

DEPARTMENT OF THE SENATE  
PAPER No. 3808  
DATE  
PRESENTED  
5 SEP 1989  
*Mary Evans*



THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

REPORT ON PROPOSALS FOR VARIATIONS  
OF THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS ENVIRONS  
VARIATIONS 89/1 (ITEMS 2 AND 3), 89/2 AND 89/3 .

AUGUST 1989

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

REPORT ON PROPOSALS FOR VARIATIONS  
OF THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS ENVIRONS  
VARIATIONS 89/1 (ITEMS 2 AND 3), 89/2 AND 89/3

AUGUST 1989

**MEMBERS OF THE COMMITTEE**

**Chairman:** Mr J.V. Langmore, MP

**Members:** Senator T. Aulich Mr J.D. Anderson, MP  
Senator R. Hill Mr B.J. Goodluck, MP  
Senator R.F. McMullan Hon. G.G.D. Scholes, MP  
Senator M.E. Reid Hon. T. Uren, MP  
Senator N.K. Sanders

**Secretary:** I.A. Dundas

**TERMS OF REFERENCE**

That a Joint Committee be appointed to inquire into and report on:

all proposals for modifications 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 the Arts, Sport, the Environment, Tourism and Territories; and

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 responsible for the Australian Capital Territory.

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**RECOMMENDATIONS**

**Variation 1989/1 - Items 2 and 3**

The Committee recommends that:

- . Item 2 (Tuggeranong, Monaro Highway-Isabella Drive) of Variation 89/1 as proposed in Commonwealth of Australia Gazette Number S154 on 5 May 1989 be approved.
- . Item 3 (Tuggeranong, Blocks 1433, 1434 and Gilmore Section 65) as proposed in Commonwealth of Australia Gazette Number S154 on 5 May 1989 be approved.

**Variation 1989/2**

The Committee recommends that:

- . Variation 89/2 as proposed in Commonwealth of Australia Gazette Number S169 on 16 May 1989 be approved.

**Variation 1989/3**

The Committee recommends that:

- . Variation 89/3 as proposed in Commonwealth of Australia Gazette Number S130 on 13 April 1989 be approved.

**DEFERRAL OF CONSIDERATION**

**Variation 1989/1 - Item 1**

- . The Committee defers decision on Item 1 (Fyshwick, Campbell, Monaro Highway) as proposed in Commonwealth of Australia Gazette S154 on 5 May 1989 pending further consideration of the Morshead Drive proposal.

## INTRODUCTION

1.1 In the *Commonwealth of Australia Gazette* of 13 April 1989 and 5 May 1989 the Minister for the Arts, Tourism and Territories notified his intention to make variations to the plan of the lay-out of the City of Canberra and its environs.

1.2 Section 12 of the *Seat of Government (Administration) Act 1910* deals with variations to the plan of the City of Canberra and provides that the Minister may, at any time, modify or vary the plan. A variation cannot be made until fourteen days after a notice of intention has been published in the *Commonwealth of Australia Gazette*. In practice, the Minister does not vary the plan until the variation and public comment on the variation have been considered and reported on by the Committee. The Australian Capital Territory Administration advertises the variation, collates public comments and objections and provides the Committee with briefing materials including copies of all submissions and objections.

1.3 Since the 30th Parliament, public hearings have been held to consider proposals to vary the plan. A report approving or rejecting the variation is then tabled in the Parliament. When the variation is signed by the Minister, it must be laid before each House of the Parliament within 15 sitting days of that House. The variation ceases to have effect, if either House of Parliament passes a resolution disallowing the variation. Notice of such a resolution must be given within six sitting days of the variation being laid before that House.

1.4 The Office of Industry and Development, Australian Capital Territory Administration prepared briefing notes on the proposals contained in the variation. The briefing notes for Variation 1989/1 and 1989/2 appear at Appendix 2. The briefing notes for Variation 1989/3 are at Appendix 3. The briefing notes provide details of the variation proposals including purpose, cost, existing and proposed development and the extent of community consultation.

1.5 The three variations discussed in this report are all items that were initially referred to the Joint Sub-Committee of the Senate and the House of Representatives Standing Committees on Transport, Communication and Infrastructure appointed to consider proposed Variations to the Layout of the Plan of the City of Canberra and its Environs. When the present Committee was appointed and replaced that Joint Sub-committee it assumed responsibility for continuing the incomplete inquiries into proposed variations.

1.6 Evidence in relation to proposed Variation 89/3 was part heard by the previous Joint Sub-committee at a public hearing on 15 May 1989. The Committee held a public hearing on 20 July to complete taking evidence and to commence consideration of proposed Variations 89/1 and 89/2.

**VARIATION 89/1**

2.1 This proposed variation contains the following three items notified in the Commonwealth of Australia Gazette S154 on 5 May 1989:

**ITEM 1**

Fyshwick, Campbell, Monaro Highway: Addition to the plan to provide additional road capacity to accommodate increased traffic flows between eastern Canberra and Tuggeranong resulting from additional residential development. This includes widening and relocating Morsehead Drive and constructing a new road across Dairy Flat from Fyshwick to the Molongolo River.

**ITEM 2**

Tuggeranong, Monaro Highway-Isabella Drive: Addition to the plan to:

- a) provide additional road capacity to accommodate increased traffic flows between Isabella Drive and the Monaro Highway resulting from additional residential development in the Tuggeranong area;
- b) extend Isabella Drive to Tralee Street, thereby improving access to areas in Hume suitable for future industrial development; and
- c) be consistent with future integration with the Queanbeyan road system.

**ITEM 3**

Tuggeranong, Blocks 1433, 1434 and Gilmore, Section 65: Road additions and deletion to provide access roads to enable the development of a highway service centre and other tourist related uses near the junction of Isabella Drive and Monaro Highway. These roads will also form part of the entry and exit ramps for the proposed Isabella Drive/Monaro Highway intersection included in this Variation.

a) Variation 98/1 - Item 1

2.2 This variation will allow for the construction of a four lane dual carriageway expressway from Fyshwick across Dairy Flat linking through to Parkes Way. It will form part of the Eastern Parkway which is planned to be the main north-south route on the eastern side of Canberra.

The variation allows for the development of Morsehead Drive as a main access route between Civic and the expressway. In the future the parkway may be extended to link through to the Federal Highway by a route possibly on the eastern side of North Canberra.



2.4 The proposed northern extension of the traffic corridor has not been the subject of an Environment Impact Study and the ACT Interim Territory Planning Authority have not yet developed planning proposal to show how a possible extension would be linked to the new expressway.

2.5 This Item includes provision for the realignment and widening of Morsehead Drive adjacent to the Royal Military College (Duntroon). This proposal was strongly objected to by the Department of Defence on the grounds that it would have severe impacts on Duntroon. The effects referred to by the Department were:

- . loss of land;
- . relocation/replacement of services;
- . construction of a new entrance road and associated internal roads;
- . relocation/reconstruction of the "Badge Gates" to the new entrance;
- . relocation/reconstruction of a golf course green and associated fairway including landscaping; and
- . fees charged by the Australian Construction Services for design and technical support services associated with the above work.

2.6 The Department of Defence also queried the timing of the proposed works given the uncertainty of the northern extension and the lack of an environmental impact statement for this additional work. The Department proposed an alternative alignment which would reduce this impact but would use more parkland than the ACT Government's proposal. The Department told the Committee that it was making a claim for compensation for the costs imposed on Duntroon but the ACT Government was opposing the claim.

2.7 The Committee needs additional information from both parties and a response to the alternate alignment proposed by the Department of Defence before it can make a recommendation in respect of this part of Variation 89/1. This item will be the subject of further consideration and a later report by the Committee.

b) Variation 89/1 - Item 2

2.8 This variation will allow proposed upgrading of the Monaro Highway - Isabella Drive intersection. The variation would be sufficient to allow a possible extension of Isabella Drive across the Highway to Tralee Street on an overpass. As an interim measure the intersection will be controlled by a roundabout.

2.9 This proposal is consistent with the Eastern Parkway Environmental Impact Statement. The Tuggeranong Community Council supported the variation on the grounds that it would significantly improve traffic flows and overcome an existing peak hour bottle neck. The ACT Administration received no objections to the proposal in response to its advertising and public consultation process.

The Committee recommends that:

Item 2 (Tuggeranong, Monaro Highway-Isabella Drive) of Variation 89/1 as proposed in Commonwealth of Australia Gazette Number S154 on 5 May 1989 be approved.

c) Variation 89/1 - Item 3

2.10 This variation allows for the construction of several access roads forming an upgraded and safe access to and from the Monaro Highway to enable the development of a highway service centre and other tourist related uses. The proposal forms an integral part of the proposed traffic arrangements for the Monaro Highway-Isabella Drive intersection and the new roads will form part of the intersection entry and exit ramps, however, the National Capital Planning Authority advised the Committee that Items 2 and 3 of Variation 89/1 can proceed independently.

2.11 Two objections were received opposing the proposed variation based on the planned commercial developments that will be served by the road variations. Southern Drive-ins Pty Ltd opposed the variation on the grounds that the proposed tourist complex including accommodation of 200 units would result in an over supply of accommodation and would damage the existing accommodation industry and destabilise the market.

2.12 The Motor Trades Association objected to the proposed service centre on similar grounds. They alleged that approval for the service centre was given because it was thought that it would contribute to a reduction of retail petrol prices. The Association challenged this assumption and argued that the service centre would contribute to an over supply of retail petrol outlets with serious implications for existing service centres in Tuggeranong.

2.13 The Committee is concerned to ensure that existing businesses are not threatened by the development of non-commercial or subsidised outlets. The Australian Capital Territory Administration advised the Committee that in the case of the proposed developments on the Monaro Highway all but a small portion of the access roads will be constructed by a private lease holder as part of the conditions of development for the service centre. It appears that no subsidy is involved in the proposed arrangements for the lease. The question of whether a service centre or a motel complex should be established is a matter for commercial judgement.

2.14 The Tuggeranong Community Council supported the proposals and understood that the proposed motel was a necessary development to provide visitor accommodation near the Tuggeranong Valley.

2.15 The Draft Policy Plan which defined the purposes that the land could be used for was advertised by the former National Capital Development Commission in September 1987. In response 43 submissions were received which focused on the impact the development would have on businesses operating both locally and throughout the region, the impact on the natural environment and the residential amenity of surrounding suburbs. The location close to Rose Cottage was of particular concern. As a result, the accommodation component of the development was reduced to one third of its original size with any increase above that limit subject to further assessment. Also, a requirement for development conditions was created to minimise any impact on the environment and Rose Cottage.

2.16 The Committee notes that the development proposals have been subject to, and modified by, a public consultation process and are supported by the Tuggeranong Community Council. It considers that commercial factors will determine whether or not the developments will proceed but notes that the proposed tourist motel and service centre seem well located to cater for highway traffic.

The Committee recommends that:

Item 3 (Tuggeranong, Blocks 1433, 1434 and Gilmore Section 65) of Variation 89/1 as proposed in the Commonwealth of Australia Gazette Number S154 on 5 May 1989 be approved.

#### VARIATION 89/2

3.1 This proposal provides for the gazettal of an access road off Catchpole Street in Macquarie to enable the construction of public housing. The proposed road is only 95m in length and construction costs are estimated at \$100 000.

3.2 It is proposed to construct 10 housing units serviced by the new road. Gazettal and construction of a public road rather than a private access road is necessitated by the ACT Housing Trust's requirement for separate title for each block.

3.3 The area proposed for the housing development is bordered on one side by medium density housing and on the other by aged persons units. Construction of public housing would be an appropriate development for this area.

3.4 There were no objections to the proposal and the Committee recommends that:

Variation 89/2 as proposed in the Commonwealth of Australia Gazette Number S169 on 5 May 1989 be approved.

#### VARIATION 89/3

4.1 Variation 89/3 was proposed in April 1989 and was considered by the joint Sub-Committee of the Senate and the House of Representatives Standing Committees on Transport, Communications and Infrastructure. The Sub-Committee heard a number of objections to the proposal but required evidence to be given by representatives of the Department of Defence before it could finalise its deliberations. The present Committee continued the inquiry into this variation and took evidence from Department of Defence representatives at a public hearing on 20 July 1989.

4.2 The variation provides for the degazettal of Thirkell Street and part of Kelliher Drive in Russell. This will allow closure of the degazetted areas which is required for the construction of a new building for the Defence Signals Directorate.

4.3 The proposal was objected to on the grounds that traffic travelling between South Canberra and Campbell Park offices via Kings Avenue and which currently uses Kelliher Street will have to be diverted.

4.4 Alternatives suggested included either a longer and slower route along Russell Drive, Blamey Crescent and Borella Street or diversion through various roads through southern Russell. The Blamey Crescent alternative was seen as unacceptable because there would be difficulties for turning traffic at the Blamey Crescent-Russell Drive intersection and the south Russell alternative was also criticised on the grounds of the heavy traffic congestion that already occurs in this area during peak hours.

4.5 Another alternative suggested was that a direct link could be constructed from Blamey Square through to Northcott Drive to accommodate through traffic.

4.6 The National Capital Planning Authority and the Department of Defence objected to this proposal on the grounds that the required earthworks and construction would not only be very costly but would seriously degrade the appearance of Blamey Square. The Authority also said that any direct connection would involve unacceptable grades from Blamey Square up to the proposed road surface that is planned for the north east side of Russell.

