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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-EIGHTH SERIES

November 1986



PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

JOINT COMMITTEE ON THE
AUSTRALIAN CAPITAL TERRITORY

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PARLIAMENT OF AUSTRALIA JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

PARLIAMENT HOUSE CANBERRA, A C T 2500 TEL. 72 1211

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 <u>Commonwealth of Australia</u> <u>Gazette</u> 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

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

All correspondence to be addressed to:

Mr Bjarne Nordin, Secretary, Joint Committee on the ACT, Parliament House, CANBERRA ACT 2600

Recommendations

88th Series of Variations

The Committee approves Variations 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, and 14.

The Committee is not satisfied with the briefing it received on the costing and traffic flows associated with Variation 9 and has further doubts about the extent to which this road is a priority in the present economic climate.

Consequently, the Committee recommends deferral of Variation 9 pending a full briefing and overview of the proposal at a later date by the National Capital Development Commission.

INTRODUCTION

- 1. In the Commonwealth of Australia Gazette, 29 August 1986, 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 and Manager of the National Capital Development Commission 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 <u>Canberra Times</u> on 4 occasions between 30 March and 10 September 1986. Displays showing the proposals were arranged by the Department at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library, and the Erindale Centre Public Library, Wanniassa.
- 3. On 28 August 1986, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals and designated the 88th 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. This report deals with the 14 Variations of the 88th Series.
- 5. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on the proposal on 27 March 1986. Six witnesses, representing the National Capital Development Commission and the Department of Territories, 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.

- 6. 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 III. 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.
- 7. The cost involved in the proposals dealt with in this Report is approximately \$7.5 million with another \$45 million estimated for completion of all stages of construction of the Eastern Parkway.

88TH SERIES OF VARIATIONS

Variation No. 1. Belconnen. Sections 59 and 184

- 8. This proposal provides for the construction of a trunk cyclepath from Luxton Street, Belconnen Town Centre, to Florey through an underpass in Coulter Drive.
- 9. The cyclepath will form an important link in the metropolitan trunk cycle network identified on the Approved Canberra Cycleways Policy Plan. It will provide a direct connection from Belconnen Town Centre to the western suburbs of Belconnen and the Ginninderra Creek corridor.
- 10. The length of the proposed cyclepath is approximately 450 metres. The estimated cost of construction is approximately \$50 000 and will form part of the engineering contract for Stage 1 of the Westlakes development.
- 11. Construction of the cyclepath is programmed for the 1986/87 financial year to coincide with the construction of the engineering works for Stage 1 of the Westlakes development.
- No objections were received.
- 13. The Committee approves the Variation.

Variation No. 2. Mitchell. Sections 7 and 11

- 14. This proposal provides for the addition of three north/south link roads within the central area of the Mitchell Industrial Estate between Lysaght Street and Sandford Street.
- 15. It is intended to increase accessibility and improve traffic circulation within the estate and will complete a program of variations arising out of a 1984 NCDC study of Mitchell.
- 16. The NCDC proposes a local activities centre to service the estate with the necessary commercial convenience retail and small offices as a focus to the estate.
- 17. The total length of the road proposals is 330 metres.
- 18. The estimated cost of the roads is \$400 000.
- No objections were received.
- 20. The Committee approves the Variation.

Variation No. 3. Belconnen. William Hovell Drive

- 21. This proposal provides modification of the William Hovell Drive road reservation to regularise the block boundaries consistent with current usage.
- 22. Realignment of the road boundary approximately fifty metres north of its present alignment will rectify the situation whereby the road reservation is shown to overlap the block boundary.
- 23. The area to be deleted measures approximately six hectares, with approximately eight hectares being added.
- 24. No cost will be incurred.
- 25. No objections were received.
- 26. The Committee approves the Variation.

Variation No. 4, Yarralumla, Kave Place

- 27. This proposal provides for the deletion of approximately 900 metres of the road reservation in Kaye Place to allow the area to be included in the lease for the Hotel Canberra and the construction of a porte-cochere which will constitute a rear entrance for the Hotel. This forms part of the construction program for the Hotel which is anticipated to be completed by 1987.
- 28. There is no cost involved in the proposal.
- 29. An objection to the Variation was received from the proprietors of the nearby service station. This objection has recently been withdrawn and the letter of withdrawal is attached at Appendix V.
- 30. The Committee approves the Variation but is most concerned by the evidence given at the public hearing and subsequent events which conflict with the information provided. The Committee was told, when questioning the proprietor of the service station about his intentions regarding the continued operation of the service station that he "...would like to carry on as a service station operator". In response to a question from the Chairman about negotiating the sale of the lease to Hyatt Hotel, he replied: "We have had some discussions with the hotel...we have come to no conclusion whatsoever and we have ceased all negotiations". The sale of the service station was concluded 11 days after the public hearing and the Committee is not satisfied that it was made fully aware of the potential for such a sale.

Variation No. 5, City, Section 68

- 31. This proposal provides direct access and improved traffic management generally to the proposed multi-level carpark site on Section 68, Block 1, City.
- 32. It is anticipated that the carpark will be completed by July 1988.
- 33. A 35 metre extension to Allsop Place will allow it to be connected to Marcus Clarke Street. An increase in the width of the road reservation will provide for a 4 lane highway which is necessary to accommodate the anticipated traffic demand.
- 34. The estimated cost of constructing Allsop Place from Childers Street to Marcus Clarke Street is \$220 000.
- No objections were received.
- 36. The Committee approves the Variation.

Variation No. 6, City, Section 23

- 37. This Variation will redefine the extent of road reservation at the intersection of Barry Drive and Marcus Clarke Street.
- 38. The current gazetted boundaries of the intersection were intended to provide for a possible freeway standard by-pass road on the western side of the City.
- 39. Redefinition of the road reservation has been necessitated by the downgrading of the function of Marcus Clarke Street as a by-pass network from a primary to a secondary function.
- 40. The changes will reduce the reservation area of the intersection by approximately 850 square metres.
- 41. No cost will be incurred by the Commonwealth.
- 42. No objections were received.
- 43. The Committee approves the Variation.

Variation No. 7, Phillip, Section 44

- 44. This Variation will improve access to Altree Court. It is intended to overcome a problem of access to Altree Court which was created by the construction of a roundabout at the intersection of Botany and Townshend Streets.
- 45. The proposal resulted from meetings with the Altree Court Traders. It will improve access to the Fire Brigade and Ambulance sites.
- 46. The area involved measures approximately 1200 square metres.
- 47. Cost is estimated at approximately \$50 000.
- 48. No objections were received.
- 49. The Committee approves the Variation.

Variation No. 8, Phillip, Sections 80, 81 and 131

- 50. This proposal provides for the construction of access roads to serve an area to be developed for medium density residential units and the Woden TAFE College Child Care Centre which is under construction.
- 51. The NCDC has informed the Committee of its intention to withdraw the proposed extension of Bradley Street from Callam Street to Easty Street to provide access to the child care centre.
- 52. Part of Section 131 always has been designated for residential development. Sections 80 and 81 have been designated for Town Centre commercial purposes.
- 53. One objection was received from the Office of ACT Further Education regarding that part of the Variation which was withdrawn.
- 54. The area of the Variation is bounded to the North by the Town Park and the Cemetery. The NCDC has reported that the proposed road will form a barrier between the planned residential development and the cemetry.
- 55. An inadequate fence around the cemetry will be augmented by a double hedge to facilitate orderly access and prevent desecration of the area.
- 56. The Variation will involve the gazettal of approximately 1150 metres and the deletion of approximately 6000 square metres.
- 57. The cost of road construction is estimated at approximately \$1 800 000.
- 58. The Committee approves the Variation.

Variation No. 9. Eastern Parkway

- 59. This Variation provides a parkway access system to Tuggeranong comparable to that existing through the rest of Canberra. The parkway will also have benefits in relation to traffic between Queanbeyan and Canberra and for regional traffic travelling between the Monaro Highway and locations to the North.
- 60. The estimated cost for the construction related to the project was estimated at \$50 million at present prices with the work being carried out in stages for a number of years.
- 61. While the Committee was provided with some details regarding the shape and construction of the road system it is not satisfied that it was briefed adequately on the costing component or estimates of traffic flows in particular sections of the road. The Committee has further doubts about the extent to which this road is a priority in the present economic climate and therefore recommends that this item be deferred pending a full briefing and overview of the proposal at a later date by the National Capital Development Commission.

Variation No. 10. Chisholm, Section 539, Block 43

- 62. This Variation provides the addition of an existing carpark off Halley Street to provide vehicle access to shopfronts in the Chisholm Group Centre.
- 63. Block 43, which is a constructed carpark, has been developed as part of the holding lease and is to be surrendered back to the Commonwealth on completion of servicing work.
- 64. It is intended that the block remain as a public carpark providing access and parking for the Group Centre.
- 65. The constructed carpark and road connect Halley Street to the Group Centre development and provide access and parking to the shopping centre generally.
- 66. The area involved in this Variation is 6855 square metres.
- 67. No cost will be incurred.
- 68. No objections were received.
- 69. The Committee approves the Variation.

Variation No. 11. Isabella Plains. Section 856

- 70. This Variation provides a cul-de-sac off Cromwell Circuit, Isabella Plains to enable the area to be developed for residential purposes.
- 71. The proposal involves the creation of several smaller additional parcels of medium density housing clusters from a cluster.
- 72. These smaller parcels have been requested by the Department of Territories to improve their potential marketability.
- 73. The proposed cul-de-sac is required to serve the additional parcels.
- 74. The Variation involves an area of approximately 250 metres.
- 75. Construction costs are estimated at approximately \$90 000.
- 76. No objections were received.
- 77. The Committee approves the Variation.

Variation No. 12, Isabella Plains, Section 806

- 78. This Variation relates to the degazettal of an area of road reservation which is an unnamed street off Drumston Street, Isabella Plains.
- 79. The street was gazetted in the 59th Series of Gazettals in 1975. It was intended to serve a playing field site formerly proposed for the south west. A revised development plan re-arranged land uses in 1985, rendering the unnamed street redundant.
- 80. The length of the street is 150 metres.
- 81. No cost will be incurred in the proposed degazettal.
- No objections were received.
- 83. The Committee approves the Variation.

Variation No. 13, Tsabella Plains, Section 837

- 84. This Variation will enable the degazettal of an area of road reservation which is an unnamed loop road/carpark off Bandulla Street. Isabella Plains.
- 85. The loop road/carpark was gazetted off Bandulla Street in the 59th Series of Gazettals in 1975. The road and carpark, intended to service a formerly proposed local shopping centre, has not been constructed.
- 86. The length of the unconstructed loop road/carpark is 50 metres.
- 87. Degazettal will not involve any costs.
- 88. One objection to the Variation was received from the nearby resident after conclusion of the period for public comment and the Commission's determination of the policy for the area. The resident objected to the proposed land use for Section 837. The Commission has confirmed the change in policy.
- 89. The Committee approves the Variation.

Variation No. 14. Tharwa Drive

- 90. This proposal provides for deletion of part of the Tharwa Drive road reservation to permit use of surplus land for residential, school and playing field development.
- 91. The road reserve was gazetted originally in the 60th and 61st Series of Gazettals in 1976.
- 92. Current planning standards for arterial roads seek to minimise land take to maximise urban development potential and reduce future maintenance, subject to meeting environmental criteria adjacent to the road.
- 93. Most of the additional residential land can be serviced without variation to the local road layout. However, an extension of the length of four culs-de-sac is proposed.
- 94. The length of arterial road affected by the degazettal proposal is 2 km and the length of the gazettal for the culs-de-sac is 100 m.
- 95. No cost will be incurred by the proposed road deletion; the culs-de-sac extensions will cost approximately \$30 000.
- No objections were received.
- 97. The Committee approves the Variation.

