

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

NINETYETH SERIES

May 1987





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PARLIAMENT OF AUSTRALIA  
JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

PARLIAMENT HOUSE  
CANBERRA, A.C.T. 2600  
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 Commonwealth of Australia Gazette on 19 November 1925, as previously modified or varied, which are referred to the committee by the Minister for Territories, and
- (b) such matters relating to the Australian Capital Territory as may be referred to it by -
  - (i) resolution of either House of the Parliament, or
  - (ii) the Minister for Territories.

MEMBERS OF THE COMMITTEE

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

## Recommendations

### 88th Series - Variation 9

The Committee approves Variation No. 9, deferred in the 88th Series, relating to the construction, in stages, of the Eastern Parkway between Isabella Drive, Macarthur and Newcastle Street, Fyshwick. This Variation is approved on the basis of a briefing given to the Committee as part of the 90th Series of Variations. The Committee is satisfied that roadworks associated with this proposal will improve traffic conditions at several dangerous intersections and ease traffic levels on adjoining arterial roads.

### 90th Series of Variations

The Committee approves Variations 1, 4, 5, 6, 7, 8 and 9.

In relation to Variation No. 2 the Committee does not approve the portion of road addition proposed within Section 149.

Variation 3 is approved on the basis that adequate consultations with neighbouring residents of the two blocks to be developed are carried out.

## INTRODUCTION

1. In the Commonwealth of Australia Gazette, 10 February 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 Canberra Times on 4 occasions in February 1987. Displays showing the proposals were arranged by the Department at the Belconnen Library, Westfield Shopping Town, Monaro Mall, Woden Shopping Square, Cooleman Court, the Erindale Centre Public Library, Wanniasa, and the NCDC offices at Braddon.
3. On 9 February 1987, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposal and designated the 90th Series of Variations, were formally referred by the Minister for investigation and report. The Minister's letter referring the proposals for the Committee's consideration is at Appendix I.
4. This report deals with the nine Variations in the 90th Series.
5. The Committee, in keeping with the practice established in the 30th Parliament, held public hearings on the proposals on 23 April 1987. Seven witnesses, representing various

organisations gave evidence at the hearings. A list of the witnesses who appeared before the Committee is at Appendix II. The transcript of evidence given at the hearings 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 \$5.6 million. In addition, the final cost of construction of the Eastern Parkway is estimated at \$50 million, of which \$35 million covers works approved to date.



Variation No. 9 - 88th Series

8. In October 1986 the Committee considered an addition to the City Plan to permit the construction, in stages, of the eastern Parkway between Isabella Drive, Macarthur and Newcastle Streets, Fyshwick.

9. In its report on the 88th Series, the Committee deferred approval of this Variation. It was not possible to make a full assessment of the matters associated with construction of the road on the basis of information provided by the National Capital Development Commission regarding the design or costing of the proposed road. Consequently, the Committee recommended deferral of the Variation pending a more complete briefing and overview of the proposal by the National Capital Development Commission.

10. The Committee has now been provided with a more comprehensive briefing on the proposed road with an explanation of the phasing of the various components of the road over the next three years. It was felt, however, that some confusion still existed as to costs with the original estimate of \$50M and an estimate of \$35M given at the subsequent briefing. A detailed explanation of the breakdown of these costs, including the explanation of the two different figures is set out in a subsequent letter to the Committee at Appendix IV.

11. As the Committee is satisfied that it has now been provided with a briefing outlining the proposal in the appropriate detail, the Committee approves the Variation, noting that the preliminary stages of roadworks will improve traffic conditions at several dangerous intersections and ease traffic levels on adjoining arterial roads.

90TH SERIES OF VARIATIONS

Variation No. 1 - Florey: Cycleway, Ratcliffe Crescent to Coulter Drive

12. This Variation provides for the construction of a cyclepath from the existing underpass in Coulter Drive, to Ratcliffe Crescent, Florey. The proposed path forms part of the trunk route at the junction of Kingsford Smith Drive and Ginninderra Drive through to the Belconnen Town Centre.
13. The Committee was briefed on the overall trunk cyclepath network and the extent to which this network has been fully developed, indicating portions still to be completed. The construction of this Section of the trunk cyclepath will complete the route which serves the north-western suburbs of Belconnen.
14. An objection to this proposal by the Ginninderra Community Council related to the failure to construct an underpass at the eastern end of Ratcliffe Crescent, where the NCDC has proposed an at grade crossing. The Commission, in evidence, stated that the cost of providing an underpass in this location would be prohibitive given the nature of the terrain and that any advantage conferred would not justify such a cost. The Commission did, however, agree at the hearing to provide the crossing at Ratcliffe Crescent 25 metres back from Southern Cross Drive.
15. It now appears that in reviewing this undertaking the NCDC has returned to its original design for this crossing and has set out its reasons for the decision in Appendix V.
16. The cost of constructing the cyclepath is estimated to be \$170 000.
17. The Committee approves the Variation.

Variation No. 2 - Belconnen: Road Additions, Sections 86 and 149

18. This proposal on the north-western edge of the Belconnen Town Centre provides for the construction of a road and realignment of an existing cyclepath to facilitate the development of the area for predominantly commercial purposes. Section 86 and the majority of Section 149 are located within the Belconnen Town Centre Zone on the western foreshore of Lake Ginninderra.

19. Issues raised by objectors to the proposal included preservation of the foreshore on Section 149 as landscaped open space for public use and the likelihood of excessive vehicle movement and noise affecting foreshore lands by approval of the proposed road alongside Section 149.

20. In view of past public debate on development in this area and the potential for such development on other sites such as Section 65, as identified in the Belconnen Town Centre Policy Plan, the Committee remains to be convinced that there is a need for development on Section 149. The Committee considers that this relatively small parcel of land forms an attractive and potentially popular extension of the existing landscaped area immediately adjacent to City Gardens and that further development of this nature should more appropriately take place on Section 65. Furthermore, the adjoining Section 86 also provides a suitable location for a motel.

21. The estimated cost of road construction and hydraulic servicing is \$400 000.

22. The Committee approves part of the Variation relating to road additions from Joynton Smith Drive to Emu Bank and realignment of the cyclepath but does not approve any change to the access road running alongside Section 149.

Variation No. 3 - Ainslie; Wakefield Gardens, Part Road Deletion

23. This item proposes to degazette portions of Wakefield Gardens to provide two sites for the development of small scale professional or commercial offices in the Ainslie Local Centre. This Variation responds to an increasing demand for additional sites to accommodate small scale office users, particularly medical practitioners, who serve essentially a local catchment. Many such users currently operate from residential premises.

24. In accordance with the now released development plan for the area it is proposed that the northern-most site be released for the development of a medical or dental practice while the southern site will accommodate low intensity small scale offices.

25. The Committee is not satisfied that the NCDC had conducted adequate consultation with residents on adjoining blocks prior to the public hearing and has only become aware since the hearing of significant objections by local residents. For this reason the Committee recommends that the NCDC conduct appropriate consultations with residents on adjoining properties regarding design and siting of the proposed development to minimise disruption and intrusion into existing residential blocks.

26. The Committee was also made aware of another site along Wakefield Avenue, Bonney and Angus Streets adjoining Goodwin Homes which is suitable for redevelopment and urges the NCDC to investigate a potential land use for this area.

27. The estimated cost of the proposal is \$8 000.

28. The Committee approves the Variation on the basis that adequate consultations with neighbouring residents are carried out.

Variation No. 4 - Parkes: Mall, Road Additions

29. The purpose of this Variation is to include in the gazetted plan roads which will link the New Parliament House to national institutions, including the National Science and Technology Centre, on the foreshore of Lake Burley Griffin. This Variation supports the NCDC Parliamentary Zone Development Plan.

30. The Mall will comprise two 10 metre wide roads separated by a central grassed space and will complete Walter Burley Griffin's land axis between the Australian War Memorial and the New Parliament House.

31. A consequence of this development is the removal of approximately 36 trees within the area affected by road construction activity. Some of these trees, planted in 1926, were officially dedicated by Commonwealth dignitaries whose names are indicated on a plaque at the base of the tree. The Committee notes that cuttings of these trees will be replanted on an adjacent site with relevant plaques relocated. In this way, these trees may become a more prominent feature than at present and suitably add to the Parliamentary Mall.

32. The estimated cost of road construction is \$2.7M.

33. The Committee considers the development of this Mall to be an essential feature of Burley Griffin's plan and for the overall development of the Parliamentary Triangle and approves the Variation.

Variation No. 5 - Phillip: Section 49, Road Addition

This proposal will provide vehicle service access to a number of service trades sites and covers the most southern part of the Phillip service trades area between Parramatta Street, Melrose Drive and Athllon Drive.

34. The proposed development is for service trade users but will include public utilities and community uses sites. Vehicle access for most sites will be available from Melrose Drive and/or Athllon Drive.

35. The estimated cost is \$200 000 and no objections were received..

36. The Committee approves the Variation.

Variation No. 6 - Deakin: Section 35, Road Additions

37. This Variation will provide culs-de-sac access from Denison and Kent Streets to allow the subdivision of land to provide sites to be released primarily for headquarters of National Associations to Canberra and also for small scale professional offices.

38. The area is on developed Commonwealth land except for a portion developed in 1966 for the ACT Road Safety Council's Children's Traffic Demonstration Centre. Discussions are currently underway with the Department of Territories to determine the best location for this facility.

39. The estimated cost of the culs-de-sac from Denison Street is \$800 000 and from Kent Street is \$400 000. In response to the Committee's request for further information about the cost of relocating and upgrading the Children's Traffic Demonstration Centre is set out in Appendix VI, estimated by the NCDC to be in the vicinity of \$300 000. Furthermore, the cost of widening the road pavement from the initial proposal of 9 metres to 10.5 metres is \$40 000.

40. Therefore it is apparent that the total cost of this proposal is greater than that indicated in the briefing notes and it highlights the problem of an accounting system which does not take the full costs of the proposal into consideration.

41. The Committee approves the Variation.

Variations No. 7 and 8 - Wanniasga, Isabella Plains/Calwell,  
Cycleway Additions

42. These two cycleway additions form important links in the Metropolitan Trunk Cycleway Network identified on the Canberra Cycleways Policy Plan. These cyclepaths continue routes through to the Tuggeranong Town Centre and extend the network to newer suburbs in the Tuggeranong Valley.

43. The cost of constructing the cyclepaths is \$400 000. No objections were received.

44. The Committee approves the Variations.



Variation No. 9 - Calwell: Road Additions and Deletions

45. This Variation provides for road extensions, and two culs-de-sac to permit the development of the site for an Infants and Primary School and the modification of one road to permit the development of steep land.

46. This proposal responds to policies designed to centralise a school in Calwell and provides the school with an impressive and attractive site.

47. The estimated cost is \$560 000 and there were no objections.

48. The Committee approves the Variation.

MAY 1987

ROS KELLY  
CHAIRMAN

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



MINISTER FOR TERRITORIES

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

86/9010

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

Dear Mrs Kelly

I anticipate that on 10 February 1987, 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 90th Series of Variations to the City Plan.

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

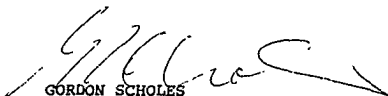
Paragraph (a) of the Terms of Reference of the Joint Parliamentary Committee on the ACT provides for the consideration by the Committee of

"all proposals for modification or variation of the layout of the City of Canberra and its environs published in the 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"

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



GORDON SCHOLES

9 FEB 1987

90TH SERIES

LIST OF WITNESSES

NATIONAL CAPITAL DEVELOPMENT COMMISSION

Ms Jill Lang  
Associate Commissioner  
National Capital Development Commission

Mr Geoffrey John Campbell  
Chief Planner  
National Capital Development Commission

Dr Robert Frank Care  
Chief Engineer  
National Capital Development Commission

Mr Gregory John Deas  
Chief Architect  
National Capital Development Commission

DEPARTMENT OF TERRITORIES

Mr Raymond George Gallagher  
First Assistant Secretary  
Development Division  
Department of Territories

GINNINDERRA COMMUNITY COUNCIL

Dr Christopher Lex Watson  
Convenor

Mr John Geoffrey Handley  
Member

Department  
of  
Territories

National  
Capital  
Development  
Commission

Seat of Government  
(Administration)  
Act 1910

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

**90th Series**

**Briefing  
Material  
Public  
Comments  
and  
Objections**

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Prepared for the  
Parliamentary  
Joint Committee  
on the ACT

Canberra  
March 1987

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90TH SERIES OF VARIATIONS

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PUBLIC COMMENT AND OBJECTIONS

<u>Variation No.</u>	<u>Comments / Objections Submitted by</u>	
1	Ginninderra Community Council	13
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2	Barry Reid	23
3	Michael J.A.Parkinson	30

SEAT OF GOVERNMENT ADMINISTRATION ACT 1910  
PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE  
CITY OF CANBERRA AND ITS ENVIRONS (90TH  
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.S26 of 10 February 1987. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 90th series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for Territories in a letter dated 9 February 1987 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 90th Series of Variations comprises 9 items 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 have been forwarded to the Committee and are included in these briefing notes.



