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF
CANBERRA AND ITS ENVIRONS (86TH 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. 343 of 28 August 1985. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 86th series.

The variation proposals were referred to the committee for investigation and report by the Minister for Territories in a letter dated 26 August 1985 pursuant to paragraph 1 (a) of the Committee's instrument of appointment.

The 86th series of variations comprise 18 items; all of which are sponsored by the National Capital Development Commission.

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

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

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

Dear Mrs Kelly

I anticipate that on 28 August 1985 notice of my intention to vary the plan of layout of the City of Canberra will be published in the Commonwealth Gazette.

Eighteen variations have been included in this series and consistent with normal procedures, public participation has been encouraged through the media and by means of public displays.

In accordance with the provisions of paragraph 1(a) of the Committee's resolution of appointment I formally refer the 86th series of variations to the Committee for investigation and report. All comments or objections relating to the proposals which are received by the Department will be forwarded to the Committee for consideration.

In addition to referring the 86th series I would like to advise you that I am withdrawing my intention to vary the City Plan in regard to two current proposals.

The National Capital Development Commission has relocated one of the roads proposed in the 85th series for the Tuggeranong Town Centre. As the relocation is now reflected in variation 6 of the 86th series the previous intention to add this road is revoked.

You will recall that in your Committee's report of 9 May 1985 on the 84th series, the Committee was concerned with the intersection of Tharwa Drive and future development in South Tuggeranong. In the proposals I am now referring to you the Tharwa Drive intersection has been revised. Details of extended development in Tuggeranong will be provided by the National Capital Development Commission during your investigation into the proposals.

Finally I request that the Committee consider Variation 6 as a matter of urgency. You are aware of the importance of the Tuggeranong Town Centre development and your assistance in reporting separately on this item would be appreciated.

Yours sincerely

GORDON SCHOLES

26 August 1985

PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposals, the Department mounted displays showing the intended variations at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman court, Dickson Library and the Public Library, Erindale Centre, Wanniasa. The Department also advertised the variations in the Canberra Times on 31 August 1985, 4 September 1985, 7 September 1985 and 11 September 1985.

Department of Territories

Eighteen changes are proposed in the 86th series of variations to the City Plan announced today by the Department of Territories. The proposals include major road additions in Tuggeranong which will enable further suburban development and additional roads to service the Tuggeranong Town Centre. Variations are also proposed in Higgins, Belconnen, Duffy, Fyshwick, Kambah, Torrens and Hume.

The changes provide for :

- . The deletion of part of Higgins Place to enable a minor extension to a supermarket;
- . Additions which will allow medium density residential development in Sections 59 and 158 Belconnen and Section 71 Torrens;
- . Additions off Warragamba Avenue, Duffy to access a site identified for the development of a residential area for "transportable" homes;
- . Additions in Hume and Fyshwick to enable subdivision for medium sized industrial blocks;
- . Additions in Section 365 Kambah so that the area may be developed for residential purposes;
- . Additions to provide access to major development sites in the core area of the Tuggeranong Town Centre;
- . A cycleway addition from the Chisholm Group Centre to Drakeford Drive passing through Fadden, Gowrie and Monash;

Modification to the alignment of Drakeford Drive and Tharwa Drive and some associated roads;

Additions and modifications in Isabella Plains and in Western Calwell to enable further suburban development; and

Modifications and additions south of existing development in Tuggeranong. The changes will enable areas to the west of the proposed extension of Drakeford Drive and to the west and east of the proposed southern extension of Tharwa Drive to be accessed for suburban developments.

Twenty one days are allowed for public submissions or objections to the intended changes, which must be sent to the Department of Territories. All submissions received by the closing date of 17 September 1985 will be forwarded to the Parliamentary Joint Committee on the ACT for consideration during its public hearing into the proposals.

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

For further information please contact Mr Nick Gascoigne on 46 2466.

2 September 1985



DEPARTMENT OF TERRITORIES

86TH SERIES OF VARIATIONS TO THE CITY PLAN

In the Gazette No. S 343 of Wednesday 28 August the Minister for Territories, the Hon. Gordon Scholes, gave notice of his intention to vary the plan of layout of the City of Canberra and its environs (City Plan). Members of the public who wish to lodge comments or objections on any of the proposals are invited to do so. All submissions must be lodged in writing, with the Secretary, Department of Territories, GPO Box 158, Canberra, 2601 no later than 5 00pm on Tuesday 17 September. Submissions may also be lodged by hand at Room 256, 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. Displays showing all of the intended changes will be available at the Deacon and Monaro Malls, Wooden Shopping Square, Coleman Court, Dickson Library and the Public Library, Endeavour Centre, Warrasea.

VARIATION 1
HIGGINS, Section 12: Deletion from the Plan of part of Higgins Place to enable a minor extension to an existing supermarket.

VARIATION 2
BELCONNEN, Sections 59 and 158: Deletion from the Plan of part of an unconstructed road between Coulter Drive and Jeynton-Smith Drive and the addition of roads which will enable the development of 270 medium density residential units in Sections 59 and 159.

VARIATION 3
DUFFY, Sections 55, 56 and 58: Addition to the Plan of an access road and three cul-de-sacs off Warragamba Avenue to enable the site to be developed as a residential area for "transportable" homes. The roads will also improve access to facilities in Duffy for the residents of existing Government housing at the "Strimble Forestry Settlement" and may in addition provide access to a site for up to 30 medium density residential units.

VARIATION 4
FYSHWICK, Section 34: Addition to the Plan of a loop road connecting the end of Tonnant Street to Gladstone Street which will enable the area to be subdivided for medium sized industrial blocks.

VARIATION 5
KAMBAH, Section 285: Addition to the Plan of a road off Marconi Crescent to the west of Kambah Village Shopping Centre to provide access to a site now proposed for predominantly residential development. The site was previously identified for a special school and hostel for handicapped children.

VARIATION 6
TUGGERANONG TOWN CENTRE: Addition to the Plan of roads to provide access to major development sites in the core area of the Tuggeranong Town Centre. The primary road network for the Town Centre was included in the 85th series of variations to the City Plan.

VARIATION 7
TORRENS, Section 21: Addition to the Plan of three cul-de-sacs off Rivhoe Street and one off Batchelor Street to provide access for medium density residential development.

VARIATION 8
ISABELLA DRIVE CYCLEWAY: Addition to the Plan of a bicycle path from the Drakeloh Group Centre to Drakeloh Drive passing through the suburbs of Fadden, Gowrie and Monash.

VARIATION 9
HUME, Section 5: Addition to the Plan of a loop road off Sheppard Street which will enable the area to be developed for a range of medium sized industrial blocks.

VARIATION 10
TUGGERANONG, Part Blocks 1239, 1271 and 1283: Addition to the Plan of roads south of Tuggeranong Town Centre and west of Drakeloh Drive, the road layout will enable residential development of the area and provide access to shops, a site for a community facility and a school.

VARIATION 11
AREA SOUTH OF BARNEY'S HILL: Deletion from the Plan of the major part of the existing Point Hut Road and the addition of a road layout in this area to enable further residential development. The roads will also provide access to sites to be developed for Government and Catholic schools and playing fields.

VARIATION 12
AREA KNOWN AS GORDON: Addition to the Plan of roads west of Tharwa Drive and south of the existing Point Hut Road to enable further residential development. The roads will also provide access to a local shop and a site for community facilities.

VARIATION 13
ISABELLA PLAINS WEST: Deletion from the Plan of unconstructed roads and addition to the Plan of roads east of Drakeloh Drive linking with existing roads. The road layout will enable development for residential purposes and provide access to a local centre and community facilities.

VARIATION 14
DRAKEFORD DRIVE/THARWA DRIVE: Modification to Drakeloh Drive and Tharwa Drive and associated roads to provide for a preferred alignment and intersection arrangement.

VARIATION 15
AREA KNOWN AS CONDER: Deletions and additions to the Plan which will provide a modified road layout for the residential development of the area. The modifications will improve traffic flow to the north and provide a fire break and access to the adjacent hill reserves.

VARIATION 16
CALWELL WEST: Deletion from the Plan of roads west of Duggan Street and addition to the Plan of an alternative road layout to access proposed residential development, shops, schools and public utilities. The development will be undertaken as part of the "Joint Venture for More Affordable Housing" programme established by the Government.

VARIATION 17
AREA KNOWN AS BANKS: Addition to the Plan of roads east of Tharwa Drive to enable the development of this area for residential purposes and to access a proposed primary school.

VARIATION 18
ISABELLA PLAINS, Section 877: Addition to the Plan of roads off Elerston Avenue to enable residential development in the area. This development will be undertaken as part of the "Joint Venture for More Affordable Housing" programme.
Any telephone enquiries may be directed to Mr N. Gascoigne on 462466.

NOTES ON THE 83RD, 84TH AND 85TH SERIES OF VARIATIONS

The Committee tabled its final report on the 83rd series and items of the 84th series on 9 May 1985. Consistent with the Committee's recommendations the Minister approved variation 4 of the 83rd series and variations 1-5, 7-12, part 13 and 14-16 on 15 May 1985. These variations are now effective.

That part of variation 13 of the 84th series not varied has since been withdrawn by the Minister, and the intended road layout for the Tharwa Drive/Drakeford Drive intersection is now described by variation 14 of the 86th series.

On 23 April 1985, the Minister's notice of intention to vary the City Plan representing the 85th series was published in the Gazette. The Minister referred the 85th series to the Committee in a letter dated 22 April 1985.

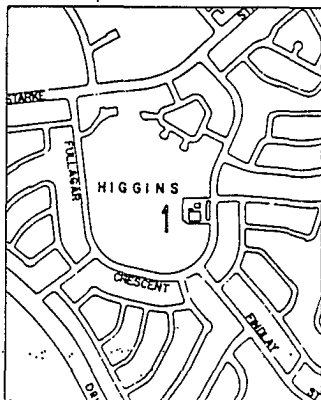
The Committee's report of 21 August 1985 recommended approval of the five proposals. The Minister approved the variations with the exception of one road related to variation 3 which was withdrawn. The intention for the road is now depicted in variation 6 of the 86th series. The Minister's notice of variation for the 85th series is now required to sit before both Houses of Parliament for the statutory period of six sitting days.

18 September 1985.

Variation No 1

VARIATION 1

HIGGINS, Section 12: Deletion from the Plan of part of Higgins Place to enable a minor extension to an existing supermarket.



HIGGINS: SECTION 12 BLOCK 14 (PART) — ROAD DELETION

1. Purpose:

This proposal provides for the degazettal of part of the pedestrian plaza to enable a minor extension of the existing supermarket to occur.

2. Background:

A proposal was received from the lessee of Block 4 Section 12 Higgins to extend the existing supermarket by approximately 100m² gross floor area to overcome storage difficulties. The NCDC considered the proposal to be satisfactory, and it was in accordance with the Commission's Planning Policies for Local Centres.

3. Area:

107m².

4. Estimated Cost:

Nil to Commonwealth.

5. Existing Development:

The proposed extended area forms part of the existing pedestrian plaza at the Higgins Shopping Centre. The shopping centre is fully developed and provides a range of retail and non-retail facilities.

6. Proposed Development:

The pedestrian plaza forms part of the gazetted roadway at the Higgins shops, and therefore a lease cannot be granted over the 107m² area required for the supermarket extension, unless this area is degazetted.

7. Particular Planning Considerations:

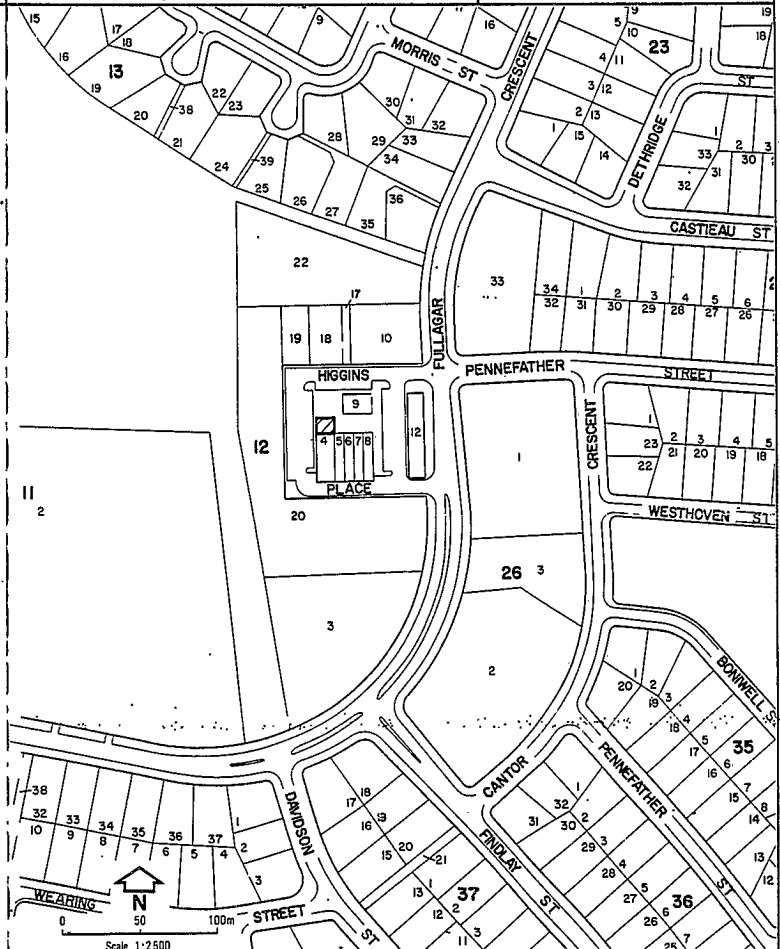
The proposal conforms to the National Capital Development Commission's "Planning Policies for Local Centres".


8. Environmental Considerations:

The degazettal of part of the pedestrian plaza and subsequent extension of the supermarket, will partially enclose the eastern end of the plaza, but adequate pedestrian access is still possible through the centre. The architectural design and general amenity of the Higgins Shopping Centre will not be detrimentally affected.

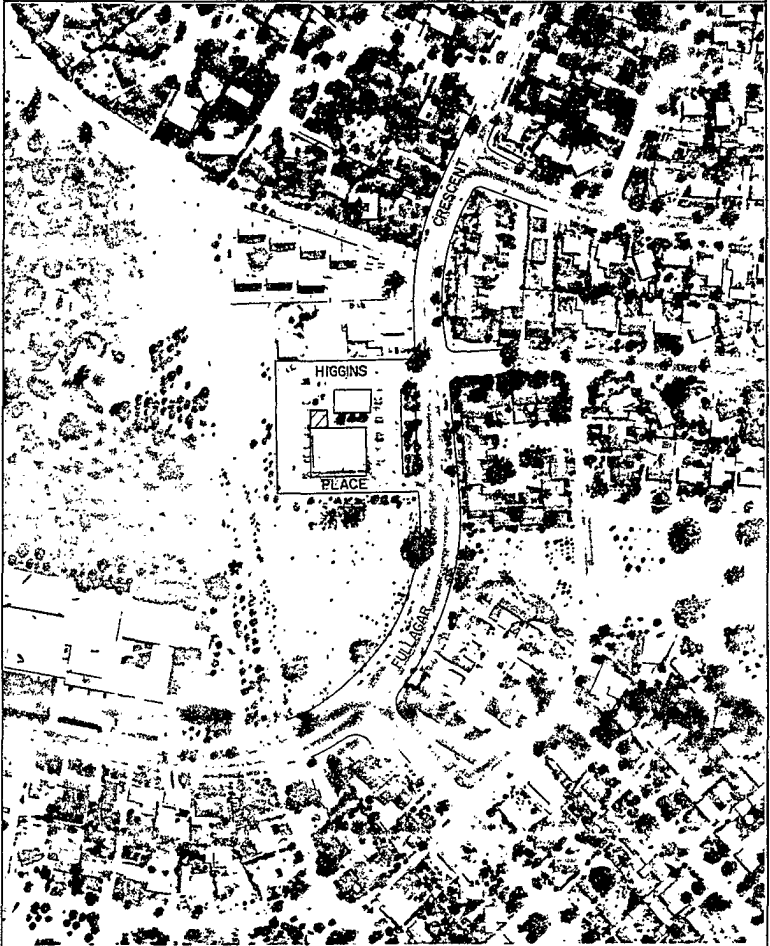
9. Public Consultation:

The proposed expansion to the supermarket was approved by the NCDC on 14 September 1984, subject to a satisfactory public consultation programme. The public document was published in December 1984. No public comments were received.