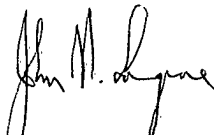
4.7 The National Capital Planning Authority advised the Joint Sub-Committee that the level of traffic on the part of Kelliher Drive in question was 250 vehicles in the morning peak hour, of which 100 continue to travel towards Campbell Park with the remainder going to parking areas at Russell. The Authority's view was that the existing or projected traffic levels would not increase congestion on other roads if Thirkell Street was degazetted as planned.

4.8 The proposed changes are part of a larger scale long term plan for the development of roads and car parking in the Russell area. This plan includes an extension of Constitution Avenue to the north eastern perimeter of Russell and connection with an extension of the Eastern Parkway.

4.9 The Committee accepts that the level of disruption that might result from the proposed degazettal is not significant and recommends that:

Variation 89/3 as proposed in Commonwealth of Australia Gazette Number S130 on 13 April 1989 be approved.

4.10 This approval is given in isolation from further consideration that will need to give to other variations that might be proposed to give effect to the long term plan for Russell. The Committee is strongly of the view that all future variations relating to Russell should be put forward together for consideration as an overall development.



John Langmore, MP  
Chairman

APPENDIX 1

LIST OF WITNESSES WHO APPEARED BEFORE THE  
JOINT SUB-COMMITTEE

15 May 1989

**BINNING, Mr B, Director, Urban Design, National Capital Planning Authority, GPO Box 373, Canberra, ACT, 2601**

**CAMPBELL, Mr G J, Chief Territory Planner, Interim Territory Planning Authority, 220 Northbourne Avenue, Braddon, ACT**

**CARMODY, Mr A, Secretary and Manager, National Capital Planning Authority, PO Box 373, Canberra, ACT, 2601**

**DOWNEY, Mr K, Director, Transport and Engineering, National Capital Planning Authority, PO Box 373, Canberra, ACT, 2601**

**GROSE, Mr R E, Head, Transport Planning Section, Interim Territory Planning Authority, 220 Northbourne Avenue, Braddon, ACT**

**GUILD, Mr P N, First Assistant Secretary, Development Division, Office of Industry & Development, ACT Administration, London Circuit, City, ACT**

**HARTLEY, Mr R, Director, Property Operations, Department of Defence, Russell Offices, Canberra, ACT, 2601**

**MORAN, Mr P, Assistant Secretary, Resources and Project Management, Department of Defence, Russell Offices, Canberra, ACT 2600**

10 August 1989

ALLISON, Mr R, Transport Planning Engineer, Interim Territory Planning Authority, 220 Northbourne Avenue, Braddon, ACT

BLACK, Mr R, General Manager, Engineering Projects, ACT Government

BONE, Mr K, Senior Advison, Transport Policy, Office of City Managemet, ACT Administration

CAMPBELL, Mr G J, Chief Territory Planner, Interim Territory Planning Authority, 220 Northbourne Avenue, Braddon, ACT

COOPER, Col P, Deputy Director Accommodation and Works - Army, Department of Defence

GUILD, Mr P N, First Assistant Secretary, Development Division, Office of Industry & Development, ACT Administration, London Circuit, City, ACT

HARTLEY, Mr R G, Director of Property Operations, Department of Defence

KILLEN, Dr D, Managing Director, Southern Drive-in Pty Ltd

KNIGHT, Col P D, Manager, Programs, Defence Housing Authority

LIVINGSTONE, Mr B, Executive Director, Motor Trades Association of ACT

LOCKWOOD, Mr B, Chairman, Service Station Division, Motor Trades Association of ACT

MITCHELL, Mr R, General Manager, Canberra Tourism Development Bureau

PEGLER, Ms S, Executive Officer, Tuggeranong Community Council

READ, Mr D T, Chairman, Tuggeranong Community Council



APPENDIX 2

BRIEFING MATERIAL, PUBLIC COMMENTS  
AND OBJECTIONS - VARIATIONS 1989/1 & 1989/2



ACT Government  
Office of Industry and Development

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**

**1989/1 & 1989/2**

**Briefing  
Material  
Public  
Comments  
and  
Objections**

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Prepared for the Joint Committee on the  
Australian Capital Territory

May 1989

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### 1989/1 and 1989/2 Series of Variations

#### 1989/1

1. Fyshwick, Campbell, Monaro Highway: - Road Addition
2. Tuggeranong, Monaro Highway, Isabella Drive: - Road Addition
3. Tuggeranong : Blks 1433 & 1434: - Road Addition and Deletion  
Gilmore : Section 65

#### 1989/2

1. Macquarie : Blk 15(part) Section 54 - Road Addition

Public Submissions

Pages 25-40

SEAT OF GOVERNMENT ADMINISTRATION ACT 1910  
PROPOSALS FOR VARIATIONS TO THE PLAN OF THE LAYOUT OF  
THE CITY OF CANBERRA AND ITS ENVIRONS (VARIATION 1989/1  
AND VARIATION 1989/2)

This briefing material is intended to supplement the information contained in the Notices of Intention to Vary the Plan of Layout of the City of Canberra and its Environs (the City Plan) which were published in Gazette No. S154 of 5 May 1989 and Gazette No. S169 of 16 May 1989. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into Variation 1989/1 and Variation 1989/2.

The variation proposals were referred to the Sub-Committee for investigation and report by the Assistant Secretary Lands Branch in a letter dated 23 May 1989.

Variation 1989/1 comprises of 3 items.

Variation 1989/2 comprises of 1 item.

Copies of all public comments and objections received as a result of the Office of Industry and Development publicity of the proposals have been forwarded to the Sub-Committee and are included in these briefing notes.



Ref: 89/05022  
89/05449

Ms J Vincent  
Secretary  
Joint Committee on the  
Australian Capital Territory  
Parliament House  
CANBERRA ACT 2600

Dear Ms Vincent

In the Commonwealth of Australia Special Gazettes of Friday, 5 May 1989 and Tuesday, 16 May 1989 the Minister advertised his intention to vary the plan of layout of the City of Canberra. The variations are known as Variations 1989/1 and 1989/2 respectively.

Variation 1989/1 has 3 items and Variation 1989/2 has 1 item, and consistent with normal procedures, public comment will be encouraged through the media and by means of public displays.

I wish to refer the proposed variations to the Joint Committee on the Australian Capital Territory 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 sub-Committee for consideration.

Yours sincerely

P Hunt  
Assistant Secretary  
Lands Branch

23 May 1989



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

Variation No. 1 of 1989

I, under section 12A of the *Seat of Government (Administration) Act 1910*, 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 1975, as previously modified or varied, in the manner and to the extent shown in the Explanatory Statement hereunder and in the attached Detail Maps L5, M5, N6, M6, the relative position of which is shown in the attached Index of Detail Maps.

This variation will be made unless after the expiration of twenty-one days from the date of the publication of this notice in the *Gazette* to enable any interested parties to lodge submissions and objections to the proposed variations indicated in this notice. All correspondence relating to this proposal must be addressed to:

Deputy Secretary

Office of Industry and Development

ACT Administration

GPO Box 158

Canberra City ACT 2601

Attention: Mr Stephen Ryan

and forwarded to:

Mr Stephen Ryan

Room 204 2nd Floor

South Building

Parliamentary Precinct

Canberra City ACT 2601

Date: 25 April 1989

ALLAN CLYDE HOLDING

Minister of State

for the Arts and Territories

EXPLANATORY STATEMENT

Variation 1989/1

ITEM 1 (Detail Maps N5, N6, M6)

Fyshwick, Campbell, Monaro Highway. Addition to the plan to provide additional road capacity to accommodate increased traffic flows between eastern Canberra and Tuggeranong resulting from additional residential development in the latter area.

ITEM 2 (Detail Map L5)

Tuggeranong, Monaro Highway—Isabella Drive. Addition to the plan to:

a. provide additional road capacity to accommodate increased traffic flows between Isabella Drive and the Monaro Highway resulting from additional residential development in the Tuggeranong area;

b. extend Isabella Drive to T-sited Street, thereby improving access to areas in Hume suitable for future industrial development; and

c. be consistent with future integration with the Queensland road system.

ITEM 3 (Detail Map L5)

Tuggeranong, Bils 1433, 1434 Gamore. Set of Road additions and deletion to provide access roads to enable the development of a highway service centre and other tourist related uses near the junction of Isabella Drive and Monaro Highway. These roads will also form part of the entry and exit ramps for the proposed Isabella Drive—Monaro Highway intersection included in this Variation.



Commonwealth  
of Australia

Gazette

No. 5 169 Tuesday 16 May 1989

SPECIAL

COMMONWEALTH OF AUSTRALIA

*Seal of Government Administration Act 1910*

**NOTICE OF INTENTION TO VARY THE PLAN OF  
LAYOUT OF THE CITY OF CANBERRA AND ITS  
ENVIRONS**

Variation No. 2 of 1989

Under section 15A of the *Seal of Government Administration Act 1910*, I 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 1975, as previously modified or varied, in the manner and to the extent shown in the Explanatory Statement hereunder and in the attached Detail Map P5, the relative position of which is shown in the attached Index of Detail Maps.

No variation will be made until after the expiration of fourteen 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 variations indicated in the notice. All correspondence relating to the proposal must be addressed to:

Deputy Secretary  
Office of Industry and Development  
ACT Administration  
GPO Box 228  
Canberra City ACT 2601  
Attention: Mr Stephen Ryan  
or hand delivered to  
Mr Stephen Ryan  
Room 206 2nd Floor  
South Building  
London Circuit  
Canberra City ACT 2601

Date: 2 May 1989

ALLAN CLYDE HOLDING  
Minister of State  
for The Arts and Territories

**EXPLANATORY STATEMENT**

Variation 1989/2

ITEM 1 (Detail Map P5)

Macquarie, Block 75 (Part) Section 5A Addition to the plan of an access road off Catchpole Street to enable the development of the area for public housing

## PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposals, the Office of Industry and Development mounted displays showing Variation 1989/1 at South Building London Circuit, Civic; 220 Northbourne Avenue Braddon; Tuggeranong Hyperdome; Erindale Public Library; and the Kingston Library, and mounted displays showing Variation 1989/2 at South Building, London Circuit, City; 220 Northbourne Avenue, Braddon; and the Belconnen Public Library.

The Office of Industry and Development also advertised Variation 1989/1 in the Canberra Times on 5 and 13 May 1989, and Variation 1989/2 on 17 and 24 May 1989. Press releases were also issued for both variations.





Office of Industry and Development

**PROPOSALS FOR VARIATIONS TO THE  
CITY PLAN OF LAYOUT OF THE CITY OF  
CANBERRA AND ITS ENVIRONS**

**VARIATION 1989/1**

In Gazette No S154 of Friday 5 May 1989 the Minister for the Arts and Territories, the Hon Allan Clyde Harding 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 not later than 4.30 pm on Friday, 26 May 1989. All submissions must be lodged in writing with the Deputy Secretary, Office of Industry and Development, ACT Administration, GPO Box 158 CANBERRA ACT 2601 or hand delivered to Barry Giddens Room 270, 2nd Floor South Building Canberra City, by the above time and date.

The proposed variation and any objections or comments received will be referred to the Joint Sub-Committee of the Variators to the Plan of the City of Canberra which will conduct hearings into the proposal and report to the Parliament before the variation can take effect.

Copies showing the intended change will be available at South Building, London Circuit, City Entrance Library Kingston Library, Tuggerang, Murrumbidgee and 220 Northbourne Ave Braddon. All displays will be available until the department date for the closing of submissions.

A telephone enquiry may be directed to Barry Giddens on 463345.

**EXPLANATORY STATEMENT**

Variation 1989-1

**ITEM 1 (Detail Maps NS, NE, SE)**

**FYSHWICK CAMPBELL MONARO HIGHWAY** Addition to the plan to provide additional road capacity to accommodate increased traffic flows between eastern Canberra and Tuggerang resulting from additional residential development in the latter area.

**ITEM 2 (Detail Map LS)**

**TUGGERANONG MONARO HIGHWAY ISABELLA DRIVE** Addition to the plan to

a provide additional road capacity to accommodate increased traffic flows between Isabella Drive and the Monaro Highway resulting from additional residential development in the Tuggerang area.

b extend Isabella Drive to Tralee Street, thereby improving access to areas in Hume suitable for future industrial development, and

c be consistent with future integration with the Queanbeyan road system.

**ITEM 3 (Detail Map LS)**

**TUGGERANONG, BLKS 1433, 1434 GILMORE, SEC 65**  
Road additions and deletion to provide access roads to enable the development of a highway service centre and other tourist related uses near the junction of Isabella Drive and Monaro Highway. These roads will also form part of the entry and exit ramps for the proposed Isabella Drive Monaro Highway intersection included in this Variation.



Office of Industry and Development

**PROPOSALS FOR VARIATIONS TO THE  
CITY PLAN OF LAYOUT OF THE CITY OF  
CANBERRA AND ITS ENVIRONS**

**VARIATION 1989/2**

In Gazette No S169 of Tuesday 16 May 1989, the Minister for the Arts and Territories, the Hon Alan Clyde Hoag MP, gave notice of the 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 4.30 pm on Tuesday 30 May 1989. All submissions must be lodged, in writing, with the Deputy Secretary, Office of Industry and Development, ACT Administration, GPO Box 158 CANBERRA, ACT 2601 or hand delivered to Barry Giddens, Room 266, 2nd Floor South Building Canberra City, by the above time and date.