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 ENVIRONS

I, GORDON GLEN DENTON SCHOLES, Minister of State for Territories, pursuant to section 12A of the Seat of Government (Administration) Act 1910, hereby give notice of my intention to vary the plan of layout of the City of Canberra and its environs published in the Gazette of 19 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 K5, L5, M5, N5 and P5 the relative positions of which are shown in the attached index of Detail Maps.

No variation will be made before twenty-one days from the date of the publication of this notice in the Gazette to enable any interested parties to lodge submissions and/or objections to the proposed variation indicated in this notice. All correspondence relating to these proposals must be addressed to:

The Secretary and Manager  
National Capital Development Commission  
C.P.O. Box 373  
Canberra City, A.C.T. 2601  
Attention: Brian Nesbitt

or hand delivered to:

Brian Nesbitt  
7th Floor  
NCDC Office  
220 Northbourne Avenue  
Braddon, A.C.T. 2601

Dated this 9th day of February 1987

GORDON SCHOLES  
Minister of State for Territories

EXPLANATORY STATEMENT  
90th SERIES OF VARIATIONS

Variation 1 (Detail Map P5)

FLOREY, Ratcliffe Crescent to Coulter Drive: Addition to the plan of a cyclepath from the existing underpass in Coulter Drive to the existing underpass in Ratcliffe Crescent, Florey.

Variation 2 (Detail Map P5)

BELCONNEN, Sections #6 and 149: Addition to the plan of a road and realignment of an existing cyclepath to facilitate the development of the area for predominantly commercial purposes.

Variation 3 (Detail Map P5)

AINSLIE, Wakefield Gardens: Deletion from the plan of approximately 700 m<sup>2</sup> of road reservation to provide two sites for the development of small-scale or commercial offices associated with Ainslie Local Centre.

Variation 4 (Detail Map N5)

PARKES, Mall: Addition to the plan of roads which will link the New Parliament House to the national institutions on the foreshore of Lake Burley Griffin.

Variation 5 (Detail Map M5)

PHILLIP, Section 49: Additions to the plan of a road to provide service access to a number of service trade sites.

Variation 6 (Detail Map M5)

DEAKIN, Section 35: Addition to the plan of cul-de-sac access from Denison and Kent Streets to allow for the subdivision of land to provide sites for release for small professional offices and National Associations headquarters.

Variation 7 (Detail Map L5)

WANNIASSA, Athlone Drive to Eriandale Drive: Addition to the plan of a trunk cyclepath from Athlone Drive to Eriandale Drive through Wanniasa.

Variation 8 (Detail Map K5)

ISABELLA PLAINS/CALWELL, Isabella Drive to Drakeford Drive: Addition to the plan of a trunk cyclepath from Isabella Drive, through Isabella Plains and Calwell, to Drakeford Drive.

Variation 9 (Detail Map K5)

CALWELL: Additions to the plan and deletions from the plan of roads and cul-de-sac to permit the development of an infants and primary school and residential development.

PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposal, the Department mounted displays showing the intended variation at the Monaro Mall, Westfield Shopping Town, Cooleman Court, Woden Shopping Square, Belconnen Library, Erindale Centre Library and the NCDC offices at Braddon. The Department also advertised the variations in the Canberra Times on 11 February 1987, 14 February 1987, 18 February 1987, 21 February 1987.





DEPARTMENT  
OF TERRITORIES



National  
Capital  
Development  
Commission

## 90TH SERIES OF VARIATION TO THE CITY PLAN

In Gazette No 528 of 10 February 1987, 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).

Members of the public who wish to lodge comments or objections to any of the proposals are invited to do so no later than 4.30pm on 2 March 1987. All submissions must be lodged, in writing, with the Secretary and Manager, National Capital Development Commission, GPO Box 372, Canberra, ACT 2601 or hand delivered to Brian Neabitt, 7th Floor, NCDCC Building, 220 Northbourne Avenue, Braddon, by the above time and date.

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

Displays showing all the intended changes will be available at the following locations: Monaro Mall, Westfield Shopping Town, Coleman Court, Woden Library, Dickson Library, Enndale Library and the NCDCC offices at Braddon until the lodgement date for the closing of submissions.

### EXPLANATORY STATEMENT 90th Series of Variations

#### VARIAION 1 (Detail Map P5)

FLOREY, Ratchife Crescent to Couther Drive: Addition to the plan of a cyclepath from the existing underpass in Couther Drive to the existing underpass in Ratchife Crescent, Florey.

VARIAION 2 (Detail Map P5)  
BELCONENI, Sections 85 and 145: Addition to the plan of a road and realignment of an existing cyclepath to facilitate the development of the area for predominantly commercial purposes.

VARIAION 3 (Detail Map P5)  
AINSLIE, Wakefield Gardens: Deletion from the plan of approximately 700sqm of road reservation to provide two sites for the development of small-scale professional or commercial offices associated with Ainslie Local Centre.

VARIAION 4 (Detail Map N5)  
PARKES, Hill: Addition to the plan of roads which will link the New Parliament House to the national institutions on the foreshore of Lake Burley Griffin.

VARIAION 5 (Detail Map M5)  
PHILLIP, Section 48: Additions to the plan of a road to provide service access to a number of service trade sites.

VARIAION 6 (Detail Map M5)  
DEAKIN, Section 35: Addition to the plan of cul-de-sac access from Danson and Kent Streets to allow for the subdivision of land to provide sites for release of small professional offices and National Associations headquarters.

VARIAION 7 (Detail Map L5)  
WANAKASSA, Athlon Drive to Enndale Drive: Addition to the plan of a trunk cyclepath from Athlon Drive to Enndale Drive through Wannasse.

VARIAION 8 (Detail Map K5)  
ISABELLA PLAINS/CALWELL, Isabella Drive to Drakford Drive: Addition to the plan of a trunk cyclepath from Isabella Drive, through Isabella Plains and Calwell, to Drakford Drive.

VARIAION 9 (Detail Map K5)  
CALWELL: Additions to the plan and deletion from the plan of roads and cul-de-sac to permit the development of an infants and Primary School and residential development.

All telephone enquiries may be directed to Brian Neabitt on telephone 468650.

## Department of Territories

The Department of Territories announced today the 90th Series of Variations to the City Plan.

The Variations provide for:

- New roads in the Parliamentary Triangle to link Parliament House to the National Institutions on the foreshore of Lake Burley Griffin.
- Two new commercial sites adjacent to the Ainslie Local Centre.
- The development of further commercial areas in Belconnen.
- Additional sites in Deakin for small professional offices and National Associations Headquarters.
- Access to service trade sites in Phillip.
- Additional cyclepaths in Florey, Isabella Plains, Calwell and Wanniasa.
- The development of an infants and primary school in the centre of Calwell.

The Department will be advertising a description of the proposed Variations in the Canberra Times on Wednesdays and Saturdays for the next two weeks.

Twenty one days are allowed for public submissions or objections to the intended changes, which must be sent to the National

Capital Development Commission. All submissions received by the closing date of 2 March 1987 will be forwarded to the Parliamentary Joint Committee on the ACT for consideration during its public hearing on the proposals.

The intended changes will be on display at the Westfield Shopping Town, Monaro mall, Woden Library, Cooleman Court, Dickson Library, Erindale Library and the NCDC offices at Braddon 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.

10 February 1987

NOTES ON THE 88TH AND 89TH SERIES OF  
VARIATIONS

Variations 1-8 and 10-14 of the 88th Series were formally varied on 18 February 1987.

Variation 9, of the Series, which provides for a parkway access system to Tuggeranong was deferred pending a full briefing and overview of the proposal. This is expected to occur before mid 1987.

The Minister referred the 89th Series which provides for the development of Sections 38, 53 and part Section 56 City for offices, retail and carparking, to the Joint Committee on 15 December 1986. A public hearing into the proposal was conducted on 5 and 12 March 1987. The Committee is expected to table its report by late March 1987.

## CYCLEWAY: RATCLIFFE CRESCENT TO COULTER DRIVE

### 1. Purpose

This proposal in Belconnen provides for the creation of a cyclepath from the existing underpass in Coulter Drive to the existing underpass in Ratcliffe Crescent, Florey. The construction of this section of the trunk cyclepath will complete the route which serves the north-western suburbs of Belconnen.

### 2. Background

The proposed cyclepath forms part of the trunk route which connects the Ginninderra Creek trunk route at the junction of Kingsford Smith Drive and Ginninderra Drive through to the Belconnen Town Centre. It also serves as a collector route for school children moving between Florey, Page and Scullin via the underpasses in Southern Cross Drive.

### 3. Length

The cyclepath is 1.3 kilometers long and will be constructed to trunk route standards; ie a 2.5 meter wide pavement in a 5 meter reserve.

### 4. Estimated Cost

The cost of constructing the cyclepath is estimated to be approximately \$170,000.

### 5. Existing Development

The cyclepath runs along the southern edge of Florey. Florey is expected to be fully developed and occupied by the end of 1987. The cyclepath lies within the road reserve for part of its route but the majority of the route is within land which forms a setback reserve from Southern Cross Drive and contains noise mounds and floodway.

### 6. Proposed Development

The cyclepath continues on from an existing path west of the western end of Ratcliffe Crescent, passes through an existing underpass in Ratcliffe Crescent, crosses the eastern end of Ratcliffe Crescent at grade and runs through to the existing

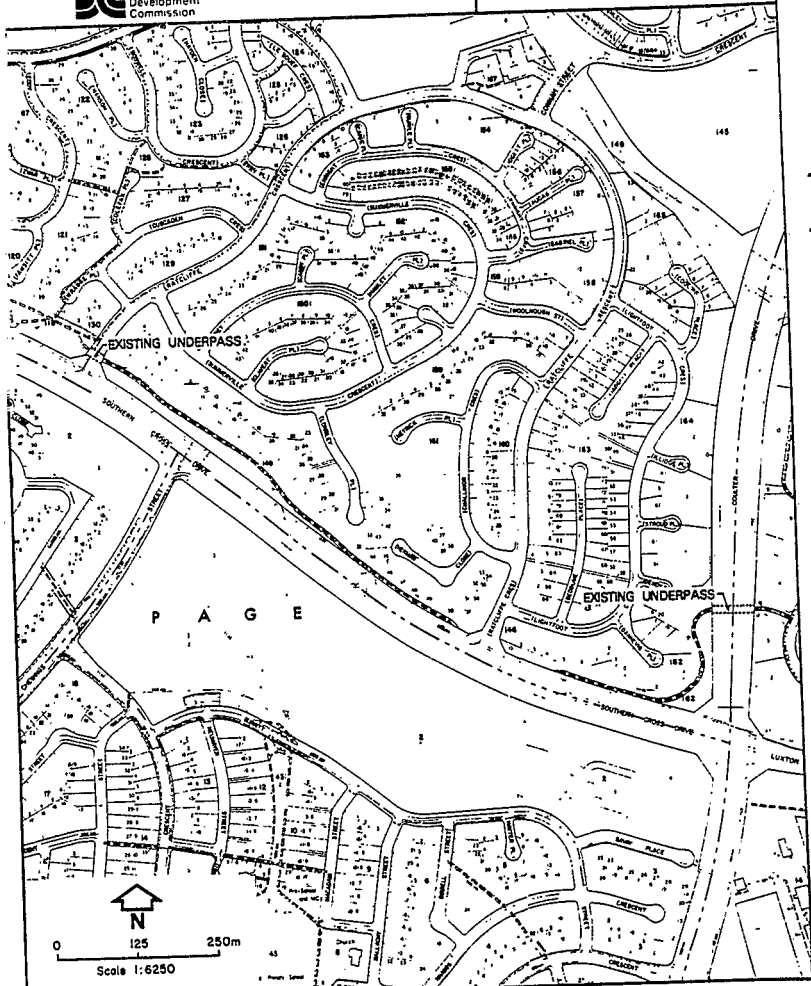
underpass in Coulter Drive. The cyclepath is programmed for construction by mid 1987. (Note: the cyclepath east of Coulter Drive to the Belconnen Town Centre will be constructed as part of the land servicing contract for Section 59, Belconnen, by mid 1987).

7. Environmental and Planning Considerations

The alignment has been selected to locate as much of the route behind the noise mounds away from Southern Cross Drive. Special care has been taken in the detail design to ensure a safe at grade crossing of Ratcliffe Crescent and entry and exit from the underpasses.

8. Public Consultation

The proposed route is consistent with the approved Metropolitan Cycleways Policy Plan (AP 203). The route alignment has been inspected by a representative of Pedal Power and has been agreed to by that organization.