ROAD DELETION 

HIGGINS: Section 12 - Road Deletion

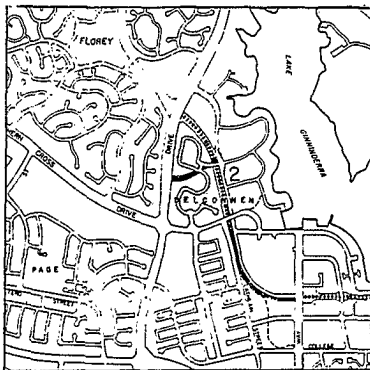


HIGGINS: Section 12 - Road Deletion

Variation No 2

VARIATION 2

BELCONNEN, Sections 59 and 158: Deletion from the Plan of part of an unconstructed road between Coulter Drive and Joynton-Smith Drive and the addition of roads which will enable the development of 370 medium density residential units in Sections 59 and 159.



BELCONNEN. SECTIONS 59, 154, 155 & 158 — ROAD ADDITIONS AND DELETIONS

1. Purpose:

This proposal provides for the deletion of that part of Sutherland Crescent which separates Sections 158 and 59 Belconnen and provides for a new residential road pattern conjoining these Sections.

2. Background:

Since Sutherland Crescent was gazetted in the 62nd Series in 1976 a revised subdivision pattern in Florey to the west and the deletion of part of the residential area east of Joynton-Smith Drive from the Belconnen Town Centre plan make the Sutherland Crescent link across this residential site redundant.

The Development Plan for Sections 157, 158 and 59 Belconnen implements the long standing policy to provide medium density housing within this area of the town centre

3. Length/Area:

The proposed public roadways in this development total approximately 1700 metres in length and cover an area of approximately 34,000m².

4. Estimated Cost:

The estimated cost for public works associated with this development including roads, services, landscaping and the bridge across the busway is \$1.8M.

5. Existing Development:

The site is undeveloped. It is surrounded by major roads. To the west is Coulter Drive, to the south Luxton Street and to the east and north by a busway and Joynton-Smith Drive. The site is divided by the busway.

The service trades and retail core areas of the Belconnen Town Centre lie to the south of Luxton Street. Lakeside parklands lie to the north and east across Joynton-Smith Drive. Further residences will be developed to the south of these parklands on Section 56. The suburb of Florey is developing west of Coulter Drive.

6. Proposed Development:

The road variations will facilitate the development of 370 medium density units including townhouses, courtyard houses and flats on Sections 158 and 59 and 40 units on Section 157. Sites will be released in packages of varying marketable sizes

Land packages on Sections 158 and 59 will be accessed from a system of crescents that are designed to take advantage of the topography of the sites and the need to retain as much existing vegetation as possible. Private internal roads will be required for most packages.

Advantage is taken of the proximity of the town centre proper to achieve as high a density as possible with a large component of flats.

Section 157 north of the busway is intended for release in one package with a single access from Joynton-Smith Drive.

Two access points are proposed for Sections 158 and 59. The southern access point is at grade intersection with Luxton Street. The second on Joynton-Smith Drive requires a bridge across the busway at a point where the land is already formed to take such a bridge. The bridge will also provide safe access for pedestrians to the lake foreshores. Bus services will be provided on Joynton-Smith Drive.

The pedestrian system also links with Florey through an existing underpass beneath Coulter Drive and with the cycleway at Luxton Street.

7. Particular Planning Considerations:

The design of the intersection of the access road with Joynton-Smith Drive is important to the transition between the housing and the parklands. The opportunity is also taken to change the character of the traffic flow on Joynton-Smith Drive which is currently an underutilised high speed road.

The nearest primary school is in Florey and the nearest high school at Melba. A secondary college will be in the town centre.

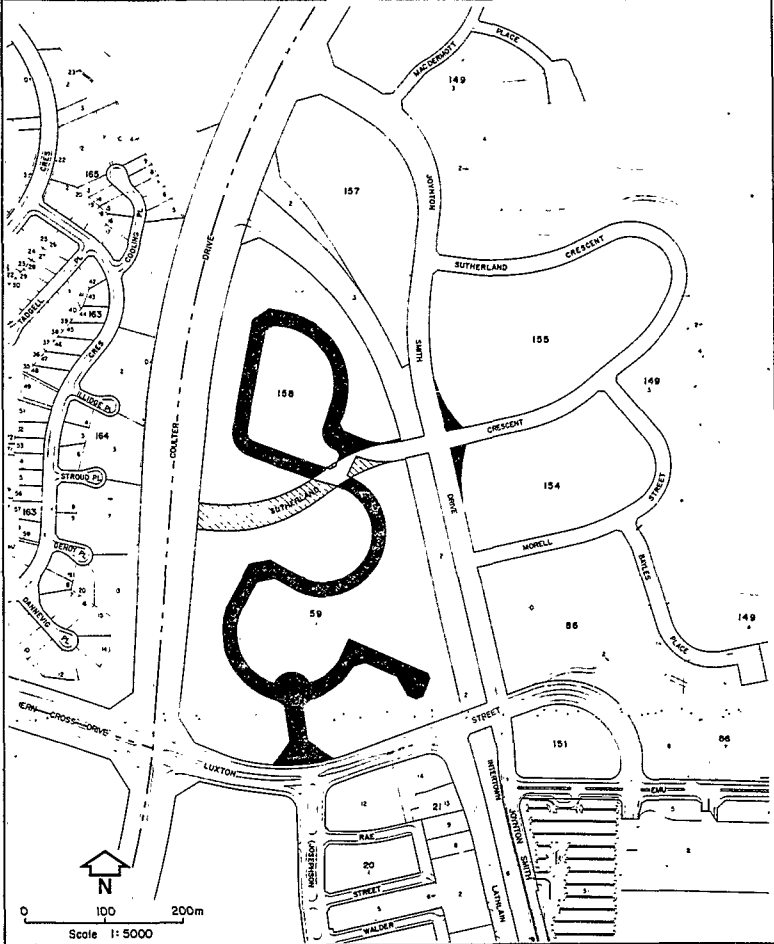
8. Environmental Considerations:

This site is surrounded by major roads that have the potential to generate considerable noise pollution. Care has been taken to delineate particular areas for one or two storey houses and for additional protective mounding. These actions will reduce the noise problem to acceptable levels.

9. Public Participation:

The Policy Plan for Belconnen Town Centre identifies this site for medium density housing. There have been no objections to this land use.

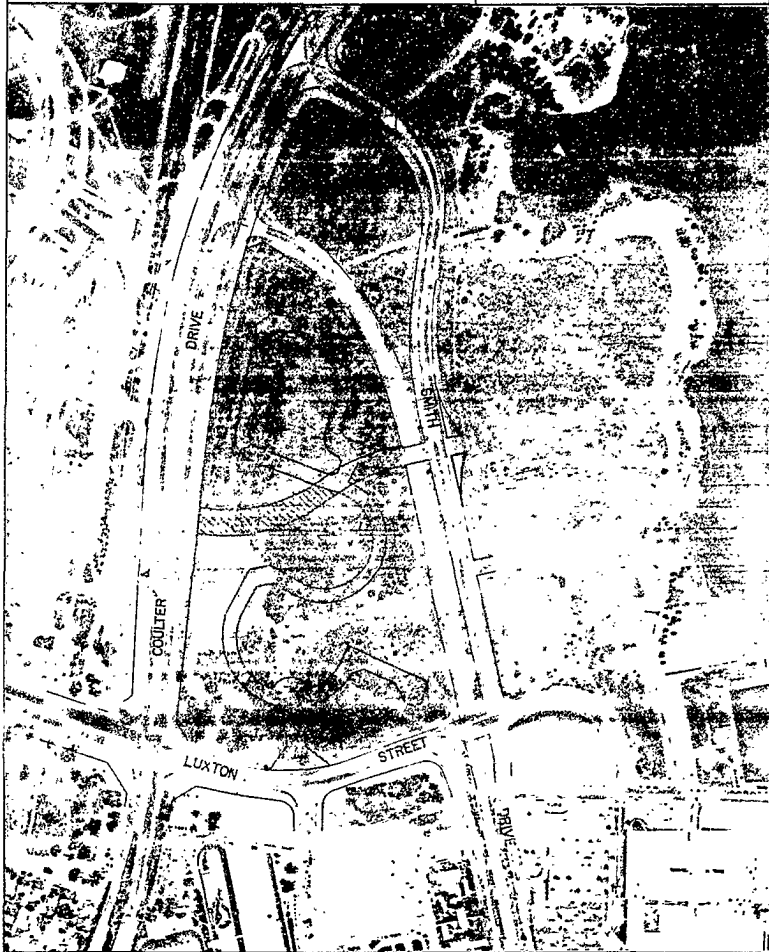
It is not proposed that further public consultation should take place except through these gazettal proceedings.



ROAD ADDITION 
ROAD DELETION 

BELCONNEN:

Sections 59, 154, 155 & 158
- Road Additions and Deletions



BELCONNEN: Sections 59,154,155 & 158 Road Additions and Deletions

26 Hindaga Place
Aranda
2614

Telephone 511948

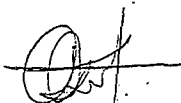
The Secretary
Department of Territories

Dear Sir

In response to the public display of the 86th Series of Variation of the City Plan, and an advertisement in the Canberra Times, I submit an objection to Variation No 2.

My Objection is attached, with the grounds on which I base such objection.

Yours faithfully

A handwritten signature in black ink, appearing to read 'A.D. Horscroft', written over a horizontal line.

A.D. Horscroft
24 September 1985

VARIATION TO CITY PLAN

I hereby lodge objection to a proposed variation in the 86th Series of Variation to the City Plan, namely, Variation 2, modifications to roads in Sections 59 and 159, Belconnen. Grounds for the objection are as follows:-

1. Belconnen Town Centre, in which the area lies, is currently the subject of public discussion, following the release of Volume 1 of the Draft for Discussion in April 1985, and Volume 2 in September 1985. The original date for close of written submissions was 2 August 1985; this has been extended due to the late publication of Volume 2 till 8 October 1985. Any modification to the town plan for Belconnen, prior to the finalization of submissions, is therefore pre-empting proper discussion, and the current proposal can therefore be seen as a mockery of the public discussion process. It is therefore requested that, as a matter of honour, NCDC withdraw this proposal.

2. Volume 1, at page 46, shows sections 59, 158, 157 and part of 86 as proposed for medium density housing. Volume 2 shows, at fig 46, page 65, the same areas, together with section 155 and part of 159, as being committed or suitable for housing. The proposed variation, as printed in the Canberra Times, indicates the purpose of the proposed roads is to enable the development of housing in Sections 59 and 159, ie, the southern portion of the northwest housing area, and Ginninderra Promontory, north of Lake Ginninderra. This latter was the subject of a Joint Committee Enquiry which rejected the latter area for housing. Proper foundation should be laid for any development of this area for housing and the present submission does not appear adequate to

warrant the Committee overturning its previous decision.

3. Volume 2 notes, at 3.14 on page 88, 'Due to the diversity and number of proposed developments within Belconnen Town Centre it is not possible to determine ~~at~~ what extensions to existing services and infrastructure will be required.' It appears that NCDC concur with the proposition that till the finalization of the Belconnen Town Centre Plan it is premature to propose new services and infrastructure. On this ground NCDC should withdraw the proposal.

4. Should it be accepted that early development of housing on Sections 59, 158, 157, 86 and possibly 155 and 154 or 151 should proceed, I submit that it is desirable that the north-west housing area be planned as a unity. It is noted that no road layout for sections 157 or ~~86~~ 86 have been proposed, although Volume 1 indicates an access from Joynton-Smith Drive to section 157, on a reasonably sharp curve. No indication of suitable footpaths for the area are given, and these should be considered at the planning stage.

5. The proposed realignment of Sutherland Crescent indicates a crossroads at the intersection of Luxton Street and Josephson Street, a dangerous form of intersection and one to be avoided if possible. Indeed, Volume 2 states: 'These terminate at the lake in T-intersections, the preferred solution ~~for control-~~ ling traffic flow in Belconnen Town Centre. It is noted, from Volume 2 Table 28, that Josephson and Luxton already figure in the top accident black spots in Belconnen, and this proposed crossroad would seem likely to exacerbate matters.

6. The proposal shows a bridge across the Busway to connect with Joynton-Smith Drive at a ~~Tri-Intersection~~ crossroad. The comments of 5 above also apply to this intersection. If it is intended that the eastern portion of Sutherland Crescent be deleted to make this intersection a T, then it is submitted

that such deletion should be done at the same time as the present proposals are considered.

7. Two access points are proposed for the sections 59 and 158 subdivision; to the south at Luxton/Josephson Streets, and to the east at Sutherland/Joynton-Smith. Such provision appears excessive for only 270 units. Deletion of the bridge from the proposal could save up to \$1.5 million, which at a time of financial stringency could be very welcome to the Government.

8. In the light of the above, an alternative proposal is here suggested, as follows:

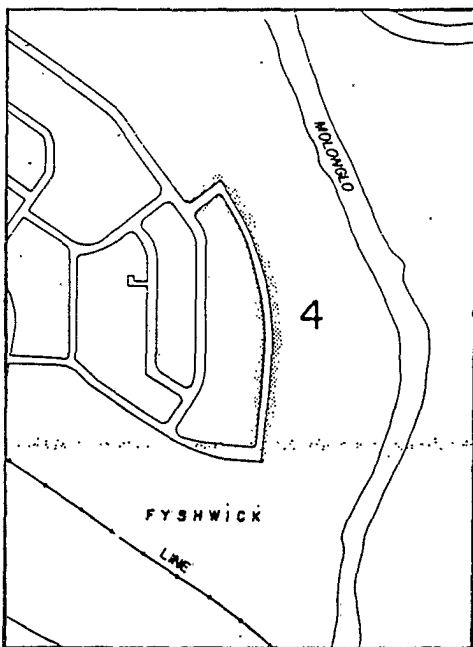
A. The Busway between sections 158 and 157 be relocated to parallel the western boundary of Joynton-Smith Drive. Initially the buses could be diverted onto Joynton-Smith Drive at a suitable point, and the diversion ~~xxxx~~ of the busway constructed later in conjunction with the proposed underpass of the Busway at Coulter Drive. This would enable the whole of the housing west of Joynton-Smith Drive to be treated as an integrated whole.

B. Sections 59, 158 and 157 should be planned as a single development, with pedestrian access at the southeast corner, at the intersection of Luxton/Lathlain Streets, onto the footpath there, with easy access to Pelconnen Mall via a footbridge at the intersection of Emu Bank and Luxton Street (which would also serve pedestrian access from Section 86 and high density residential development of section 151), and vehicular access from Coulter Drive by the present Busway junction. This would provide very good access from the whole of the area to the Mall and associated facilities, by a separation of vehicular and pedestrian traffic would promote maximum safety, would eliminate at least one, if not more, potentially dangerous junction, and should be considerably cheaper than the proposal under consideration.

Variation No 4

VARIATION 4

FYSHWICK, Section 34: Addition to the Plan of a loop road connecting the end of Tennant Street to Gladstone Street which will enable the area to be subdivided for medium size industrial blocks.



FYSHWICK: SECTION 34 — ROAD ADDITIONS

1. Purpose:

This proposal provides for a loop access road from the end of Tennant Street connecting to Gladstone Street, and will enable land with poor access to be more intensively developed and provide a range of medium sized industrial blocks.

2. Background:

Blocks 4, 5, 9 and 10 of Section 34 Fyshwick have remained vacant for many years. Collectively they comprise an area of 7.5030ha of which 5.650ha is 'land-locked' such that it cannot be subdivided to meet the current demand for medium sized sites.

These sites were originally designated for rail access from the proposed shunt line which has never been constructed. The State Rail Authority has indicated there is little likelihood of the nearby proposed Canberra-Yass Railway being built. The opportunity exists to construct the proposed loop road which would result in a higher standard of development facing the road, and the railway should it proceed in the future.

3. Length:

The length of the proposed access road is approximately 1100 metres.

4. Estimated Cost of Road Construction:

Approximately \$0.55M.

5. Existing Development:

The site is bounded to the west by existing leases which have been developed, namely, blocks 2, 3, 6, 7 and 8 of Section 34. It should be noted that Block 1 of Section 34 has already been leased and developed and this forms a constraint on the alignment of the proposed road. To the east, at approximately 600 metre distance is the Molonglo River, the land between the proposed road and the river is to be treated as a river corridor as it is subject to periodic flooding.

6. Proposed Development:

The road variation will permit the development of approximately 25 medium sized industrial sites in the range of 2000m²-4000m². It is considered that this would provide a three year supply of industrial land in Fyshwick.