The proposed variation and any objections or comments received will be referred to the Joint Sub-Committee of the Variations to the Plan of the City of Canberra which will conduct hearings into the proposal and report to the Parliament before the variation can take effect.

Displays showing the intended change will be available at South Building, London Circuit, City; Belconnen Library, and 220 Northbourne Avenue Braddon. All displays will be in place until the lodgement date for the closing of submissions.

All telephone enquiries may be directed to Barry Giddens on 46 2316.

**EXPLANATORY STATEMENT**

Variation 1989/2

ITEM 1 (Detail Map P5)

**MACQUARIE, BLOCK 15 (Part) SECTION 54:** Addition to the plan of an access road off Catchpole Street to enable the development of the area for public housing.



GPO Box 158 Canberra ACT 2601  
Telephone 062 75 0600  
Facsimile 062 40 7304

### CITY PLAN CHANGES PROPOSED

Canberra residents will have a chance to comment on the latest provisions of the City Plan Variation 1989/1.

The Variations deal with three road reservations in South Canberra. The first is to provide additional access roads near the junction of Isabella Drive and Monaro Highway. The reason is to allow a highway service centre and other tourist related services to be developed. The second variation will provide for road widening between eastern Canberra and Tuggeranong. The third variation provides for road widening between Isabella Drive and the Monaro Highway. The access roads of the first variation will serve as entry and exit ramps when the road is widened. This third variation includes the extension of Isabella Drive to Tralee Street which will give better access to Hume for future industrial development. This will enable future integration with the Queanbeyan road system.

The City Plan shows the road reservations for Canberra. Any proposed developments which require alteration of that Plan must be made public through a Notice of Intention to vary the plan, published in the Commonwealth of Australia Gazette, and must allow for public submissions or objections.



Details of the intended change will be on display at South Building, London Circuit, Canberra City; at the Belconnen Library; and at 220 Northbourne Avenue, Braddon.

Submissions or objections should be lodged with the ACT Administration no later than 4.30 PM on Friday 26 May 1989, after which they will be forwarded to the Joint Sub-Committee of the Variations to the Plan of the City of Canberra for consideration during its public hearing on the proposals.

Copies of the Gazette containing the Notice of Intention to vary the Plan are available at the Commonwealth Government Bookshop in Alinga Street, Canberra City.

Media Contact: Anne McGrath  
Information Officer  
Development Division  
ACT Lands Section  
Phone: 46 2693, 46 3045(w)

5 May 1989



AUSTRALIAN  
CAPITAL TERRITORY  
Minister for Industry,  
Employment and Education  
Paul Whalan

# MEDIA RELEASE

## CITY PLAN CHANGES PROPOSED

The Minister for Industry, Employment and Education, Paul Whalan, announced today that Canberra residents will have a chance to comment on the latest provisions of the City Plan Variation 1989/2.

"The proposed road variation is in Macquarie and provides for an access road off Catchpole Street to enable the development of the area for public housing," Mr Whalan said. "The ACT Housing Trust plans to build 10 new houses which will be served by the proposed road addition."

The City Plan shows the road reservations for Canberra. Any proposed developments which require alteration of that Plan must be made public through a Notice of Intention to vary the plan, published in the Commonwealth of Australia Gazette, and must allow for public submissions or objections.

Details of the intended change will be on display at South Building, London Circuit, Canberra City; at the Belconnen Library; and at 220 Northbourne Avenue, Braddon. The details will also be advertised in the Canberra Times on Wednesday 17 May and Saturday 20 May 1989.

Submissions or objections should be lodged with the ACT Administration no later than 4.30 PM on Wednesday 31 May 1989, after which they will be forwarded to the Joint Sub-Committee of the Variations to the Plan of the City of Canberra for consideration during its public hearing on the proposals.

Copies of the Gazette containing the Notice of Intention to vary the Plan are available at the Commonwealth Government Bookshop in Alinga Street, Canberra City.

Media Contact: Barry Giddins  
Project Officer  
ACT Lands Section  
Phone: 46 2315 (w)

19 May 1989

**NOTES ON VARIATIONS TO THE CITY PLAN 1988/5, 1988/6 AND 1989/3**

Variation Instrument 1988/5 was signed by the Minister on 30 May 1989 and was tabled in both Houses of Parliament on 13 June 1989.

Variation 1988/6 received a favourable report as a result of the public hearing of 15 May 1989, and an Instrument of Variation is being prepared for the Minister's signature.

Variation 1989/3 was the subject of the public hearing of 15 May 1989, and as certain issues remain unresolved has not been given Committee approval.

MONARO HIGHWAY : NEWCASTLE STREET TO MORSHEAD DRIVE. - ROAD ADDITION

1. Purpose

To provide additional road capacity to accommodate increased traffic flows between eastern Canberra and Tuggeranong resulting from additional residential development in the latter area.

2. Background

A detailed traffic study into development on the eastern side of Canberra was carried out in 1984. The proposal to design and construct the Eastern Parkway (a freeway standard road) resulted from this study and an Environmental Impact Study was prepared and full public consultation was conducted in 1985. The proposal received Ministerial clearance in 1986 and the southern portion was gazetted in 1987. The northern extension of the proposal was foreshadowed at that time but detailed alignment studies were then still in progress. The proposal now put forward completes that task. Construction of the southern sections began in 1988 and some sections will come into service in 1989. The proclaimed name of the new roadway is Monaro Highway. Gazettal of the remaining portions of the route will allow progressive completion of this important addition to the Canberra road hierarchy.

3. Area

3.5 km approx of dual carriageway roads.

4. Estimated Cost

The total estimated cost is \$11M.

5. Existing Development

The majority of the road alignment is along unleased Commonwealth land but a portion of "Goldenholm" dairy at the northern end will require withdrawal and replacement with alternative land on the western side.



**6. Proposed Development**

The proposed development consists of construction of approximately 3.5km of new dual carriageway roadways on a new alignment across Dairy Flat and using a widened alignment in Morshead Drive along the frontage of the Royal Military College, Duntroon. The two carriageways will be completed progressively and the existing Dairy Road will remain but be progressively downgraded in volume of traffic as the new works are brought into service. As traffic levels increase grade separation over Newcastle Street and in the vicinity of the existing Dairy Bridge will also be required. The proposed gazettal area allows for such grade separation.

It is proposed to develop additional parkland and recreation areas on both sides of the Molonglo River.

**7. Particular Planning Considerations**

The road crosses Dairy Flat flood plain and care has been taken to design the road to minimise the impact on this environmentally sensitive area.

**8. Environmental Considerations**

The proposal is consistent with the EIS which received clearance in June 1986.

**9. Public Participation**

The EIS was subject to a full public participation consultation.



ACT ADMINISTRATION  
O 1 and D

VARIATION No. 1



ROAD ADDITION 

**MONARO HIGHWAY:** Newcastle Street to Morongio Dr  
- Road Addition

MONARO HIGHWAY : INTERCHANGE WITH ISABELLA DRIVE - ROAD ADDITION

1. Purpose

- a. To provide additional road capacity to accommodate increased traffic flows between Isabella Drive and the Monaro Highway resulting from additional residential development in the Tuggeranong area.
- b. To extend Isabella Drive to Tralee Street, thereby improving access to areas in Hume suitable for future industrial development.
- c. To be consistent with future integration with the Queanbeyan road system.

2. Background

A detailed study into the development of appropriate transport infrastructure on the eastern side of Canberra was carried out in 1984. The proposal to design and construct the Eastern Parkway resulted from this study and an Environmental Impact Study was prepared and full public consultation was conducted in 1985. This proposal received Ministerial clearance in 1986 and the southern portion from Isabella Drive to Dairy Flat Road was gazetted in 1987.

At that time the land requirement for the Isabella Drive Interchange had not been determined in sufficient detail to enable inclusion in the initial gazettal. Design had now progressed to the stage that boundaries have been defined.

Construction of the southern sections began in 1988 and some sections will come into service in 1989.

3. Length

1 km approx of dual carriageway road, entry and exit ramps and bridges. The extent of gazettal is restricted to local widening and the link to Tralee Street.

4. Estimated Cost

Staging of construction will allow the initial development to be constructed for \$4.5m. The total cost of the ultimate development including duplication of 0.5 km of Isabella Drive is estimated to be \$7m. It is anticipated that this further expenditure will not be required for about 3 years.

5. Existing development

The majority of the road alignment is along unleased Commonwealth land. The only adjacent development is the historic Rose Cottage, which will not be directly affected by the road proposals.

6. Proposed Development

The proposed development consists of an extension of Isabella Drive across the Monaro Highway on elevated structures connecting to Tralee Street and with potential for future extension to Queanbeyan if required. Movement to and from the north will be provided by entry and exit ramps. Movement to and from the south will be provided either by entry and exit ramps provided by the proposed Highway Service Centre, or by ramps directly abutting Isabella Drive should the Highway Service Centre not proceed.

7. Particular Planning Considerations

The proposal is compatible with, but not dependent on, the proposed Highway Service Centre at Gilmore. Details for this development are shown in Policy Plan 2202/88.

8. Environmental Considerations

The proposal is consistent with the EIS which received clearance in June 1986.

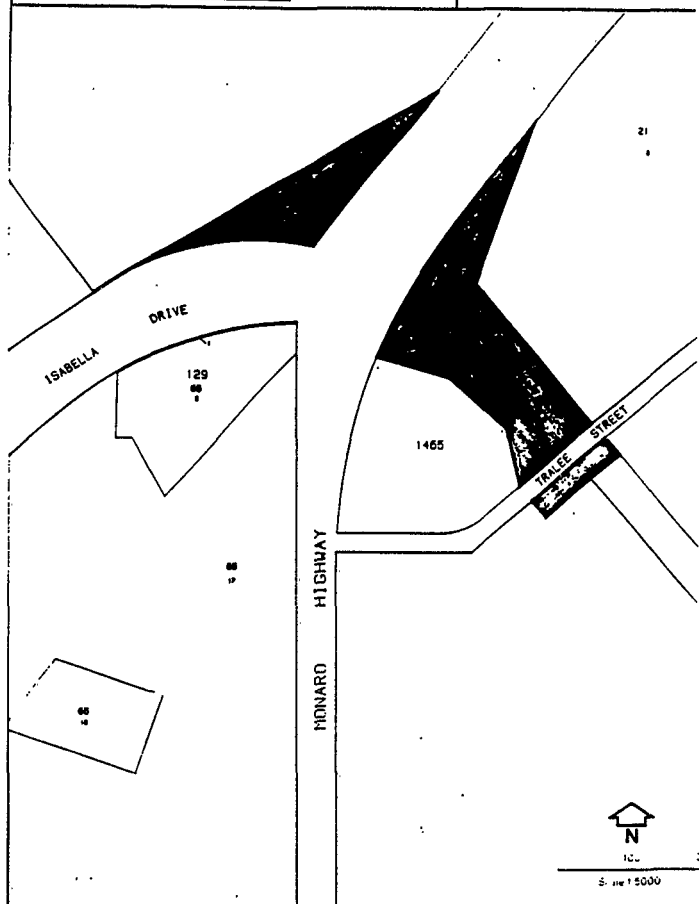
9. Public Participation


The EIS was subject to a full public consultation.

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ACT ADMINISTRATION  
Q 1 and D

VARIATION No. 2



ROAD ADDITION 

MONARO HIGHWAY — ISABELLA DRIVE:  
Road Addition

GILMORE SECTION 65 AND PART BLOCKS 1431 AND 1434  
TUGGERANG - ROAD ADDITIONS

1. Purpose

To provide access roads to enable the development of a highway service centre and other tourist related uses near the junction of Isabella Drive and Monaro Highway. These roads will also form part of the entry and exit ramps for the proposed Isabella Drive/Monaro Highway intersection included in Variation.

2. Background

An application to build a Highway Service Centre on the Monaro Highway in the vicinity of Section 65 Gilmore has resulted in an area being identified for tourist related uses just south of the Isabella Drive intersection.

As the highway is of freeway standard in this general area, access to any development of the nature proposed needs to be by roads also form part of the upgraded Isabella Drive intersection.

3. Length

2.3 km of one and two way access roads that provide entry and exit ways to an upgraded Isabella Drive intersection and access to and from Hume.

4. Estimated Cost

The majority of the access roads will be constructed by private enterprise as part of the conditions of development for the Highway Service Centre.

A small portion (600 metres) of the western extension to Tralee Street will remain unconstructed until demand for tourist sites in this area grows. This may then be constructed by the Commonwealth (approximate cost \$800,000) or by developers of contiguous sites.

5. Existing Development

The land affected by the proposal is presently land under rural agistment. The only adjacent land uses are the historic Rose Cottage, adjacent to Isabella Drive and the ACTEW substation further to the south. Both of these have been incorporated into the road layout.

6. Proposed Development

The proposed development is for the construction of several access roads forming an upgraded and safe access off the Monaro Highway. One, on the western side, passes through Section 65 Gilmore, connecting to Isabella Drive with a cul-de-sac formalising access to the Cottage. The other, looping off the eastern side of the highway and connecting to an extended Tralee Street in Hume rejoins the highway further to the south.