ROS KELLY (Chairman)

November 1986

APPENDIX I



MINISTER FOR TERRITORIES

HON, GORDON SCHOLES, M.P.

28 AUG 1986

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

Dear Mrs Kelly

I anticipate that on 29 August 1986, notice of my intention to vary the plan of layout of the City of Canberra will be published in the Commonwealth Gazette. It will be the 88th Series of Variations to the City Plan.

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

Paragraph (a) of the Terms of Reference of the Joint Parliamentary Committee on the ACT provides for the consideration by the Committee of

"all proposals for modification or variation of the layout of the city of Canberra and its environs published in the <u>Commonwealth of Australia Gazette</u> on 19 November 1925, as previously modified or varied, which are referred to the <u>Committee</u> by the Minister for Territories, and"

I wish to refer the proposed variations to the Joint Parliamentary Committee for inquiry and report.

All comments and or objections relating to the variation proposals which are received during the period of public participation will be forwarded to the Committee for consideration.

Yours sincerely Original Signed GORDON SCHOLES

GORDON SCHOLES

PARLIAMENT HOUSE CANBERRA \$ 6 T 2600 PHONE (062) 73 2468 235 RYRIE STREET GEELONG, VIC 3720 PHONE (052) 21 3033

APPENDIX II

88TH SERIES

LIST OF WITNESSES .

National Capital Development Commission

Ms J Lang Associate Commissioner

Dr R F Care Chief Engineer

Mr G E Moseley Director, Planning

Mr J E Gray Director, Landscape and

Environment

Mr R E Grose Engineer

Department of Territories

Mr J A Turner Deputy Secretary

Mr J E Lane Director,

Transport Planning

Mr S G Ryan Acting Director

Technical and Statutory

Support

John Bozic Automotive Services

Mr J Bozic Proprietor

Pak-Pov and Kneebone Pty Ltd

Mr G Trezise Deputy Project Manager

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

88th Series

Briefing Material Public Comments and Objections

Prepared for the Parliamentary Joint Committee on the ACT Canberra September 1986

SEAT OF GOVERNMENT ADMINISTRATION ACT 1910 PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF CAMBERRA AND ITS ENVIRONS (88TH 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. S433 of 29 August 1986. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 88th series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for Territories in a letter dated 28 August 1986 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 88th series of variations comprise 14 items of which 12 are being sponsored by the National Capital Development Commission and 2 by the Department of Territories.

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



Commonwealth of Australia

Gazei

No. S 433, Friday, 29 August 1986

Published by the Australian Government Publishing Service, Camberra

SPECIAL

COMMONWEALTH OF AUSTRALIA

Seat of Government (Administration) Act 1910 NOTICE OF INTENTION TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS

I, GORDON GLEN DENTON SCHOLES, Minister of State for Territories, pursuant to section 12A of the Seat of Government (Administration) Act 1970, herby give notice of my intention to vary the plan of layout of the City of Camberra and its environs published in the Gazette of 19 November 1925, as previously modified or varied, in the November 1925, as previously modified or varied, in the manner and to the extent shown in the Explanatory Statement hereunder and in the attached detail maps P5, N5, M5, M6, L5, L6 and K5 the relative positions of which are shown in the attached index of Detail Maps.

No variation will be made before 21 days from the date of the publication of this notice in the Gazette to enable any interested parties to lodge submissions and/or objec-tions to the proposed variations indicated in this notice. All correspondence relating to these proposals must be ad-

The Secretary and Manager National Capital Development Commission G.P.O. Box 373

Canberra City, A.C.T. 2601 Attention: Brien Nesbitt

or hand delivered to: Brian Netbitt

7th Floor NCDC Office

220 Northbourne Avenue Braddon, A.C.T. 2601

Dated this 27th day of August 1986 GORDON SCHOLES

Minister of State for Territories

EXPLANATORY STATEMENT 88TH SERIES OF VARIATION

Variation 1 (Detail Map P5) BELCONNEN, Sections 59 and 184: Addition to the Planof a bicycle path from Luxton Street, Belconnen to the underpass in Coulter Drive, Florey,

Variation 2 (Detail Map P5)

Variation 2 (Detail Map P2)
MITCHELL, Sections 7 and 11: Addition to the Plan to
provide three north/south link roads to connect Brookes
Street to Buckland Circuit, Winchcombe Court to Grimwade Circuit and Grimwade Circuit to Baillieu Court to improve vehicular circulation within the Mitchell Industrial Fetate

Variation 3 (Detail Map N5) BELCONNEN, William Hovell Drive: Modification to the Plan of the William Hovell Drive road reservation to regularise the block boundaries consistent with current usage.

Variation 4 (Detail Map N5)
YARRALUMLA, Kaye Place: Deletion from the Plan of
approximately 900 square metres of road reservation to allow the area to be included in the lease for the Hotel Canberra and the construction of a porte-cochere.

Variation 5 (Detail Map N5) CITY, Section 68: Addition to the Plan to allow Allsop Place to be connected to Marcus Clarke Street to improve riaffic access to the proposed multi level carpark to be erected on Block I Section 68 City.

Variation 6 (Detail Map N5)

Variation 6 (Detail Map (8)) CITY, Section 23: Deletion from the Plan of approximately 850 source metres of road reservation to allow the area to e included in the lease for the Town House Motel and determine appropriate redevelopment conditions for the

Variation 7 (Detail Map M5)

PHILLIP, Section 44: Addition to the Plan of an area of approximately 1200 square metres to allow for improved access to Altree Court.

Variation 8 (Detail Map M5)

Variation 8 (Detail Map M).
PHILLIP, Sections 30, 81 and 131: Deletion from the Plan
of approximately 6000 square metres of unconstructed road
and addition to the Plan of approximately 1150 metres of
roads to enable residential development of the area in Section 131 and to provide access to the proposed Child Care Centre and temporary public parking areas in Sections 80 and 81.

Variation 9 (Detail Map L.5, L.6, M5 and M6)
EASTERN PARKWAY: Addition to the Plan to permit
the construction, in stages, of the Eastern Parkway between
Isabella Drive, Macarthur and Newcastle Street, Fyshwick.

Variation 10 (Detail Map L5)

CHISHOLM, Section 539: Addition to the Plan of an existing carpark off Halley Street to provide vehicular access to the shop fronts in the Chisholm Group Centre.

Variation 11 (Detail Map K5)
ISABELLA PLAINS, Section 856: Addition to the Plan of a road off Cromwell Circuit to permit the site to be devel-

oped for residential purposes.

Variation 12 (Detail Map K5)
ISABELLA PLAINS, Section 806: Deletion from the Plan of an unconstructed road off Drumston Street to permit the site to be developed for residential purposes.

Variation 13 (Detail Map K5) ISABELLA PLAINS, Section 837; Deletion from the Plan. of an unconstructed road off Bandulla Street to permit the

site to be developed for residential purposes.

Variation 14 (Detail Map K5) THARWA DRIVE. Deletion from the Plan of a part of the road reservation to permit the land to be used for residential, school and playing field development.

13946/86 Cat. No. 86 6321 2 -- Recommended retail price \$1.90

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, Wanniassa. The Department also advertised the variations in the Canberra Times on 30 August 1986, 3 September 1986, 6 September 1986, 10 September 1986.





88th Series of Variations to the City Plan

In Gazatte No SA33 of 29 August 1986, the Minister for Territories, Mr Gordon Scholes MP, gave notice of his intention to vary the layout of the City of Canberra and its environs (the City Plan). Mambers of the public who wish to lodge comments or objectives to any of the proposals are invited to do so no later than 4.50pm on 19 Septamined to the constant of the control of the c

take errect.

Displays showing all the intended changes will be available at the following locations: Monaro Mail, Belconnen Mail, Woden Shopping Square, Cooleman court, Dickson Library, Ennale Library and the NCDC offices at Braddon until the lodgement date for the closing submissions.

Variation 1 BELCONNEN, Sections 59 and 184: Addition to thePlan of a bicycle path from Luxton Street Bel-connen to the underpass in Coulter Drive Florey.

MITCHELL, Sections 7 and 11: Addition to the Plan to provide three north/south link roads to connect Brookes Street to Buckland Circuit, Winchcombe Court to Grimwade Circuit and Grimwade Circuit to Baillieu Court to improve vehicular circulation within the Mitchell Industrial Estate.

BELCONNEN, William Hovell Drive: Modification to the Plan of the William Hovell Drive Road reservation to regularise the block boundaries consistent with current usage.

YARRALUMLA, Kaye Pface: Deletion from the Plan of approximately 900 square metres of road reservation to allow the area to be included in the lease for the Hotel Canberra and the construction of a porte-cochere.

vanigon 3 CITY, Section 68: Addition to the Plan to allow Allsop Place to be connected to Marcus Clarke Street to improve traffic access to the proposed must level carpark to be erected on Bluck 1 Section

Variation b CITY, Section 23: Deletion from the Plan of approx-imately 850 square metres of road reservation to add to be included in the lease for the Town House Motel and determine appropriate redevelopment conditions for the site.

PHILLIP, Section 44: Addition to the Plan of an area of approximately 1200 square metres to allow for improved access to Altree Court.

Variation 8
PHILLIP, Sections 80, 81 and 131: Deletion from
the Plan of approximately 6000 square metres of
unconstructed road and addition to the Plan of unconstructed road and addition to the Plan or approximately 1150 metres of road to enable residential development of the area in Section 131 and to provide access to the proposed Child Care Centre and temporary public parking areas in Sections 80 and 81.

Variation 9
EASTERN PARKWAY: Addition to the Plan to permit the construction, in stages, of the Eastern Parkway between Isabella Drive, Macarthur and Newcastle Street Fyshwick.

CHISHOLM, Section 539: Addition to the Plan of an existing carpark off Halley Street to provide vehicular access to the shop fronts in the Chisholm Group Centre.

Variation 11 ISABELLA PLAINS, Section 856: Addition to the Plan of a road off Cromwell Circuit to permit the site to be developed for residential purposes.

ISABELLA PLAINS, Section 806: Deletion from the Plan of an unconstructed road off Drumston Street to permit the site to be developed for residential

Variation 13 ISABELLA PLAINS, Section 837: Deletion from the Plan of an unconstructed road of Bandulla Street to permit the site to be developed for residential

Variation 14
THARWA DRIVE: Deletion from the Plan of a part of the road reservation to permit the land to be used for residential, school and playing field develop-

Any telephone enquiries may be directed to Brian Nesbitt on telephone 468860.

ABI-606-78

NOTES ON THE 87TH SERIES OF VARIATIONS

In formally varying the 16 items of the 87th series on 7 May 1986 the Minister accepted the suggestions and recommendations put forward by the Joint Committee on the ACT.

As a result of the Minister accepting the suggestions the following developments have occurred.

Variation 9 which provides for the Bruce Ridge West housing estate was approved on the basis that the National Capital Development Commission examine the possibility of increasing the size of cluster developments to take full advantage of the housing potential on Section 4 Bruce and that development conditions be strictly adhered to.

In approving Variation 12 which provides for a cycle-path between Holder and Scrivener Dam, the Minister accepted the urgings of the Joint Committee that the Commission give consideration to constructing an alternative sandpit area for the competition jumping course for the Canberra Lakes Pony Club.