Servicing of these blocks is programmed for 1985 '86 financial year and block turn off is expected in late 1986. The Commission has approved the identification of this development to be undertaken by private enterprise. As such, the Commission proposes to undertake the subdivision of the blocks in conjunction with the developer, in order to maximise the opportunity to satisfy the prevailing demand.

7. Particular Planning Considerations:

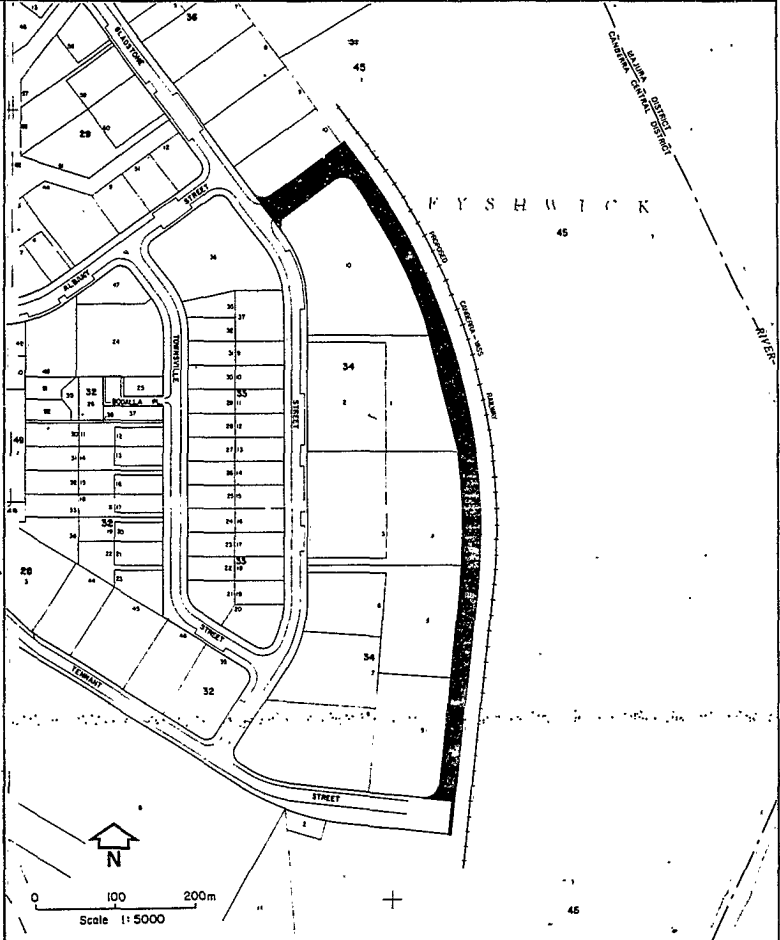
The proposed access road will complete the road connections around Section 34 and also provide public access to the river corridor. It will also ensure a higher standard of built-form results to this important edge of Fyshwick. The loop road is formed by a simple extension of Tennant Street and completing the junction with Gladstone Street with a "T" intersection.


8. Environmental Considerations:

The road will act as a buffer zone between the river corridor and industrial development. Special conditions will be included in the leases to ensure the development conforms to the requirements of the *Environment Protection (Impact of Proposals) Act 1974*, and current legislation covering air, water and noise currently applying in the ACT.

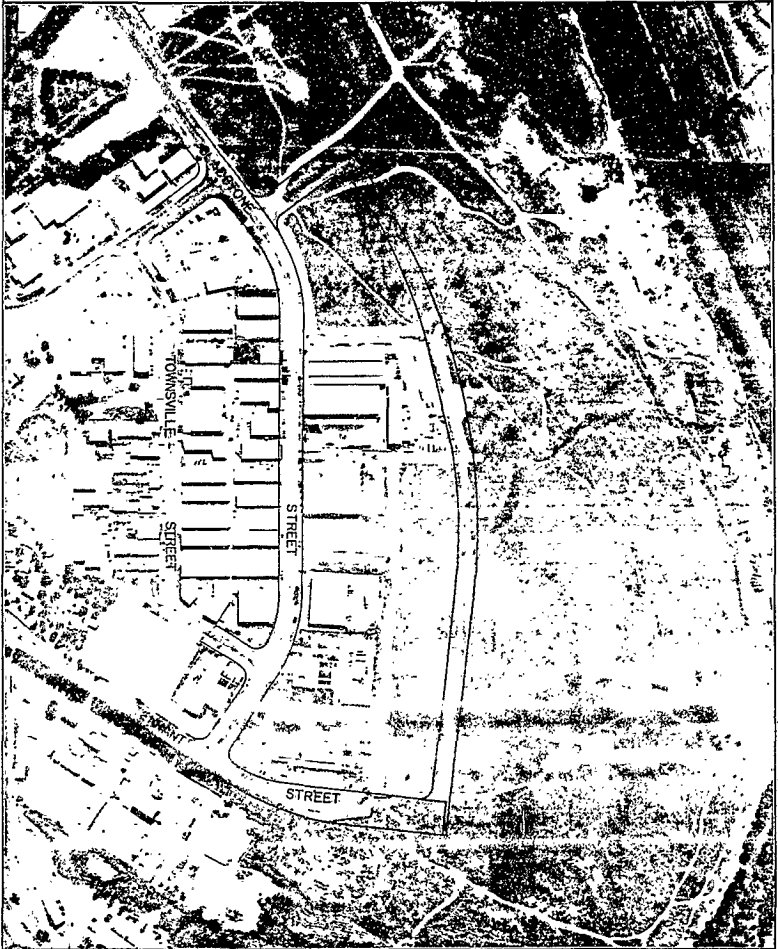
9. Public Consultation:

As an appropriate land use policy is in place, the policy determination did not include a public consultation process. The proposal is the Commission's response to the current upturn in demand for medium-sized sites in Fyshwick.



ROAD ADDITION 

FYSHWICK: Section 34 - Road Additions

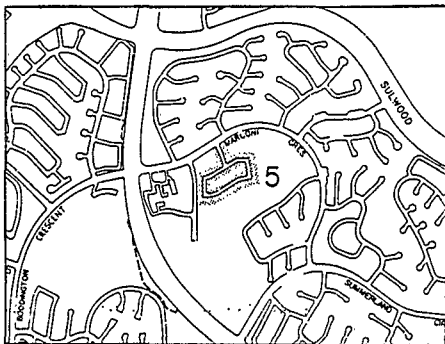


FYSHWICK: Section 34 - Road Additions

Variation No 5

VARIATION 5

KAMBAH, Section 365: Addition to the Plan of a road off Marconi Crescent to the east of Kambah Village Shopping Centre to provide access to a site now proposed for predominately residential development. The site was previously identified for a special school and hostel for handicapped children.



KAMBAH: SECTION 365 — ROAD ADDITION

1. Purpose:

This proposal in north Tuggeranong provides for a road off Marconi Crescent Kambah to enable the area to be developed for residential purposes.

2. Background:

Kambah Section 365 is located in the district of Tuggeranong immediately east of the Kambah Village shopping centre and on the southern side of Marconi Crescent.

The site was originally identified for a High School but was subdivided in 1981 for development as a special school and hostel for handicapped children. That proposal did not proceed and it is now proposed to develop the site predominantly for residential purposes.

3. Length:

The length of the proposed road is approximately 675 metres.

4. Estimated Cost:

The estimated cost for road construction, hydraulic servicing and landscape for this proposal is \$660 000.

5. Existing Development:

The site is bounded on the north by Marconi Crescent and a row of courtyard blocks, the east by open space and the Taylor Primary School, the south by district playing fields and the west by Kett Street and the Kambah Village shopping centre.

6. Proposed Development:

The road variation will permit the development of 91-113 residential units comprising 14 cottage blocks, 7 courtyard blocks, 19-23 aged persons units and 4 sites for cluster housing yielding 51-70 units.

The final total may reduce by 12-18 units if the proposal to develop a church in the north west corner of the site is achieved.

Servicing of the blocks is programmed for commencement in the 1986/87 financial year and block turnoff is expected early 1987. First residents could be expected during 1987.

7. Particular Planning Considerations:

The proposed road intersects with Marconi Crescent in order to direct traffic to the distributor road rather than Kett Street, a low order road designed for recreational and shopping traffic.

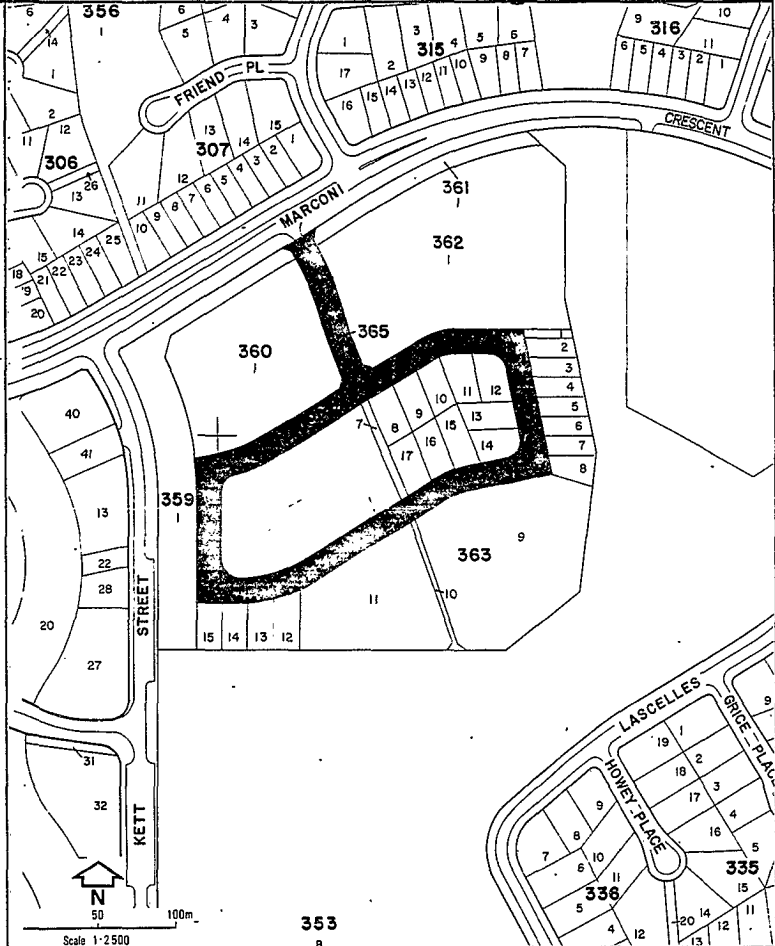
8. Environmental Considerations:

A broad landscape zone has been identified for development by the Commonwealth along Marconi Crescent and Kett Street in order to create physical, visual and noise separation from these roads and the Kambah Village shopping centre.

All healthy trees have been identified for retention where possible.

9. Public Consultation:

Consultation was undertaken in December 1984 and written comments were invited. Six responses were received raising the issue of access off Kett Street in preference to Marconi Crescent, the availability of land for church use and a lower maximum yield. All of the issues raised were reviewed and in consideration of these, the Policy and Development Plan was amended to permit the development of community facilities which would, if-achieved, reduce the total number of units to be developed on the site. Access to the site remains to be off Marconi Crescent.

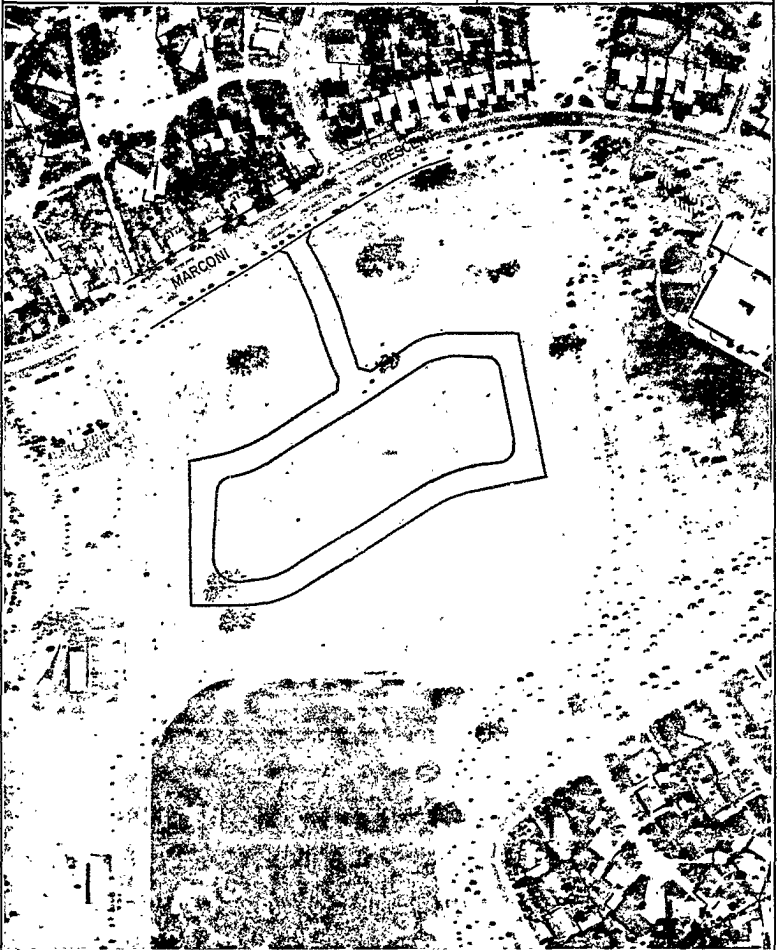


ROAD ADDITION



KAMBAH:

Section 365 - Road Additions

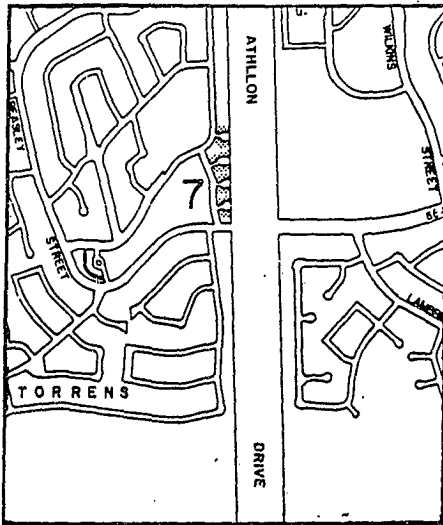


KAMBAH: Section 365 - Road Additions

Variation No 7

VARIATION 7

TORRENS, Section 21: Addition to the Plan of three culs-de-sac off Ritchie Street and one off Batchelor Street to provide access for medium density residential development.



TORRENS: SECTION 21 BLOCK 11 -- ROAD ADDITIONS

1. Purpose:

This proposal provides for one cul-de-sac off Batchelor Street and three culs-de-sac off Ritchie Street to enable the area to be developed for medium density residential blocks.

2. Background:

The suburb of Torrens is situated in the south western area of the District of Woden. Block 11 Section 21 Torrens is located on the eastern edge of the suburb, adjacent to Athlon Drive and opposite the primary school.

The site has remained undeveloped Commonwealth land since the suburb was first settled in 1967.

In August 1984 a draft Policy Plan was published proposing a change of land use for the site from Undeveloped Commonwealth Land to Medium Density Residential

Following the public consultation process a final Policy Plan was adopted in June 1985 confirming the land use policy for the site as Medium Density Residential.

3. Length:

The lengths of the proposed culs-de-sac range from approximately 50 metres to 64 metres. The total length of the four culs-de-sac is approximately 216 metres.

4. Estimated Cost of Road Construction:

Approximately \$85 000.

5. Existing Development:

The site is bounded on the east by Athlon Drive, a sub-arterial road connecting Tuggeranong and the Woden Town Centre. To the south of the site is Beasley Street which is the main distributor road servicing the neighbourhood of Torrens. On the west the site is bounded by Ritchie and Batchelor Streets. Opposite the site in Ritchie Street is the Torrens Primary School. Further to the north and also opposite the site in Batchelor Street are the neighbourhood playing fields. Standard residential housing adjoins the site on the northern boundary.

6. Proposed Development:

The road variation will permit the development, by the Commonwealth, of 34 medium density residential units. The 16 units fronting onto Ritchie and Patchelor Streets will be one storey with the remaining 18 units being two storeys. Only six of the blocks will be accessed from the existing peripheral roads, the balance being served by the proposed culs-de-sac.

Servicing of the 34 medium density blocks is programmed for commencement in the 1985/86 financial year and block turnoff is expected in mid 1986. First residents could be expected by early 1987.

7. Particular Planning Considerations:

The proposal reflects the general form of development already existing in the locality and allows the integration of medium density housing into the neighbourhood environment. The proposal would have a supportive effect on the local retail centre and the primary school.

To maintain the character of the existing residential development in Batchelor Street the units fronting onto Batchelor and Ritchie Streets will be single storey.