7. Particular Planning Considerations

The proposal forms an integral part of the proposed traffic arrangements for the Isabella Drive intersection.

The safety aspects of this intersection and the proposed development have been a major consideration of the road layout.

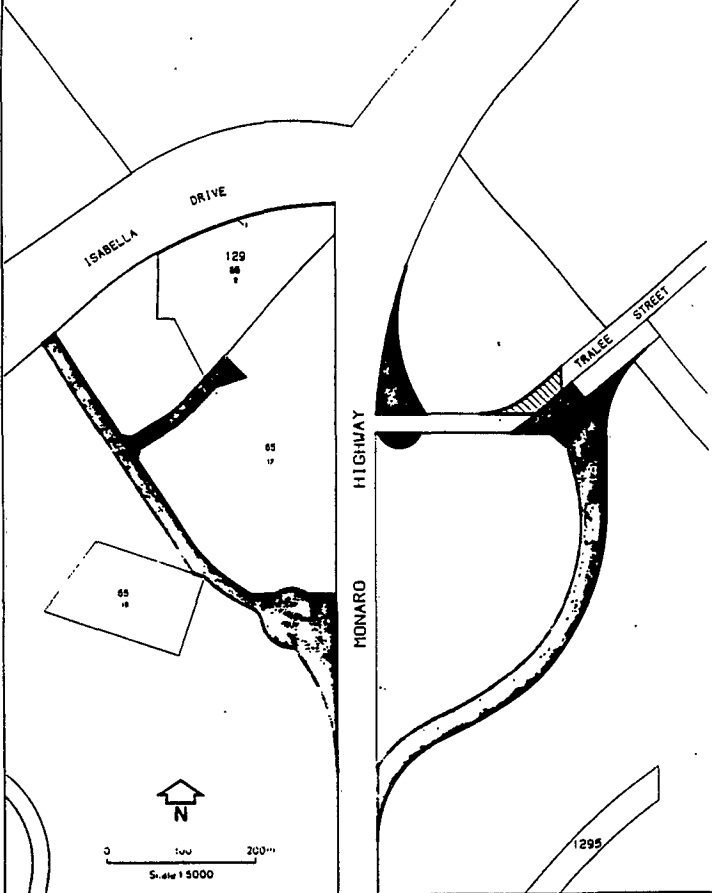
8. Environmental Considerations



The proponent of the development submitted a Notice of Intention to the Department of Arts, Sport, The Environment, Tourism and Territory. The road proposals were not raised by the Department as a matter of environmental concern.

9. Public Participation

The Draft Policy Plan was advertised in September 1987. In response 43 submissions were received which focussed on the impact the development would have on businesses operating both locally and throughout the region, the natural environment and the residential amenity of surrounding suburbs. The location close to Rose Cottage was of particular concern.

As a result the accommodation component of the development was reduced to one third of its original size with any increase above that limit subject to further assessment. Also, development conditions will be prepared to minimise any impact on the environment and Rose Cottage.



ROAD ADDITION   
 ROAD DELETION 

**GILMORE:** Sec 65 **TUGGERANONG:** Blks 1433,1434  
 - Road Addition and Deletion



**BRIEFING NOTES FOR GAZETAL OF NEW ROAD**

**MACQUARIE BLOCK 15 (PART) SECTION 54**

**1. PURPOSE:**

This proposal provides for the gazettal of an access road off Catchpole Street to enable the development of the area for public housing.

**2. BACKGROUND:**

Block 15 (part) Section 54 Macquarie is located in the District of Belconnen between Belconnen Way and Catchpole Street and within easy walking distance to the Jamison Shopping Centre and adjacent community facilities, and the Macquarie primary School. The land has been identified for housing.

**3. LENGTH:**

The length of the proposed road is approximately 95 metres.

**4. COST:**

The estimated cost for construction of the road is \$100,000.

**5. EXISTING DEVELOPMENT:**

The site is a parcel of undeveloped land bounded on the north-west by medium density housing, on the north and east by open space, and on the south by aged persons units.

**6. PROPOSED DEVELOPMENT:**

The variation will permit the development of 10 new houses all of which will be served by the proposed road.

The necessity for a gazetted road rises from the ACT Housing Trust's requirement for separate title for each block.

7. **PARTICULAR CONSIDERATIONS:**

The proposed access road has been designed to meet the design standards of the ACT Administration.

8. **ENVIRONMENTAL CONSIDERATIONS:**

The proposed housing for the area will be designed and constructed in a manner commensurate with the existing housing adjacent so as to preserve and reinforce the amenity of the area.

9. **PUBLIC CONSULTATIONS:**

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

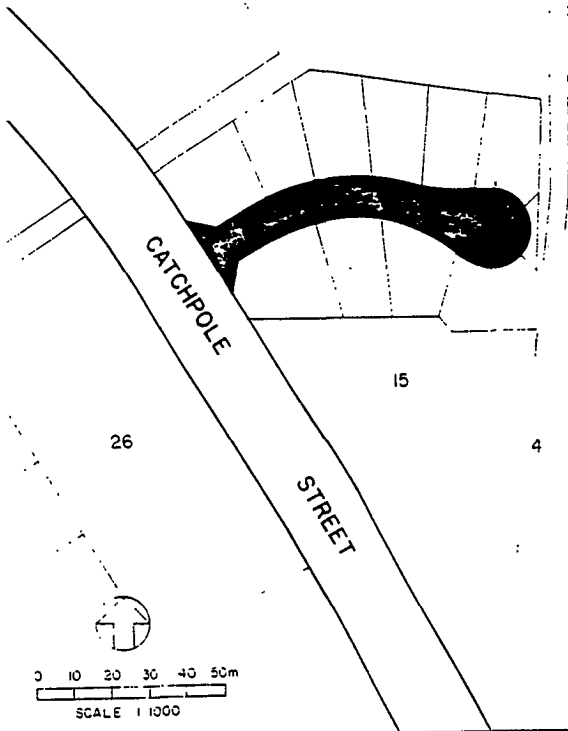


ACT ADMINISTRATION

VARIATION No.1

BELCONNEN WAY

16



54

15

26

4

STREET

ROAD ADDITION



MACQUARIE: Section 54 - Road Addition



# southern drive-in pty. ltd.

2nd June, 1989.

The Secretary,  
Office of Industry and Development  
A.C.T. Administration  
G.P.O. Box 158,  
CANBERRA A.C.T. 2601



GILMORE Section 65  
Part Block 17 and  
TUGGERANONG Part  
Blocks 1433 and 1434

Policy Plan  
Implementation Plan

Dear Sir,

This company accepts the need for development of Canberra's tourism industry and the development of additional tourism facilities and plant. We believe however that development which produces over supply is extremely damaging in its net results. It creates an unstable market situation causing business failure and a general lowering of standards. It often inhibits further investment in the afflicted area of industry for a long term period.

This Company believes the proposed large scale, multi-purpose Gilmore development is grandiose and extremely ill-timed and that it will have a serious effect on the existing market and will exacerbate an already deteriorating situation for the tourist industry.

A DRIVE-IN OF DISTINCTION IN THE NATION'S CAPITAL

Actual figures to date may be compared:

1987	1988	1989	1989
61.3	61.47	59.6*	*1st qtr for 1989

The rate of fall in all Canberra occupancies for the best visitor quarter of March 1989 is so pronounced that it is predictable that the effect of the June and September quarters will lower the 1989 figure significantly, even if there is an improvement in the December quarter, which at this stage seems unlikely.

The facts are becoming unmistakably clear. Whilst it is true that there was a shortage of lower tariff accommodation some years ago and that provision of this standard of tourism plant was recommended by the report on the hospitality industry by the Joint Committee on the A.C.T. this is no longer the case. The 1986 Report of the Committee has been overtaken by events as the Interim Territorial Planning Authority and other government agencies should acknowledge. Canberra is presently over-supplied with accommodation of all categories, including the 3 star category in which the proposed Gilmore development would fall.

This Company for instance has provided a large complex of lower tariff accommodation at the Sundown Village on the southside of Canberra. There are actually 162 sleeping rooms in the form of 81 separate villas. Despite having an undeniably cheap tariff (see attached tariff schedule), and the vaunted benefits of the bicentennial year the occupancy from 1 June, 1988 to 1 June, 1989 on only a per villa basis has been below 50%: far below a breakeven if present high financial costs are considered, as of course they must be.

The Gilmore tourism development is ill-conceived in concept, in scale and most definitely in its timing. It clearly does not justify the sort of special assistance and promotion by way of cheap provision of land which planning authorities are reported to be extending to it.

Until effective programmes for selling Canberra as a tourism destination have been created, implemented, and, more importantly, can be observed to be working, then further major developments in the accommodation industry are unwarranted. The current lowered occupancy rates are likely to be maintained until these programmes are successfully in place. If accommodation capacity continues to be extended, further falls in occupancy percentages are inevitable.

The Canberra Accommodation Industry Association report "Tourism and Accommodation Marketing in Canberra, 1987-1991" submitted to Government agencies in September 1987 stated that "the Canberra Accommodation Industry Association (C.A.I.A.) was totally opposed to any proposal for additional hotel/motel sites at this time. It set out in detail the rapid increase in room supply that had taken place in Canberra and it projected the increase which was at that time foreshadowed. Whilst it forecast increased demand during the bicentennial celebration period coupled with the opening of the new Parliament House in Canberra, it predicted a severe decline after that.

It would appear that this report was largely ignored by Government agencies with responsibility for formulating policy with respect to tourist accommodation provision, yet its predictions are proving to be increasingly well supported by ABS statistics on tourist accommodation in the A.C.T.

The CAIA Report stated "The increase in visitor numbers in 1983-5 were absorbed by existing motel capacity or new facilities being established. In fact the increasing room bank over catered for the increase in visitors resulting in a downward trend in occupancies. This was further exacerbated by the drop in visitor numbers in 1986. The increasing room bank is resulting in an even greater drop in occupancies in real terms".

The report detailed very low figures for the hotel industry generally and these are continuing. With respect to the then better patronised motel segment of the industry the report forecast motel occupancy levels for 1987-1990 calendar years as follows:

1987	1988	1989	1990
60	72	62	56

The Company represents to the Interim Territorial Planning Authority that, quite apart from other undesirable industrial aspects of the Gilmore tourism development, present oversupply of accommodation in Canberra does not justify grant of land on special terms for such a purpose. If proposed grant of land proceeds we must certainly endeavour to have full facts of the present situation placed before the A.C.T. Legislative Assembly for debate.

Yours faithfully,

*E. D. Killen*

<sup>AP</sup>  
E.D.L. Killen  
Managing Director  
Southern Drive-in Pty Ltd

Attachments

1. Submission to Government by Canberra Accommodation Industry Association: "Tourism and Accommodation Marketing in Canberra 1987-1991, September 1987.

2. Tariff Schedule: Canberra Sundown Village

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TOURISM AND ACCOMMODATION  
MARKETING IN CANBERRA  
1987 - 1991

AIMS AND OBJECTIVES

This paper analyses the proposals by the National Capital Development Commission to release additional sites for hotel and motel facilities for up to 1600 motel units progressively until 1991. An integral part of this discussion, however not the primary purpose of the paper, is to also consider the other two inter related areas which make up the hospitality industry, specifically the Marketing of Canberra as a business and tourist destination and the availability of adequately trained personnel. With the correct hardware, these three distinct but homogeneous parts are integral to the development of the Tourism Industry in the Australian Capital.

HARDWARE DEVELOPMENT

The National Capital Development Commission's proposal as detailed in The Canberra Times on 24th June 1987 is to release between September 1987 & 1991 hotel sites for an additional 1600 accommodation units as follows:

1.	553 City adjacent City Walk	250	rooms
2.	Corner London Circuit & Ainslie Ave	350	rooms
3.	2 sites in Watson opposite Canberra Fair	200	rooms
4.	Watson adjacent Lakes Carotel	200	rooms
5.	4 motel sites adjacent Federal Highway	400	rooms
6.	2 motel sites at Gold Creek	200	rooms
		-----	
		1600	rooms
		-----	

(total rooms to be built on these sites are estimates only).

The Canberra Accommodation Industry Association (CAIA) is totally opposed to any proposal for additional hotel/motel sites at this time. This is to suggest in any way that the industry is opposed to further hotel developments. On the contrary, it is clearly recognised that future development and competition is necessary in any industry to allow healthy growth.

The Industry has already identified that there is some room for further developments in the future. Since the beginning of 1987 the following establishments have opened or projects are well advanced in the planning and construction stages.



<u>DEVELOPMENTS</u>	<u>ROOMS</u>	<u>CH. Y.</u>
atal Park Royal (White Industries)	300	5'
ect. Old Canberra Hotel	250	
Million-Wellington, Hotel	190	
Olims Ainslie	88	4 1/2'
Apartments adjacent Lakeside	150	
Capital Motor Inn	33	
Eagle Hawke	200	2 1/2 - 3 1/2'
Garden City	70	
Starlight Drive Inn	600	
Old Canberra Inn	90	
YWCA	60	
Natex	80	
Sundown Drive Inn	200	
Heritage Narrabundah	150	
Downtown	150	
Talltrees	18	
Carrington	20	
Manuka	40	
Brassev	40	
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The increase of 2871 rooms represents a 128% increase over the current bank of 2238. From earlier discussions between the president of the Mrs Robin Nolan and Mr Malcolm Smith, director of planning policy of NCDC, it was indicated that there were other developments that the C were not aware of. Accordingly the increase in rooms could well be excess of this amount.