Variation 14, which provides for the development of a golf course and associated housing off Kambah Pool Road was approved on the basis that a green belt be maintained at the residential end of the golf course and that no further blocks be developed at a later date. In addition, the Minister confirmed his intention to release the land for the residential component of the development at market value.

The Minister also approved Variation 15 relating to residential development in Section 349 Fadden subject to the construction of a roundabout; the construction of a pedestrian footpath and the provision of suitable access for buses to the new residential development.

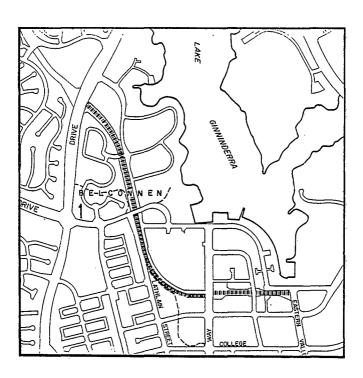
Finally, as part of its recommendations for the 87th Series, the Joint Committee proposed that responsibility for the receipt of submissions lodged in respect of each variation should be transferred from the Department of Territories to the National Capital Development Commission. The Minister accepted this recommendation, to be effective from and including the 88th Series of Variations.

24 September 1986.



Variation No 1

BELCONNEN, Sections 59 and 184: Addition to the Plan of a bicycle path from Luxton Street Belconnen to the underpass in Coulter Drive Florey.



later date. In addition, the Minister confirmed his intention to release the land for the residential component of the development at market value.

The Minister also approved Variation 15 relating to residential development in Section 349 Fadden subject to the construction of a roundabout; the construction of a pedestrian footpath and the provision of suitable access for buses to the new residential development.

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24 September 1986.

BELCONNEN: SECTION 59 AND 184 - CYCLEWAY ADDITIONS

Purpose

To provide a trunk cyclepath from Luxton Street, Belconnen Town Centre, to Florey through an underpass in Coulter Drive.

2. Background

The proposed cyclepath is an important link in the metropolitan trunk cycleway network identified on the Approved Canberra Cycleways Policy Plan. The cyclepath will provide a direct connection from Belconnen Town Centre to the western suburbs of Belconnen and the Ginninderra Creek corridor.

The cyclepath passes through the southern end of the Westlakes development area immediately north of the Belconnen Tom Centre and bounded by Luxton Street, Joynton Smith Drive and Coulter Drive. The main roads for the Westlakes development were gazetted in the 86th Series. The cyclepath route was then selected in conjunction with the detailed design of engineering works for the development area.

Length

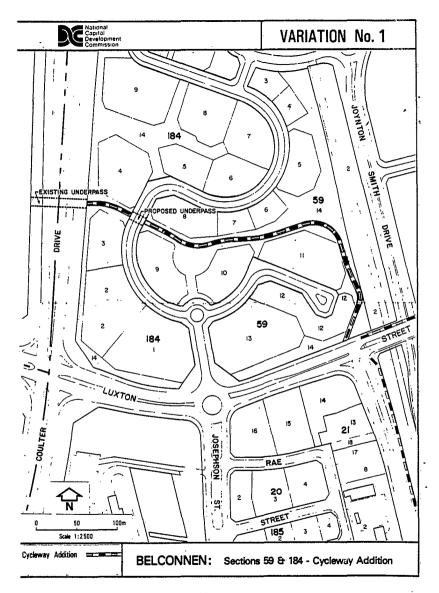
The length of the proposed cyclepath is approximately 450 metres.

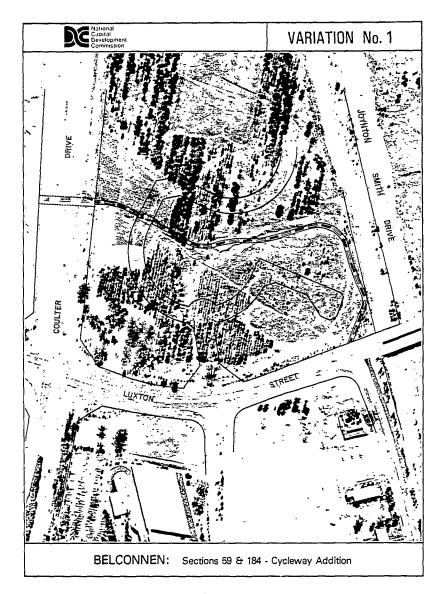
4. Estimated Cost

The cost of constructing the cyclepath is approximately \$50 000 and will form part of the engineering contract for Stage 1 of the Westlakes development.

Existing Development

The cyclepath commences at the existing gazetted path in Luxton Street (opposite Lathlain Street) and travels in a north-westerly direction through an existing underpass in Coulter Drive. The cyclepath will connect with a new

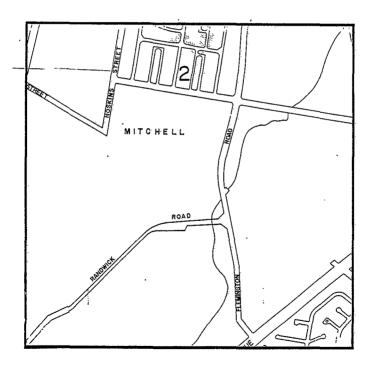






Variation No 2

MITCHELL, Sections 7 and 11: Addition to the Plan to provide three north/south link roads to connect Brookes Street to Buckland Circuit, Winchcombe Court to Grimwade Circuit and Grimwade Circuit to Baillieu Court to improve vehicular circulation within the Mitchell Industrial Estate.



MITCHELL: SECTIONS 7 AND 11 - ROAD ADDITIONS

Purpose

This proposal provides north-south connections within the central part of the Mitchell Industrial Estate between Lysaght Street and Sandford Street. The proposed roads will increase accessibility and improve traffic circulation within the estate.

2. Background

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

At the time of Mitchell's initial development Canberra was experiencing a period of rapid growth. However, as of June 1984, only 58 of the 136 blocks available have been developed. Currently there is renewed interest in Mitchell, partly due to the announcements that Gungahlin New Town is to proceed to development during 1988.

The NCDC proposes a local activities centre to service the estate with the necessary commercial convenience retail and small offices as a focus to the estate.

A study of Mitchell undertaken in 1984 by the NCDC identified a number of issues among which was the need for additional north/south access roads from Grimwade Circuit and Buckland Circuit. Two additional roads were considered in the 85th Series of Variations and accepted. This proposal completes action related to those considerations.

Length

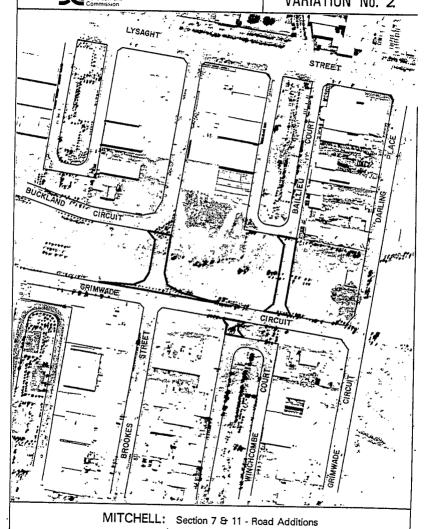
The total length of the road proposals is 330 metres.

4. Estimated Cost

The cost of the roads is estimated at \$0.4m.



VARIATION No. 2



3



BELCONNEN, William Hovel Drive: Modification to the Plan of the William Hovell Drive road reservation to regularise the block boundaries consistent with current usage.



BELCONNEN: WILLIAM HOVELL DRIVE - ROAD ADDITION AND DELETION

Purpose

This proposal provides for an adjustment to the City Plan of William Hovell Drive from its intersection with Coulter Drive eastwards to its intersection with Bindubi Street.

Background

The survey of land withdrawals from Blocks 180 and 371 Belconnen shows the road reservation on the city Plan overlapping the block boundary. In order to correct this situation it is proposed to realign the road boundary approximately fifty metres north of its present alignment.

Area

Six hectares approximately deleted, eight hectares approximately added.

4. Estimated Cost

Nil.

Existing Development

William Hovell Drive consists of a dual highway at its intersection with Coulter Drive and a single carriageway before and after. It provides access from north west Canberra (Belconnen) to south Canberra.

Proposed Development

Ni1

Particular Planning Consideration.

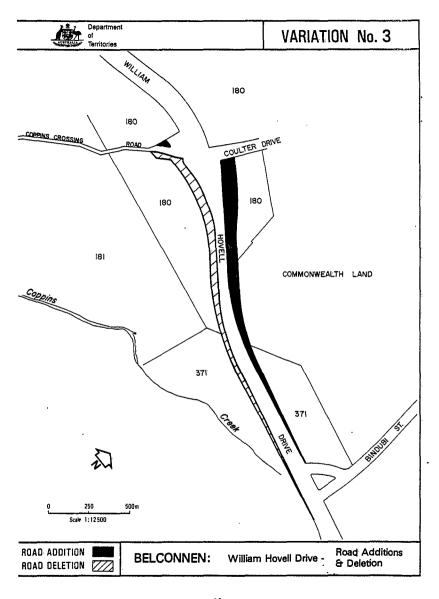
Nil

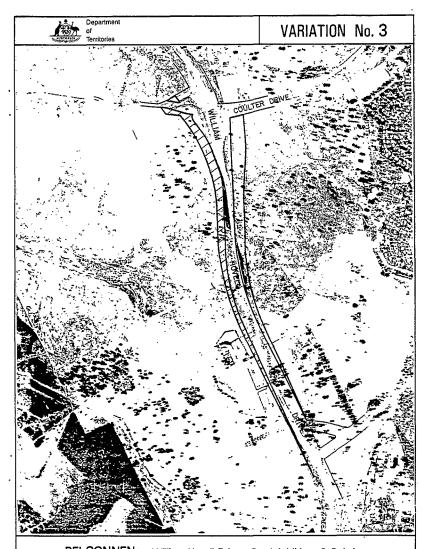
8. Environmental Considerations

Nil

9. Public Participation

Nil

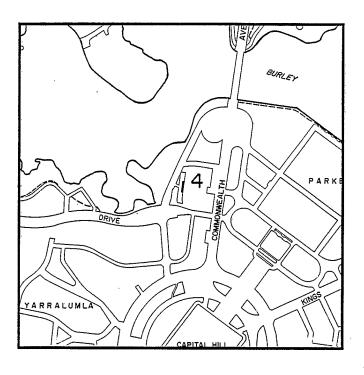




BELCONNEN: William Hovell Drive - Road Additions & Deletion



YARRALUMLA, Kaye Place: Deletion from the Plan of approximately 900 square metres of road reservation to allow the area to be included in the lease for the Hotel Canberra and the construction of a porte–cochere.



YARRALUMLA: KAYE PLACE - PART ROAD DELETION

Purpose

To degazette an area of road reservation on the eastern side of Kaye Place to enable it to be included in the lease for the Hotel Canberra.

2. Background

The Commission has approved working drawings for the refurbishment of the Hotel Canberra. Architects for the project have sought approval to establish a porte-cochere at the rear of the building for covered entry and set-down. The area is that proposed for degazettal.

Length/Area

Approximately 900 square metres.

Estimated Cost.

Nil.

5. Existing Development

Kaye Place is currently a gazetted road which provides access to the rear of the hotel and to the service station on Block 5 Section 41 Yarralumla. Part of the area is also used for carparking.

6. Proposed Development

The proposed porte-cochere will not detract from circulation on Kaye Place. Further works to redesign the entrance to Kaye Place from Flynn Drive are intended by the developer at his expense, but as yet the design of those works have not been finalised.