The proposed culs-de-sac have large circular turning heads to allow for effective service vehicle manoeuvring.

8. Environmental Considerations:

As the site is long and narrow the proposed culs-de-sac have been incorporated into the design to maximise the opportunity for a northerly orientation of all the units

The units have also been designed to minimise openings on the eastern walls to avoid the possible impact of noise generated by traffic on Athllon Drive.

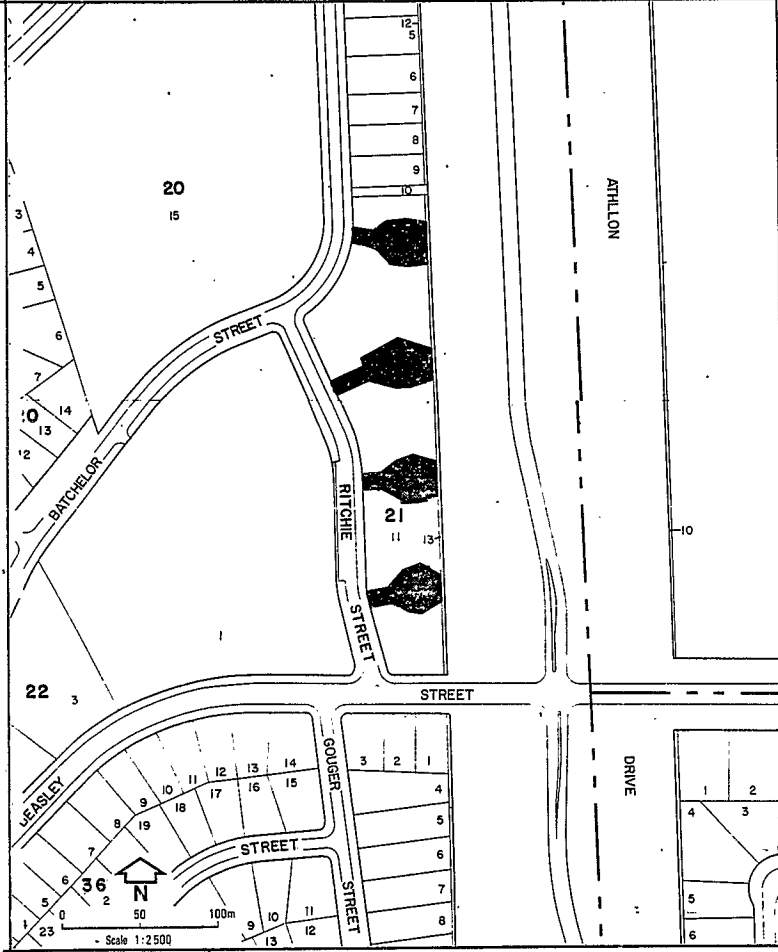
It is intended that individuality will be given to each cul-de-sac by carefully varying the landscape treatment, particularly of the islands in each of the cul-de-sac heads.

9. Public Consultation:

In August 1984 public comments were invited on draft Policy and Development Plans for Torrens Section 21 Block 11. The draft plan was advertised in *The Canberra Times* on 25 August 1984 and in accordance with Commission procedures copies were sent to local parliamentarians, the ACT House of Assembly, the Joint Committee on the ACT and the Committee on Transition to Self Government. Nearby residents were sent a copy of the draft Plan on 24 August 1984 and written comments were invited by 21 September 1984.

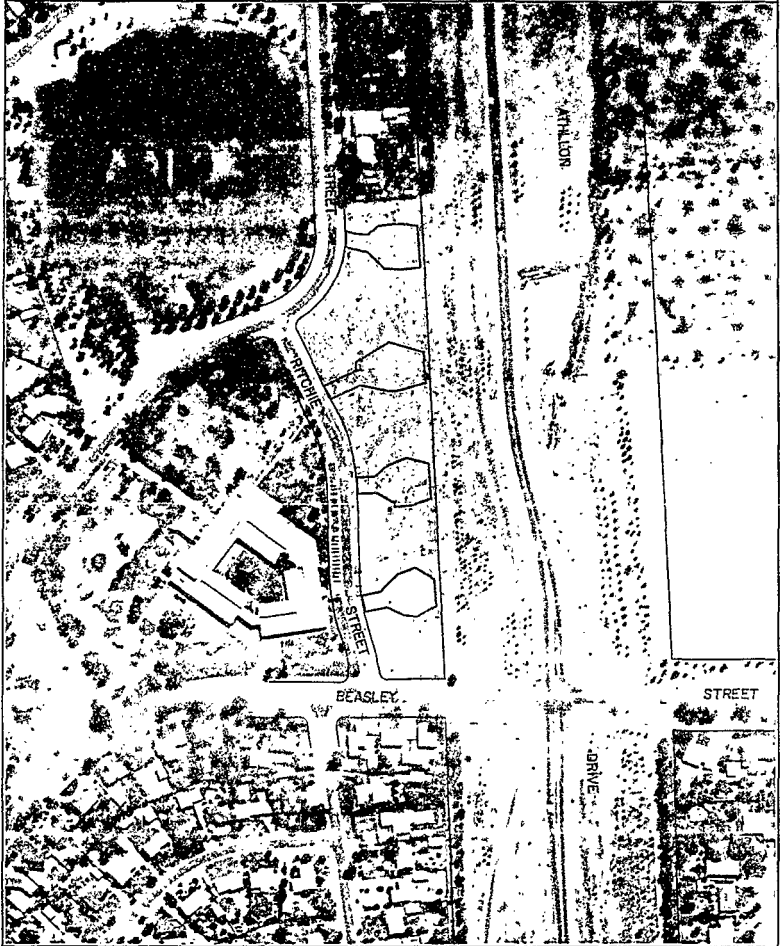
Six responses were received on the draft Plan including submissions from the Torrens Primary School Board and the Torrens Primary School P & C Association. Following a request from the School Board and P & C Association a meeting with their representatives was held on Wednesday 26 September 1984 to discuss their concerns.

All of the issues raised were reviewed by NCDC and in consideration of these, the Development Plan was amended to reduce the number of two storey units and to realign the most southerly cul-de-sac to reduce traffic conflict adjacent to the main entrance of the school. This is the proposal which is presented for gazettal.



ROAD ADDITION 

TORRENS: Section 21 - Road Additions



TORRENS: Section 21 - Road Additions

Variation No 8

VARIATION 8

ISABELLA DRIVE CYCLEWAY: Addition to the Plan of a bicycle path from the Chisholm Group Centre to Drakeford Drive passing through the suburbs of Fadden, Gowrie and Monash.



TUGGERANONG: ISABELLA DRIVE — CYCLEWAY ADDITION

1. Purpose:

This proposal provides for a cycleway from the Chisholm Group Centre to Drakeford Drive adjacent to Isabella Drive.

2. Background:

The cycleway route passes through the suburbs of Fadden, Gowrie and Monash in an east west direction.

Gazettal of the cycleway will facilitate its construction in conjunction with the construction of Isabella Drive and result in cost-efficiency savings because of the interrelationship of the two projects.

3. Length:

The length of the proposed cycleway is approximately 6.0 kilometres.

4. Estimated Cost:

The estimated cost of constructing the cycleway in conjunction with Isabella Drive is \$400 000.

5. Existing Development::

In Gowrie, the proposed route is close to the newly developing residential land off Galleghan Circuit.

Elsewhere, the cycleway route passes through undeveloped Commonwealth land along the northern bank of the Tuggeranong Creek Stormwater Channel intersecting with the feeder paths from Chisholm, Richardson, Macarthur, Fadden, Gowrie and Monash

6. Proposed Development:

When completed, the cycleway will be the main east west link to the Tuggeranong Lake, Tuggeranong Town Centre and the Murrumbidgee River Corridor. Further, it will greatly improve access to and from the Chisholm Group Centre, Chisholm High School, Gowrie Parish Centre, Fadden Pines and well as generally improving the interconnections between suburbs either side of Isabella Drive.

7. Particular Planning Considerations:

The main planning criteria employed in the route selection process were designed to create an as direct and safe route to the Town Centre as possible. Consequently, through the utilisation of underpass and overpass opportunities, no at grade crossings are involved and the resulting route grade is very gentle.

8. Environmental Considerations:

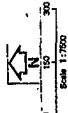
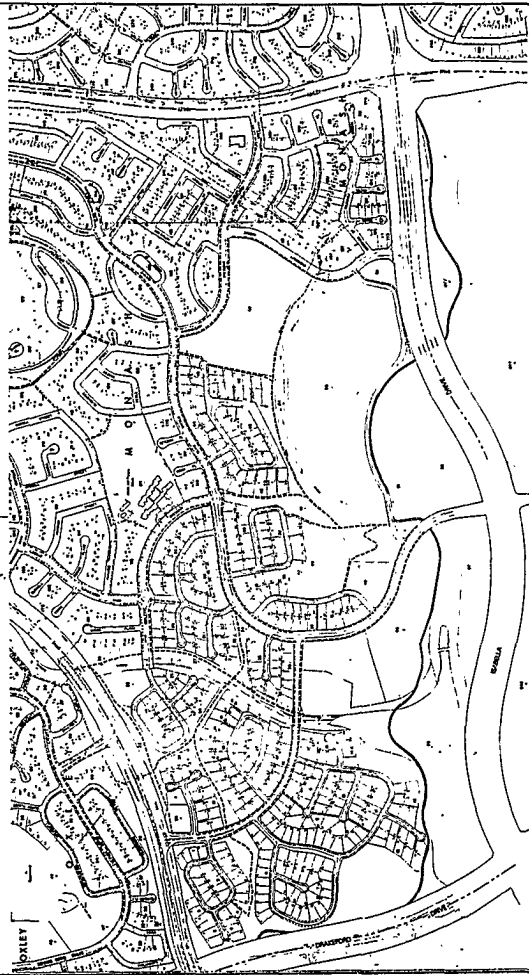
The proposed cycleway route within environmentally sensitive areas, particularly the Fadden Pines area, has been carefully designed to closely follow the natural contours and prevent the unnecessary destruction of healthy trees.

9. Public Consultation:

The proposed route of the cycleway accords with the route shown on the Canberra Cycleways Policy Plan (AP 203) and the published Canberra Cycleways brochure. The cycleway also appeared on all public consultation documents in the immediate vicinity of the route - Fadden Pines, Monash and Isabella Plains.

Pedal Power has seen the plans and given support in principle.

VARIATION No. 8

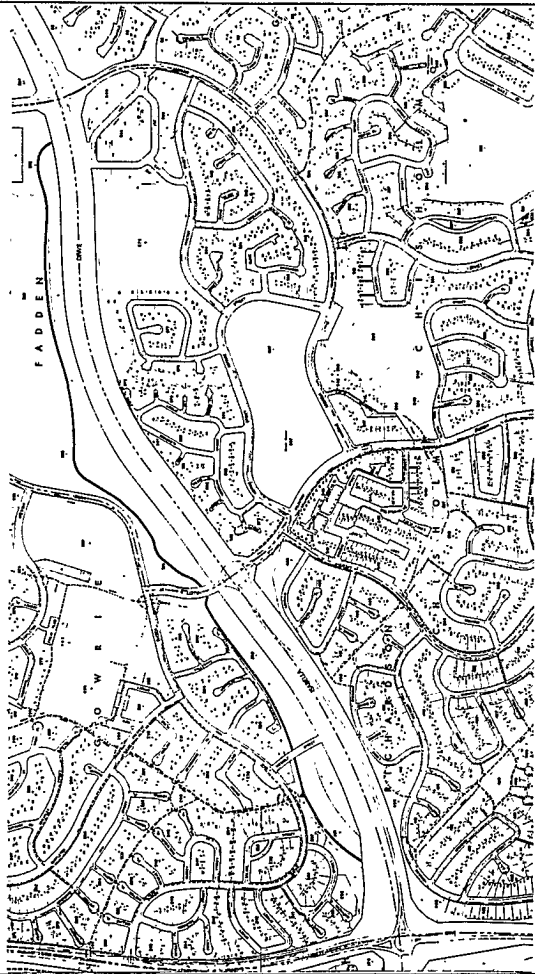


Cycleway Addition

TUGGERANONG: Ilesbata Drive - Cycleway Addition
(Sheet 1 of 4)



VARIATION No. 8



Driveway Addition

TUGGERANONG: Isabella Drive - Cyclistway Addition
Sheet 2 of 4



VARIATION No. 8



Cycleway Addition

TUGGERANONG: Isabella Drive - Cycleway Addition
Sheet 3 of 4

VARIATION No. 8



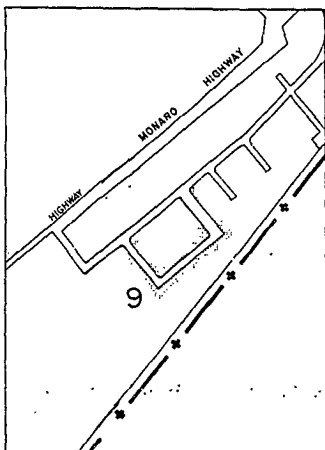
Cycleway Address

TUGGERANONG: Isabella Drive - Cycleway Addition
Sheet 4 of 4

Variation No 9

VARIATION 9

HUMÉ, Section 5: Addition to the Plan of a loop road off Sheppard Street which will enable the area to be developed for a range of medium sized industrial blocks.



HUME: SECTION 5 — ROAD ADDITONS

1. Purpose:

This proposal provides for an access loop road from Sheppard Street to enable the area to be developed and serviced for a range of industrial blocks.

2. Background:

Section 5 Hume is the next development area suitable for medium-sized industrial blocks (2000-4000m²) which are considered necessary in order to meet the current and anticipated demand. Elsewhere (Section 2 and 3) larger size blocks are in ample supply.

3. Length:

The length of the proposed access road is approximately 850m.

4. Estimated Cost of Road Construction:

Approximately \$600 000.

5. Existing Development:

The site is bounded on the north by a landscaped drainage reserve, and the east by a landscaped reserve and the Queanbeyan -Cooma rail reserve. To the south are two existing leases (Blocks 3 and 4) and additional land for Stage Two development. To the west the site is bounded by Sheppard Street and Hill Station. The land has been used for agistment of animals, mainly horses. It is showing signs of neglect and there is evidence of severe erosion problems.

6. Proposed Development:

The road variation will permit the development of about thirty (30) medium sized industrial sites, twenty-six (26) are standard and four are battle-axe blocks. The average size of the blocks is approximately 3200m², the sizes range from 1900m² to 4600m².

The road has been designed as a loop road to reduce the dead-end affect associated with long culs-de-sac. Industrial land at the end of culs-de-sac has not proved popular in the past and the opportunity exists for nearly all blocks to have full frontages to the new road.

Servicing of these blocks will be undertaken in conjunction with the construction of the road and will be from existing trunk mains located in Sheppard Street.

7. Particular Planning Considerations:

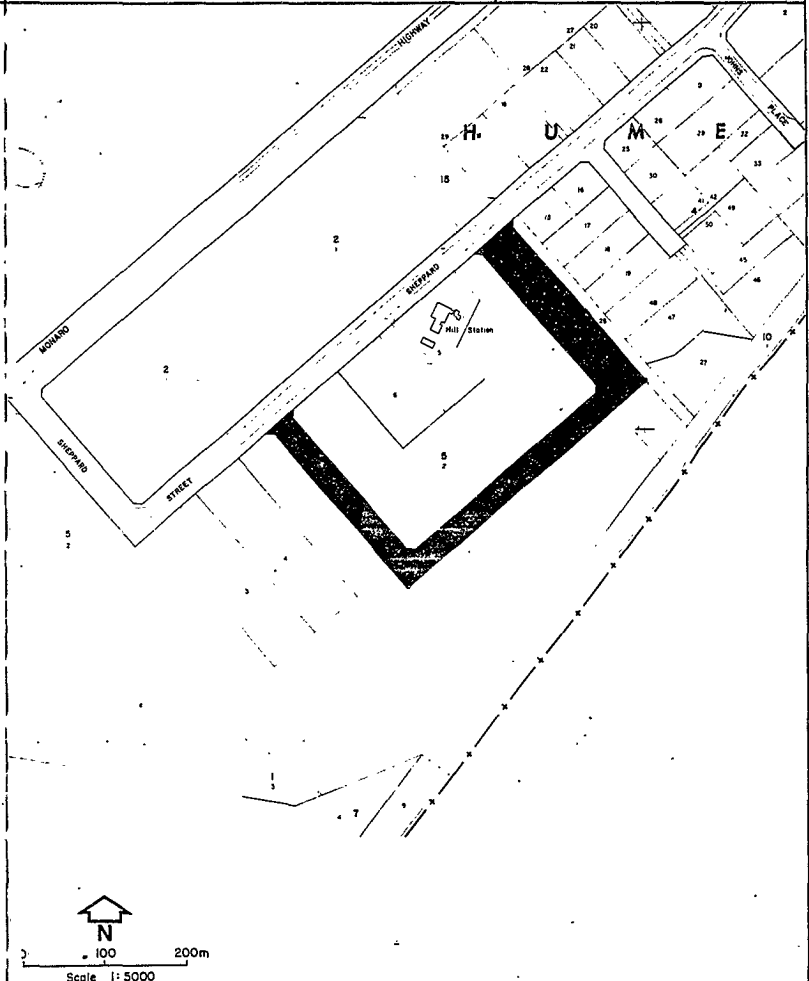
In addition to the need to provide blocks with adequate frontages, the road proposal maximises the potential to reduce traffic movements by having two accesses onto Sheppard Street, each of which is a "T" intersection. It is also possible to further develop this system by further extension in a southerly direction around the two existing leases of Blocks 3 and 4. This possibility will be the subject of Stage 2 proposals.