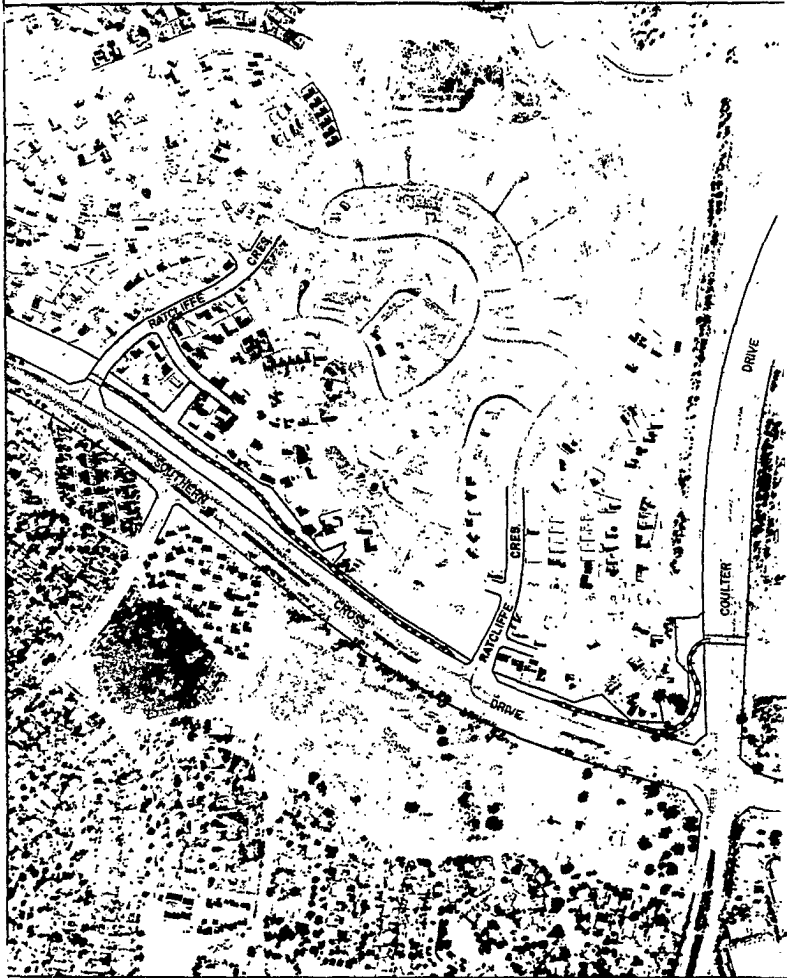
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Cycleway Addition

**FLOREY: Ratcliffe Crescent to Couther Drive - Cycleway Addition**



FLOREY: Ratcliffe Crescent to Coulter Drive - Cycleway Addition



# GINNINDERRA COMMUNITY COUNCIL

P.O. BOX 526 - DICKSON A.C.T. 2602

Secretary and Manager  
National Capital Development Commission  
Northbourne Ave  
Dickson ACT



1/3/87

Dear Sir

Re Variation 1 (90th series of Variations to the City Plan) - Cycleway; Ratcliffe Cres to Coulter Dr.

We endorse the construction of this cycleway but would like to draw the attention of the Parliamentary Joint Committee to planning and safety aspects.

(1) PLANNING OF FLOREY May we ask why this cyclepath is being added so belatedly? Cyclepath routes need to be designated simultaneously with road layout and presented together for the perusal of the Joint Committee. Such a procedure not only allows for their better integration with roadways, but also allows for economics in construction, particularly for the necessary underpasses.

We thought that the principle of cycleways had for some years been accepted as an intrinsic part of urban planning. Therefore it comes as a surprise that Florey, so recently developed, still has cyclepaths being added seemingly as an 'afterthought'.

(2) CYCLEWAY SAFETY Underpasses are part and parcel of safe cycling and we are glad to see that two of the three major road crossings have underpasses. Unfortunately the Eastern end of Ratcliffe Cres has no underpass; we would like to see an underpass here. How much cheaper its construction would be, if it had been done earlier with road servicing contracts.

Sincerely

CHRIS L. WATSON

(FOR COMMITTEE)

JLE	
No. 86/1978	c
Serial No. 1-2	4
ACTION OFFICER	
P	



## National Capital Development Commission

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

*In reply please quote:*

86/1978  
B.Nesbitt

Dear Dr Watson

I refer to your letter of 1 March 1987 concerning the 90th Series of Variations to the City Plan - Variation No.1 - Florey: Ratcliffe Crescent to Coulter Drive Cyclepath Addition.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposal 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  
SECRETARY AND MANAGER

3 March 1987

Dr C.L. Watson  
Ginninderra Community Council  
P.O. Box 526  
DICKSON ACT 2602

## BELCONNEN: SECTIONS 86 AND 149 - ROAD ADDITIONS

### 1. Purpose

This proposal on the north-western edge of the Belconnen Town Centre provides for the creation of a road and realignment of an existing cyclepath to facilitate the development of the area for predominantly commercial purposes.

### 2. Background

Section 86 and the majority of Section 149 is located within the Belconnen Town Centre Zone on the western foreshore of Lake Ginninderra. The area lies north of Emu Bank and Luxton Street and is bounded to the east by the City Gardens and the foreshore of Lake Ginninderra and to the west by Joynton-Smith Drive. The land to the north of the site is undeveloped open space.

In the past the site has at various times been identified for residential and commercial purposes. In the current Belconnen Town Centre Policy Plan the site is part of the Town Centre Zone which allows for a wide range of commercial, residential and recreational uses.

This area has been identified for development in all the Belconnen Town Centre policy plans. In the past there has been opposition from the Ginninderra Community Committee to development on the lake edge. However, the area lies outside the area previously identified by the Parliamentary Joint Committee on the ACT as being sensitive in terms of the foreshore open space system. In the Commission's view the lake-side location offers an excellent opportunity to promote in particular, uses associated with the tourist industry in Canberra such as restaurants and/or motel.

### 3. Length

The proposed road is approximately 520m long.

### 4. Estimated Cost

The cost of the road construction and hydraulic servicing is estimated as approximately \$400,000.

5. Existing Development

The site is vacant and undeveloped except for a temporary access road which serves the Water Police facility on the lake foreshore, the cycleway crossing the site and a gravel parking area which serves the City Gardens.

6. Proposed Development

The creation of the road and the realignment of the cyclepath will permit the area to be developed in three sites and will ensure continued access to the Water Police and the lake foreshore area from both Joynton-Smith Drive and Emu Bank, thereby providing a better level of commercial address than has been possible under earlier proposals for this area.

The Commission has received requests for small office sites and its forecasts indicate the need to offer more opportunities for such uses in the New Towns. A number of actions have been taken to meet this forecasted need throughout Canberra and this proposal would make provision for a further 10,000m<sup>2</sup> of small offices within Belconnen.

A site was required sufficiently close to a commercial centre to offer convenient access to public transport and to reinforce the linkages between the offices and other commercial activities. In addition there is interest in a further club site within the Belconnen Town Centre to serve the needs of Belconnen.

Site 1 will be developed as a commercial club. Carparking for 300 vehicles will be constructed on Section 151 in association with this development.

Site 2 will be developed as an office park accommodating approximately 10,000m<sup>2</sup> in small scale offices. The developer of this site will also be given the option of developing up to 50% of the floor space for residential purposes. This will allow the developer to match the supply of office space to the prevailing market demands.

Site 3 will be made available for development of a range of tourist oriented uses which are compatible with the lake foreshore location and which complements the surrounding uses. Uses such as recreation and entertainment uses, restaurants or a motel will be considered.

The proposed new road provides direct and unencumbered access to each of these sites and the Water Police facility. The

sites are programmed for release in mid-1987 and the road will be constructed in association with the development of the office park.

An existing cyclepath traverses the area. This will be relocated to run along the boundary between the office park and the club site and will follow the road alignment.

7. Particular Planning Considerations

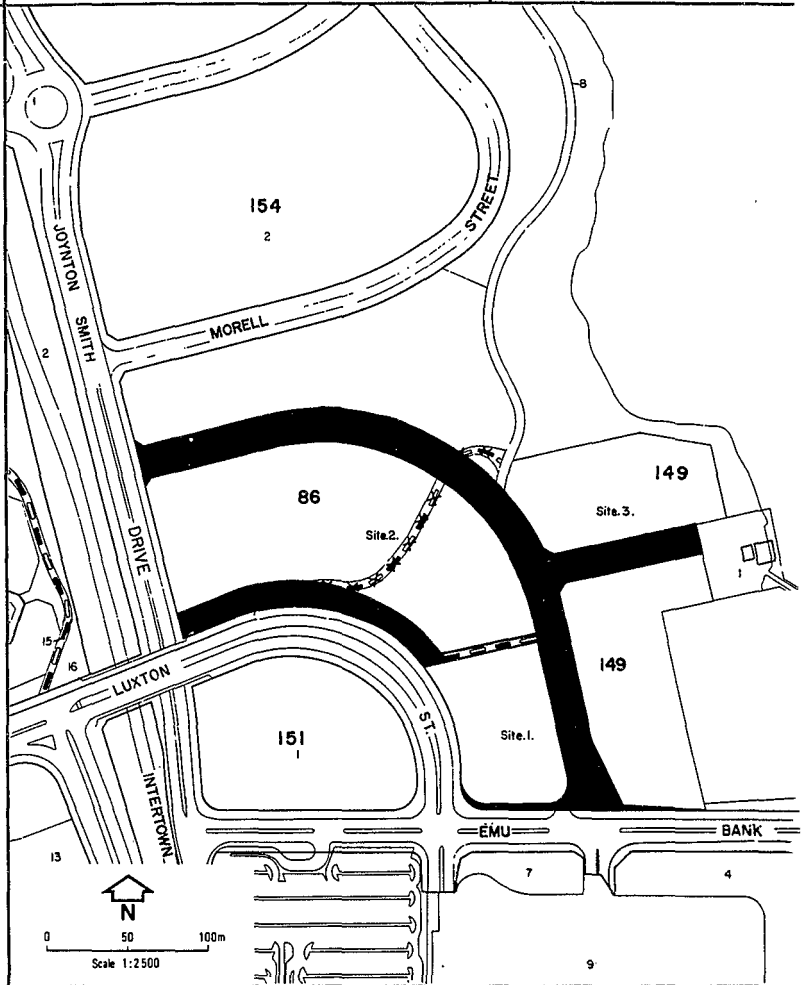
The road has been planned as a lower order access road. The road configuration and intersections will be designed to discourage its use as a through route.

8. Environmental Considerations

The road will provide direct public access to the lake foreshore areas. The area to the north of the road will be extensively landscaped as an extension of the lake foreshore open space system. The deciduous tree planting theme of the Town Centre will be continued around the verge of the road providing a soft edge to the proposed development.

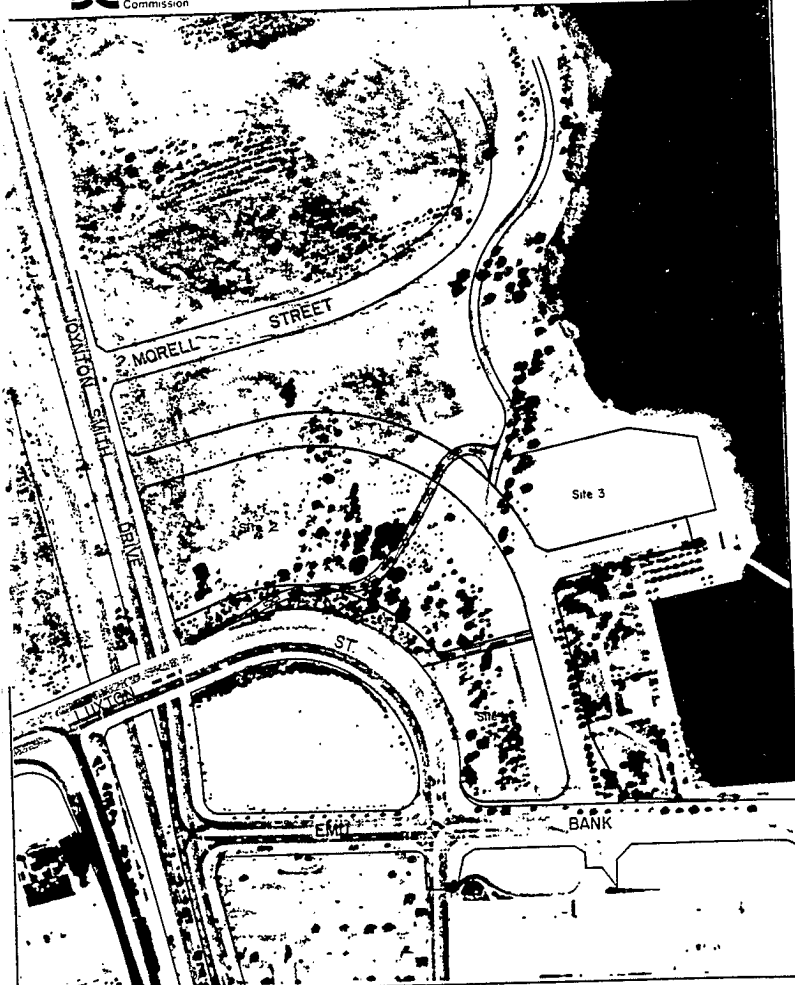
9. Public Consultation

Of the public comments received in relation to the Draft Policy Plan for the Belconnen Town Centre none specifically related to the development of this area apart from commenting on the need to develop the area with care.