Particular Planning Considerations

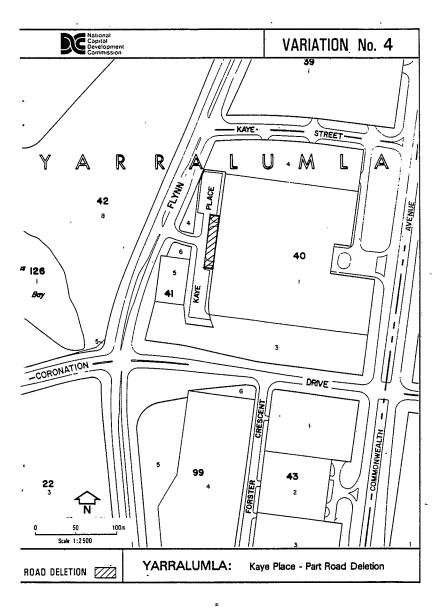
The degazettal would marginally extend the area of the Hotel Canberra lease which permits the area to be used for commercial accommodation. The structure will not increase the gross floor area of the hotel.

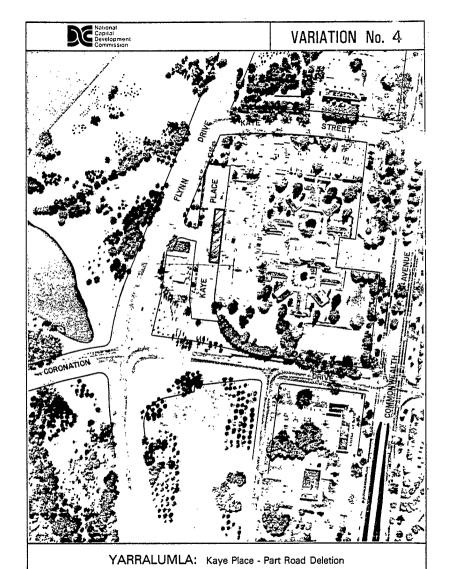
8. Environmental Considerations

The proposed porte-cochere will not significantly alter the built or natural environments in the vicinity.

9. Public Consultation

No public consultation has been carried out other than that inherent in the gazettal process.





SNEDDEN HALL & GALLOP

MILE

BARRISTERS & SOLICITORS

Portners
WILLIAM N.J., SWAN, IL.B.,
OAVID LARDNER, IL.B.,
GREGORY A., STRETTON, B.A., IL.B.,
WILLIAM M.C., ANDREWS, B.EC., IL.B.,
ROLAND SELBY
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ALAN B. STRETTON, A.O., C.B.E., LLB.
TIMOTHY V. CHADWICK
RICHARD P. FAUKS. B.A., LLB.

Consultant

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1 LONDON CIRCUIT CANBERRA A C T 2601 G.P.O. BOX 794 CANBERRA 2601

AW SOCIETY BUILDING

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C D.E. DX 5630 S T.D. 062 48 8111

OUR REF 66614/10/26

RECEIVED IN GOVERNMENT SECTION

Att. Mr B. Neshitt

The Secretary & Manager National Capital Development Commission GPO Box 373

CANBERRA CITY, ACT

17th September 1986

2601

Dear Sir

Re:88th Series of Variation to the City Plan - Variation 4
____ Yarralumla (Kaye Place)

We act on behalf of John Bozic and Elizabeth Linda Bozic the registered proprietors of Crown Lease Volume 1005 Folio 74 in respect of Block S Section 41 Yarralumla and we refer to the Notice of Intention to vary the City Plan as published in the Commonwealth Gazette No. S433 on the 29th August 1986.

We are instructed by our clients to lodge an objection to the proposed variation to Kaye Place Yarralumla on the ground that such variation will have an adverse affect on our client's service station conducted on Block 5. Our clients believe that the proposed restriction of the road area will create traffic congestion in the vicinity of his business and create difficulty for their clients and suppliers in gaining access to and from the service station site.

We ask that you acknowledge receipt of this letter at your earliest convenience.

Yours faithfully SNEDDEN HALL & GALLOP

R. SELBY

RECEIVED
18 SEP
MATIONAL CAPITAL
DEVELOPMENT
COMMASSION
CANBERRA



220 Northbourne Ave., Canberra, ACT. G.P.O. Box 373 Canberra 2601, Australia Telephone: (062) 48 8211 Telegrams: Comdev Canberra Telex: 62673 Facsimile: 476980 All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 86/955

BN:qs

Dear Mr Selby

I refer to your letter of 17 September 1986 on behalf of John Bozic and Elizabeth Linda Bozic concerning Variation 4 of the 88th Series of Variations to the City Plan - Kaye Place Yarralumla.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposals and then report to the Parliament.

The Secretary of the Joint Committee may contact you in due course regarding the possibility of your giving evidence.

Yours sincerely

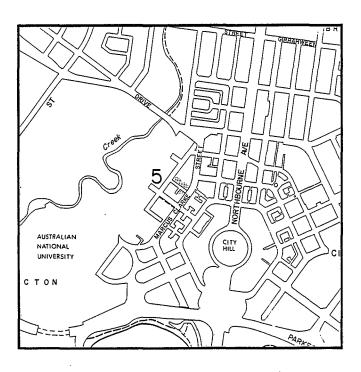
ALAN PHILLIPS & ACTING SECRETARY AND MANAGER

18 September 1986

Mr R. Selby Sneddon Hall & Gallop Barristers and Solicitors GPO BOX 794 CANBERRA ACT 2601



CITY, Section 68: Addition to the Plan to allow Allsop Place to be connected to Marcus Clarke Street to improve traffic access to the proposed multi level carpark to be erected on Block 1 Section 68 City.



CITY: SECTION 68 - ROAD ADDITION

Purpose

To provide for direct access and improved traffic management generally to the proposed multi level carpark site on Section 68 Block 1 City.

Background

In the course of providing additional carparking in the western sector of City, part of an existing carpark site was chosen for development of a multi level carpark. It is situated between Marcus Clarke Street and Childers Street adjacent to Allsop Place. It is considered necessary to provide access to the carparking structure site from Allsop Place; the extension of Allsop Place to Marcus Clarke Street will also improve City traffic operations.

Length and Width

A 35 metre extension to Allsop Place will allow Allsop Place to be connected to Marcus Clarke Street. The total length of Allsop Place will be 113 metres. An increase in the road reserve width from 12.1 metres to 16.8 metres will provide for a 4 lane road which is necessary to accommodate the anticipated traffic demand.

4. Estimated Cost of Construction

The estimated cost of constructing Allsop Place from Childers Street to Marcus Clarke Street is \$220,000.

Existing Development

Development in the vicinity of the proposed road extension includes the existing Canberra Workers Club, the existing bus lay-over area to the south and a development site over part of the existing surface carparking area to the north. Hobart Place office precinct is opposite the Marcus Clarke Street frontage and a public carparking area is opposite the Childers Street frontage.

6. Future Development

The proposed parking structure north of Allsop Place will have a minimum capacity of 800 cars.

The bus lay-over area on the corner of University Avenue and Marcus Clarke Street and the City Health Centre/Occassional Care Centre area on the corner of Marcus Clarke Street and Rudd Street may be built on the remaining carparking area in Section 68 and on the carparking area in Section 30 City.

7. Particular Planning Considerations

The proposed 4 lane width road for Allsop Place will provide for traffic flow in each direction and enable queuing and egress for the multi level carpark. The proposed parking structure is required to have its entry/exist at the Childers Street end of Allsop Place. During off peak periods it will provide for traffic flow in each direction and loading zones on both sides.

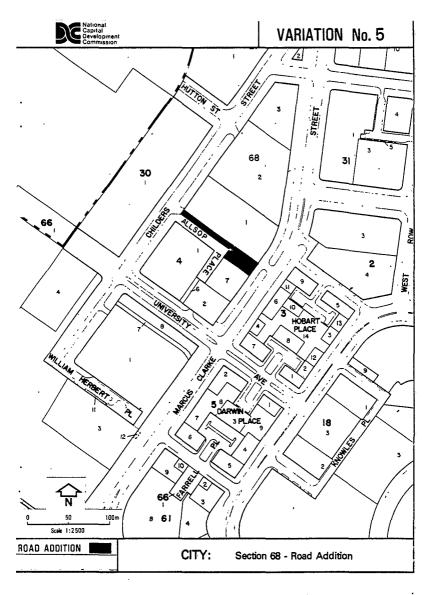
The connection of Allsop Place to Marcus Clarke Street will improve traffic distribution to Marcus Clarke Street particularly when other carparking structures are built within the area.

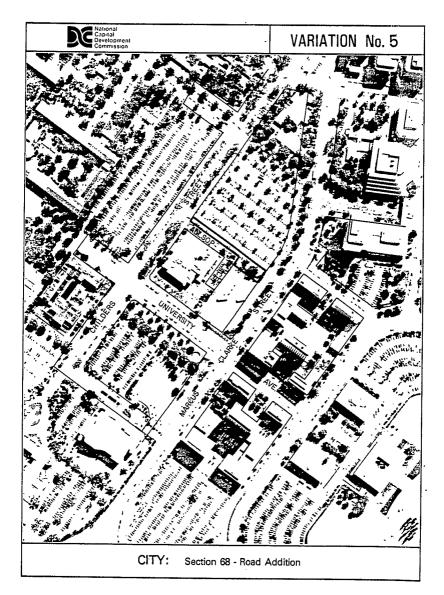
8. Environmental Considerations

A small landscaped area with seating adjacent to the Marcus Clarke Street frontage will be lost. This area is not effectively utilised because of its poor relationship to other uses. However, as part of the multi level carpark development the area between Marcus Clarke Street and the carpark will be developed to provide pedestrian access to a ground level retail/personal service area within the carpark structure. Part of this area may be required for widening Marcus Clarke Street should future traffic operations require it.

9. Public Consultation

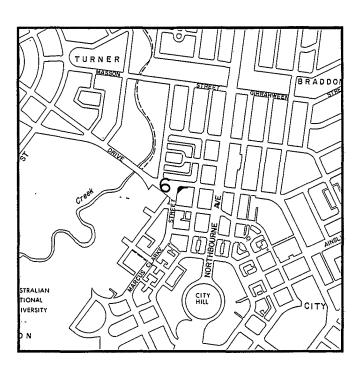
The proposed road is to serve a future carparking structure and improve traffic operations in City West. It conforms with the provisions of the Civic Centre Policy Plan which was subject to extensive public consultation during 1982/3.







CITY, Section 23: Deletion from the Plan of approximately 850 square metres of road reservation to allow the area to be included in the lease for the Town House Motel and determine appropriate redevelopment conditions for the site.



CITY: SECTION 23 - ROAD DELETION

Purpose

To redefine the extent of road reservation at the intersection of Barry Drive and Marcus Clarke Street City.

Background

The current gazetted boundaries of this intersection were to provide for a possible freeway standard by-pass road on the western side of City. The Civic Centre Policy Plan (Feb 1984) redefined the primary function of Marcus Clarke Street (and some other City roads) as

"distributing traffic from the metropolitan arterial network into commercial destinations and parking areas. Their operation as a by-pass network is to be considered secondary".

A fully graded separated intersection at Barry Drive accordingly is not appropriate and the extent of the road reservation therefore can be reduced. However, provision is to be retained on the western side of the intersection for a possible future overpass for right-turning vehicles from Barry Drive to Marcus Clarke Street.

Length and Width

The proposal is to extend the line of the existing Marcus Clarke Street boundary north to a 14 metre radius curve at the intersection with Barry Drive. The Barry Drive boundary would be parallel to the existing kerb line but set back 8.5 metres from it to allow for the development of a left turn lane. This would be desirable to overcome blockages to left turns into Moore Street caused by vehicles queuing back from the Marcus Clarke Street traffic lights.