8. Environmental Considerations:

By having a loop road, the impact on Hill Station and its environs will be minimised. In addition it is proposed to create a 15 metre landscape reserve adjacent to the Hill Station building which will act as a screen to the building development. Building development will be limited to a height of 10 metres with a maximum of two storeys.

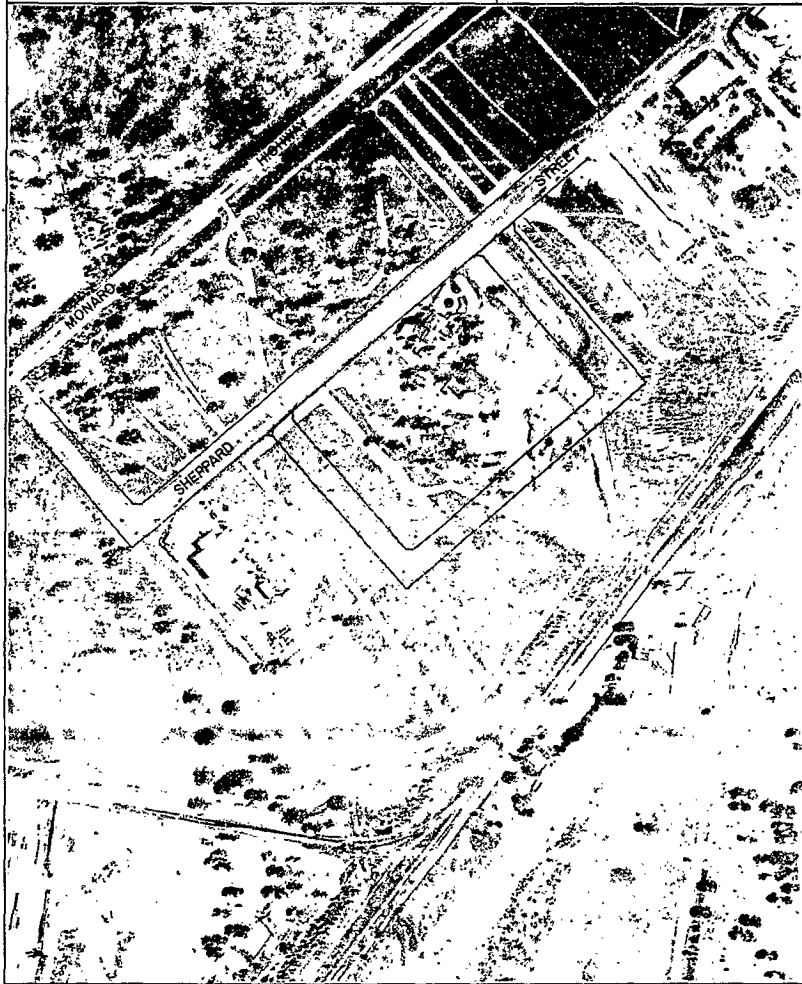
9. Public Consultation:

As an appropriate land use policy exists, there was no need for a public consultation process. The proposal is in response to a rapid increase in interest in leasing industrial sites in Hume and is expected to satisfy the current demand for 3-4 years.



ROAD ADDITION 

HUME: Sections 5 and 16 - Road Additions

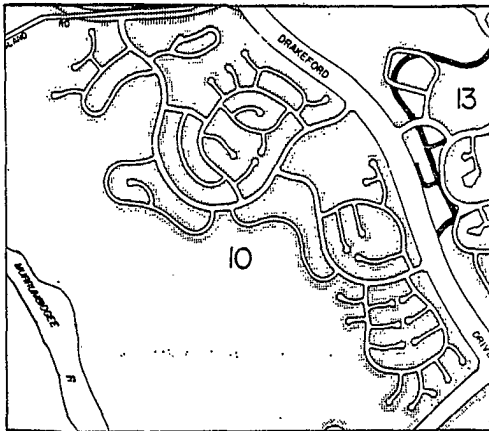


HUME: Sections 5 and 16 - Road Additions

Variation No 10

VARIATION 10

TUGGERANONG, Part Blocks 1239, 1271 and 1283:
Addition to the Plan of roads south of
Tuggeranong Town Centre and west of Drakeford
Drive. The road layout will enable
residential development of the area and
provide access to shops, a site for a
community facility and a school.



TUGGERANONG: PART BLOCKS 1239, 1271, 1283 — ROAD ADDITIONS

1. Purpose:

The proposal in Tuggeranong provides for a network of roads off Drakeford Drive and off the extension of Isabella Drive, to enable the area to be developed as a neighbourhood. Proposed land uses within the site include standard and medium density residential, business and commercial premises, an educational establishment, open space, a water pollution control pond and a site for community uses and/or residential.

2. Background:

Tuggeranong Part Blocks 1239, 1271, 1283 is located to the north and north east of "Stranger" Trig (Barney's Hill) and adjacent to the Murrumbidgee River Corridor. It is west of Isabella Plains, and to the south of the Tuggeranong Town Centre.

The site is undeveloped Commonwealth land.

3. Length:

The length of the proposed distributor roads is 2.92 kilometres; that of the collector roads 3.96 kilometres, and that of the loops and culs-de-sac is 6.86 kilometres. The total length is 13.74 kilometres.

4. Estimated Cost of Road Construction:

Approximately \$4.3M.

5. Existing Development:

The site is bounded by the Isabella Drive and Drakeford Drive reservations, and the Murrumbidgee River corridor.

6. Proposed Development:

The road variations will permit the development of 680 standard residential blocks, eight low density cluster housing sites capable of 129-161 dwellings, eighteen medium density sites capable of 587-757 dwellings, shops, a site for community uses and/or residential, a primary school, neighbourhood playing fields, open space and a water pollution control pond.

Block sizes vary from 650m² to 1300m² and average 880m² including 33 battleaxe blocks.

For the first stage of development (300 standard residential blocks), servicing is programmed for commencement in the 1985/86 financial year and first block turnover is expected in late 1986 with first residents expected by mid 1987.

Of the remaining three stages of the development servicing of the final stage is programmed for commencement in the 1986/87 financial year and first block turnover is expected in mid 1987 with first residents expected by early 1988.

7. Particular Planning Considerations:

The proposals for the site incorporate the following planning principles:

- (a) provide a central core of activity containing infants and primary school, shops, playing field, community uses and medium density housing;
- (b) locate distributor roads within 400 metres of the limits of residential development to allow ease of access to bus services;

- (c) provide easy pedestrian access to the hilltop reserve and the Murrumbidgee Corridor;
- (d) provide local parks on pedestrian spines;
- (e) provide identifiable pedestrian/cycle movement throughout the site, and linking to adjacent neighbourhoods and the Town Centre;
- (f) retain existing trees where possible;
- (g) provide an area of low density cluster development on the western ridge with special development conditions to ensure an appropriate interface with the Murrumbidgee River Corridor is achieved;
- (h) provide medium density housing in close proximity to the Town Centre.

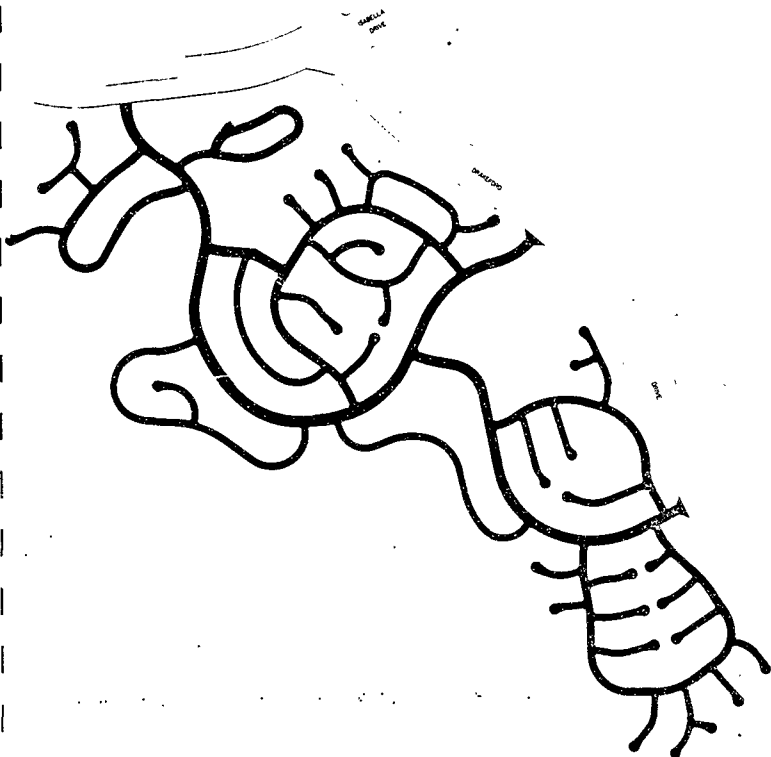
8. Environmental Considerations:

The design is intended to integrate as closely as possible with the Murrumbidgee River Corridor, minimising visual and environmental impacts, and allowing for connections to recreation trails. In particular, special development conditions will be placed on the low density cluster housing located on the western ridge in order to protect visual intrusion into the river corridor.

Further, a major aim in developing the water pollution control pond is to protect the Murrumbidgee River from pollutants in stormwater runoff from the urbanised catchment, both during construction and following habitation. An earth embankment will be constructed across Stranger Creek at a distance of approximately 500 metres upstream from the Murrumbidgee River, to intercept and retain stormwater runoff. The pond will be designed in a landscaped setting, integrating nearby housing, and recreational facilities such as picnic areas, playgrounds and trail systems.

9. Public Consultation:

On 13 April 1985 the Commission placed an advertisement in *The Canberra Times* seeking public comment on the Draft Policy and Draft Development Plans for the site. No comments were received.



0 200 400m

Scale 1:10000

ROAD ADDITION



TUGGERANONG:

Blocks 1239, 1271 and 1283

- Road Additions



TUGGERANONG: Blocks 1239,1271 and 1283 - Road Additions

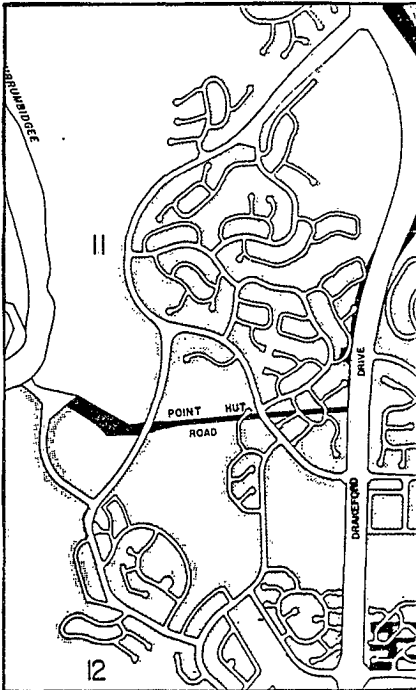


TUGGERANONG: Blocks 1239,1271 and 1283 - Road Additions

Variation No 11

VARIATION 11

AREA SOUTH OF BARNEY'S HILL: Deletion from the Plan of the major part of the existing Point Hut road and the addition of a road layout in this area to enable further residential development. The roads will also provide access to sites to be developed for Government and Catholic schools and playing fields.



AREA SOUTH OF BARNEY'S HILL: ROAD ADDITIONS AND DELETIONS

1. Purpose:

This proposal provides for the further development of residential land in south Tuggeranong.

2. Background:

The site is situated to the south of Barney's Hill, west of Tharwa Drive and the area of Conder and partly bounded on the west by the Murrumbidgee River Corridor and on the south by the area of Gordon. The site includes part of the subdivision layout of Gordon, which the Commission had approved in 1974.

3. Length:

The approximate length of roads is as follows:

Sub-Arterial Road	-	4000 metres
Distributor Road	-	4600 metres
Collector-Loop Road	-	7700 metres
Culs-de-sac	-	2500 metres.

4. Estimated Cost of Road Construction:

Approximately \$7.5M.

5. Existing Development:

The site is improved pasture, used for sheep and cattle grazing.

6. Proposed Development:

The development provides for a distributor road system linking with a sub-arterial perimeter road which provides an alternative outlet for south Tuggeranong residents. Internal pedestrian systems follow existing drainage channels and connect via underpasses to pathways leading to schools.

The development provides for 632 standard residential sites, 161 Cottage/Courtyard blocks and 330-400 medium density housing units, local parks, neighbourhood playing field, Catholic high school and primary school and Government primary school. Servicing is programmed to commence October 1987 and first occupancy anticipated late in 1989.

7. Particular Planning Considerations:

The development interfaces with the Murrumbidgee River Corridor and it is proposed to incorporate special release conditions in order to control development along the edges to lessen the impact adjacent to the Corridor. The sub-arterial perimeter road links Johnson Drive with Tharwa Drive and provides an alternative traffic outlet for Lanyon.

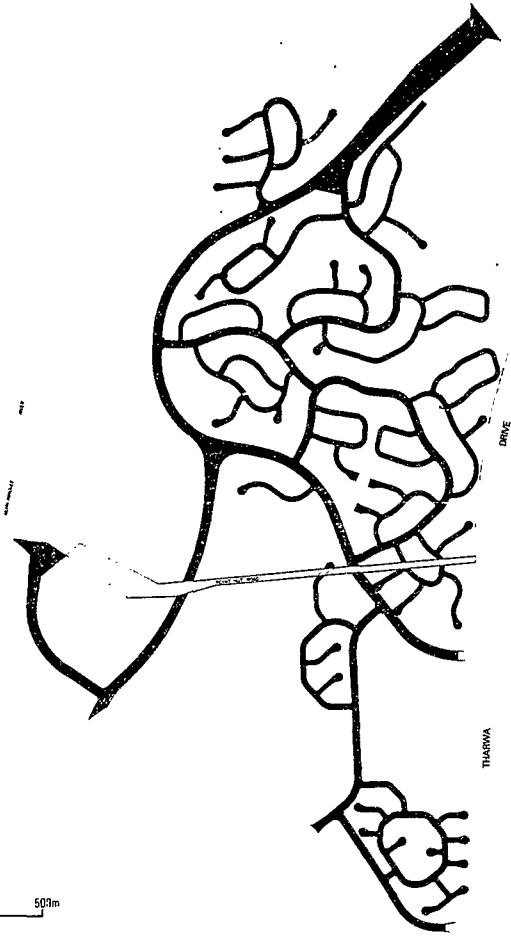
8. Environmental Considerations:

It is proposed to extensively landscape the interface with the Murrumbidgee River Corridor.

A water pollution control pond is to be provided within the subdivision to collect stormwater runoff from Barney's Hill, Banks and Conder. Construction will commence prior to general land servicing.

9. Public Consultation:

The programme for public consultation has commenced.