Road Addition	
Road Deletion	
Cycleway Addition	
Cycleway Deletion	

**BELCONNEN: Sec 86 & 149 - Road Additions, Cycleway Addition & Deletion**

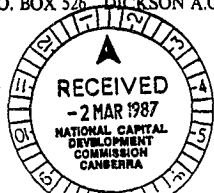


BELCONNEN: Sec 86 & 149 - Road Additions, Cycleway Addition & Deletion

# GINNINDERRA COMMUNITY COUNCIL

P.O. BOX 526, DICKSON A.C.T. 2602

Secretary and Manager  
National Capital Development Commission  
Northbourne Ave  
Dickson ACT



Dear Sir

Re Variation 2 (90th Series of Variations to City Plan) - Belconnen; Section 86 and 149: Road Additions.

The Council is strongly opposed to aspects of this development for the following reasons:-

(1) ALIENATION OF FORESHORE LAND: The proposal to allow part of Section 149 (site 3) for any buildings at all is anathema to us. We feel that this area of foreshore land - about 100 m wide - should be retained in its entirety as a landscaped open space for public use. There is room a-plenty on Sect 86 nearby for any motel, entertainment buildings, etc to be set well back from the lake. It is incredible that the current proposal allows development to come within 10 m of the foreshore!

Previously, when part of Site 3 was earmarked for a hotel/motel (Lake Ginninderra Development Plan July 1981) some 1500 people petitioned Mr Ken Fry, the then Member for Fraser, to relocate any such structure 200 m away from the lake edge.

The Ginninderra Community Council has long opposed building on this site despite the impression given by the NDC's briefing notes (Item 9). In our submission of 25/7/85 to the Belconnen Town Centre Draft Policy and Development Plan (April 1985) we voiced at some length our opposition to building on this promontory. We also made the point that any construction would mar views from many other quarters of the lake, including those from the Belconnen Mall - Benjamin Way Precinct. It is fortunate that the Water Police building adjacent is of small-scale. In addition we said that the amenity of the City Gardens (S. Lythorn part of Section 149) will suffer if there is increased vehicle movement nearby.

86/1978

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# GINNINDERRA COMMUNITY COUNCIL

P.O. BOX 526 DICKSON A.C.T. 2602

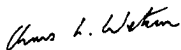
(2) ROAD ACCESS TO SECTION 86: The proposed road running alongside section 149 is opposed on the grounds of excessive vehicle movement and noise affecting the passive enjoyment of the adjacent foreshore lands including the City Gardens. Extra traffic will undoubtedly be encouraged by this 'through-road' design, despite NCDC comments that through-use will be discouraged. (Point 7 of briefing notes). It should be easy to design access to Sect 86 without resorting to a through-road. The NCDC should be asked to come up with alternative options.

SUMMARY (1) That Section 149 (site 3) be landscaped as public foreshore space.

(2) That the proposed through-road is deleterious to the recreational amenity of the foreshore land of Sect. 149.

We hope the Joint Committee will take the opportunity to visit this foreshore site prior to the Hearings.

Sincerely



C L WATSON  
(FOR COMMITTEE)



## National Capital Development Commission

220 Northbourne Ave, Canberra, A.C.T. G.P.O. Box 373 Canberra 2601, Australia  
Telephone: (062) 46 8211 Telegrams: Comdev Canberra Telex: 82673 Facsimile: 476980  
All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 86/1978  
B. Nesbitt

Dear Dr Watson

I refer to your letter of 1 March 1987 concerning the 90th Series of Variations to the City Plan - Variation No.2 - Belconnen: Sections 86 and 149 Road Additions.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposal 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  
SECRETARY AND MANAGER

3 March 1987

Dr C.L. Watson  
Ginninderra Community Council  
P.O. Box 526  
DICKSON ACT 2602

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Serial No. 2-7	4	
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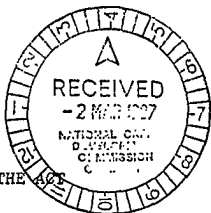
41 McFachern Cr.  
MELBA. A.C.T.

Phone (W) 458800  
(H) 581178

Secretary and Manager  
NCDC  
220 Northbourne Ave.  
BRADDON. A.C.T.

Attention - Brian Nesbitt

FOR JOINT PARLIAMENTARY COMMITTEE ON THE ACT



Dear Sir,

I wish to make a submission opposing the proposed Variation No.2 (detail Map P5) re Sections 86 and 149 Belconnen, which seeks an -

"addition to the plan of a road and realignment of an existing cyclepath to facilitate the development of the area for predominantly commercial purposes".

My reasons are as follows:-

The development of Sections 86 and 149 should be fully compatible with the low key, dispersed development of Section 65 with large tracts of open space and primarily designed for community use.

Section 15 is being redesigned by the NCDC to reflect community demands to retain the foreshore and Sections 86 and 149 adjoin this area and complement it. Similar treatment should be accorded those Sections.

The NCDC's rationale for commercial development is that "the lakeside location offers an excellent opportunity to promote, in particular, uses associated with the tourist industry in Canberra such as restaurants and/or motel".

The demand for restaurants should be well and truly met by the commercial building opportunities available on Section 65 and as for a motel this would be better set back from the foreshore e.g.

**COPY**

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Section 151, allowing maximisation of open space for passive family enjoyment of the lake.

The cost of the road at \$400,000 is unnecessary and wasteful.

With such a tiny lake the foreshore is absolutely precious and with the advent of Gungahlin the foreshore will become even more precious community property.

I therefore oppose the variation which will slice into the foreshore with substantial roadworks.

Yours faithfully,

BARRY REID

ALP Endorsed Senate Candidate for the ACT



## National Capital Development Commission

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

In reply please quote: 86/1978  
B.Nesbitt

Dear Mr Reid

I refer to your letter concerning the 90th Series of Variations to the City Plan - Variation No.2 - Belconnen: Sections 86 and 149 Road Additions.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposal 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  
SECRETARY AND MANAGER

3 March 1987

Mr Barry J Reid  
41 McEachern Crescent  
MELBA ACT 2615

AINSLIE: WAKEFIELD GARDENS PART ROAD DELETION

1. Purpose

The proposal to degazette these portions of Wakefield Gardens will provide two sites for the development of small-scale professional or commercial offices associated with Ainslie Local Centre.

2. Background

In recent years needs assessments have shown an increasing demand for additional sites to accommodate small scale office users, particularly medical practitioners, who serve essentially a local catchment. Many such users currently operate from residential premises. The Commission has responded by identifying alternative sites within local centres which maximise accessibility by the community and minimise disruption to the residential area.

3. Area

Each potential site has an area of approximately 700m<sup>2</sup>.

4. Estimated Cost

The total cost of providing services to the sites is \$8,000.

5. Existing Development

Although included within the gazetted alignment of Wakefield Gardens, the proposed sites do not form part of the carriageway and will not affect constructed footpaths. Both sites are presently landscaped with ornamental plum trees.

6. Future Development

It is proposed that the northern-most site be released for the development of a medical or dental practice. This site will accommodate an existing practice operating within the residential area of Ainslie and which must be relocated. The southern site will be released for low-intensity small scale offices of a low traffic generating nature. Each site could accommodate a building of 150-200m<sup>2</sup> with associated on-site parking for 6-8 cars.

7. Particular Planning Considerations

As neither site forms part of the existing carriageway or footpath network, traffic around the centre, both vehicular and pedestrian will not be interrupted. Set-backs will be required to ensure satisfactory traffic sight-lines. It is appropriate that small office users serving an essentially local catchment be located on sites associated with the local centre in a position of greatest accessibility to the community.

8. Environmental Considerations

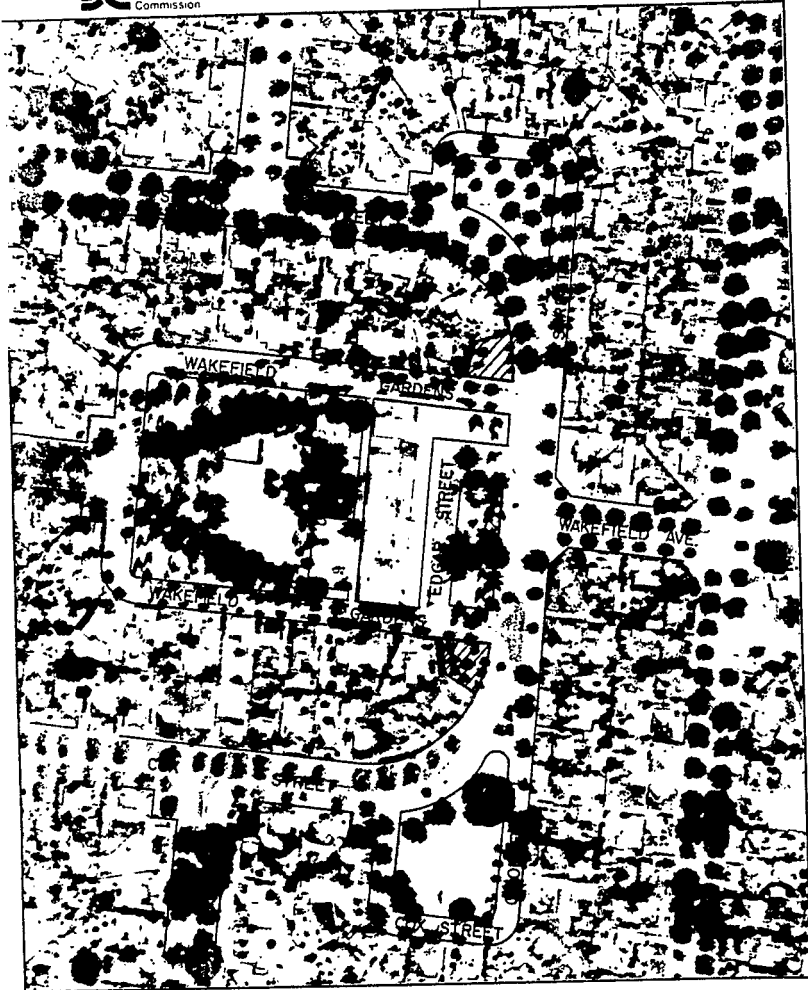
The small landscaped areas that will be lost as a result of the proposal are essentially ornamental. The availability of parkland and usable open space will not be affected. The form and intensity of the proposed development on the sites is consistent with that of adjoining residential blocks.

9. Public Consultation

The proposed degazettal and subsequent development of the sites was shown in the Draft Policy Plan Draft Development Plan for Ainslie Local Centre which was the subject of public consultation during November/December 1986.





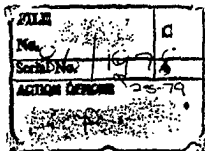


AINSLIE: Wakefield Gardens - Part Road Deletion

PO Box 501  
DICKSON ACT 2602

25 February 1987

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



Attention: Brian Nesbitt

OBJECTION TO 90TH SERIES OF VARIATIONS

I wish to lodge objection to Variation 3 as notified in Gazette No. 526 of 10 February 1987.

The use of a moderately attractive area for development, when there is other nearby land in a poor state, seems to be wasteful of resources. I suggest the use of the portion of Wakefield Avenue (adjoining Goodwin Homes) between Bonney and Angus Streets instead. This section comprises the former east-bound lane (now closed) and a central reservation.

The alternative site suggested here is close to the proposed site and uses land which would otherwise require public resources to rehabilitate.

  
Michael J.A. Parkinson





## National Capital Development Commission

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

In reply please quote 86/1978  
B Nesbitt

Dear Mr Parkinson

I refer to your letter of 25 February 1987 concerning the 90th Series of Variations to the City Plan - Variation No.3 - Ainslie: Wakefield Gardens Part Road Deletion.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct public hearings into the proposal 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  
SECRETARY AND MANAGER

2 March 1987

Mr Michael J.A. Parkinson  
P.O. Box 501  
DICKSON ACT 2602

PARKES: MALL ROAD ADDITIONS

1. Purpose

The purpose of this variation is to include in the gazetted plan roads which will link the New Parliament House to the national institutions on the foreshore of Lake Burley Griffin.

The attention of members is drawn to the Parliamentary Zone Development Plan report which is circulated together with a copy of these notes.