The changes would reduce the reservation area of the intersection by about 850 square metres.

No changes are proposed to the western side of the intersection.

4. Estimated Cost

Nil to the Commonwealth

Existing Development

Marcus Clarke Street is constructed as two lanes in each direction. Barry Drive is three lanes in each direction. The Town House Motel is adjacent to the intersection on the eastern side of Marcus Clark Street and on the western side is a car park and the hut housing the Canberra Pensioners Club.

Proposed Development

There is no firm development proposal for the motel site, although the Lessee is known to be considering either extension of the motel or its complete redevelopment.

Particular Planning Considerations

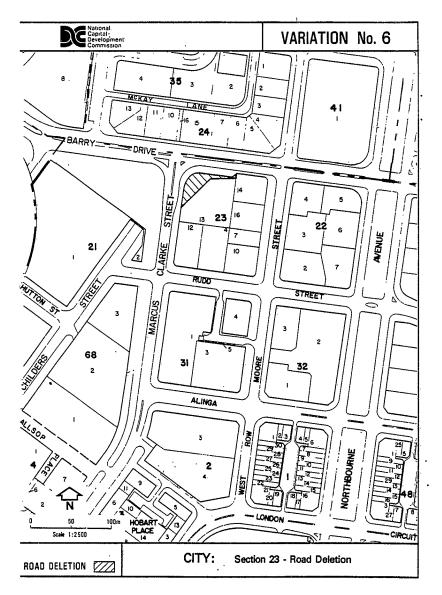
Adjustment of the gazetted road boundaries as proposed will allow more efficient use of land in the vicinity of the intersection.

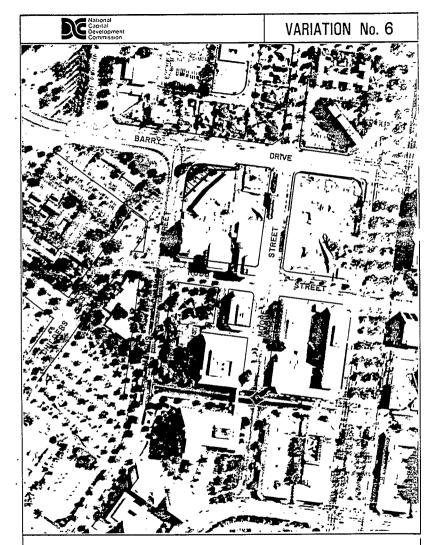
8. Environmental Considerations

The subject area is currently grassed and contains several trees. The loss of this area for public usage is not seen as significant. Landscaping of the street verges would be upgraded in conjunction with any redevelopment of the motel site.

9. Public Consultation

The proposal is consistent with the Civic Centre Policy Plan which was the subject of extensive public consultation.

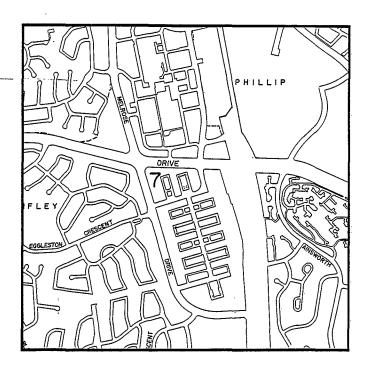




CITY: Section 23 - Road Deletion



PHILLIP, Section 44: Addition to the Plan of an area of approximately 1 200 square metres to allow for improved access to Altree Court.



PHILLIP: SECTION 44 - ROAD ADDITION

Purpose

The road addition will allow for improved access to Altree Court.

Background

The intersection of Botany and Townshend Streets has been a source of complaint for some time in regard to traffic delays and accidents. The solution to these problems is to provide a roundabout. In order to maintain a satisfactory access to Altree Court it is necessary to modify the southern end of the Court and connect it directly into the roundabout.

Length/Area

Approximately 1200 square metres.

4. Estimated Cost

Approximately \$50 000.

Existing Development

The site is unleased Commonwealth land.

Proposed Development

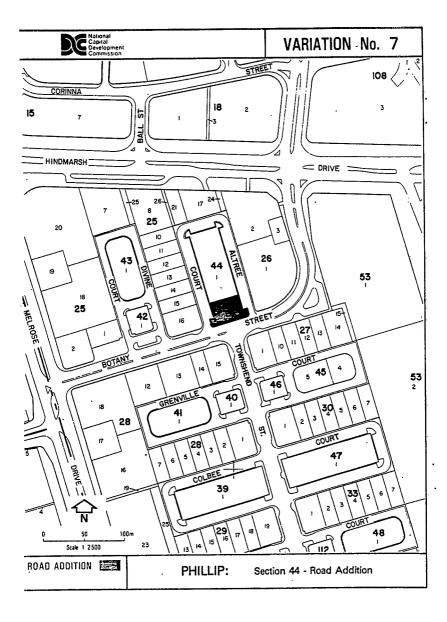
The proposal involves linking the entry/exit to Altree Court into the Botany/Townshend intersection.

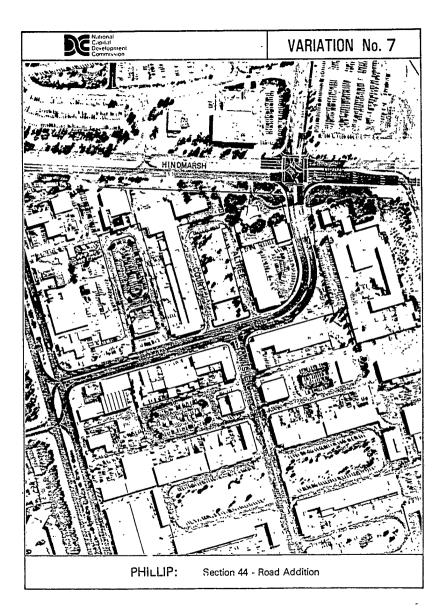
Environmental Considerations

Nil

Public Consultation

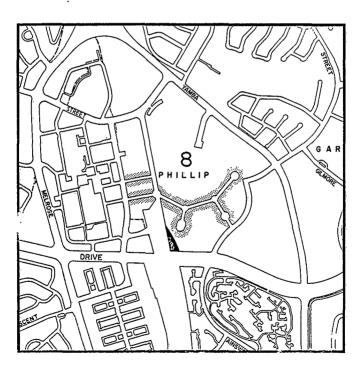
These proposals are the result of meetings with the Altree Court Traders. The proposal will imporve the access arrangements to the Fire Brigade and the Ambulance sites.







PHILLIP, Sections 80, 81 and 131: Deletion from the Plan of approximately 6 000 square metres of unconstructed road and addition to the Plan of approximately 1 150 metres of roads to enable residential development of the area in Section 131 and to provide access to the proposed Child Care Centre and temporary public parking areas in Sections 80 and 81.



PHILLIP: SECTIONS 80, 81 AND 131 - ROAD ADDITIONS AND DELETIONS

Purpose

This proposal provides for the following access roads from Neptune Street/Callum Street through to Easty Street and Ainsworth Street to serve an area to be developed for medium density residential units in a mixture of flats, town houses and courtyard housing and from Callum Street through to Easty Street to provide access to the proposed Child Care Centre and temporary public parking areas.

2. Background

Sections 80, 81 and 131 Phillip are Tocated in the District of Woden between Callum Street, Yamba Drive, Hindmarsh Drive and Launceston Street. Part of Section 131 has always been designated for residential development. Sections 80 and 81 have been designated for Town Centre Commercial purposes.

Length

- 1 150 metres to be gazetted.
- 6 000 square metres to be deleted.

4. Estimated Cost of Road Construction

Approximately \$1 800 000.

Existing Development

The area is bounded to the North by the Town Park and the Cemetery, to the West by the storm-water drain and to the East and South by Hindmarsh Drive and Ainsworth Street.

Within the area there is also a partially developed area of Town Park and some informal pedestrian paths including a fitness trail.

ς.

6. Proposed Development

The road variation will permit the development of medium density residential units to an area which is expected to yield between 400-600 units. Woden East has been listed in the Commission's land development programme which calls for construction finish in 3/89. Up to 30% of the units could be considered for government housing. The Child Care Centre is programmed to be completed in December 1986.

7. Particular Planning Considerations

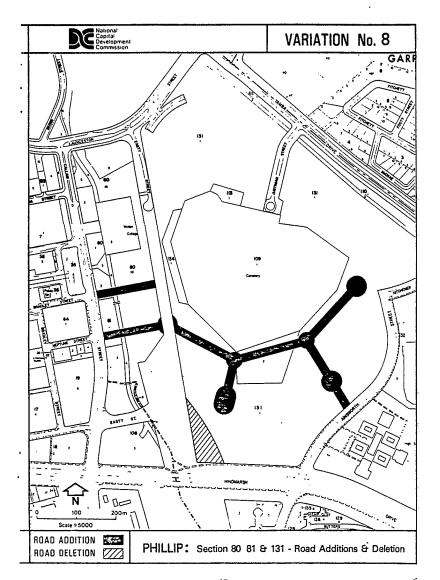
The proposed gazettal actions also include some road deletions adjacent to Hindmarsh Drive. This is related to options the Commission wishes to retain in regard to future road and public transport access from the south.

8. Environmental Considerations

Care has been taken in defining the road reservation particularly around the southern boundary of the cemetery, to retain as much of the existing mature tree planting as is practicably possible.

Public Consultation

As the appropriate land use policy is in place no additional public consultation is considered necessary other than that inherent in the gazettal process.



VARIATION No. 8





Office of ACT Further Education

Department of Education

in reply please quote TA 86/159

Refer to

PO Box 826 Woden ACT 2606 Telephone 83 7777 Telegrams "Educarion" Conberta

™ 86-955	С
Serial No. 19. 29	4
ACTION OFFICER	
R NESRITT	. !

The Secretary and Manager National Capital Development Commission PO Box 373 CANBERRA CITY ACT 2601

Attention: Mr B Binning

OBJECTION TO VARIATION OF CITY PLAN

With reference to the 88th Series of Variations to the City Plan, this Office is raising an objection to Variation No. 8 which provides for a new road between Callam Street and Easty Street, Woden and adjacent to the Woden TAFE College Child Care Centre which is currently under construction.

It is considered that a road in this location will present an extremely hazardous situation for young children when they are being dropped off and picked up and will also be an unacceptable source of noise to the Centre.

The extension of Neptune Street as proposed will enable adequate access to the temporary carpark in addition to the new housing development area.

It is therefore requested that the road adjacent to the new Child Care Centre be dropped from the proposed variation to the City Plan.

R N ALLEN
Director of ACT Further Education

18 September 1986





National Capital Development Commission

220 Northbourne Aue, Canberra, A.C.T. G.P.O. Box 373 Canberra 2601, Australia Telephone: (062) 46 8211 Telephone: (072) 46 8211 Telephone: (072) 47 8211 Telephone: (072) 4

In reply please quote

86/955 B. Nesbitt:qs

Mr R.N. Allen Director of ACT Further Education Department of Education PO Box 826 WODEN ACT 2606

88TH SERIES OF VARIATIONS TO THE CITY PLAN

I refer to your memorandum of 18 September 1986 concerning Variation 8 of the 88th Series of Variation to the City Plan - Phillip Sections 80, 81 and 131.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposals and then report to the Parliament.

The Secretary of the Joint Committee may contact you in due course regarding the possibility of your giving evidence.