0 250 500m

Scale 1:12500

ROAD ADDITION 
ROAD DELETION 

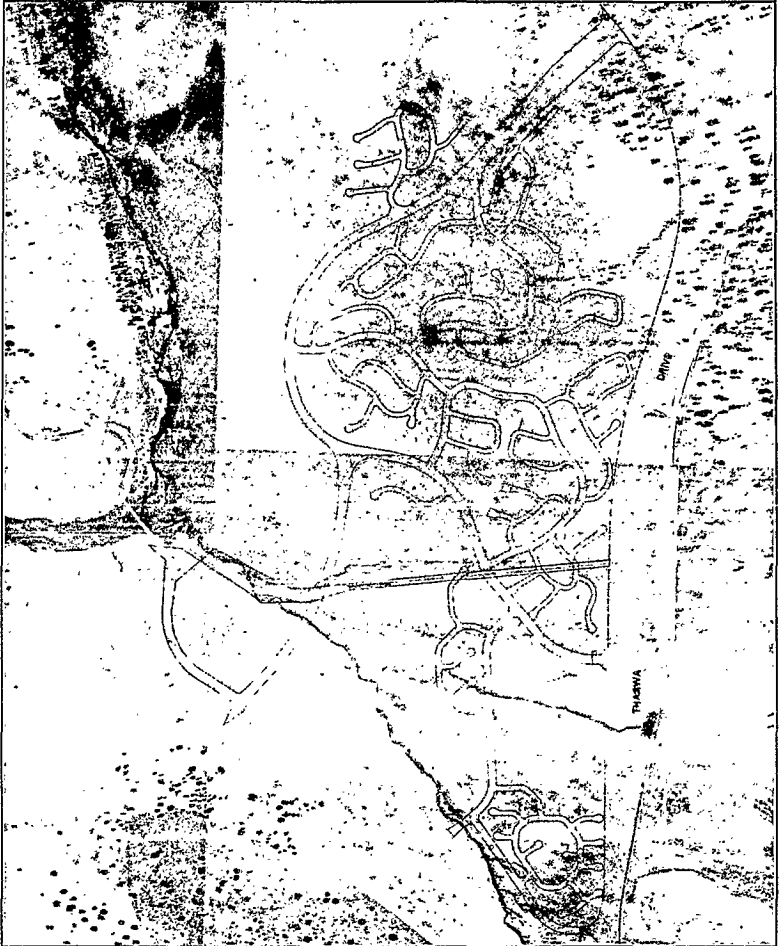
AREA SOUTH OF BARNEY'S HILL:

Road Additions
and Deletions



National
Development
Commission

VARIATION No. 11

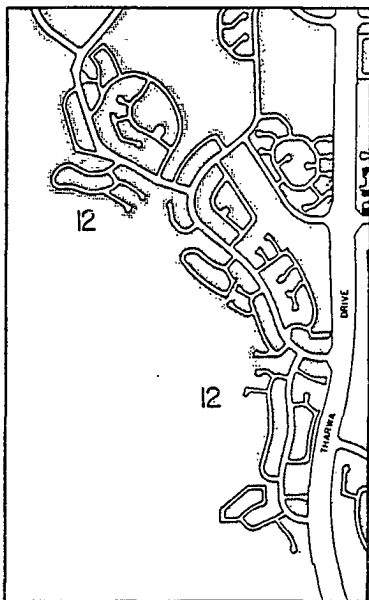


AREA SOUTH OF BARNEY'S HILL: Road Additions and Deletions

Variation No 12

VARIATION 12

AREA KNOWN AS GORDON: Addition to the Plan of roads west of Tharwa Drive and south of the existing Point Hut Road to enable further residential development. The roads will also provide access to a local shop and a site for community facilities.



GORDON: ROAD ADDITIONS

1. Purpose:

Provides for the further development of residential land in Tuggeranong South

2. Background:

The site is located to the west of Tharwa Drive and the proposed development of Banks, and generally follows the eastern and northern foothills of Lanyon Hill Subdivision layout was approved by the Commission in 1974. Gazetted roads were not proceeded with due to the lack of demand for residential sites.

3. Length:

The approximate length of roads is as follows:

Distributor roads	-	3200 metres
Collector-Loop	-	7500 metres
Culs-de-sac	-	2500 metres

4. Estimated Cost of Road Construction:

Approximately \$4.0M.

5. Existing Development:

The site is improved pasture, savannah woodland, used for sheep and cattle grazing

6. Proposed Development:

Amendments have been made to the approved subdivision layout in accordance with recent Ministerial decisions to restrict development of land in the vicinity of Lanyon Homestead. Area includes the existing Lanyon Telephone Exchange

The development provides for 709 standard residential sites and 117-147 low density cluster units, local shop and community facility site. Servicing is programmed to commence in December 1987 and first occupancy anticipated early 1990

7. Particular Planning Consideration:

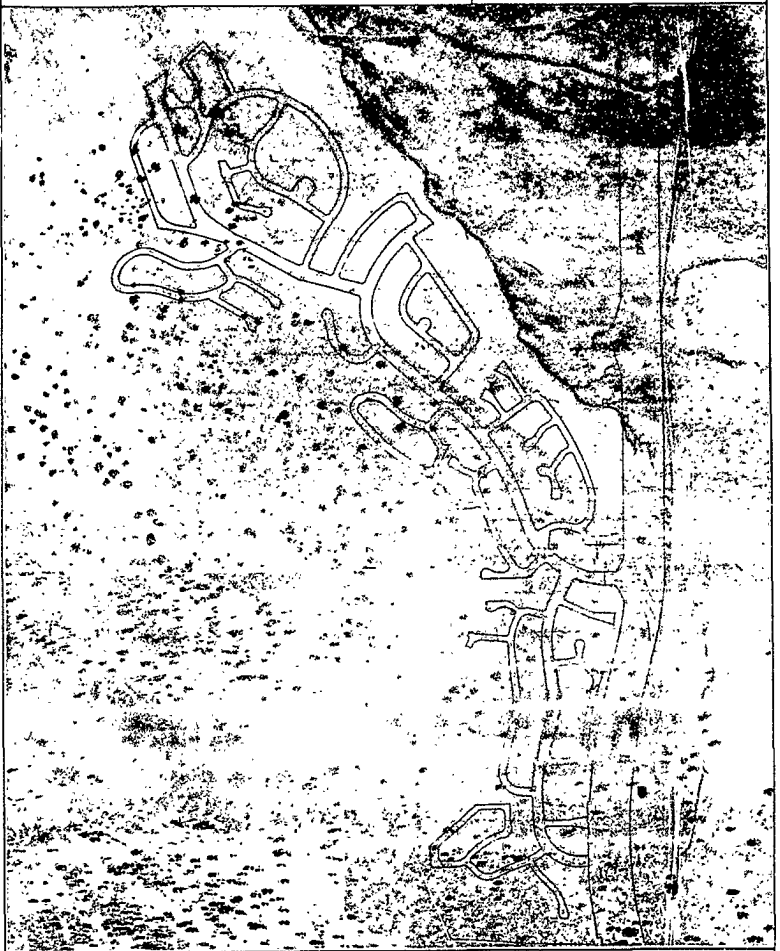
Amendments to the road layout have been kept to a minimum in order to maintain the opportunity to take advantage of the available north easterly aspect. Low density cluster developments with special release conditions have been provided on the steeper slopes in order to control building form, colour and landscaping.

8. Environmental Considerations:

Development has been kept low on the hillside and low density cluster developments with special release conditions have been provided to ensure a compatible interface. Drainage from the site will be reticulated into the Water Quality Control Pond.

9. Public Consultation:

The programme for public consultation has yet to be completed.

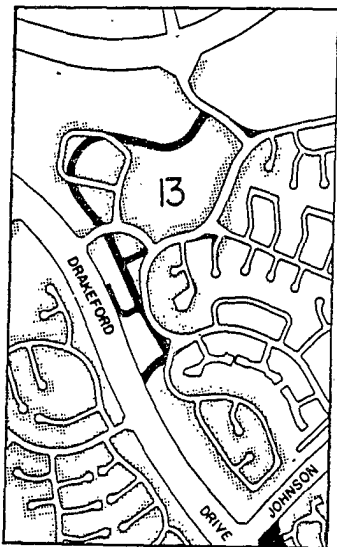


GORDON: Road Additions

Variation No 13

VARIATION 13

ISABELLA PLAINS WEST: Deletion from the Plan of unconstructed roads and addition to the Plan of roads east of Drakeford Drive linking with existing roads. The road layout will enable development for residential purposes and provide access to a local centre and community facilities.



ISABELLA PLAINS WEST: ROAD ADDITIONS AND DELETIONS

1. Purpose:

This proposal provides for a network of roads off Isabella Drive, Drakeford Drive, and off a modified extension of Ellerston Avenue which partially completes the design of the suburb by linking to existing gazetted (constructed and unconstructed) roads in this area of Tuggeranong.

The proposal enables development of standard residential blocks, medium density housing, shops, a site for social/community facilities, a government infants and primary schools, a Catholic parish centre and high school, neighbourhood playing fields, open space, a water pollution control pond and public utilities.

2. Background:

Isabella Plains Sections 812 part, 837, 389, 841, 844- 846, 849, 850, 854 part, 855 part, 856 and 877 part are located in the district of Tuggeranong to the south of Monash and west of Richardson.

Roads within the site were gazetted in 1975 and it was originally designated for medium density housing, a group centre, schools, playing fields, open space and public utilities including an ACTEA substation.

3. Length:

The length of the proposed distributor roads is 1.62 kilometres; that of the collector roads is 1.0 kilometres; and that of the loops and culs-de-sac is 1.48 kilometres. The total length is 4.1 kilometres.

4. Estimated Cost of Road Construction:

Approximately \$1.5M.

5. Existing Development:

The site is currently bounded by the Isabella Drive, Drakeford Drive and Johnson Drive reservations, minor gazetted road reservations, Ellerston Avenue, the Tuggeranong Creek channel and a floodway between the latter and Ellerston Avenue

The north eastern sector of the site lies adjacent to recently auctioned standard residential blocks in Isabella Plains. The western sector of the site contains gazetted but undeveloped roads to suit the original land use proposals. Pine Island Road passes through the northern part of the site, and the Tuggeranong Creek channel flanks the north eastern portion of the site.

6. Proposed Development:

The road variations will permit the development of 184 standard residential blocks, cottage/courtyard housing sites capable of accommodating 125-165 dwellings, shops, a government infants and primary school, neighbourhood playing fields, open space, a water pollution control pond, public utilities, and site for social/community facilities and a Catholic parish centre and high school.

No blocks will be accessed from existing peripheral roads.

Block sizes vary from 650m² to 1200m² and average 860m² (including 11 battle-axe blocks). The proposed blocks compare favourably in size with the existing blocks in Isabella Plains.

7. Particular Planning Considerations:

The design is consistent with the following principles:

- (i) to allow traffic generated from within Isabella Plains, ease of access onto the arterial road network;
- (ii) to reduce the potential for a traffic "rat run" (and consequent high traffic volumes through Isabella Plains) between Drakeford Drive and Isabella Drive; and
- (iii) to maintain a close locational relationship between the local shops, community facilities and the (three) schools.

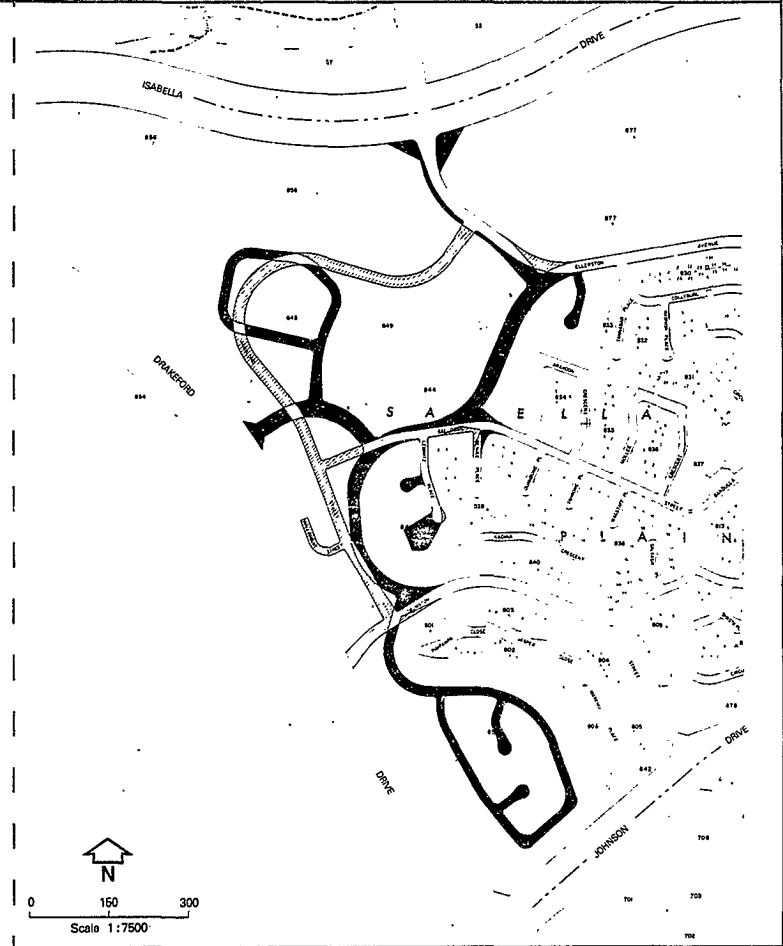
8. Environmental Considerations:

The site is of generally flat grades and sparse vegetation, with some tree plantations in the north east. These are to be incorporated, in part, into the development.

A water pollution control pond is proposed similar to the one further downstream in the "Tuggeranong Part Blocks 1239, 1271, 1283 (area west of Isabella Plains)" site. For a description, refer to these notes.

9. Public Consultation:

On 13 April 1985 the Commission placed an advertisement in *The Canberra Times* seeking public comment on the Draft Policy and Development Plans for the site, including adjacent sites in Isabella Plains and Calwell. A comment was received and considered regarding the co-location of high schools. The Policy and Development Plans were retained in their present form.



ROAD ADDITION
ROAD DELETION



ISABELLA PLAINS WEST: Road Additions and Deletions

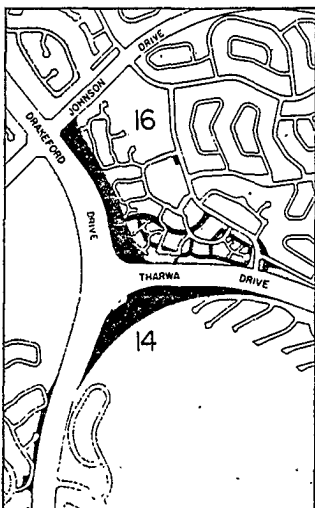


ISABELLA PLAINS WEST: Road Additions and Deletions

Variation No 14

VARIATION 14

DRAKEFORD DRIVE/THARWA DRIVE: Modification to Drakeford Drive and Tharwa Drive and associated roads to provide for a preferred alignment and intersection arrangement.



DRAKEFORD DRIVE/THARWA DRIVE — ROAD ADDITIONS AND DELETIONS

1. Purpose:

This proposal provides for the gazettal of the proposed extension of Drakeford Drive south of Johnson Drive to Point Hut Road. A Section of Tharwa Drive near the intersection with Drakeford Drive is also included.

2. Length:

Approximately 2 km.

3. Estimated Cost:

The total cost of roadworks associated with this proposal is \$5M.

4. Existing Development:

Nil.

5. Proposed Development:

The construction of Drakeford Drive and Tharwa Drive will form part of the overall development of the arterial road network of Tuggeranong to service Calwell and Lanyon.

6. Particular Planning Considerations:

A revised junction orientation enhances legibility of the road network and facilitates access to the Tuggeranong Town Centre.

A signalised T junction to accommodate traffic from Lanyon to Drakeford Drive (to the Tuggeranong Town Centre) and Tharwa Drive (to the Monaro Highway) is proposed

7. Environmental Considerations:

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

8. Public Consultation:

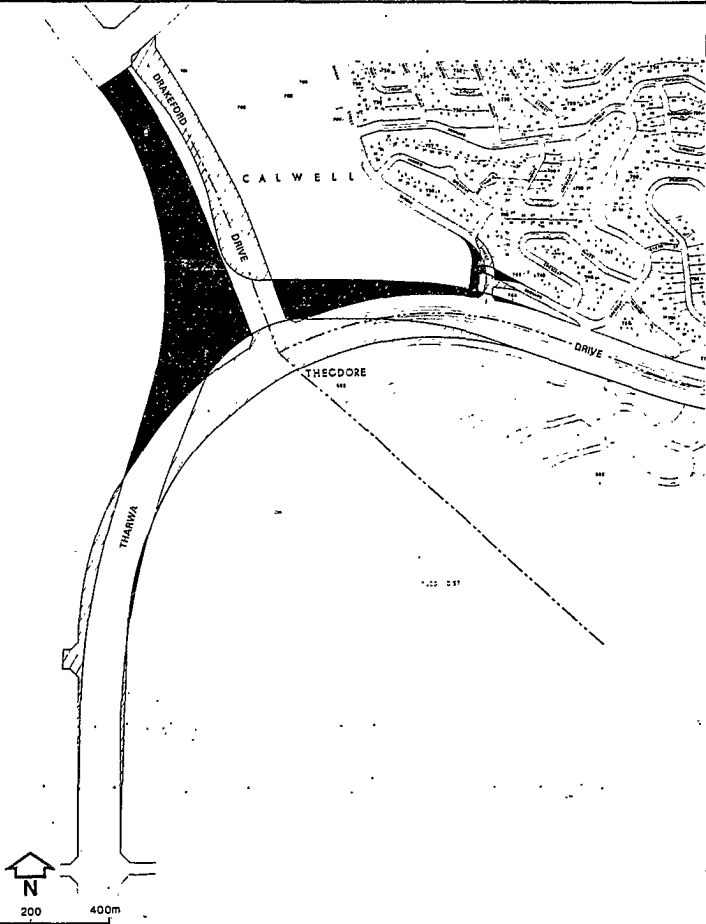
This item was referred to the Joint Committee on the ACT in the 84th Series. At that time, the land proposed to be reserved for road purposes allowed for various road configurations to be implemented as traffic volumes and planning decisions dictated



The Committee sought "further information concerning the intersection of Tharwa Drive and Drakeford Drive and proposed land development in South Tuggeranong"

During the development of the proposals for Tharwa Drive it has been found that the ability to take traffic from Tharwa Drive onto the Monaro Highway (Eastern Parkway) is limited by the proposed traffic signals at Johnson Drive and the proposed two lane ramps to the Monaro Highway.