2. Background

The opening of the New Parliament House in 1988 will fundamentally change the nature of the Parliamentary Zone, in terms of visitor movement, vehicular and pedestrian movements and parking.

A considerable proportion of the expected 1 million visitors a year to the New Parliament House will also wish to visit the national institutions on the lakeshore after their visit to the New Parliament House, or vice versa. The distance from the New Parliament House forecourt to the lake is more than 1.5km; too far to walk for most people, because of age, disability, time available or climatic conditions. A clear road network is thus required to link these destinations and provide the opportunity for both private car traffic and a simple to use shuttle bus service for visitors - along the lines of the Washington Tourmobile.

Parking is already provided for visitors at each building, in formed off-street parking areas and any future buildings will provide visitor parking areas consistent with the demand. The proposed Mall roads will provide a slow speed driving environment for visitors and the opportunity for less formal kerbside parking. On weekends, visitor numbers are higher and employee parking areas are mostly available for any overflow parking.

Tourist buses are intended to use the proposed roads, and cyclists and pedestrians will also be catered for by the path systems to be built together with the roads.

These facts were recognised when approval was given to the "land bridge", linking the forecourt of the New Parliament House to Parliament Square. The variation proposed here would extend these roads to link with the existing lakeshore

road, creating a simple direct road system for visitors who would not then have to venture on to the high volume high speed arterial avenues in order to get from the new House to the lake-shore within the Parliamentary Zone.

This variation flows out of the NCDC Parliamentary Zone Development Plan which addresses the deficiencies of the area and has the following objectives:

- . to create a framework for the future upgrading of the Parliamentary Zone to a standard commensurate with that of the New Parliament House;
- . to create a simple, clear movement system within the Parliamentary Zone, which changes the emphasis from east-west to north-south movements and other buildings such as Commonwealth offices and tourist services;
- . to create opportunities for the siting of future national institutions and other buildings such as Commonwealth offices and tourist services;
- . to enhance the existing situation, rather than drastically modifying it;
- . to allow implementation to proceed in stages.

These general objectives have all influenced the positioning of roads: their alignment is such that most existing trees can be retained; the roads can be built in stages, as can the associated landscape upgrading.

The Plan was tabled in the House of Representatives on 14 February 1986.

### 3. Length

The length of the Mall from King George Terrace to the lakeshore is 650 metres, and the length of the link between the Mall and Parkes Place West is 150 metres.

### 4. Estimated Cost

It is proposed that the first stage of development would consist of the Mall roads from King Edward Terrace to the lakeshore, together with the road connection from the Mall to Parkes Place West. This work would also include landscaping, earthworks, lighting and seating.

The cost to construct the proposed road additions is

- King Edward Terrace to Lakeshore (West) - \$1.2m and cross-axis link.
- King George Terrace to King Edward Terrace - \$1.5m and KGT - Lakeshore (East).

5. Existing Development

The existing developments include the reflecting pool, two fountain pools and paving, statue of King George and part of King Edward terrace that bisects the Mall between the Provisional House and the Lake.

With the exception of the proposed intersection of the Mall roads with King Edward Terrace, all the existing developments are unaffected by the proposals.

6. Proposed Development

The Mall will comprise two 10m wide two-way roads separated by the central grassed space. The roads will be lined by semi-formal planting of eucalyptus elata.

7. Particular Planning Considerations

The Mall will complete Walter Burley Griffin's land axis between the Australian War Memorial and the New Parliament House.

8. Staging

It is proposed to construct the proposed roads in two stages: the first being that between King Edward Terrace and the lakeshore road; the second between King Edward Terrace and King George Terrace.

This course is recommended for a number of reasons:

- to provide access to the Australian Science and Technology Centre (currently under construction) as a priority;
- to defer construction in the vicinity of the Provisional Parliament House until after Parliament vacates the building so as to minimise disruption to Parliament's operations; and

- to allow the establishment of new trees in the vicinity of the Rose Gardens (see below).

9. Environmental Considerations

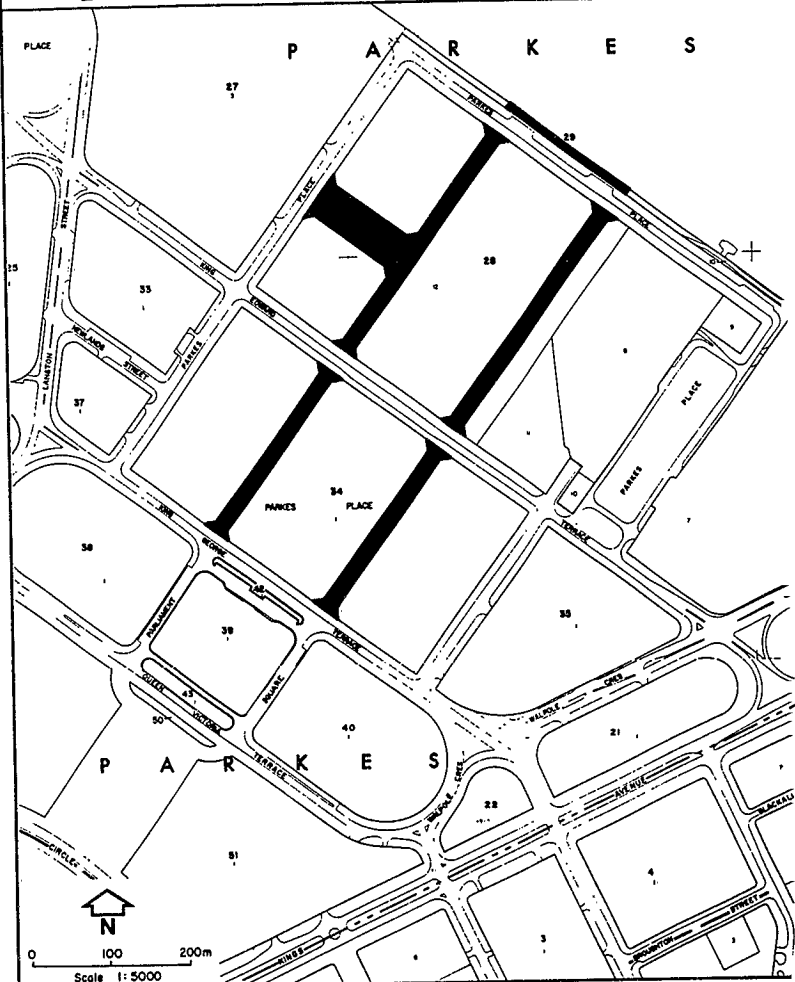
Approximately 36 trees at the Provisional Parliament House end in the vicinity of the Mall lie within the area affected by road construction activity.

It is believed that all these trees were planted in 1926, and in some cases the name of the person who planted the tree is indicated on a plaque at the base of the tree. A number of the trees are suffering the effects of overcrowding and are mis-shapen. In all cases cuttings are being taken to enable replanting on an adjacent site and the plaques will be relocated. Where practicable some trees will be shifted to new locations.

Approximately 750 new trees will be planted along the edges of the Mall in accordance with the Development Plan.

10. Public Consultation

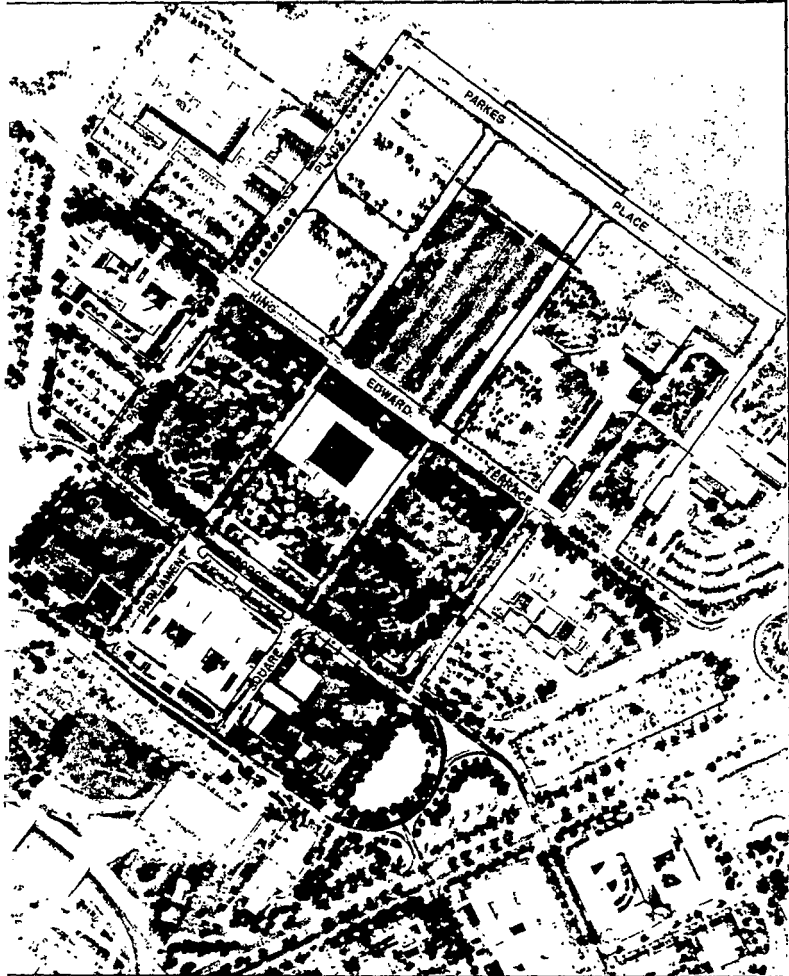
The Parliamentary Zone Development Plan has been the subject of consultation with various interest groups over a long period. The major institutions in the Parliamentary Zone, the Parliament House Construction Authority, the Joint Standing Committee on the New Parliament House, the Joint Committee on the ACT, the professional federal institutes of Architecture, Engineering and Landscape Architecture, the National Capital Planning Committee, individual members of Parliament and many others have all been consulted at various times over the past five years. The work leading to the Development Plan has been the subject of three major reports and several exhibitions.



ROAD ADDITION

**PARKES:** Mall - Road Additions





PARKES: Mall - Road Additions

PHILLIP: SECTION 49, ROAD ADDITION

1. Purpose

To provide vehicle service access to a number of service trades sites.

2. Background

This section covers the most southern part of the Phillip service trades area between Parramatta Street, Melrose Drive and Athllon Drive.

3. Length

Approximately 170 meters.

4. Estimated Cost

\$200,000.

5. Existing Development

An area of undeveloped Commonwealth land adjacent to a number of existing service trades uses, public utilities and community uses.

6. Proposed Development

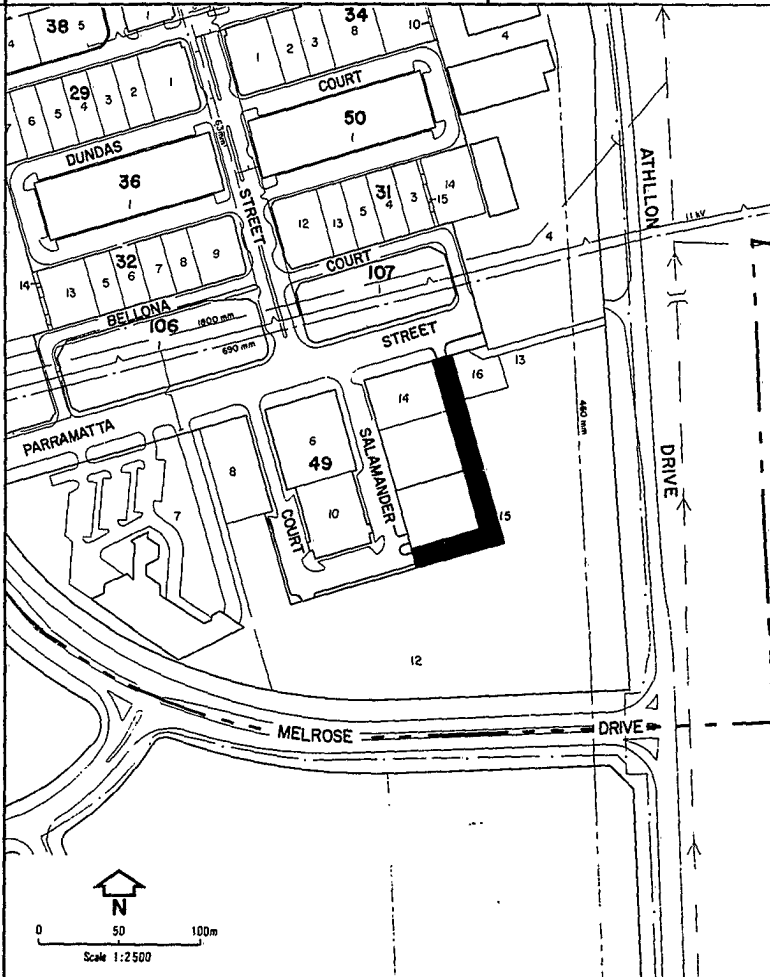
Proposed development is for service trades uses (mainly car trade) but will include public utilities and community uses sites.