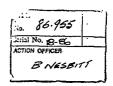
ALAN PHILLIPS 6.
ACTING SECRETARY AND MANAGER

22 September 1986

Woden TAFE Child Care Committee c/- Woden TAFE College Association P.O. Box 666 WODEN ACT 2606

18 September

Mr Brian Nesbitt N C D C G P O Box 373 CANBERRA ACT 2601



Dear Mr Nesbitt

We wish to express our concern over the proposed extension of Bradley Street to Easty Street in Phillip: Sections 80, 81 and 131. This road will run directly in front of the new Woden TAFE Child Care Centre and is totally unacceptable to this organisation for the following reasons:

- The pollution level is already high in the area, but would be aggravated by the placement of a street in such close proximity.
- 2. The noise level would increase in the centre and playground.
- Traffic congestion in the area would increase the risk of accidents involving small children.

The stated purpose of this road is to provide access to the centre. Access will be adequately provided by Easty Street off Launceston Street, and by the proposed extension of Neptune Street.



We hope that the Town Park can be maintained as a quiet area for the placement of an unobtrusive child care centre. Pollution, noise and traffic congestion will significantly lower the quality of care of the centre and present a potential health risk to the children.

Yours sincerely

Polly Keightley

Executive Officer for the Woden TAFE Child Care Committee



220 Northbourne Ave., Canberra, A.C.T.

G.P.O. Box 373 Canberra 2601, Australia
Telephone: (062) 48 8211 Teleprams: Comdev Canberra Telex: 62673 Facsimile: 476990
All correspondence to be addressed to The Secretary and Manager.

In reply please quote 86/955
B. Nesbitt:gr

Dear Ms Keightley,

I refer to your letter of 18 September 1986 which was received on 26 September concerning Variation 8 of the 88th Series of Variations to the City Plan - Phillip Sections 80, 81 and 131.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposals and then report to the Parliament.

The Secretary of the Joint Committee may contact you in due course regarding the possibility of your giving evidence.

Yours sincerely,

alan Khilliha

ACTING SECRETARY AND MANAGER

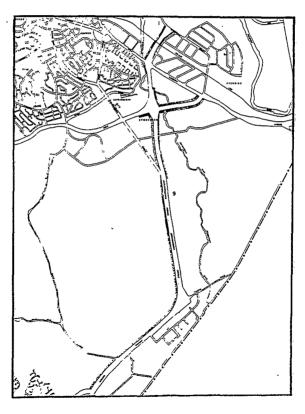
26 September 1986

Ms Polly Keightley Executive Officer for the Woden TAFE Child Care Committee P.O. Box 666 WODEN. A.C.T. 2606



Variation No 9

EASTERN PARKWAY; Addition to the Plan to permit the construction, in stages, of the Eastern Parkway between Isabella Drive, Macarthur and Newcastle Street Fyshwick.



EASTERN PARKWAY - ROAD ADDITION

Purpose

The purpose of the proposed Eastern Parkway is to provide persons travelling to and from the growing town of Tuggeranong with an access system comparable with that existing throughout the rest of Canberra, at the same time protecting other parts of Canberra from excessive disturbance from through traffic and limiting other environmental impacts resulting from development and use of the access system to an acceptable level. The Parkway will also have similar benefits in relation to traffic between Queanbeyan and Canberra and for regional traffic travelling between the Monaro Highway and locations to the north.

2. Background

The proposal has been developed in the context of the 1984 Metropolitan Policy Plan for Canberra which adopted the land use option of dispersing employment and retail opportunities among the town centres rather than concentrating them in the central area. It also takes account of the anticipated expansion of Queanbeyan to the south and southwest and the 1974 Joint Transport Policy which was agreed between NCDC and the then Department of the Capital Territory. The proposal for the Eastern Parkway does not limit options for future transport links to Gungahlin. The Eastern Parkway has been the subject of an E.I.S. (see Section 8 and 9).

The need for a major increase in road capacity within the eastern corridor (ie. the area of largely undeveloped land along the eastern-side of Canberra) is based on satisfying the future travel demand, particularly for residents of Tuggeranong, and for providing a level of service and a choice between private and public transport similar to that offered elsewhere in Canberra.

While the rate of bus patrongage has been increasing in recent years and is anticipated to increase further, particularly for journeys to work, home-based work trips account for only about 23 per cent of all trips made during the day. Consequently, any major change in mode split for commuters will be reflected to a much smaller degree in the total daily transportation pattern. The mode split to the major town centres is estimated to increase in future years to about 30 per cent, which is an approximate doubling of the present level of bus usage.

Length

The length of the proposed road is approximately 10 kilometres.

4. Estimated Cost

The estimated cost for all construction related to this project is \$50M at present prices. The work however will be carried out in stages over a number of years.

Existing Development

Existing development affected by the proposal is limited to short term grazing leases. The proposed road corridor also contains sections of the existing Monaro Highway and Jerrabomberra Avenue, together with lands susceptible to flooding and other areas which have been identified previously for future road purposes and are currently unused open space.

The development of the parkway does not require land resumption to such an extent that any existing lease would be rendered non-viable by the loss of the required land.

6. Proposed Development

The road will be built progressively and will have varying configurations along its length at various stages. The eventual configuration will be two separate carriageways with two through lanes in each and appropriate lanes for turning movements at points of entry and exit along the road.

The carriageways will be widely separated in the area south of Hindmarsh Drive, with the median and the remainder of the proposed corridor extensively landscaped with generally native species.

The road design will be to safe, modern standards and will blend closely with the existing landform and vegetation.

Tree removals will be limited to the minimum possible, and for the majority of the length of the road, few trees will be affected. Near the crossing of Canberra Avenue, tree removals will be required to permit construction of the through roadways and interchange ramps.

7. Particular Planning Considerations

The proposed road predominantly follows established routes and seeks to augment capacity to cope with expected growth in traffic volumes.

Full details of the detailed planning of the Parkway and other alternatives considered during the planning process may be found in the Eastern Parkway Final Enviornmental Impact Statement.

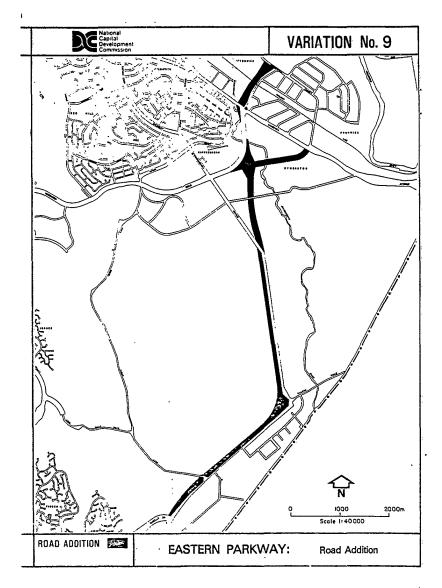
Environmental Considerations

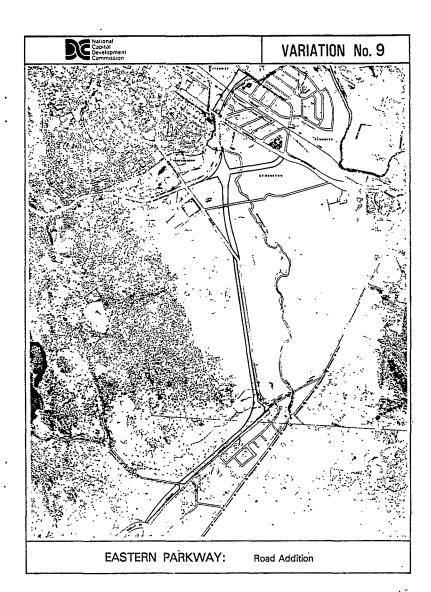
The proposals have been subjected to full Environmental Impact Statement procedures and the final document has been approved by the Minister for Arts, Heritage and Environment.

9. Public Consultation

The proposed Parkway has been the subject of an extensive programme of public consultation, details of which may be found in the EIS. The Commission's consultative processes at an early stage of planning resulted in acceptance by a broad spectrum of the community.

The Parkway has minimal adverse impact as evidenced by the receipt of only 9 submissions during the public comment phase of the draft EIS. The majority of these submissions were supportive of the proposal.



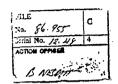


South Tuggeranong Progress Association Inc.

P.O. BOX 225, MAWSON, A.C.T. 2607

Secretary and Manager NODC GPO Box 370 CANBERA ACT 2601

Dear Sir,



88TH SERIES OF VARIATIONS TO THE DITY PLAN

The South Tuggeramong Progress Association visites to register its support for the Variation 8 to the above plan, being EASTERN PARKWAY - Addition to the Plan to permit the construction in stages of the Eastern Partway between Isabella Drive, Macarthur and Newcastle Street, Psychoick.

Residents in the southern suburbs of Tuggeranding are already feeling the effects of heavy braffic flow and congestion at intersections on the major arrenal roads leading tut of the valley and this will increase marketly as hapid development continues in the southern areas of Tuggeranding. Already thatfic build-up is causing delays on the monaro Highway and the construction of the Eastern Farkway is seen by local residents and this organisation as an essential and urgent requirement for commuters who have been forced by the Y-flan to reside some 20-25 kms from Civic or their places of work.

Yours faithfully

Olyseeth Westington

Elizabeth Worthington President

12.9.86





220 Northbourne A.e., Canberra, A.C.T. G.P.O. Box 373 Canberra 2601, Australia Telephone: (062) 46 8211 Telegrants: Comdev Canberra Telephone: (062) 46 8211 Telegrants: Comdev Canberra Telephone: (062) 46 8211 Telegrants: 476980 All correspondence to be addressed to The Secretary and Manager.

In reply please quote 86/955

B. Nesbitt:as

Dear Mrs Worthington

I refer to your letter of 12 September 1986 concerning Variation 9 of the 88th Series of Variation to the City Plan - Eastern Parkway.

3

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposals and then report to the Parliament.

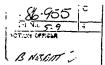
The Secretary of the Joint Committee may contact you in due course regarding the possibility of your giving evidence.

Yours sincerely,

ALAN PHILLIPS ACTING SECRETARY AND MANAGER

16th September 1986

Mrs Elizabeth Worthington President. South Tuggeranong Progress Association Inc PO Box 225 MAWSON ACT 2607



Tuggeranong Community Council
C/- 211 Longmore Crescent
WANNIASSA ACT 2903

5 September 1986

Manager National Capital Development Commission GPD Box 373 CANFEPPA ACT 2601

Dear Sir.

RE: 88th SERIES OF VARIATIONS TO THE CITY PLAN VARIATION 9 - EASTERN PAPKWAY

The Tuggeranong Community Council wishes to support the proposed variation to permit the construction in stages of the Eastern Parkway between Isabella Drive, Macarthur and Newcastle Street, Fyshwick.

The council understands that it will open in stages from 1988—1991, subject to funding. The council believes that the completion of this traffic route out of the Tuggeranong Valley is an urgent requirement given that the existing access routes via the Tuggeranong Farkway. Athalon Drive and Erindale Drive have already reached the limit of their peak hour capacity. Peak hour traffic on Isabella Drive/Monaro Highway has increased significantly. The council requests that the earliest possible completion date be set for the Eastern Farkway.

Yours Faithfully

DAVID'READ Chairman





National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T.

G.P.O. Box 373 Canberra 2601, Australia
Telephone: (062) 46 8211 Telegrams: Comdey Canberra Teles: 62673 Facsimile: 476980
All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 86/955

B. Nesbitt:qs

Dear Mr Read,

I refer to your letter of 5 September 1986 concerning Variation 9 of the 88th Series of Variation to the City Plan - Eastern Parkway.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposals and then report to the Parliament.