It is not anticipated that these developments will all come on line immediately but as indicated the increase in rooms could approximate following:

#### INCREASE IN ROOM BANK

<u>YEAR</u>	<u>ROOMS</u>	<u>%</u>
1987	Opened and Opening 1987	760
1988	Under Construction and Opening 1988	950
1989	Planned and Approved Est. Opening 1989	920
1990	Expressions of Interest, Est. Opening 1989/90	323
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	2963	1
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(base year 1986)  
(Closures of 66 rooms)

These proposals are generally by parties already associated with the hospitality industry either directly in Canberra or in other parts of Australia. More specifically they are parties who would most probably consider themselves as professional in the industry and not just dev who are purely building for a quick profit from the sale of the project possible leaving the industry to the unsuspecting.

Suffice to say that there are now some operators in the industry who family development and building companies who built hotel/motel facilities and have been left with properties poorly performing simply because they misread the market, its needs for a particular facility in a particular location. Developers are not always right and it is the industry generally which suffers in the long run. The industry can quite conceivably be with many poorly performing properties, low standards and poor service. This will detract from Canberra as a destination and ultimately erode the economic base that tourism should become for the A.C.T.

Clearly there is a reasonable level of development happening in Canberra carry it into the early 1990's. It seems quite unnecessary and economic suicide to propose further sites for 1600 additional rooms to be built in the same period. As the segment on marketing indicates there is not a decrease in visitor numbers to warrant even more rooms again. With the proposal for half these rooms to be on line in 1988, this would result in a 74% increase over the 1985 room bank and 71% in 1989. This is after allowing for the already 32% increase in the 1987 year. In any tourist market it is extremely difficult to absorb such massive increases. We need to look at Perth as an example of a city now hopelessly over-run as a result of the void left after the America's Cup. A steady growth of facilities and visitor numbers are the essential ingredients for a safe and healthy tourist industry.

Visitor numbers increased steadily at the rate of 4% per annum in 1984 and 4%, however in 1986 visitors decreased by 27% and this trend appears to be continuing in 1987. The bicentenary celebrations should produce a large influx in early 1988, however forward bookings to CAI member properties show an expected lacklustre performance for the latter part of the year.

The increase in visitor numbers for 1982-85 were absorbed by existing capacity or new facilities being established. In fact the increasing room bank over catered for the increase in visitors resulting in a downward trend in occupancies. This was further exacerbated by the drop in visitor numbers in 1986. The increasing room bank is resulting in an even greater drop in occupancies in real terms. The trend in occupancies is as follows:

#### OCCUPANCY LEVELS

	<u>1984</u>	<u>1985</u>	<u>1986</u>
Occupancy (%) Motel	78	72	66
Hotel	63	55	54

(Source: Australian Bureau of Statistics).

With the current lack of marketing, it is quite conceivable that the trend will continue and this association believes that with the proposed developments excluding the NCDC proposals occupancies could follow the trend:

#### EXPECTED OCCUPANCY LEVELS

	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Expected occupancy (%) Motel	60	72	62	56
Hotel	50	65	52	50

With an additional 1600 rooms proposed by the NCDC, those occupancy levels would be even less. Even with more professional and intense marketing in Canberra, it is the opinion of this association that the occupancy level of 1984 could not be achieved for many years, and that levels in the order of 60-70% will become the norm.

The CAIA recognises that we need adequate hardware so that the city's Tourism base can be developed, however, it must also be recognised by city's planners that:

1. There are substantial new facilities in the pipeline more than doubling the 1986 room capacity.
2. There is an urgent need to effectively market Canberra.

Finally, it is important to address the effect of the three new 5\* properties approaching completion, viz. Capital Parkroyal, Hyatt Old Canberra Hotel and Pavilion. These three properties will add 740 new rooms to Canberra's room bank. The 5\* market has previously not been catered for in Canberra except for perhaps the Lakeside International Hotel. Many properties have filled the gap by acting as quasi 5\*, viz. Canberra International Hotel, Parkroyal, Travelodge and the like. With opening of these new deluxe properties, it must be recognised that there will be a significant shake out at the upper end of the market. The 5\* properties whilst filling a needed gap will also be competing heavily with the existing 4-4\* for the corporate and luxury tourist market. This cause the 4-4\* properties to look and compete further down market in the 3\* bracket, and so the trend will continue. The industry expects that only with time will there be increased competitiveness for occupancy, but that revenue per room will stabilise or may even drop as all properties strive for survival. The end result is that near or adjacent the city, good quality 4-4\* properties will be available to the domestic and international tourist market, whilst the fringe properties on the outskirts of the town will provide quality accommodation for the middle and lower end of the tourist market.

It should be recognised that today with the cost of land in inner-city locations and the construction costs to build rooms approaching \$2000 per room, that it is not realistically possible to build 3\* properties in city locations or even adjacent the city. Family style accommodation the cost conscious traveller will therefore be located outside the city centre, and most probably on the fringe, as is the current situation. This is the fact of all major metropolitan centres.

With the increase in facilities proposed even before the NCDC's 1600 room release, the market these properties will fill are as follows:

	<u>UPMARKET</u>	<u>MIDDLE</u>	<u>LOW</u>
1987		560	200
1988	740	200	
1989		930	
1990		323	
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	740	2013	200
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The shakeout in the market with these new properties will compel some of the older properties to move down market, to fill the supposed gaps at the lower end. The middle market will be well serviced by many new and recently refurbished properties, whilst the 5\* market is catered for with three new deluxe facilities.

## MARKETING OF CANBERRA AND REGION

Currently the marketing of the Territory has been the responsibility of Canberra Tourist Bureau under the guidance of the Tourism Development Board and the ACT Office of Administration. This is a recent change from its previous status as a division of the Department of Territories. In fact appears that over recent years that the Canberra Tourist Bureau has been pushed from pillar to post (along with other territorial functions) as a body which Government is unsure of its role, direct benefits to the community at large and general accountability.

The Canberra Accommodation Industry Association see the Canberra Tourist Bureau as the main co-ordinating body for the marketing of Canberra as a tourist destination both, domestically and internationally, and for the servicing of these tourists through information centres during their stay. It is imperative for this function to be carried out effectively that adequate public funding is available to meet these goals. It must be realised and appreciated that tourism can only become a viable long term industry for Canberra if we are marketing ourselves frequently and effectively. Tourism is seen by many destinations within Australia and around the world as the saviour of their local economies. So if Canberra is to compete there must be a budget of comparative proportions to the other states in Australia and through the Australian Tourist Commission, comparable to other world destinations. The Canberra Accommodation Industry Association believes that the current funding levels for the marketing of Canberra are inadequate and that unless there is a substantial increase in its marketing, promotions and advertising budgets, Canberra will face a drastic over supply of accommodation facilities.

This is not to say that the Canberra Accommodation Industry Association believes the Canberra Tourist Bureau should be totally funded by the Government. Co-operative funding between Government and Industry is essential in the future. To achieve this however, the Bureau must be permitted to act as a independent body with its own budget allocation. Revenue earned through the sale of packages and the like, should not be consolidated revenue of the Government of the day, but should be made available for further promotions and marketing. Specifically the Canberra Tourist Bureau needs to be an independent commission similar to its sister organisations in the States.

Having established an autonomous body with its primary objectives clearly defined, the bureau needs to establish a close working relationship with industry through bodies such as the Canberra Accommodation Industry Association and the Visitors Attractions' Association. This relationship should culminate in the following:

1. Saleable destination packages of Canberra and Region both weeks stays and weekly stays
2. An annual (in advance) promotions and marketing calendar identifying specific events that will occur in the territory during the year and targeting specific markets and groups that believes can be attractive to Canberra.
3. The effective implementation of the annual marketing calendar

- 26
4. Co-ordination of extensive corporate advertising campaigns on a cost sharing basis with industry.
  5. Representation to the Australian Tourist Commission to ensure effective marketing of Canberra internationally. This association believes the current "Paul Hogan Campaign" though enormously successful for Australia at large has specifically benefited the adventure, sun surf and sex areas of Australia. The north east corner of Australia (i.e. South of Sydney to Melbourne) has been ignored by the majority of international visitors and the increased domestic holiday sector.
  6. Co-ordination of conference and convention marketing again on a cost sharing basis with industry.

The Canberra Tourist Bureau needs to become a market orientated organisation. It is essential that it shakes off its public service image and structure. For effective market representation of Canberra, professional marketing personnel need to be engaged and supported by sal orientated persons, all of whom should be adequately remunerated for the efforts, not restricted by a public service pay structure. With an independent organisation and the right marketing people, the Canberra Tourist Bureau will be able to react quickly and decisively to the ever changing needs of the market place. Currently, the constant changing of the Bureau's status and the miles of government red tape has meant that very few marketing initiatives have been presented in the last year. This is not satisfactory and needs to change if we are all to survive.

- The Canberra Accommodation Industry Association does not believe the changes proposed here are radical or insurmountable, nor do we suggest they are exhaustive. However, we do believe that without better, more frequent and effective marketing of Canberra as a destination that occupancy rates and visitor numbers will continue to decline. This is the current situation, it is with us today, and will certainly continue with the increases in the room bank proposed.

RECOMMENDATIONS

The Canberra Accommodation Industry Association recommends as follows.

- 1. NO additional hotel/motel sites be released before 1991 either :  
the city or on its fringe.
- 2. There is a clear need for a tourism plan so that facilities grow  
in an orderly and planned way.
- 3. The Canberra Tourist Bureau be established as an independent  
and autonomous body
- 4. The Canberra Tourist Bureau work closely with industry to  
formulate and implement an Annual Marketing Plan both domestic  
and internationally.
- 5. The Canberra Tourist Bureau resume the role of conference and  
convention marketing.



Ref: 39/05022

Managing Director  
Sundown Drive-in Pty Ltd  
PO Box 1235  
FYSHWICK ACT 2609

Dear Sir/Madam

I refer to your letter dated 31 May 1989 concerning the 1989/91 Series of Variations to the City Plan.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct a public hearing 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.

If you have any queries please do not hesitate to contact Mr Barry Diddins on telephone extension 45 3045.

Yours sincerely

M W F Fisher  
Acting Secretary  
Office of Industry & Development

5 June 1989





DEPARTMENT OF DEFENCE

RUSSELL OFFICES  
CANBERRA, A.C.T. 2600

SS 93/32573  
FASFP 3093/1989

IN REPLY TO 676

27 May 1989

Deputy Secretary  
Office of Industry and Development  
ACT Administration  
GPO Box 158  
CANBERRA ACT 2601

VARIATION 1989/1 - MORSEHEAD DRIVE

I refer to Variation 1989/1 covering the proposal for variations to the City Plan of Layouts of the City of Canberra and its Environs as notified in Gazette No S154 of 5 May 1989 and to recent discussions on this matter between Army and officials from the ACT Administration.

As you will be aware the proposal for the Newcastle Street to Morsehead Drive - Road Addition will have severe implications for the Royal Military College, Duntroon, and its environs. This area was gazetted on 7 March 1949 as National Land (Commonwealth use) pursuant to subsection 27(1) of the Australian Capital Territory (Planning and Land Management) Act 1954. In addition to the loss of property, expenditure on major works at the College will be necessary as a consequence of the proposed Morsehead Drive roadworks. The Administration will be aware from recent discussions that the Department of Defence will be seeking compensation for the loss of land at Duntroon and for all works required. Specific details will be provided at a later date.

I would appreciate your acknowledgement of this claim and your advice on the future processes concerning this matter. Copies of detailed plans indicating the boundaries of Duntroon and the effects of the roadworks on these boundaries would also be appreciated.

*R.G. Hartley*  
R.G. HARTLEY  
for First Assistant Secretary  
Facilities and Property

cc     General Manager  
          Australian Property Group  
          Department of Administrative Services  
          GPO Box 1920  
          Canberra ACT 2601

Attention: Mr Frank Mestrov

Copy for your information

*R.G. Hartley*

R.G. HARTLEY  
for First Assistant Secretary  
Facilities and Property



Ref: 89/55022

First Assistant Secretary  
Facilities and Property  
Department of Defence  
Russell Offices  
CANBERRA ACT 2600

Dear Sir/Madam

I refer to your letter dated 31 May 1989 concerning the 1989/1 Series of Variations to the City Plan.

Your comments will be referred to the Parliamentary Joint Committee on the ACT which will conduct a public hearing 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.

If you have any queries please do not hesitate to contact Mr Barry Giddins on telephone extension 46 3045.

Yours sincerely

M W F Fisher  
A/g Secretary  
Office of Industry & Development

5 June 1989

PROPOSALS FOR VARIATION TO THE PLAN OF LAYOUT

OF THE CITY OF CANBERRA AND ITS ENVIRONS

1989/1

Additional Briefing Notes

August 1989

## PLANNING BACKGROUND

The Eastern Parkway has been seen as an integral part of the urban structure of Canberra since the original Y-Plan was adopted in the 1960's.

The structure of Canberra in the Y-Plan is based on a series of separate new towns, separated by landscape buffers and linked together in a Y pattern by peripheral parkways and a spinal public transport system.