7. Planning Consideration

Vehicle access for most of the sites will be available from either Melrose Drive and/or Athllon Drive. This will make them highly suitable for car trade franchises and showrooms.

8. *Public Consultation*

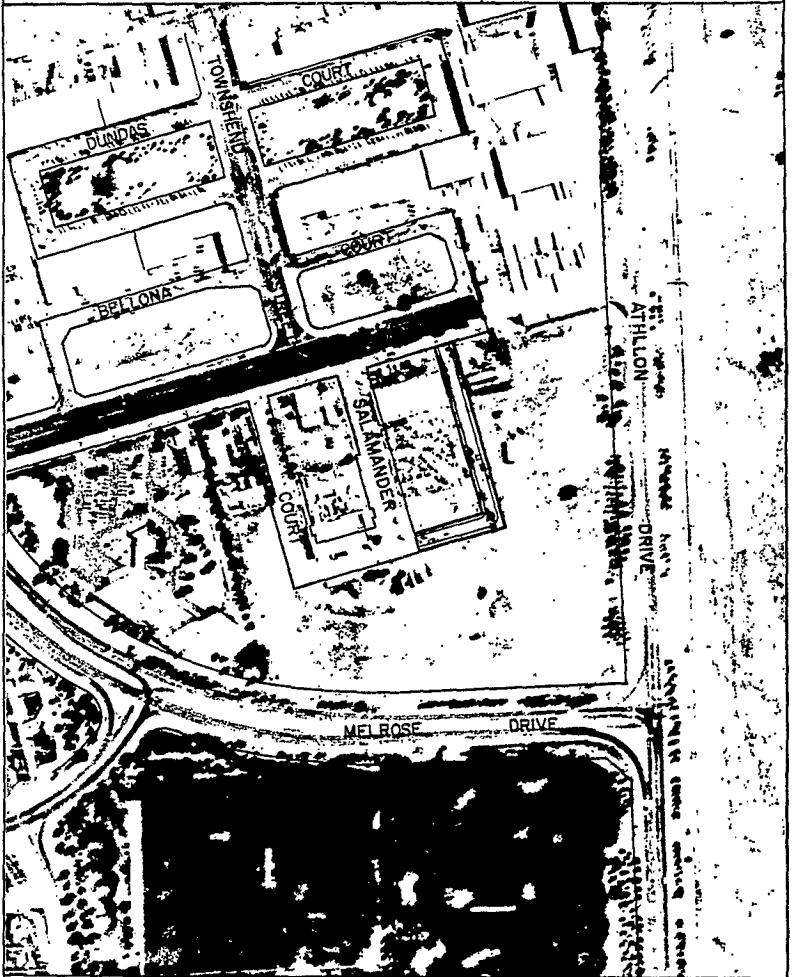
No public consultation has been undertaken as the proposals are in accordance with existing land use policies for the area.



ROAD ADDITION



PHILLIP: Section 49 - Road Addition



PHILLIP: Section 49 - Road Addition

DEAKIN: SECTION 35 ROAD ADDITIONS

1. Purpose

The proposals will provide culs-de-sac access from Denison and Kent Streets to allow the subdivision of land to provide sites to be released for the above uses.

2. Background

Section 37 Deakin has been used by the DOT and the Commission as a means of attracting the headquarters of National Associations to Canberra. All the sites have now been developed or committed and the Department has a number of associations on a waiting list for sites and more applications are expected. There is a constant and growing demand for small professional offices particularly in South Canberra and in Section 37 many have been integrated with the National Associations uses. The Commission's Metropolitan Policy Plan Development Plan make provision for 'A special use area' in West Deakin to meet the needs of the future growth of the City. Uses already established in the area include the John James Hospital and Medical Centre, National Associations, The Royal Australian Mint and the Woden Special School. A site has also been identified for the ACT Multiple Sclerosis Society Centre.

3. Length and Width

The proposed cul-de-sac from Denison Street comprises a 265 metre by 9 metre wide access road terminating with a 280 metre x 7.5 metre wide elongated loop road.

The proposed cul-de-sac from Kent Street comprises an 80 metre x 9 metre wide access road terminating with a 200 metre x 7.5 metre wide elongated loop road.

4. Estimated cost of Construction

The estimated cost of the cul-de-sac from Denison Street and Kent Street is \$800,000 and \$400,000 respectively.

5. Existing Development

The area is undeveloped Commonwealth land except for an area which was developed in 1966 for the ACT Road Safety Councils Children's Traffic Demonstration Centre. It comprises a

bitumen track, a small masonry toilet block and a relocated transportable administration building. Discussions are currently being undertaken with the Department of Territories to determine the best alternative location for this facility.

6. Future Development

The cul-de-sac off Denison Street will provide primarily for the subdivision of approximately 21 sites for National Associations and small scale professional offices. The cul-de-sac off Kent Street will provide a further 9 sites for the above uses and for community facilities.

7. Particular Planning Considerations

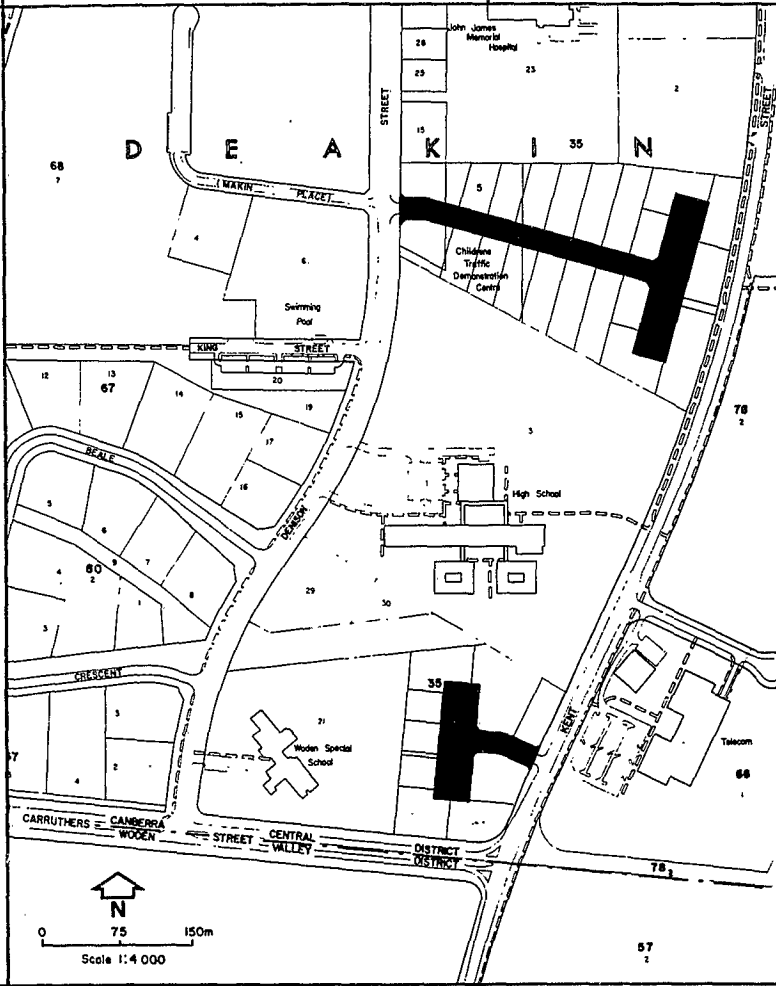
The 9 metre wide access roads provides for a traffic flow in each direction and enables kerbside parking. The 7.5 metre wide loop road also provides traffic flow in each direction but parking adjacent the outer kerb only.

8. Environmental Considerations

A significant number of existing plantings, particularly the dense planting around the children's Traffic Demonstration Centre will be lost. It is proposed to plant street trees of deciduous species in formal rows with perimeter and on-site planting being generally of native species.

9. Public Consultation

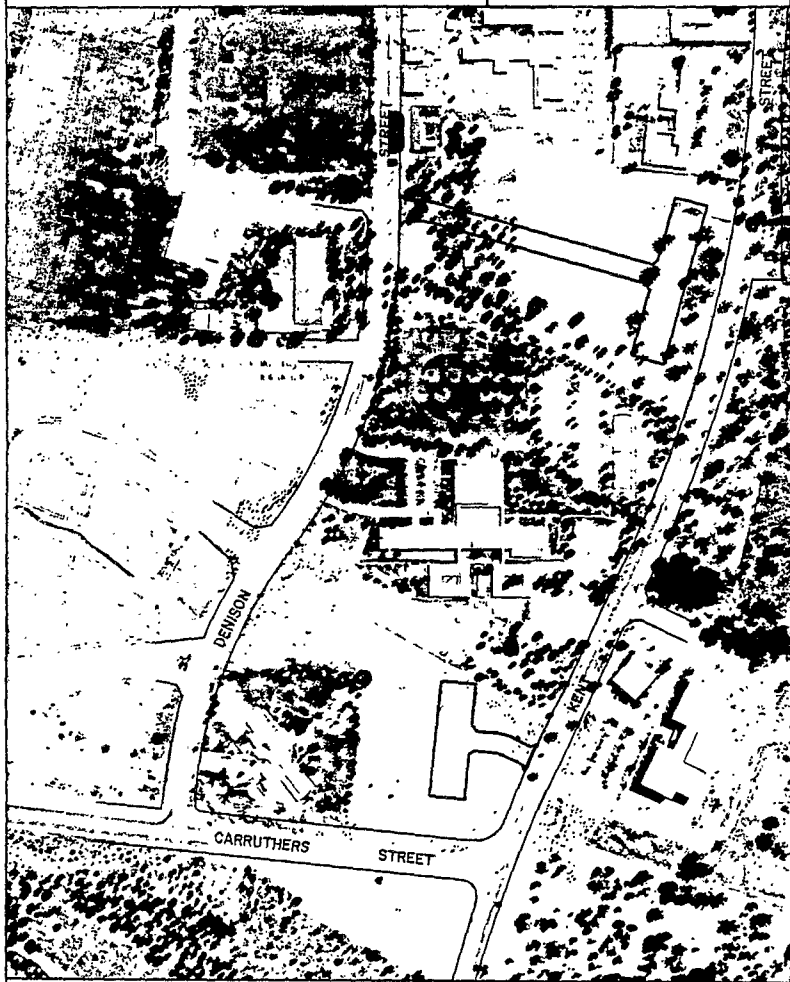
A Draft Policy Plan and Draft Development Plan is being processed. The Policy Plan and Development Plan for Deakin Section 35 Blocks 5, 13, 14, 30, 31 was the subject of public consultation during November/December 1986.



ROAD ADDITION 

DEAKIN: Section 35 - Road Additions





DEAKIN: Section 35 - Road Additions

CYCLEWAY: ATHLLON DRIVE TO ERINDALE DRIVE

1. Purpose

To provide a trunk cyclepath from Athllon Drive to Erindale Drive through Wanniasa.

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 Fadden and Gowrie to the Athllon Drive cycleway that connects to the Woden and Tuggeranong Town Centres.

3. Length

The length of the proposed cyclepath is approximately 2.7 kilometers.

4. Estimated Cost

The cost of constructing the cyclepath is approximately \$190,000.

5. Existing Development

The cyclepath commences at the existing approved cyclepath along Athllon Drive and travels through the northern and eastern sectors of Wanniasa. Feeder paths will link the cyclepath to surrounding schools and shops. At a later date, the cyclepath will be extended through Gowrie to the Fadden Pines District Park and Isabella Drive Cycleway.

6. Proposed Development

The cycleway variation will permit the construction of a 2.5m wide cyclepath in a 5m wide reservation. The majority of the path will utilise an existing landscaped open space area with the remainder being parallel to Erindale Drive.

The cyclepath passes through the northern sector of Wanniasa along an existing footpath and through three existing underpasses. It then crosses Longmore Crescent at grade and

follows the eastern edge of that street to Erindale Drive. The cyclepath then utilises part of the (existing) western lane of Erindale Drive and crosses Sternberg Crescent at grade. The final sector is located within existing open space parallel to Erindale Drive ending at the underpass leading into Gowrie.

Construction of the cyclepath is programmed for the 1986/87 financial year.