The Secretary of the Joint Committee may contact you in due course regarding the possibility of your giving evidence.

Yours sincerely,

ALAN PHILLIPS 8.

ACTING SECRETARY AND MANAGER

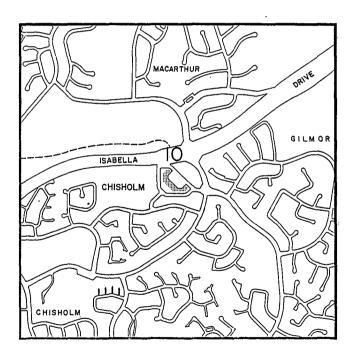
8th September 1986

Mr David Read Chairman Tuggeranong Community Council c/- 211 Longmore Crescent WANNIASSA ACT 2903



Variation No 10

CHISHOLM, Section 539: Addition to the Plan of an existing carpark off Halley Street to provide vehicular access to the shop fronts in the Chisholm Group Centre.



CHISHOLM: SECTION 539 BLOCK 43 - ROAD ADDITION

Purpose

Addition to the plan of an existing carpark off Halley Street to provide vehicular access to the shop fronts in the Chisholm Group Centre.

2. Background

The Chisholm Group Centre has been developed as a neighbourhood shopping centre providing locally oriented retail facilities to Macarthur, Gilmore, Chisholm and Richardson.

Block 43, which is a constructed carpark, has been developed as party of the holding lease and is to be surrendered back to the Commonwealth on completion of servicing work.

It is intended that the block remain as a public carpark providing access and parking for the Group Centre.

3. Area

6855 square metres.

4. Estimated Cost

Nil

5. Existing Development

The constructed carpark and road connect Halley Street to the Group Centre development and provides access and parking to the shopping centre generally. Service access to the Centre is off Benham Street.

Proposed Development

The Group Centre is to be developed to cater for the basic day to day shopping needs of the neighbourhood area. These will include a service station, health centre, tavern and banking facilities.

7. Particular Planning Considerations.

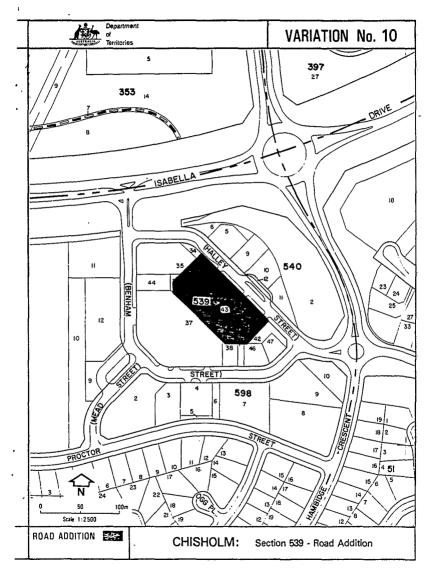
Nil

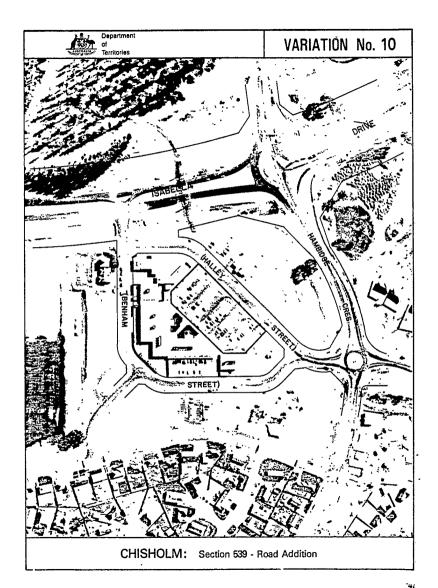
8. Environmental Considerations

Nil

9. Public Participation

Nil.

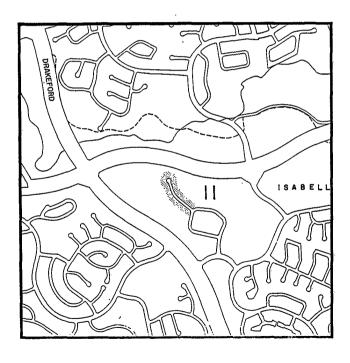






Variation No 11

ISABELLA PLAINS, Section 856: Addition to the Plan of a road off Cromwell Circuit to permit the site to be developed for residential purposes.



ISABELLA PLAINS: SECTION 856 - ROAD ADDITION

Purpose

To provide a cul-de-sac off Cromwell Circuit, Isabella Plains to enable the area to be developed for residential purposes.

2. Background

Isabella Plains is located in the district of Tuggeranong, and Cromwell Circuit lies in the north western sector. Roads in the vicinity were gazetted in the 86th Series of Gazettals in 1985. Cromwell Circuit serves several clusters of medium density housing.

3. Length

250 metres.

4. Costs

Approximately \$90,000.

5. Existing Development

The site is unleased Commonwealth land.

6. Proposed Development

The proposal involves creating several smaller additional parcels of medium density housing clusters from a large housing cluster. The additional cul-de-sac is required to serve the additional parcels.

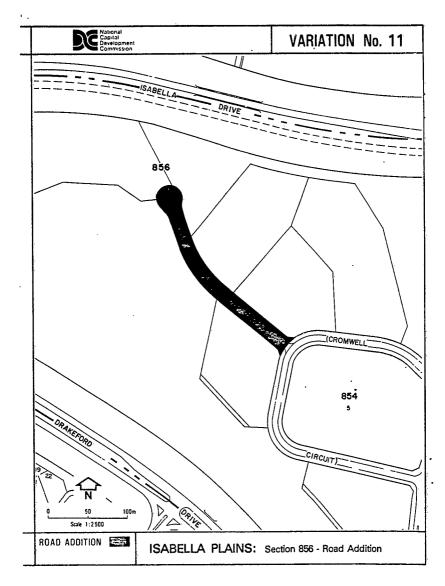
The smaller parcels have been requested by the Department of Territories in order to improve their potential marketability.

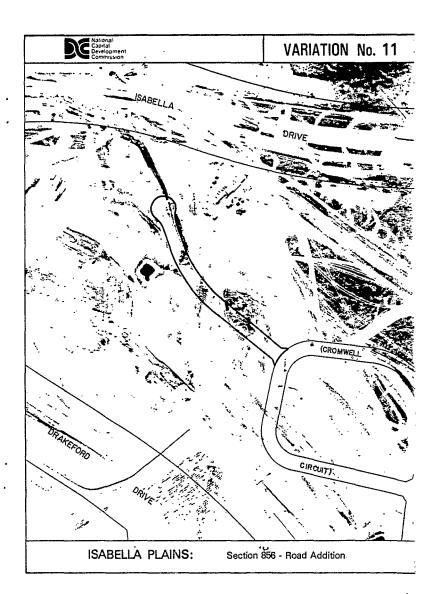
Environmental Considerations.

Nil.

8. Public Consultation

In April 1985, the Commission released a Draft Policy and Development Plan covering parts of Isabella Plains (including the site) and Calwell. One response was received and this did not refer to Section 856. The final Policy and Development Plan was published in March 1986.

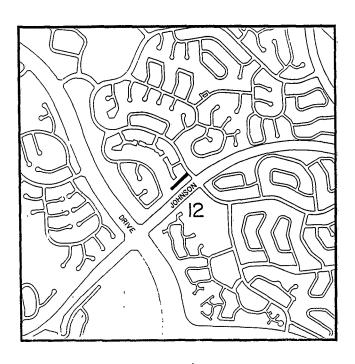






Variation No 12

ISABELLA PLAINS, Section 806: Deletion from the Plan of an unconstructed road off Drumston Street to permit the site to be developed for residential purposes.



ISABELLA PLAINS: SECTION 806 - ROAD DELETION

Purpose

To degazette an area of road reservation which is an unnamed street off Drumston Street, Isabella Plains.

2. Background

Isabella Plains is located in the district of Tuggeranong, and the unnamed street lies just west of the intersection of Drumston Street and Johnson Drive. The unnamed street was gazetted in the 59th Series of Gazettals in 1975, and its purpose was to serve a playing field site formerly proposed to the south west. A revised development plan covering parts of Isabella Plains (including the site) and Calwell was prepared in 1985. Due to the rearrangement of land uses, the unnamed road became redundant.

Length

150 metres.

4. Costs

Nil

5. Existing Development

The site is unleased Commonwealth land. Drumston Street and Johnson Drive adjacent to Section 806 are currently under construction.

Proposed Development

The area is proposed to be developed for low density cluster housing. The change of land use results from the re-planning of the western sector of Isabella Plains.

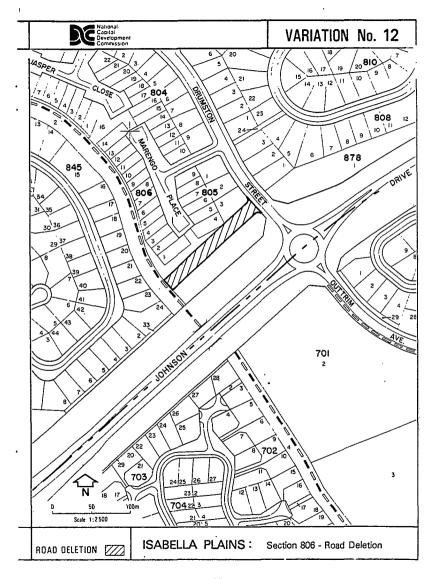
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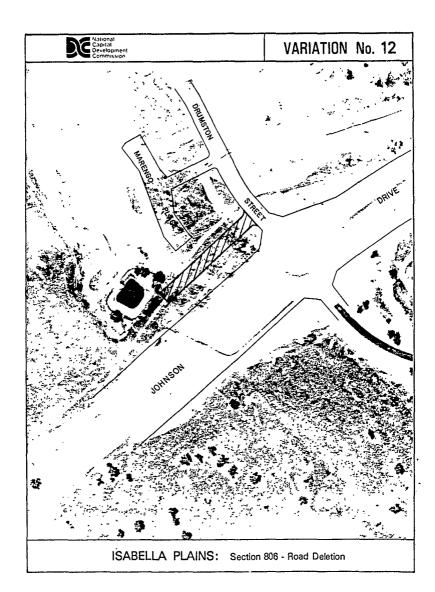
7. Environmental Considerations

Nil.

8. Public Consultation

In April 1985, the Commission released a Draft Policy and Development Plan covering parts of Isabella Plains (including the site) and Calwell. One response was received which did not refer to Section 806. The final Policy and Development Plan was published in March 1986.

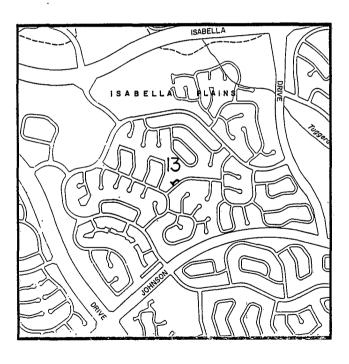






Variation No 13

ISABELLA PLAINS, Section 837: Deletion from the Plan of an unconstructed road off Bandulla Street to permit the site to be developed for residential purposes.



ISABELLA PLAINS: SECTION 837 - ROAD DELETION

Purpose

To degazette an area of road reservation which is an unnamed loop road/carpark off Bandulla Street, Isabella Plains.

Background

Isabella Plains is located in the district of Tuggeranong and Bandulla Street lies in its centre, providing a link between the south eastern and south western sectors of the suburb. A loop road/carpark was gazetted off Bandulla Street (in Section 837) in the 59th Series of Gazettals in 1975. The road and carpark, intended to service a formerly proposed local shopping centre, has not been constructed.