Many parts of the Y-Plan are now in place, and large sections of the peripheral parkway system have been developed (eg Tuggeranong Parkway, William Hovell Drive). Similarly, the spinal public transport system is in place between Town Centre and Belconnen Town Centre.

### Background to the Eastern Parkway

The Eastern Parkway is the planned main north-south route on the east of Canberra and may ultimately link (with other roads) from Tuggeranong to the Federal Highway. The part of the road in question stretches from Tuggeranong to Parkes Way (the main east-west link) and is not dependent on Gungahlin development for its justification.

While the Parkway has been shown on the Metropolitan Plan for many years, it had not been developed until recently, and its construction has only proceeded after very careful study.

### Need for the Eastern Parkway Study

In 1985, the NCDC's Metropolitan Policy Plan confirmed the inclusion of the Eastern Parkway in the future road system. However, a major study was initiated at that time -

- . to determine whether there was a need for some form of additional transport infrastructure in the eastern corridor.
- . if so, what form of infrastructure was required?
- . exactly where and how it might be implemented.

The study commenced at a time when there had been a number of major planning decisions which could effect such a need - no development west of the Murrumbidgee River, no development in the Lanyon area, changed employment distributions in Tuggeranong and City etc.

#### The Study

The study was undertaken by private consultants working to a multi-disciplinary Steering Committee in the NCDC. The consultants were selected to provide a comprehensive study, including a planning, engineering, social, landscape and economic review of the matter.

The consultants worked as a team, so that the end result was one which all the team and all the community could support.

Following advice from the then Department of Arts, Heritage and Environment, the study was undertaken with the aim of documenting the outcome in the form of a Draft Environmental Impact Statement, in order that any EIS could be as comprehensive as possible.

#### Strategic Planning Study

The purpose of the strategic planning study was to review the transport needs of Tuggeranong as it grew from the then population of 40 000 to its ultimate 90 000 in the mid 1990's. The study looked at those transport needs in the context of a range of transport responses:

- do nothing
- improve public transport to a much higher standard
- make minor improvements to the existing main roads
- create new arterial roads
- create new parkway type roads

To determine the road sensitivity of the transport demands, the study also looked at a number of planning variables which might have been achievable in the time frame (eg different City employment levels and a larger town centre in Tuggeranong). It did not consider radical alternatives such as not proceeding with urban development in South Tuggeranong, as this was not considered to be a realistic alternative.

The results of this work suggested that no one response would be sufficient to meet the transport needs. Public transport services in and from Tuggeranong would need to be vastly improved to meet an expected quadrupling of demand (particularly to the major employment areas such as Woden Town Centre, Parkes/Barton and Civic). Some existing roads such as Erindale Drive would also require capacity improvements. But the magnitude of the increase in traffic volume, particularly from the south and east of Tuggeranong and destined for the Hume/Queanbeyan/Fyshwick/ADFA areas, required a major road corridor to be provided on the eastern edge of Canberra.

The assessment of the expected traffic volumes also indicated that the road would need to have mostly grade separated intersections (eg at Hindmarsh Drive and Canberra Ave) although the road itself would be of a modest scale with 2 lanes in each direction with provision of a third lane in each direction if required.

The Social Impact Assessment which included extensive consultations with community groups from Tuggeranong and other areas in South Canberra, with business interest groups (Fyshwick Chamber of Commerce, the Canberra Association for Regional Development etc) and public interest groups (Conservation Council, Action for Public Transport), was very supportive of the Strategic Planning conclusions.

The groups were concerned that any decisions should seek to provide a transport system which would meet the community's broadest needs - whether for commuting by bus, for general car travel or for commercial travel during the day - and that the solutions should not impose an environmental load on any group or area. For example, a decision which could cause a degradation of residential amenity in South Canberra would not be acceptable, nor would a freeway which had adverse environmental impacts be acceptable.

#### Road Corridor Study

Given the need for a major road on the east of Canberra, the study team identified a number of broad corridors in which such a road could be located. The aim was then to analyse these in detail, to determine their particular features such as:

- the environmental impacts of a road in each corridor

the effectiveness of each road in terms of issues such as planning, transport, costs, staging, landscape opportunities.

The broad corridors fell into two groups - a number in the Jerrabomberra Valley area, and a number in the vicinity of Fyshwick. Some followed existing roads, while others would enter areas which were used as grazing land or river floodplains, etc.

Again, the assessments of the corridors were very detailed and particular emphasis was given to the social, environmental and economic effects of each. The Social Impact Assessment process continued to be a very effective way to quantify and/or assess a number of judgemental or conflicting issues which are normally difficult to resolve.

For example, is it better to locate the road adjacent to an industrial area such as Hume, with little impact but with a relatively unattractive outlook, or locate it in an area which would provide a very scenic outlook but which would disturb an area of relatively untouched bushland? The community reaction made such decisions much easier. (In the case in question, the preferred corridor was the one at Hume).

The Corridor Study resulted in a decision to update the Monaro Highway/Jerrabomberra Ave corridor, and to develop a new road corridor to the west of Fyshwick, in order to complete the link to Parkes Way - Morshead Drive.

#### Route Location Study

The final stage in the work was to determine a precise route for the Parkway, in order to be able to detail any environmental effects and plan in to the design measures which would overcome these.

This work also detailed the staging of the implementation of the Parkway, including the traffic effects of construction at already congested areas such as the Canberra Ave/Hindmarsh Drive intersection.

#### Traffic Volumes

The expected growth in population in Tuggeranong, combined with growth in employment in Canberra generally will lead to large volumes of traffic on the Eastern Parkway. While the traffic flow will be heaviest during the morning and evening peak periods (ie about 7.30am - 9.00am and 4.30pm - 6.00pm). The Parkway will cater for substantial volumes of traffic outside these times.



It may be useful to note that journeys to and from work account for only approximately 23% of all daily travel. The Eastern Parkway will cater for substantial volumes of business/commercial traffic from Fyshwick, as well as regional traffic from the Monaro Highway south of the ACT.

As such, the long term traffic volumes will be in the range of 40-50,000 vehicles per day near Fyshwick, reducing to 25-30,000 vehicles per day at Hume. These compare with existing flows on Dairy Road of 23,000 vehicles per day, and about 55,000 vehicles per day on Commonwealth Avenue.

#### Draft Environmental Impact Statement

As noted above, all the work was documented as it proceeded, into a Draft Environmental Impact Statement. The NCDC worked in close consultation with the then Department of Arts, Heritage and the Environment to ensure that all the requirements of the Environment Protection (Impact of Proposals) Act 1974 would be met by the Draft Environmental Impact Statement.

The Draft Environmental Impact Statement was released early in December 1985, with advertisements in the ACT and national newspapers seeking public comment on the Parkway proposals. An extended period of three months was allowed to take into account the holiday period at the end of 1985. A total of nine responses were received, all from the ACT, as follows:

- (a) Road Safety Council of the ACT - supports the Parkway .
- (b) Fyshwick Chamber of Commerce - supports the Parkway
- (c) Mr B McMaster (Private Individual) - supports the Parkway
- (d) The ACT Schools Authority - Supports the Parkway
- (e) B Paine (Private Individual) - Supports the Parkway
- (f) Dept of Aviation - notes Parkway has no impact on Canberra Airport
- (g) Dept of Defence - notes that "changes envisaged to the Duntroon area could be agreed to subject to satisfactory resolution with the NCDC of the need to provide alternate sites for accommodation, training and logistic functions and the reconstruction of various access roads".
- (h) Conservation Council of the South East Region and Canberra Inc - the Conservation Council did not oppose the Parkway proposal but made a number of comments about Metropolitan planning issues which were outside the scope of the study.
- (i) Dept of Territories - supported the Parkway proposal.

The full text of all comments are contained within the final Environmental Impact Statement, together with more detailed responses to each.

In June, 1988, the Department of Arts, Heritage and Environment advised the NCDC that the EIS procedures were complete and that subject to a number of detailed points, there were no environmental objections to the project proceeding.

#### Gazettal 1987

In April, 1987, the NCDC gave a detailed briefing to the Parliamentary Joint Committee on the Eastern Parkway, when seeking gazettal of the section between Isabella Drive and Newcastle Street, Fyshwick.

Gazettal was not sought at that time for the section north of Newcastle Street because of the lack of resolution of the precise Molonglo River crossing location on Dairy Flat. Those matters are now resolved and Gazettal of the remaining sections of the Parkway is currently being sought.

The 1987 briefing did however, describe the Parkway project and its role in the metropolitan context.

#### Gazettal 1989

Gazettal is being sought in 1989 to permit works on two sections of the Parkway (which has officially been named the Monaro Highway) as follows:

- (1) Monaro Highway: Newcastle St to and including Morshead Drive
- (2) Isabella Drive/Monaro Highway intersection

MONARO HIGHWAY: NEWCASTLE STREET TO MORSHEAD DRIVE - ROAD ADDITION

1 Purpose

To provide additional road capacity to accommodate increased traffic flows between eastern Canberra and Tuggeranong resulting from additional residential development in the latter area.

2 Area

3.5 km approx of dual carriageway roads.

3 Estimated Cost

The total estimated cost is \$13M

4 Existing Development

The majority of the road alignment is along unleased Commonwealth land but a portion of "Goldenholm" dairy at the northern end will require withdrawal and replacement with alternative land on the western side.

5 Ultimate Scheme

The ultimate arrangement of roads consists of dual carriageways on a new alignment across Dairy Flat, generally between Goldenholm Dairy Farm and the Fyshwick Sewerage Treatment Works, on land used for agistment on a weekly rental basis which can be terminated on 3 months notice. The present intention is to develop 2 carriageways of 2 lanes in each direction with a grassed median of 11 metres between carriageways. In addition to the two traffic lanes of standard 3.7 metres width, each carriageway will have a 2.4 metres wide verge (left) shoulder for vehicles breaking down to draw out of the running lanes and median shoulders of 1.2 metres width. The total carriageway width will therefore be 11 metres and the total road width including the median will be 33 metres. The road will generally be built on a fill embankment approximately 3 metres higher than the existing natural surface level to maintain the road above the level of the 100 year flood in this vicinity. The flanks of the embankment will be graded generally at slopes of 1 vertically to 6 horizontally and blended gently into the existing terrain. To permit flood waters to pass safely across the floodplain without undue restriction (which could cause flooding within Canberra Airport and stop flying operations) two bridges of 60 metres and 90 metres length respectively will be provided generally in the existing natural low points which the flood waters presently flow through.

A new bridge is required across the Molonglo River downstream from the existing Dairy Bridge to allow traffic to and from Civic to use Morshead Drive. The existing roundabout adjacent to Dairy Bridge cannot accommodate the significant increase in traffic which will be using the new road and the connection for Civic traffic is therefore made at a new intersection on Morshead Drive west of the present one. This arrangement will allow the turning movements which are required in this vicinity to be dispersed between the two intersections rather than concentrated into one grade separated interchange.

6 Staging

In order to limit initial costs and to gain some further benefit from the existing Dairy Road, without undue expenditure on maintenance of this flood prone road, the first stage of construction will consist of just one new carriageway for southbound traffic and northbound traffic will use Dairy Road which will be converted to two lanes in one direction only. The second new carriageway will be constructed when funds are available and maintenance costs on Dairy Road become excessive.

7 Morshead Drive

To accommodate the additional traffic wishing to access Civic it is proposed to duplicate Morshead Drive past Duntroon and through to Kings Avenue. The alignment is severely constrained by the close presence of the Molonglo River on one side and the Royal Military College on the other. In addition, access to and from the College must be maintained as this is the principal entrance for all visitors and residents.

The considered solution is to use a continuously curved alignment of 80 kph design speed and develop a single new entrance to Duntroon in a more central location for the layout of the College. This proposal was developed in close consultation with the Army and the Department of Defence. Its implementation will permit the existing entrance for transport vehicles at Plant Road, which is manifestly unsafe, to be closed. It will also require the present entrance at Jubilee Avenue to be replaced and the Badge Gates reconstructed in the new location. The new alignment requires the removal of groups of trees within Duntroon and also a small number of Army houses. The Army have requested that traffic movements through this new intersection be controlled by traffic lights and although the warrant for their installation is not met their later installation (if required) would be built into the design.

8 Particular Planning Considerations

The road crosses Dairy Flat flood plain and care has been taken to design the road to minimise the impact on this environmentally sensitive area.

9 Environmental Considerations

The proposal is consistent with the EIS which received clearance in June 1986

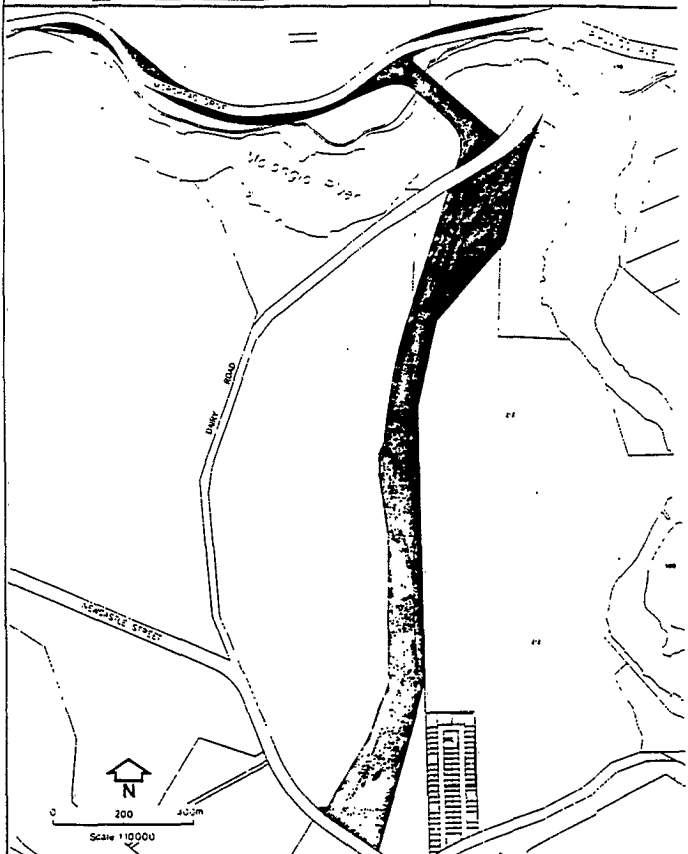
10 Public Participation

The EIS was subject to a full participation consultation.