7. Particular Planning Considerations

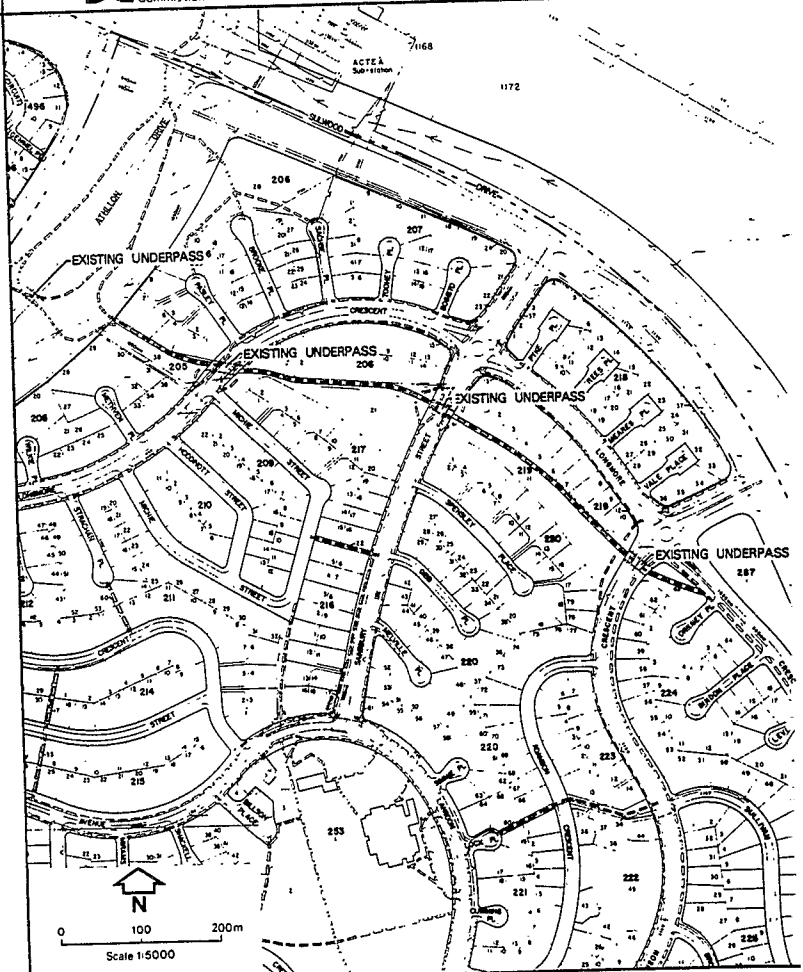
This route was selected as being the safest and most direct route that accorded with the Commission's guidelines for horizontal and vertical alignments for trunk cycleways. In addition, it takes advantage of five existing road underpasses and requires only two at grade crossings. The Longmore Crescent crossing has very good sight lines and the Erindale Drive roundabout will slow traffic and help facilitate the safe crossing of Sternberg Crescent.

8. Environmental Considerations

Nil.

9. Public Consultation

The proposal is consistent with approved policy and Pedal Power supports the route.



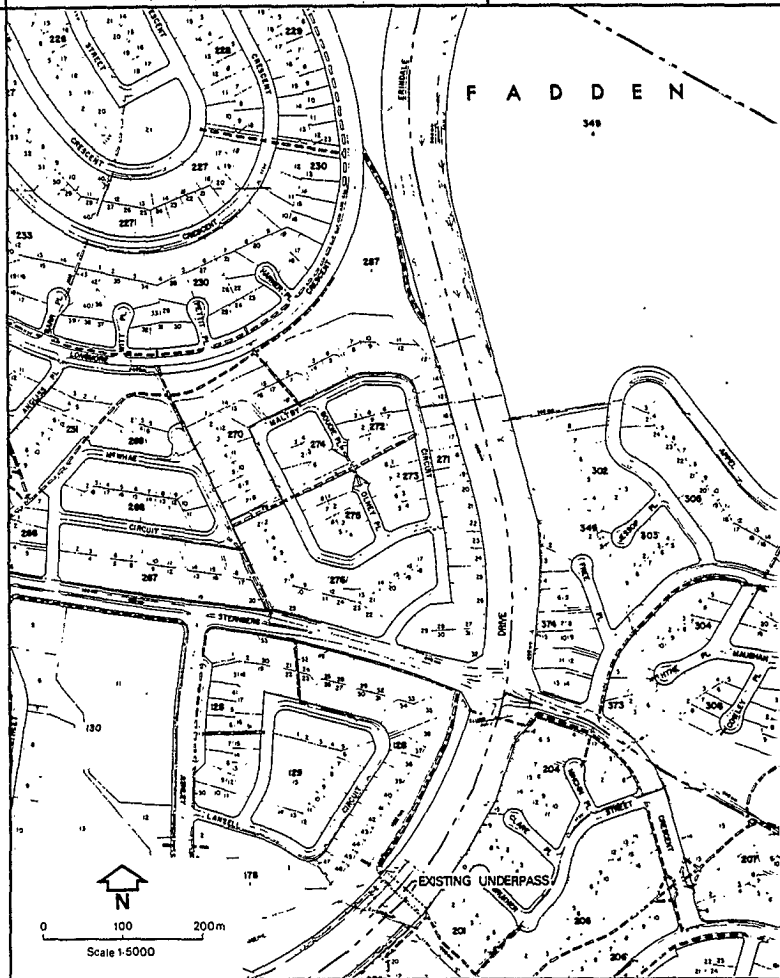
Cycleway Addition

WANNIASSA: Athlon Drive to Erindale Drive

Cycleway Addition



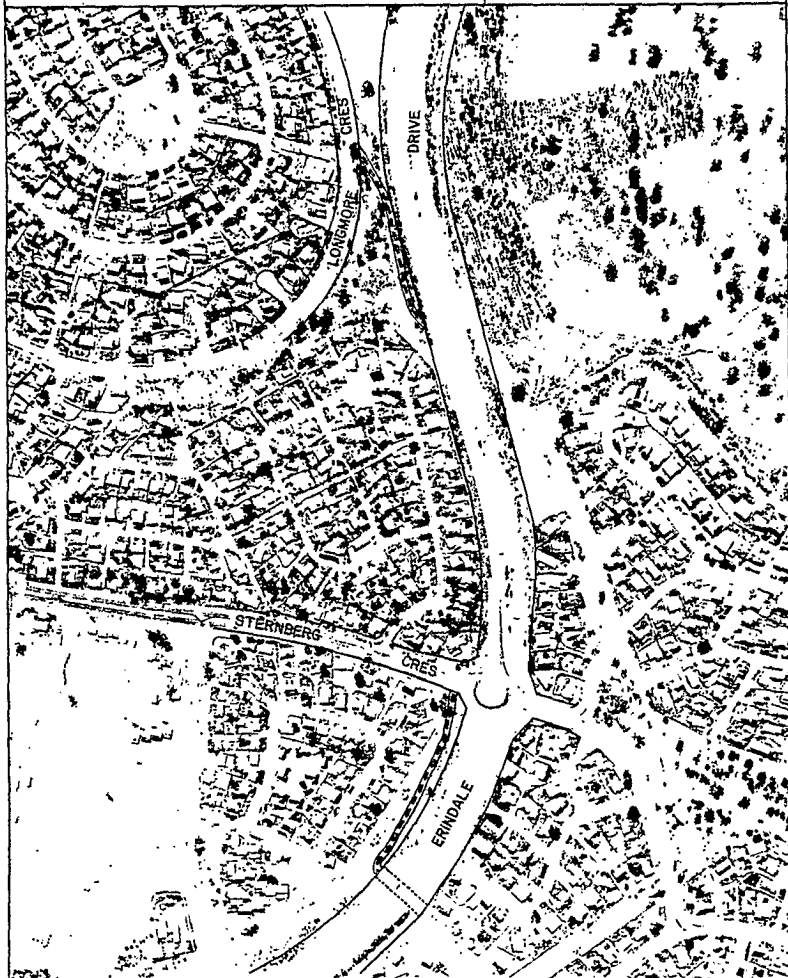
WANNIASSA: Athlon Drive to Erindale Drive - Cycleway Addition



Cycleway Addition



**WANNIASA:** Athlon Drive to Erindale Drive - Cycleway Addition



WANNIASSA: Athlon Drive to Erindale Drive - Cycleway Addition

## CYCLEWAY: ISABELLA DRIVE TO DRAKEFORD DRIVE

### 1. Purpose

To provide a trunk cyclepath from Isabella Drive, through Isabella Plains and Calwell, to Drakeford Drive.

### 2. Background

The proposed cyclepath is an important link in the metropolitan trunk cycleway network identified in the Commission's published Cycleways Plan. The cyclepath will provide a convenient connection from Isabella Plains, Calwell and the Tuggeranong Town Centre.

### 3. Length

The length of the proposed cyclepath is approximately 3.0 kilometres.

### 4. Estimated Cost

The total cost of constructing the cyclepath is approximately \$210,000.

### 5. Existing Development

The cyclepath travels through the western sector of Isabella Plains and Calwell. The development of all roads and services in the area will be undertaken during the 1986/87 financial year.

Feeder paths will link the cyclepath to surrounding schools and shops.

### 6. Proposed Development

The cycleway variation will permit the construction of a 2.5m wide bitumen sealed cyclepath in a 5m wide reservation along a landscaped open space corridor.

The cyclepath starts from the gazetted cyclepath in Monash and crosses over Tuggeranong Creek and under Isabella Drive. It then travels south through Isabella Plains parallel to



Drakeford Drive with an underpass to Noorooma Street and Johnson Drive and a minor at grade crossing at Keverstone Circuit. The final section travels south through Calwell with two minor at grade crossings and ends at the planned Drakeford Drive underpass near the intersection with Tharwa Drive.

It is proposed that construction of the cyclepath will be undertaken in conjunction with adjoining land servicing contracts during the 1986/87 financial year.

7. Particular Planning Considerations

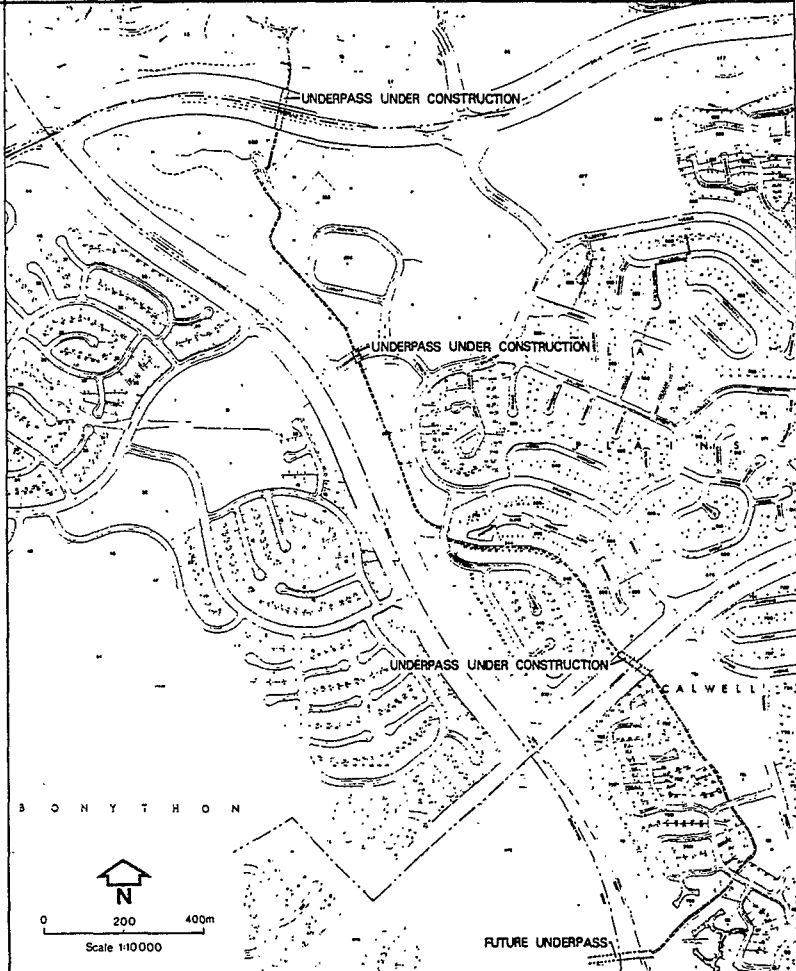
This route was selected as being a pleasant and direct route that accords with the Commission's guidelines for horizontal and vertical alignments for trunk cycleways. The route takes advantage of four major road underpasses while requiring four minor at grade crossings.

8. Environmental Considerations

Nil.