Length:

50 metres.

4. Costs:

Nil.

5. Existing Development:

The site is unleased Commonwealth land. Bandulla Street adjacent to Section 837, not including the unnamed loop road is being constructed at present. Residential leases are occupied within fifty metres of the site in Sections 814, 826 and 831.

Proposed Development:

The proposed land use for the site is standard residential. The change in land use from a local shopping centre was proposed because it was considered that the community facilities in Isabella Plains should be located near each other and in a position which better related to the neighbourhood's main distributor road system. Accordingly, a new location for the local shopping centre was selected adjacent to the primary school sites in the western sector of Isabella Plains.

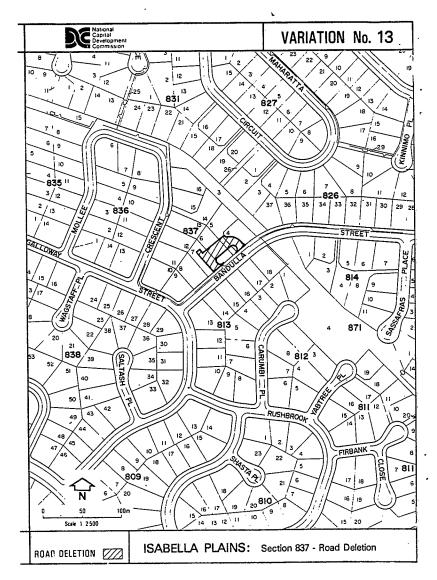
Environmental Considerations:

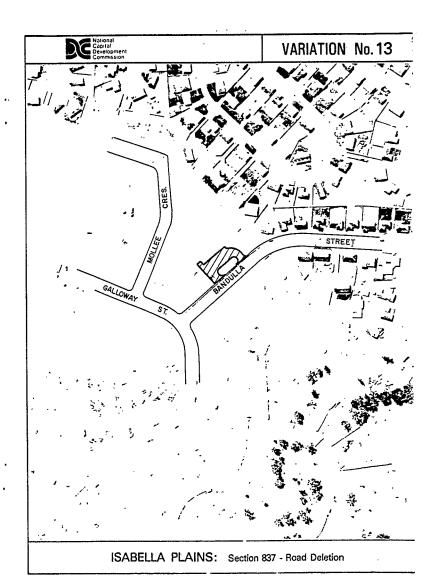
Nil.

Public Consultation:

In April 1985, the Commission released a Draft Policy and Development Plan covering parts of Isabella Plains (including the site) and Calwell. One response was received and this did not refer to section 837. The final Policy and Development Plan was published in March 1986.

After the close of the period for public comment and the Commission's determination of the policy for the area, a nearby resident raised objections to the proposed land use for Section 837, but the Commission has confirmed the change in policy.

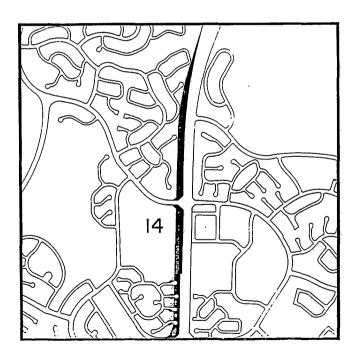






Variation No 14

THARWA DRIVE: Deletion from the Plan of a part of the road reservation to permit the land to be used for residential, school and playing field development.



THARWA DRIVE : ROAD ADDITIONS AND DELETIONS

Purpose

This proposal provides for deletion of part of the Tharwa Drive road reservation to permit use of surplus land for residential, school and playing field development.

2. Background

The road reserve was originally gazetted in the 60th and 61st series in 1976.

Current planning standards for arterial roads seek to minimise land take to maximise urban development potential and reduce future maintenance, subject to meeting environmental criteria adjacent to the road.

3. Length

The length of arterial road affected by the degazettal proposal is 2 km and the length of the gazettal for the culs de sac is 100m.

Estimated Cost

- Nil for road deletion.
- . \$30 000 for culs de sac extensions.

Existing Development

The existing land use is rural.

Proposed Development

The original road reserve of approximately 100 metres is proposed to be reduced to 70 metres where acoustic mounding is required to protect adjacent residential areas and where mounding is not required past the school and playing fields, a reserve of approximately 60 metres is proposed.

When planning of development to the south of this proposal is completed, a further variation in the gazetted width (and possibly the alignment) of Tharwa Drive will be sought.

7. Particular Planning Considerations

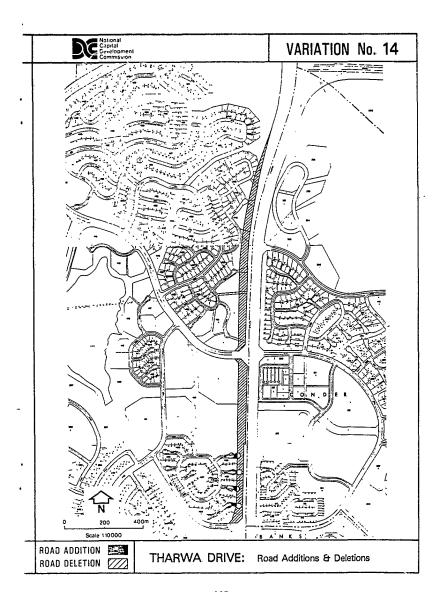
The majority of the additional residential land can be serviced without variation to the local road layout. However, an extension of the lengths of four culs de sac is proposed.

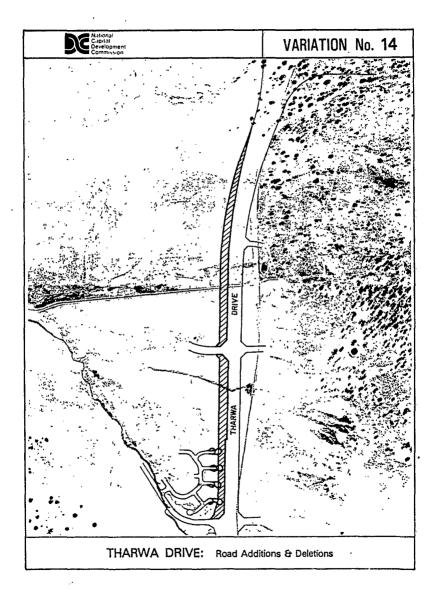
Environmental Considerations

The noise environment in the proposed adjacent residential areas will be controlled by the provision of acoustic mounds.

9. Public Consultation

No public consultation has been carried out other than that inherent in the gazettal process.





APPENDIX IV



National Capital Development Commission

220 Northbourne Ave., Canberra, ACT. G.P.O. Box 373 Canberra 2601, Australia Telephone. (062) 46 8211 Telegrams: Comdev Canberra Telex. 62673 Facsimile. 476980

All correspondence to be addressed to The Secretary and Manageri

In reply please quote

86/955 G Moseley:LT

Dear Mr Nordin.

I refer to my letter of 11 November 1986 concerning Variation No 1 - Belconnen Sections 59 and 184 Cycleway Addition.

House of

I wish to correct information mistakenly given that the section of trunk cycle path linking the path in Benjamin Way at its junction with College Street with that beside Lathlain Street is not yet constructed. In fact, the path is constructed, but is poorly identified as such and cyclists proceeding northward along Benjamin Way in particular could reasonably mistake it as being only an entry into Benjamin Offices.

The Commission will consequently arrange for the erection of appropriate signs to better identify the link.

Yours faithfully,

ALAN PHILLIPS (T) SECRETARY AND MANAGER

14 November 1986

Mr B Nordin Secretary Joint Committee on the ACT Parliament House CANBERRA ACT 2600

BOZLIN

Bozlin Pty Ltd (inc. ACT)
Kaye St Yarralumla
ACT 2600
Phone 73 1919—

The Secretary
Parliamentary Joint Committee
on the A.C.T.
Parliament House
CANBERRA ACT 2600



Dear Sir

Re: Objection to Variation No. 4 of 88th Series of Variations to the City Plan - Kaye Place, Yarralumla.

I refer to my appearance before the Parliamentary Joint Committee on 31st October 1986 and to the letter of objection dated 17th September 1986 lodged on my behalf by my solicitors Snedden Hall & Gallop.

11th.Nov

I wish to advise the Committee that since 31st October 1986 negotiations have taken place between the development manager for the Hotel Canberra and me concerning the sale of Block 5 Section 41 Yarralumla to the hotel developer. I am now of the view that I should proceed with the sale as I foresee a long and difficult experience ahead if I retain the service station site and attempt to extend and upgrade the service station. In view of the opposition of the N.C.D.C. to the use of the site as a service station and the difficulties which I have had to date in relation to access to the site and approval of plans for modifications to the service station, I believe that it is in the long term best interests of my family and me that I should now dispose of the property.

John Bozic Automotive Services

ACT Injection Services

Bonzol Petroleum

I therefore now formally withdraw my objection to the proposed variation as it affects Kaye Place. Would you please pass on to the members of the Committee my gratitude for their consideration and support which they extended to me at the hearing on 31st October 1986.

Yours simperely

(John Bozic)

1



Department of Territories

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

Telephone:

In reply please quote: 86/7106

Your reference:



The Secretary
Parliamentary Joint Committee
on the ACT
Parliament House
CANBERRA 2600

Dear Sir

88th Series of Variations to the City Plan

On Friday 31 October 1986 at the public hearing into the 88th Series of Variations to the City Plan the Joint Committee in investigating item 4 Kaye Place, sought details on the status of the Croquet Club located within the same section.

Please find attached, for the Committee, a summary of the current occupancy arrangements.

Should you require any further details please do not hesitate to contact Raelene Foley on 46 2466.

flyhe G fyn Stephen G Ryan

A/g Director
Technical & Statutory Support

//November 1986

SGR:LN

CANBERRA CROQUET CLUB

The Canberra Croquet Club was allocated their site in the early 1900's with the site being held on a permissive occupancy basis. During this time the grounds have been maintained to a high standard by the City Parks Section of the Department.

This occupancy arrangement is to continue pending finalisation of the Hotel Canberra development (the Department is currently looking at variations to the hotels southern boundary) and in addition, pending the resolution of certain management problems which arise in granting a lease. Namely:

- Does the Department intend to cease maintaining the grounds, and if so when?
- If a lease is granted, how can the Department ensure that the grounds are maintained to a satisfactory standard in a location of significant importance?



Department of Territories

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

Telephone: In reply please quote: Your reference:



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

Dear Mrs Kelly

At the public hearing of the Joint Committee on the Australian Capital Territory into the 88th Series of Variations to the City Plan held on 31 October 1986, you requested a paper from the Department on the release of industrial land in Mitchell.

Current policy for the release of industrial land is:

- all sites are released by public auction except where applicants are nominated by the Canberra Development Board; and
- sales are by way of premium only excepting Board nominations which may be granted a land rent option.

Until recently the Department had 15 sites available in Mitchell of which 8 have been reserved for direct grant. Of the remainder 4 were auctioned in September 1986 with a further site to be auctioned on 2 December 1986. These sites could not be previously released due to traffic engineering problems.

The National Capital Development Commission released a further 12 sites to the Department on 24 September 1986. These sites will be auctioned during the first half of 1987.

However, a number of existing lessees who obtained sites under the previous policy of direct grant have been slow in developing and are in breach of completion covenant. The Department is therefore closely monitoring the situation in relation to lease compliance and demand.

I trust that this response clarifies the situation. Yours sincerely

V Martisius Assistant Sec/retary Business Leases

13 November 1986