Accordingly, the alternative realigned Tharwa Drive / Drakeford Drive intersection or the possible grade separated junction which had previously been preserved as options are unlikely to be required regardless of the size of Lanyon. Any increase in developments in Lanyon beyond that currently proposed would involve the consideration of other access road arrangements.

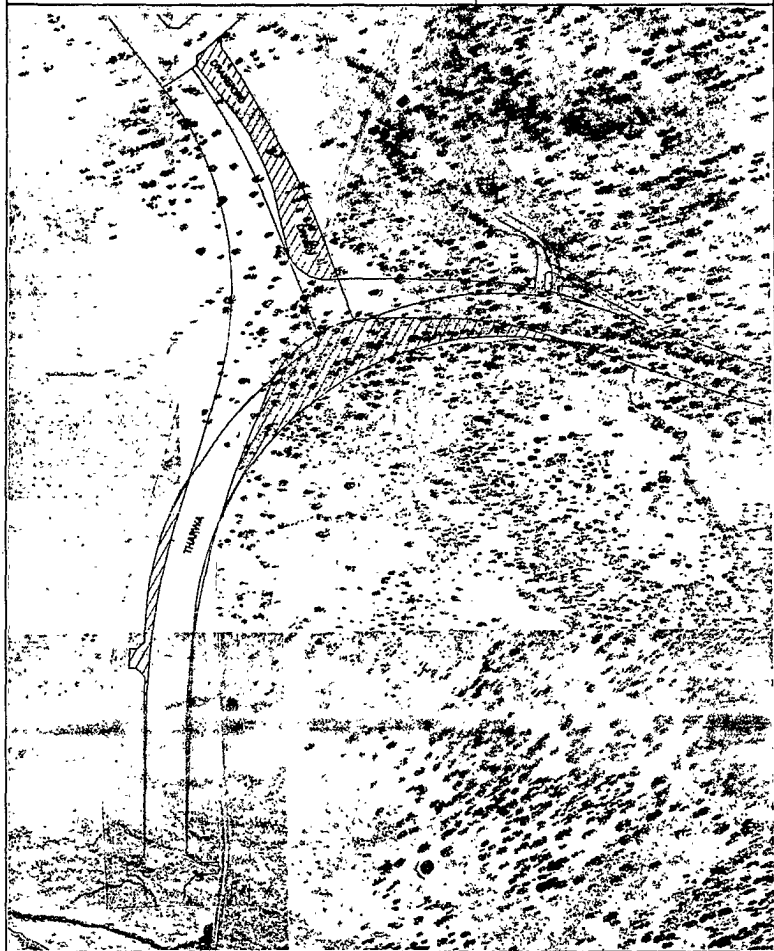
Accordingly, a signalised at grade T junction is now recommended.



ROAD ADDITION 
ROAD DELETION 

**DRAKEFORD DRIVE -
THARWA DRIVE INTERSECTION:**

Road Additions
and Deletions



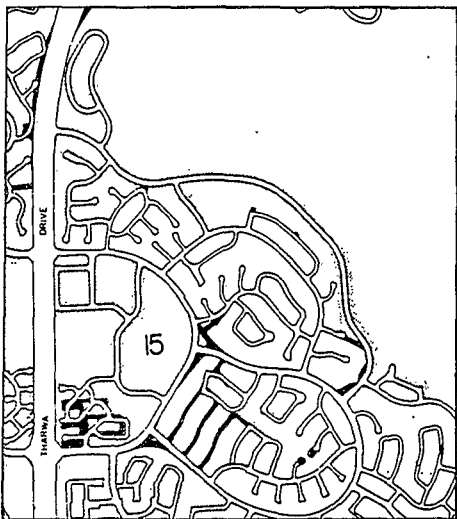
DRAKEFORD DRIVE - THARWA DRIVE INTERSECTION:

Road Additions
and Deletions

Variation No 15

VARIATION 15

AREA KNOWN AS CONDER: Deletions and additions to the Plan which will provide a modified road layout for the residential development of the area. The modifications will improve traffic flow to the north and provide a fire break and access to the adjacent hill reserves.



CONDER: ROAD ADDITIONS AND DELETIONS

1. Purpose:

This proposal seeks approval to a number of minor amendments to the previously gazetted, but not yet constructed, road system in Conder, and to new proposals to access low density cluster housing, the proposed Group Centre, a high school and possible secondary college.

2. Background:

The development is located in the south Tuggeranong area, south of Tuggeranong Hill and east of Tharwa Drive. Roads, including Tharwa Drive, were gazetted in the 60th and 61st Series of Variations to the Plan of Layout of the City of Canberra. Depending on the extent to which development in the South Lanyon area may proceed, the construction of Wrights Drive to link to the Monaro Highway is uncertain. If Wrights Drive does not proceed, traffic routes into and out of the Lanyon area will be limited. This, coupled with changed Commission standards relating to vehicle movement numbers in residential streets and increases in recent years of vehicle trips per household, has led to the need for the currently proposed amendments.

New proposals include the location of the Group Centre on the eastern side of Tharwa Drive. Related uses will include district playing fields, clubs, a high school and possible secondary college.

3. Length:

The approximate lengths of roads are as follows:

Distributor Roads	-	6950 metres
Collector-Loop Roads	-	3590 metres
Culs-de-sac	-	500 metres.

4. Estimated Cost of Road Construction:

Approximately \$3.6M.

5. Existing Development:

The site is improved pasture, savannah woodland, used for sheep and cattle grazing and is within the Point Hut water catchment boundary.

6. Proposed Development:

The proposed road variations will permit the development of the Conder area which is planned to provide 1229 standard residential sites, 250-280 low density cluster units and 22-28 medium density cluster units.

The development of the Group Centre will be staged. A small first stage will coincide with the early settlement of Conder in lieu of a separate local centre. Stage 2, which will achieve a full Group Centre scale, will open in 1990.

Servicing is programmed to commence in September 1986 with first occupancy anticipated early 1988.

7. Particular Planning Considerations:

Changes to the road system have been:

- (a) the inclusion of an upper level distributor road which defines the edge of development and allows for a balanced traffic flow to the north, as well as fulfilling a fire-break and access role in the management of adjacent hill reserves;

- (b) the loop distributor system feeding the residential collectors and providing access to the future Group Centre, Activity Spine; and
- (c) the deletion of a number of roads within the area of Group Centre and Activity Spine owing to the redesign of this area. To maximise the convenience and viability of the Group Centre, access has been arranged off both the sub-arterial road to Conder and Tharwa Drive directly. The centre will be visually exposed and readily accessible to passing motorists and tourists.

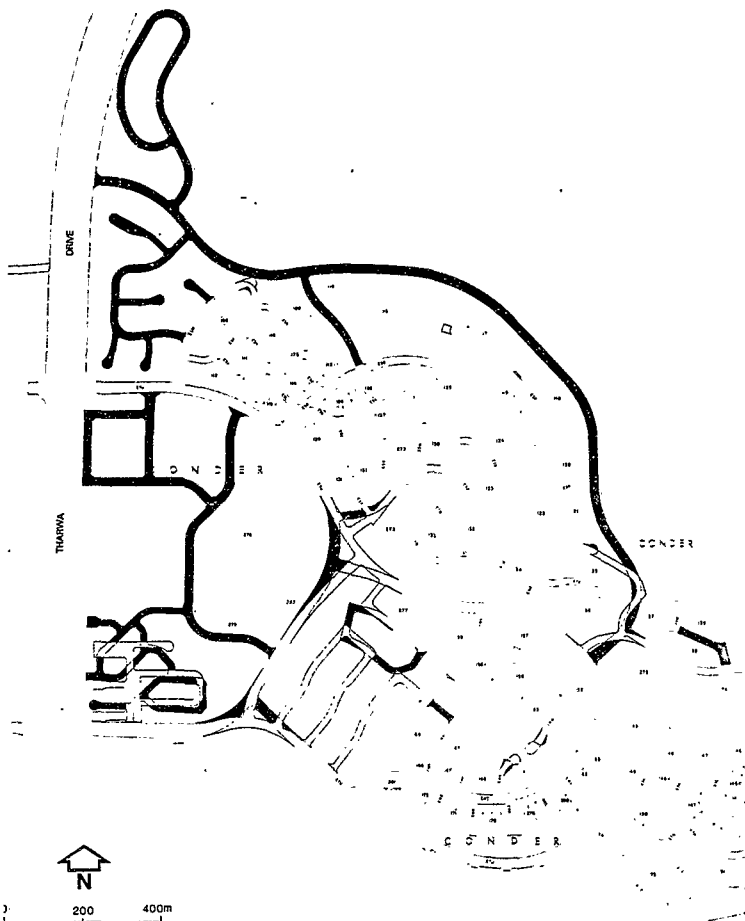
8. Environmental Considerations:



The upper level distributor road forms an interface with the lower slopes of Tuggeranong Hill providing access for maintenance vehicles and pedestrians. Access tracks and cut-off drains are to be provided where residential development abuts hillside reserves.

A major overland flow path traverses the central activity area and crosses Tharwa Drive by means of an underpass to a proposed water pollution control pond at Point Hut. Construction of the pond will commence prior to land servicing to protect the water quality of the Murrumbidgee River.

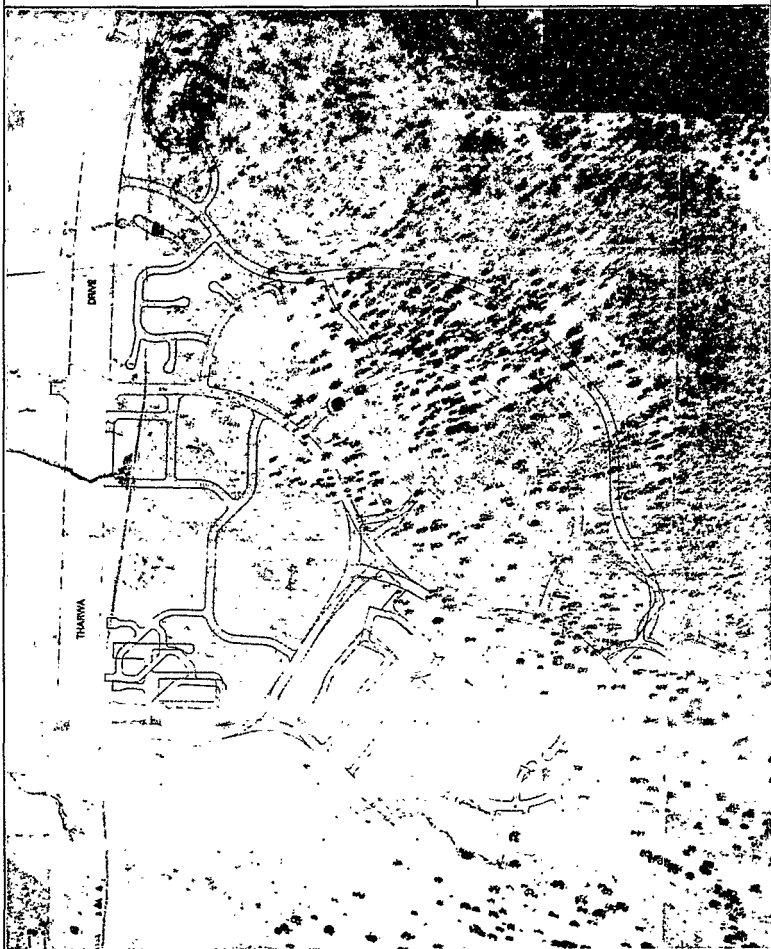
9. Public Consultation:

The public consultation process has yet to be completed for the Group Centre area. Public consultation was not considered necessary for the balance of Conder as the proposals comprise minor changes only to the previously gazetted road system.



ROAD ADDITION 
 ROAD DELETION 

CONDER: Road Additions and Deletions

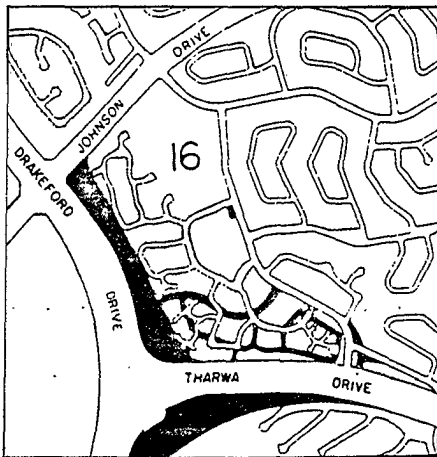


CONDER: Road Additions and Deletions

Variation No 16

VARIATION 16

CALWELL WEST: Deletion from the Plan of roads west of Duggan Street and addition to the Plan of an alternative road layout to access proposed residential development, shops, schools, and public utilities. The development will be undertaken as part of the "Joint Venture for More Affordable Housing" programme established by the Government.



CALWELL WEST: ROAD ADDITIONS AND DELETIONS

1. Purpose:

This proposal in Tuggeranong provides for a network of roads off Duggan Street to enable development of residential blocks, low density leasehold cluster housing, shops, an infants and primary school, neighbourhood playing fields, open space and public utilities.

2. Background:

Calwell Sections 701-706, 739-742, 743 part, 744 part, 792 part is located in the district of Tuggeranong to the south of Isabella Plains. Roads in the site were gazetted in 1975, and it was originally designated for standard residential housing, schools, shops, playing fields and open space.

3. Length:

The length of the proposed collector roads is 840 metres and that of the loops and culs-de-sac is 2.21 kilometres. The total length is 3.05 kilometres.

4. Estimated Cost of Road Construction:

Approximately \$0.7M.

5. Existing Development:

The site is bounded by the existing reservations of Johnson Drive, Outtrim Avenue and Duggan Street and the proposed reservations of Drakeford Drive and Tharwa Drive. It contains gazetted but undeveloped roads to suit the original land use proposals. Pine Island Road passes through the centre of the site.

6. Proposed Development:

The road variations will permit the development of 197 residential blocks, three low density leasehold cluster housing sites capable of 60-75 dwellings, shops, an infants and primary school, neighbourhood playing fields, open space and public utilities. Block sizes vary from 450m² to 1100m², and average approximately 750m², including 31 battleaxe blocks.

The site has been identified as a demonstration estate for the "Joint Venture for More Affordable Housing" (JVMAH). For further explanation, refer to the notes concerning Isabella Plains Section 877 (part). In regard to the physical elements incorporated in the design, the Calwell site differs from the Isabella Plains site in the following ways:

- (a) no swale drains are proposed;
- (b) "leasehold cluster housing" is proposed.

This is a new concept of development, which envisages the development (by private enterprise) of a cluster housing form, with individual leasehold title for each dwelling. In practice, this proposal requires close coordination of design of both access roads and dwellings. For this reason, it is proposed that the Committee allow minor adjustments to the alignments of access roads within the leasehold cluster housing sites, to be made at the detailed design stage without reference back to the Committee.