9. Public Consultation

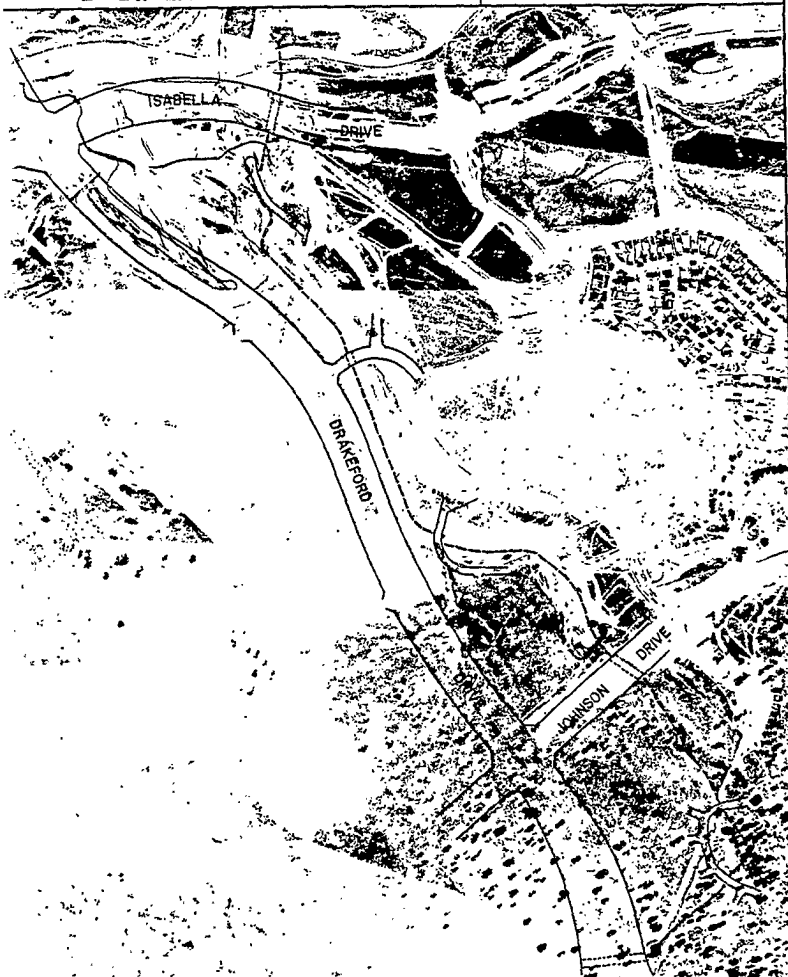
The proposal was included in recent Policy and Development Plans for the area and Pedal Power supports the route.



Cycleway Addition



**ISABELLA PLAINS/CALWELL:** Isabella Drive to Drakeford Drive - Cycleway Addition



**ISABELLA PLAINS/CALWELL:** Isabella Drive to Drakeford Drive - Cycleway Addition

## CALWELL: ROAD ADDITIONS AND DELETIONS

### 1. Purpose

To provide for road extensions, and two culs-de-sac to permit the development of site for Infants and Primary School and the modification of one loop road to permit the development of steep land.

### 2. Background

The earlier planning of Calwell provided for two primary schools on the eastern and western boundaries of the neighbourhood. In the latter half of 1985 it became apparent that land settlement had slowed significantly. This coupled with the need to reduce capital expenditure on new schools provided an opportunity to rationalise schools planning in Tuggeranong South of Isabella Drive. Having established its feasibility, ACTSA and the Commission agreed to the need for only one school in Calwell and that it be located centrally.

### 3. Length

The length of proposed new roads is approximately 600m.

### 4. Estimated Cost

Approximately \$560,000.

### 5. Existing Development

Consists of access roads and standard residential development.

### 6. Proposed Development

The northern arm of Downard Crescent crosses the hill to join Casey Crescent in the east, thus providing a cross suburb link road that addresses the school. The residential blocks next to the school are accessed off a cul-de-sac stemming from the southern arm of Downard Crescent. The new link road will be designed with a 9 metre pavement to accommodate a bus route. O'Connor Circuit has been directed

into Ievers Street and the northern section of O'Connor Circuit has been terminated as a cul-de-sac near Section 757. Fifty three residential blocks have been displaced due to the new school siting. The average area of the amended residential blocks is 1004m<sup>2</sup>.

7. Particular Planning Considerations

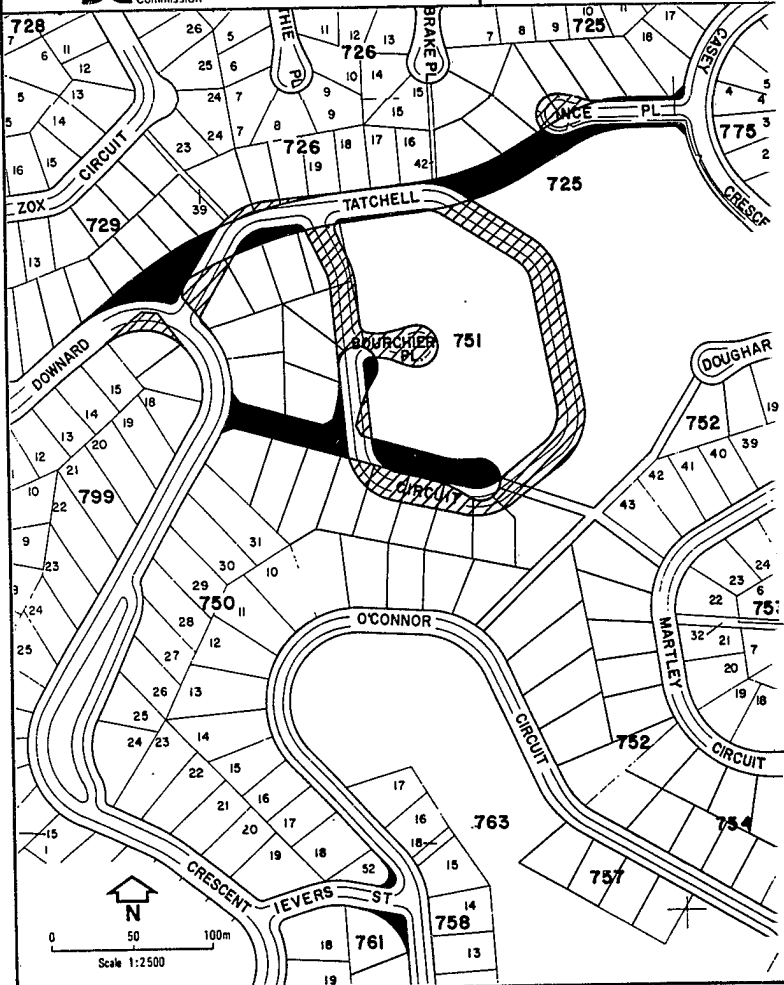
The adjusted road layout was designed to ensure logical traffic flow with clear sight lines. The residential block layout creates an attractive subdivision that incorporates as many existing service lines as possible.

8. Environmental Considerations

Nil.

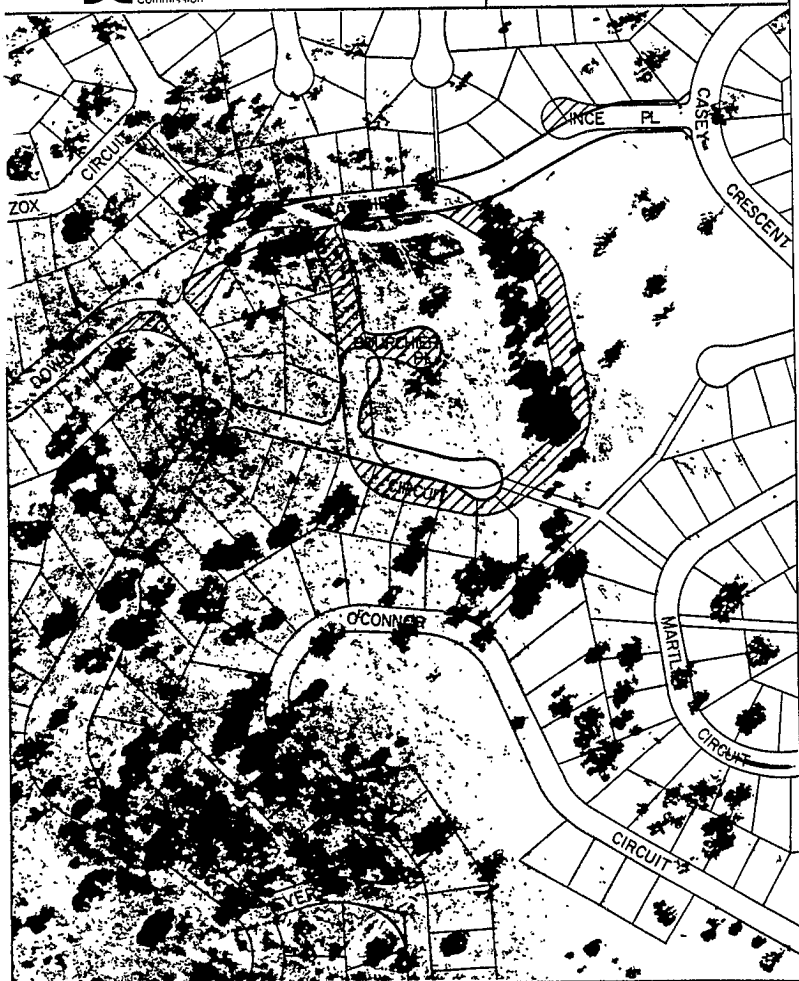
9. Public Consultation

No public comments were received following the publication of the Draft Policy and Development Plan.



ROAD ADDITION   
ROAD DELETION 

**CALWELL:** Road Additions and Deletions



**CALWELL:** Road Additions and Deletions



## National Capital Development Commission

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

In reply please quote: 86/955  
 B Nesbitt:GB

Dear Mr Nordin

During the Committee's further consideration of the Eastern Parkway Variation which was included in the 88th Series of Variations it became apparent that some clarification was needed concerning the cost of the Variation.

The first stage of the works which was described in detail at the hearing and was estimated to cost \$35M comprises:

- |    |   |       |
|----|---|-------|
| a) | Hindmarsh Drive extension   | \$8M  |
| b) | Eastern Parkway north from Jerrabomberra Avenue to Newcastle Street (single carriageway north of Canberra Avenue) | \$18M |
| c) | Jerrabomberra Avenue duplication  | \$4M  |
| d) | Monaro Highway duplication  | \$5M  |

These works will be divided into a number of construction packages generally in excess of \$1M in order to stage the works in the most efficient and cost effective way. At this time the Commission's intentions for staging are as follows:

- |    |  |
|----|--|
| a) | Hindmarsh Drive Extension<br>Start 11/87 Finish 3/89                                 |
| b) | Parkway north from Jerrabomberra Avenue to Canberra Avenue<br>Start 3/88 Finish 3/89 |



- c) Parkway from Canberra Avenue to Newcastle Street  
Start 10/88 Finish 9/89
- d) Overpass Bridge at Canberra Avenue  
Start 5/88 Finish 5/89
- e) Intersection at Tharwa Road  
Start 6/88 Finish 9/89
- f) Monaro Highway Duplication at Hume  
Start 9/88 Finish 9/89
- g) Jerrabomberra Avenue Duplication  
Start 11/88 Finish 9/89


These dates are subject to the usual budgetary considerations.

The figure of \$50M included in the gazettal briefing notes covers all of the above mentioned works plus the cost of the second carriageway between Canberra Avenue and Newcastle Street and the cost of future pavement upgrading on the existing sections of Jerrabomberra Avenue and Monaro Highway.

These additional costs are for works which will be constructed ultimately within the area currently being gazetted, but they are not part of the initial construction stages.

Yours sincerely



ALAN PHILLIPS   
SECRETARY AND MANAGER

27 April 1987

Mr Bjarne Nordin  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600 76



## National Capital Development Commission

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In reply please quote. 86/1978 B NESBITT:MH005

Dear Mr Nordin

During the Committee's consideration of Variation 1 of the 90th Series of Variation to the City Plan - Florey: Ratcliffe Crescent to Coulter Drive - Cycleway addition, the Committee was advised by the Commission that there was no difficulty in providing the crossing of Ratcliffe Crescent about 25m back from Southern Cross Drive.

In reviewing the design, the Commission is of the opinion that the safest location for the crossing is at the intersection and not in Ratcliffe Crescent. This is primarily because vehicle movements are the slowest and most predictable and that the traffic median and islands provide for staged crossing of traffic moving in one direction. This is in accordance with the Commission's standards as published in Technical Paper No 37.

The crossing within the intersection is therefore preferred on safety grounds to a more remote location. The location described by the Ginninderra Community Council is considered more dangerous in view of higher vehicle speeds and that the driver's attention may not be as intent as it would be in making a manoeuvre associated with the intersection.

Yours sincerely

ALAN PHILLIPS  
SECRETARY AND MANAGER

27 April 1987

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



# National Capital Development Commission

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Telephone: (062) 46 8211 Telegrams: Comdev Canberra Telex: 622673 Facsimile: 476980  
All correspondence to be addressed to The Secretary and Manager.

In reply please quote: **B NESBITT:MH**



Dear Mr Nordin

During the Committee's consideration of the 90th Series of Variations the Commission undertook to provide the Committee with additional information relating to variation No 6 Deakin: Section 35 Road Additions.

The estimated cost of relocating and upgrading the Children's Traffic Demonstration Centre is \$300,000 and the cost of widening the road pavement to 10.5m is \$40,000.

Yours sincerely

**ALAN PHILLIPS**  
**SECRETARY AND MANAGER**

27 April 1987

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