ACT ADMINISTRATION  
Canberra

VARIATION No.1



ROAD ADDITION

**MONARO HIGHWAY:** Newcastle Street to Morshead Drive  
-Road Addition

MONARO HIGHWAY: INTERCHANGE WITH ISABELLA DRIVE - ROAD ADDITION

1 Purpose

- a. To provide additional road capacity to accommodate increased traffic flows between Isabella Drive and the Monaro Highway resulting from additional residential development in the Tuggeranong area.
- b. To extend Isabella Drive to Tralee Street, thereby improving access to areas in Hume suitable for future industrial development.
- c. To be consistent with future integration with the Queanbeyan road system.

2 Length

1 km approx of dual carriageway road, entry and exit ramps and bridges. The extent of gazettal is restricted to local widening and the link to Tralee Street.

3 Existing Development

The majority of the road alignment is along unleased Commonwealth land. The only adjacent development is the historic Rose Cottage, which will not be directly affected by the road proposals.

4 Ultimate Scheme

To safely handle the predicted traffic volumes using this important junction in the future as Tuggeranong continues to develop to the south, it will be necessary to grade separate the right turning traffic from Monaro Highway into Isabella Drive. It is also expected that continued development of the Hume industrial area on the eastern side of the Monaro Highway will ultimately generate sufficient movements across the Monaro Highway to require grade separation also. The movements are best accommodated on one bridge linking Isabella Drive over Monaro Highway and connecting to Tralee Street. The dominant northbound left turn from Isabella Drive to Monaro Highway, which occurs in the morning peak, also requires a separate connecting ramp to be provided between these two roads.

The total cost of the ultimate development including duplication of 0.5 km of Isabella Drive is estimated to be \$7m.

5 Staging

To conserve funds and because the increase in traffic is progressive a feasibility study has indicated that a roundabout could be used as an interim step towards the ultimate scheme. It is however not usable in the final solution and would be removed. The exact form of the roundabout has not been finally determined but the cost is of the order of \$2.5M compared with \$4.5M for a first stage bridge. The life of the roundabout is also not determined but earlier expectations of just five years appear now to be capable to extension to perhaps ten years. On this basis the resultant saving of \$2.0M would be justified.

6 Particular Planning Consideration

The proposal is compatible with, but not dependent on, the proposed Highway Service Centre at Gilmore. Details for this development are shown in Policy Plan 2202/88.

7 Environmental Considerations

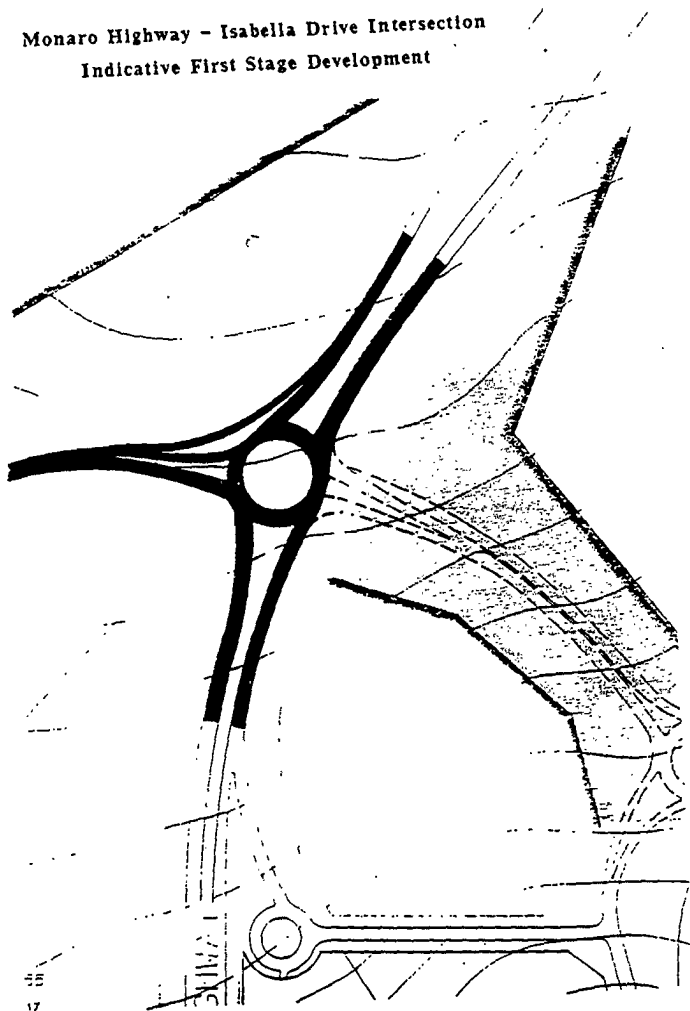
The proposal is consistent with the EIS which received clearance in June 1986.

8 Public Participation

The EIS was subject to a full public consultation.



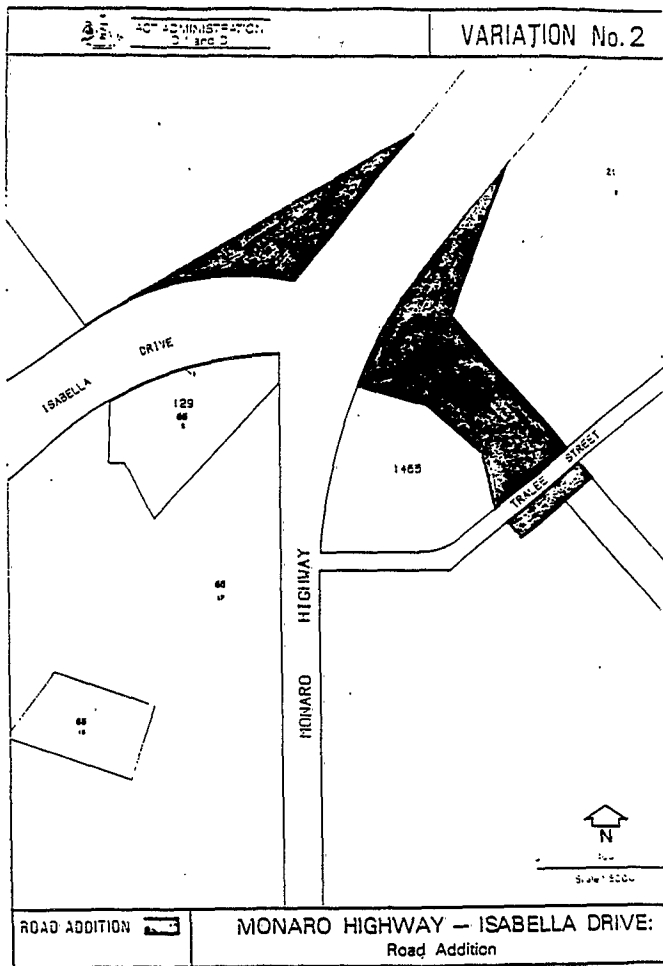
**Monaro Highway - Isabella Drive Intersection  
Indicative First Stage Development**





DEPARTMENT OF TRANSPORTATION  
STANDARD

VARIATION No. 2



ROAD ADDITION



MONARO HIGHWAY - ISABELLA DRIVE:  
Road Addition

GILMORE SECTION 65 AND PART BLOCKS 1433 AND 1434 TUGGERANONG -  
ROAD ADDITIONS

1 Purpose

To provide access roads to enable the development of a highway service centre and other tourist related uses near the junction of Isabella Drive and Monaro Highway. These roads connect with the proposed Isabella Drive/Monaro Highway intersection included in Variation No 2.

2 Background

An application to build a Highway Service Centre on the Monaro Highway in the vicinity of Section 65 Gilmore has resulted in an area being identified for tourist related uses just south of the Isabella Drive intersection.

As the highway is of freeway standard in this general area, access to any development of the nature proposed needs to be consistent with the freeway standard road.

3 Length

2.3km of one and two way access roads that provide entry and exit ways to an upgraded Isabella Drive intersection and access to and from Hume.

4 Estimated Costs

The majority of the access roads will be constructed by private enterprise as part of the conditions of development for the Highway Service Centre.

A small portion (about 200 metres) of the extension to Tralee Street will be constructed by the ACT Government to connect with the eastern side of the development.

An additional southern extension of Tralee Street will remain unconstructed until demand for tourist sites in this area grows. The road may be constructed by the ACT Government or by developers of contiguous sites. The total cost of the extension is estimated to cost \$800,000.

5 Existing Development

The land affected by the proposal is presently land under rural agistment. The only adjacent land uses are the historic Rose Cottage, adjacent to Isabella Drive and the ACTEW substation further to the south. Both of these have been incorporated into the road layout.

6 Proposed Road Development

The proposed development is for the construction of several access roads forming a safe access off the Monaro Highway. One, on the western side, passes through Section 65 Gilmore, connecting to Isabella Drive with a cul-de-sac formalising access to the Cottage. The other, looping off the eastern side of the highway and connecting to the extended Trales Street in Hume rejoins the highway further to the south.

7 Proposed Development

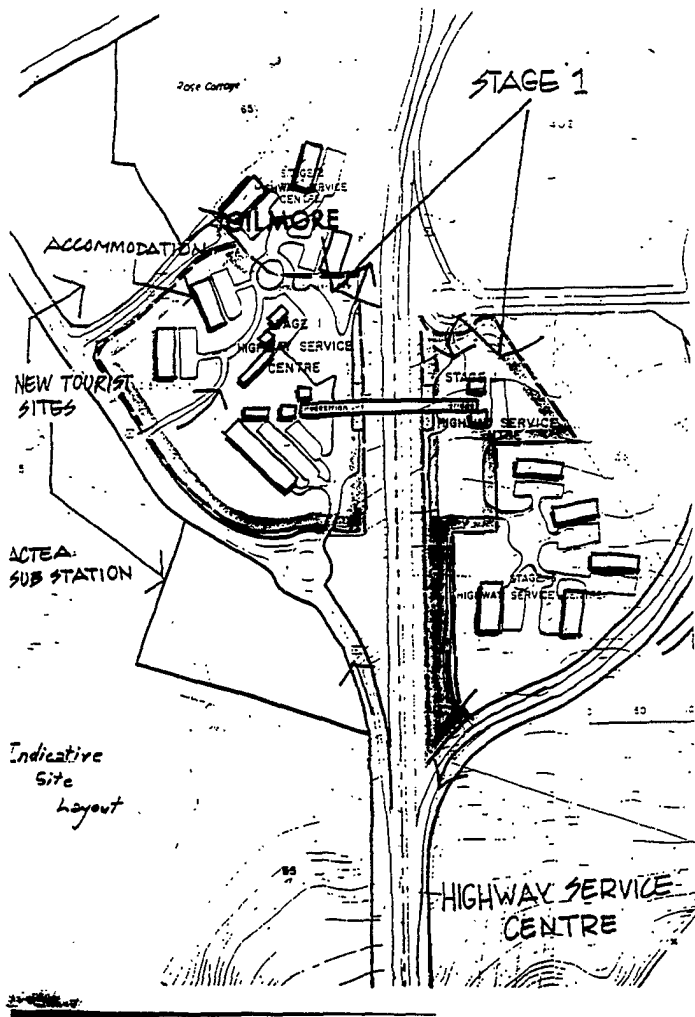
The proposal is a single development comprising a tourist oriented service facility which will be constructed simultaneously on each side of the highway linked by a pedestrian overbridge (a cost estimate is approximately \$20M).

The initial development is intended to include:

- i) a service station on each side of the highway;
- ii) accommodation of 200 units;
- iii) a pedestrian overhead bridge incorporating restaurant/take away facilities;
- iv) limited retail facilities for the travelling public including ski hire;
- v) arts and crafts display village.

Opportunities exist for expansion of this facility within the designated site and for adjoining sites to be developed.

The current layout is indicative only and the developer has the option to vary it.



Indicative  
Site  
Layout

8 Traffic Movement

The proposal on both sides of the highway involves an entry slip lane which then becomes a road serving both the development proposal and other levels.

Vehicular movement between the two halves of the development will be via the Tralee St connection with Monaro Highway.

There will be direct exits to the Monaro Highway from the development to the south and to Isabella Drive to the north and west.

9 Particular Planning Considerations

The proposal forms an integral part of the proposed traffic arrangements for the Isabella Drive intersection.

The safety aspects of this intersection and the proposed development have been a major consideration of the road layout.