7. Particular Planning Considerations:

Apart from the overall principles mentioned in the "Isabella Plains Section 877 (part)" notes, the planning principles incorporated in the design of the Calwell site include:

- (a) to preserve and integrate existing vegetation into design where practicable;

(b) to provide for a pedestrian and trunk cycleway link through site;

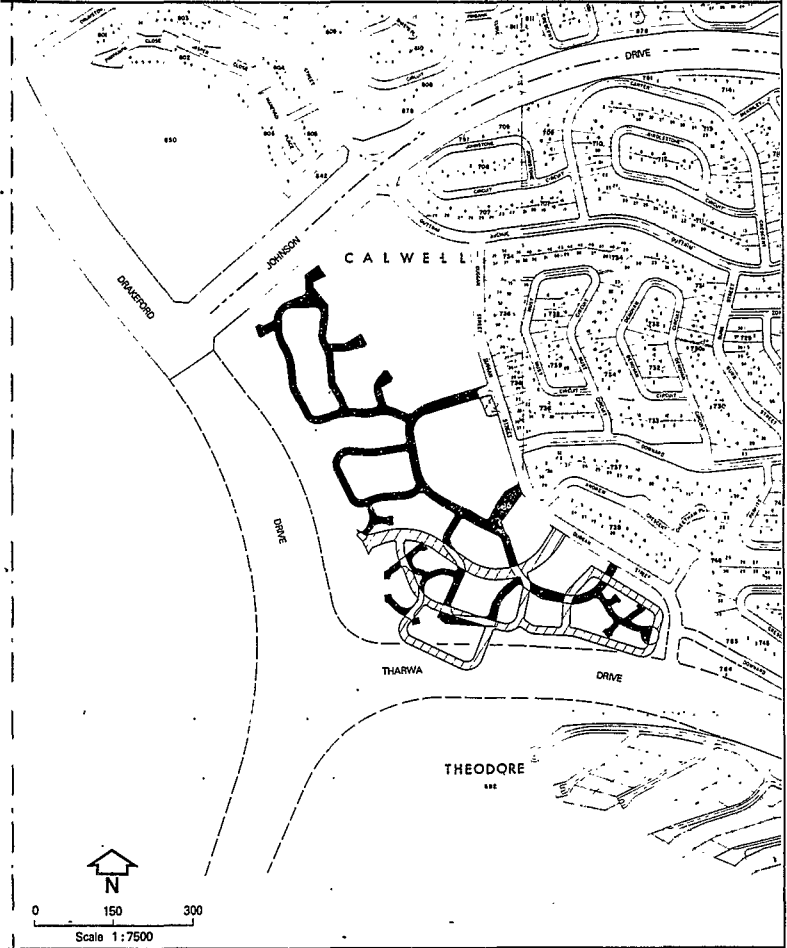
(c) to develop leasehold cluster sites on areas of highest environmental quality

8. Environmental Considerations:

The site is gently undulating with scattered mature trees, most of which will be retained in the development.

9. Public Consultation:

On 13 April 1985 the Commission placed an advertisement in *The Canberra Times* seeking public comment on the Draft Policy and Draft Development Plans for the site, including adjacent areas. No comments were received relating to the site.



ROAD ADDITION
ROAD DELETION



CALWELL WEST: Road Additions and Deletions

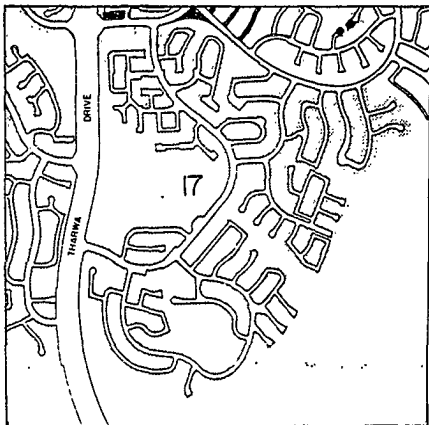


CALWELL WEST: Road Additions and Deletions

Variation No 17

VARIATION 17

AREA KNOWN AS BANKS: Addition to the Plan of roads east of Tharwa Drive to enable the development of this area for residential purposes and to access a proposed primary school.



BANKS: ROAD ADDITIONS

1. Purpose:

Provides for the development of residential land adjacent to the Conder development in south Tuggeranong.

2. Background:

Located to the south and adjacent to Conder Subdivision layout approved by the Commission in 1974. Gazetted roads not proceeded with due to lack of demand for residential land.

3. Length:

The approximate length of roads is as follows:

Distributor Roads	-	5250 metres
Collector-Loop Roads	-	8500 metres
Culs-de-sac	-	3750 metres

4. Estimated Cost of Road Construction:

Approximately \$5.2M.

5. Existing Development:

The site is improved pasture, savannah woodland, used for sheep and cattle grazing

6. Proposed Development:

Provides for a main distributor road system linking Conder to the north and Tharwa Drive to the west. A linkage to a future Wrights Drive should it be required is also provided.

The development provides for 792 standard residential sites, 125-150 low density cluster units, 161 cottage/courtyard units, Government primary school and neighbourhood playing field. Servicing is programmed for commencement in April 1987 and first occupancy is anticipated in mid 1988.

7. Particular Planning Considerations:

Roads have been sensitively located to avoid substantial existing features and take advantage of existing drainage channels, which form part of the pathway system, linking residential areas with the primary school. A bus terminal facility has been provided in conjunction with the school and local shop underpasses will be provided along major pedestrian routes.

8. Environmental Considerations:

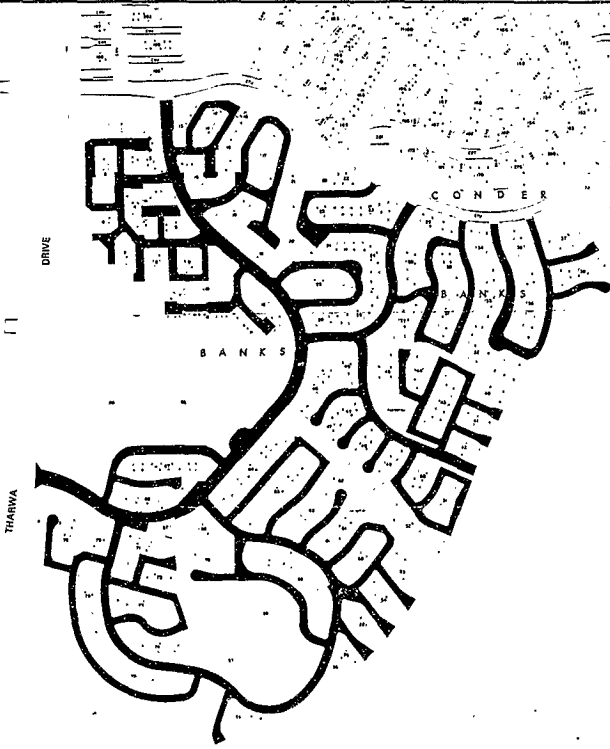
Low density cluster developments with special release conditions are proposed in:

- (a) the area adjacent to the Lanyon Homestead gateway; and
- (b) in an area where it is proposed to retain existing tree cover.

Additional landscaping is proposed within the road corridor adjacent to the Lanyon Homestead gateway.

9. Public Consultation:

Still to be completed.



200 400m

Scale 1:10000

ROAD ADDITION



BANKS: Road Additions



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VARIATION No. 17

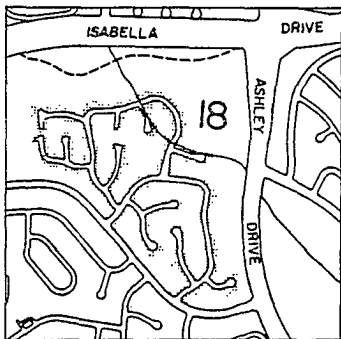


BANKS: Road Additions

Variation No 18

VARIATION 18

ISABELLA PLAINS, Section 877: Addition to the Plan of roads off Ellerston Avenue to enable residential development in this area. This development will be undertaken as part of the "Joint Venture for More Affordable Housing" programme.



ISABELLA PLAINS: SECTION 877 (PART) — ROAD ADDITIONS

1. Purpose:

This proposal in Tuggeranong provides for a network of roads off Ellerston Avenue to enable development of residential blocks and open space.

2. Background:

Isabella Plains Section 877 (Part) is located in the district of Tuggeranong to the south of Monash and west of Richardson.

The site was originally designated in 1977 for residential and part of a golf course (the balance of the site being proposed in Monash). A land use change to residential was foreshadowed in the policy plan for Isabella Plains North (now re-named Monash), completed in December 1984.

3. Length:

The length of the proposed collector roads is 1.62 kilometres and that of the culs-de-sac is 1.5 kilometres. The total length is 3.12 kilometres.

4. Estimated Cost of Road Construction:

Approximately \$0.8M.

5. Existing Development:

The site is bounded by Ellerston Avenue, Ashley Drive, the Tuggeranong Creek drainage channel, and a floodway between the channel and Ellerston Avenue.

6. Proposed Development:

The road variations will permit the development of 275 residential blocks, none of which will be accessed from existing peripheral roads. Block sizes vary from 450m² to 1200m² and average approximately 750m². This includes 27 battle-axe blocks.

The site has been identified as a demonstration estate for the "Joint Venture for More Affordable Housing" (JVMAH). The JVMAH programme was established by the government as a means of demonstrating and promoting more cost-effective residential development practices throughout Australia. Other demonstration estates are being developed in Sydney, Melbourne and Brisbane.

The primary objectives of the JVMAH programme are:

- (a) to illustrate in very practical ways - to local councils and other senior government authorities, industry practitioners (such as town planners, engineers, architects and builders), and the public - how different approaches to engineering and planning requirements for residential development can significantly lower production costs while maintaining quality living environments; and
- (b) to encourage the wider use of these practices.

There are two demonstration estates planned for Canberra - one at Isabella Plains and the other at Calwell (refer separate notes). The estates will incorporate physical elements which are seen as potentially cost-effective, and existing standard design practices.

As a check, cost-monitoring will be undertaken and comparisons made within the estates and with other residential areas. In addition, the Housing Industry Association has expressed interest in developing "display villages" in each estate which the Commission and Commonwealth support.

The design of both estates incorporates the following cost effective elements:

- **Minor access streets and lanes**
Creation of a more unified human scale residential environment ensuring safe pedestrian use through special entry treatment, reduced pavement widths and by retention of the existing landscape features.
- **Pathway treatments**
close attention to integration of landscaping and pathways with adjacent fencing and housing, thereby minimising maintenance costs.
- **Narrow frontage allotments**
Creation of rectangular blocks which are efficient for development and land utilization, by providing a narrow frontage.
- **Swale drainage**
Grassed verges in lieu of kerb and channel which will improve stormwater run-off management.
- **Zero lot line and built form orientation for solar benefit**
Allow minimum or no setback on front and/or side property line on smaller blocks to maximize the efficient use of the block in terms of outdoor open spaces and optimum solar benefit.
- **Battle-axe allotments**
To demonstrate the potential of this cost effective land utilization development form by group releases enabling design integration of the access functions and house designs.
- **Road design**
Variation in alignment, pavement and verge widths to create visual enclosures and opportunities to incorporate existing landscape features will provide safer vehicle and pedestrian roads.

7. Particular Planning Considerations:

Overall principles consistent with the JVMAH objectives and which are consistent with current Commission practice are:

- mixture of standard and innovative design practice;
- more efficient land use without any environmental quality reduction;
- building orientation allowing solar benefit opportunities;
- lower vehicle speeds in road design consistent with pedestrian safety;
- design roads as floodways;
- ensure clear road hierarchy;
- maximise utilisation of open space for residential benefit where practicable; and
- provide for efficient movement of service vehicles.

In particular the planning principles incorporated in the design of the Isabella Plains site include:

- (a) to relate development in some areas to characteristics of development south of Ellerston Avenue;

(b) to develop allotments at the lower end of size scale where better environmental quality exists; and

(c) to focus on existing tree plantations by:

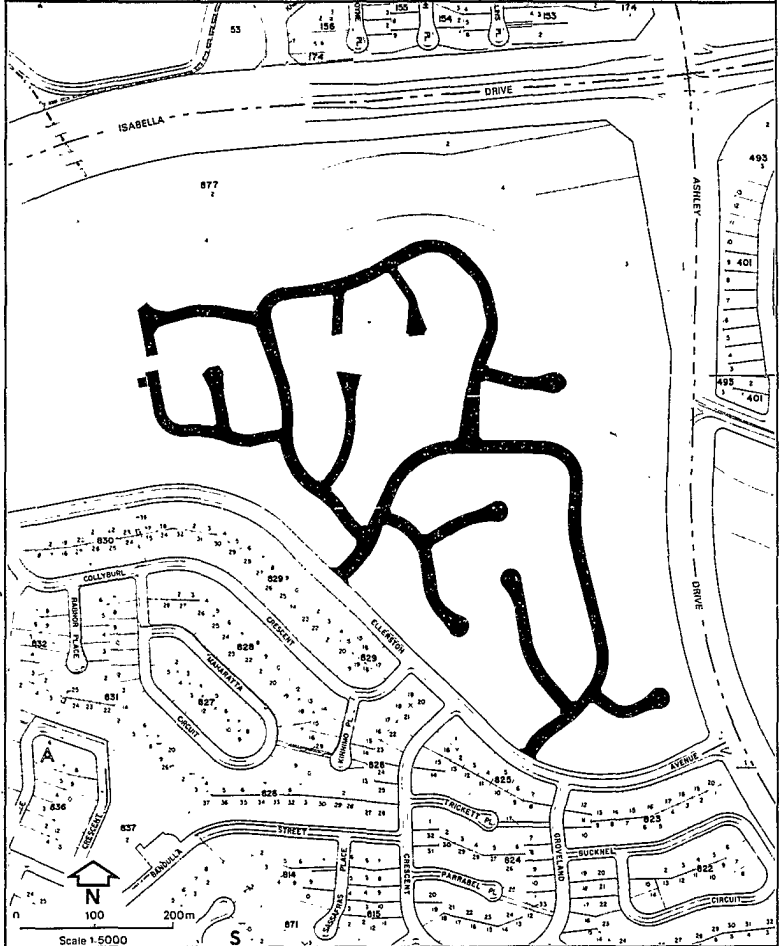
- integrating cul-de-sac heads into;
 - developing a pedestrian pathway through;
 - linking a playground to;
- the plantation areas.


8. Environmental Considerations:

The site is of generally flat grades and sparse vegetation, with the exception of some tree plantations in the north and north-east. These are to be incorporated, in part, into the development.

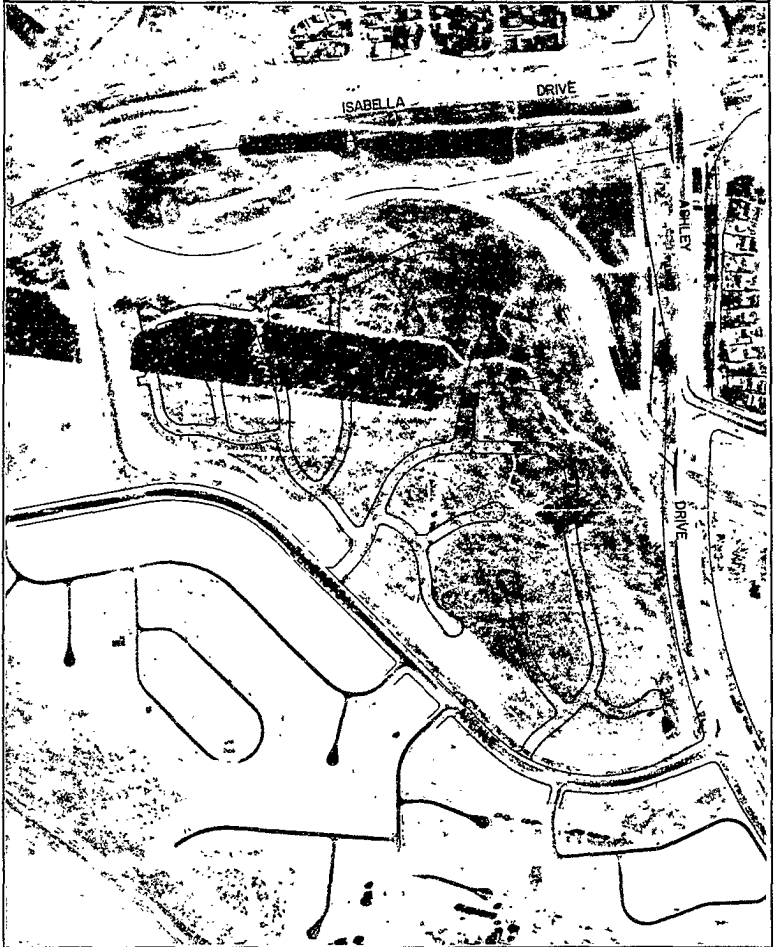
9. Public Consultation:

On 13 April 1985 the Commission placed an advertisement in *The Canberrra Times* seeking public comment on the Draft Policy and Draft Development Plans for the site, including adjacent areas. No comments were received relating to the site



ROAD ADDITION 

ISABELLA PLAINS: Section 777 - Road Additions



ISABELLA PLAINS: Section 877 - Road Additions