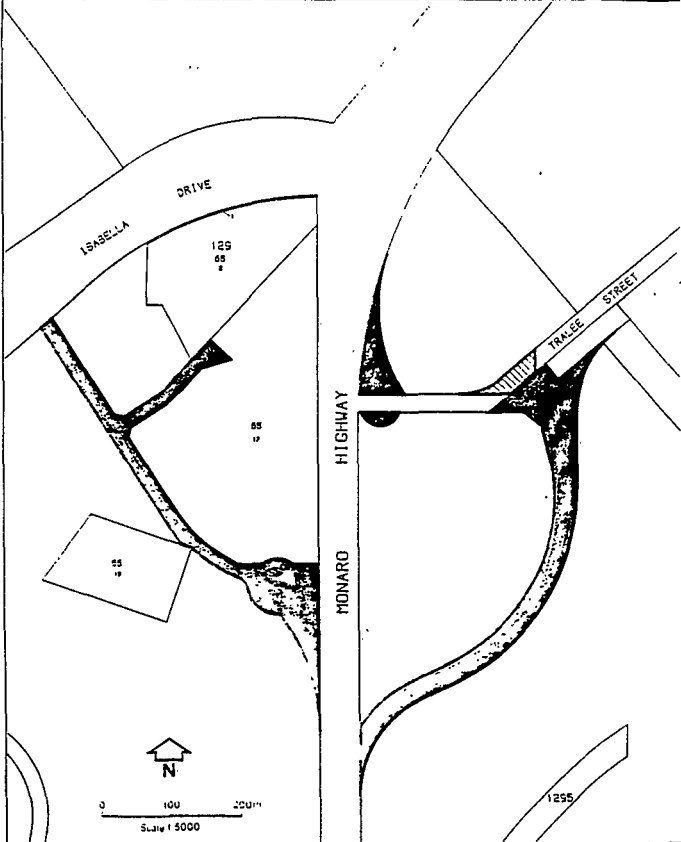
10 Environmental Considerations



The proponent of the development submitted a Notice of Intention to the Department of Arts, Sport, The Environment, Tourism and Territory. The road proposals were not raised by the Department as a matter of environmental concern.

11 Public Participation

The Draft Policy Plan was advertised in September 1987. In response 43 submissions were received which focussed on the impact the development would have on businesses operating both locally and throughout the region, the natural environment and the residential amenity of surrounding suburbs. The location close to Rose Cottage was of particular concern.

As a result, the accommodation component of the development was reduced to one third of its original size with any increase above that limit subject to further assessment. Also, development conditions will be prepared to minimise any impact on the environment and Rose Cottage.



ROAD ADDITION   
ROAD DELETION 

GILMORE: Sec 65 TUGGERANONG: Blks 1433,1434  
- Road Addition and Deletion

APPENDIX 3

BRIEFING MATERIAL, PUBLIC COMMENTS  
AND OBJECTIONS - VARIATION 1989/3



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SEAT OF GOVERNMENT ADMINISTRATION ACT 1910  
PROPOSALS FOR VARIATIONS TO THE PLAN OF THE LAYOUT OF  
THE CITY OF CANBERRA AND ITS ENVIRONS (VARIATION  
1989/3)

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 S130 of 13 April 1989. The material has been prepared for the public enquiry by the Joint Sub-Committee of the Variation to the Plan of the City of Canberra into Variation 1989/3.

This variation proposal was referred to the Sub-Committee for investigation and report by the Assistant Secretary Lands in a letter dated 12 April 1989.

Variation 1989/3 comprises of 1 item.

Copies of all public comments and objections received as a result of the ACT Administration's publicity of the proposals have been forwarded to the Sub-Committee and are included in these briefing notes.



Australian Government

Office of Industry and Development

GPO Box 158 Canberra ACT 2601

Telephone 062 462211

Facsimile 462263

Ms J Vincent  
Secretary  
Joint sub-Committee of the Variations  
to the Plan of the City of Canberra  
Parliament House  
CANBERRA ACT 2600

Dear Ms Vincent

I anticipate that on Thursday 13 April 1989 notice of the Minister's intention to vary the plan of layout of the City of Canberra will be published in the Commonwealth Gazette. It will be known as Variation 1989/3.

The variation has one item and consistent with normal procedures, public comment will be encouraged through the media and by means of public displays.

I wish to refer the proposed variation to the Joint sub-Committee of the Variations to the Plan of the City of Canberra for inquiry and report.

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

Yours sincerely

P Hunt  
Assistant Secretary  
Lands Branch

12 April 1989



Department of the Arts Sport the Environment Tourism and Territories



Commonwealth  
of Australia

Gazette

No 5 130, Thursday 13 April 1989

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  
ENVIRONS

Variation No 3 of 1989

Under section 12A of the *Seat of Government Administration Act 1910*: I 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 1975, as previously modified or varied, in the manner and to the extent shown in the Explanatory Statement hereunder and in the attached Detail Map N3 the relative position of which is shown in the attached index of Detail Maps.

No variation will be made until after the expiration of fourteen 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 variations indicated in this notice. All correspondence relating to this proposal must be addressed to

Deputy Secretary  
Office of Industry and Development  
ACT Administration  
GPO Box 158  
Canberra City ACT 2601  
Attention, Mr Stephen Ryan  
or hand delivered to:  
Mr Stephen Ryan  
Room 206 2nd Floor  
South Building  
London Circuit  
Canberra City ACT 2601

Date 6 April 1989:

ALLAN CLYDE HOLDING  
Minister of State for the  
Arts and Territories

EXPLANATORY STATEMENT

Variation 1989/3

ITEM 1: Detail Map N3

Russell, Sections 81, 82 and 83. To delete from the City Plan part of Kelliber Drive and Thirskell Street to enable the construction of a building for the Defence Signals Directorate.

## PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposal, the ACT Administration mounted displays showing both the intended variations at South Building London Circuit, Civic; 220 Northbourne Avenue Braddon; and Building K, Russell Offices.

The ACT Administration also advertised the variations in the Canberra Times on Saturday 15 April 1989, and Wednesday 19 April 1989 and issued a press release on 13 April 1989.



Office of Industry and Development

**PROPOSALS FOR VARIATIONS TO THE  
CITY PLAN OF LAYOUT OF THE CITY OF  
CANBERRA AND ITS ENVIRONS**

**VARIATION 1989/3**

In Gazette No S130 of Thursday 13 April 1989, the Minister for the Arts and Territories, the Hon Allan Clyde Holding 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 4.30 p.m. on Wednesday, 26 April 1989. All submissions must be lodged, in writing, with the Deputy Secretary, Office of Industry and Development, ACT Administration, GPO Box 158 CANBERRA ACT 2601 or hand delivered to Stephen Ryan, Room 256, 2nd Floor South Building Canberra City, by the above time and date.

The proposed variation and any objections or comments received will be referred to the Joint sub-Committee of the Variations to the Plan of the City of Canberra which will conduct hearings into the proposal and report to the Parliament before the variation can take effect.

Displays showing the intended changes will be available at South Building, London Circuit, City; at Building K, Russell Offices; and 220 Northbourne Ave Braddon. All displays will be in place until the lodgement date for the closing of submissions.

All telephone enquiries may be directed to Graham Mundy on telephone 46 3006

**EXPLANATORY STATEMENT**

**Variation 1989/3**

**ITEM 1 (Detail Maps N5)**

**RUSSELL, SECTIONS 81, 82 & 83:** To delete from the City Plan part of Kellher Drive and Threlkell Street to enable the construction of a building for the Defence Signals Directorate.

Department of the Arts, Sport, the Environment, Tourism and Territories

CANBERRA TIMES - 15 APRIL 1989

CANBERRA TIMES - 19 APRIL 1989



**CITY PLAN VARIATION 1989/3**

Canberra residents will have a chance to comment on the latest provisions of the City Plan Variation 1989/3.

This Variation is to delete part of Kelliher Drive and all of Thirkell Street from the City Plan. This will enable the construction of a building for the Defence Signals Directorate at the Russell Offices.

The City Plan shows the road reservations for Canberra and any proposed developments which require that Plan to be altered must be made public through a Notice of Intention to vary the Plan, published in the Commonwealth of Australia Gazette and allow for public submissions or objections.

Details of the intended change will be on display at South Building, London Circuit, Canberra City; at Building K, Russell Offices; and at 220 Northbourne Ave, Braddon. The details will also be advertised in the Canberra Times on Saturday, 15 April, and Wednesday, 19 April 1989.

Submissions or objections should be lodged with the ACT Administration no later than 4.30pm on Wednesday, 26 April 1989, after which they will be forwarded to the Joint Sub-Committee of the Variations to the Plan of the City of Canberra for consideration during its public hearing on the proposals.

Copies of the Gazette containing the Notice of Intention to vary the Plan are available at the Commonwealth Government Bookshop in Alinga Street, City.

Contact Officer: Graham Mundy  
Project Officer  
ACT Lands Section  
46 3006(W) 488506(H)

13 April 1989



**NOTES ON VARIATIONS TO THE CITY PLAN 1988/4,  
1988/5, 1988/6, 1989/1 AND 1989/2**

Variation 1988/4 was signed by the Minister on 6 March 1989 and the statutory requirement for the notice to sit before Parliament will expire on 3 May 1989.

Variation Instrument for 1988/5 was sent to the Minister on 19 April 1989 for his approval.

Variation 1988/6 is scheduled for public hearing on the same day as Variation 1989/3.

The Notices of Intention for Variations 1989/1 and 1989/2 were sent to the Minister for approval on 16 March 1989.



RUSSELL : KELLIHER DRIVE (PART) AND THIRKELL STREET -  
ROAD DELETION

1. Purpose

To seek degazettal of Kelliher Drive (part) and Thirkell Street, Russell.

2. Background

In May 1988 the former National Capital Development Commission responded to a request from the Department of Defence by preparing a Master Plan for Russell, indicating the extent, inter alia, to which it could expand. Traffic studies determined that Russell had limited capacity for expansion, viz from the existing level of some 5000 employees to a maximum of some 7500 employees in the long term. Security and access considerations dictated that Russell would be contained by a ring of roads ie Russell Drive and Borella Street/Kelliher Drive. Roads within this 'ring' including Kelliher Drive, were intended for internal access.

In June 1988 the Government directed that a building for the Defence Signals Directorate in Russell proceed to committal this financial year at a cost of \$82.5M. Siting of this building necessitates the partial closure of Kelliher Drive and Thirkell Street.

3. Area Degazetted

5158m<sup>2</sup> (Thirkell Street 2348m<sup>2</sup>, Kelliher Drive 2810m<sup>2</sup>).

4. Estimated Cost

Nil.

5. Existing Development

The roads to be degazetted comprise a constructed road (Kelliher Drive) and a partially constructed road (Thirkell Street). The existing temporary carparks will be partly reformed to provide for all parking on site during the period of construction.

6. Proposed Development

The proposed building for Defence Signals Directorate is a high security complex of some 22000m<sup>2</sup> gross floor area. A net increase of employment in Russell of 300 staff is contemplated.

7. Particular Planning Considerations

The proposal is consistent with the Russell Master Plan of May 1988, which has been approved by the former National Capital Development Commission.

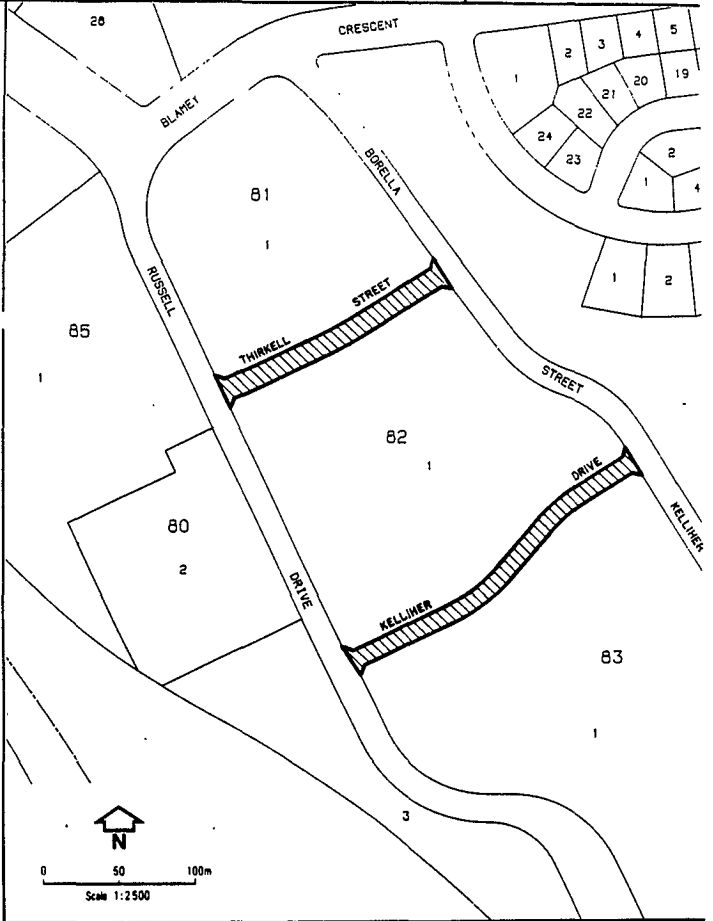
8. Environmental Considerations

The road is within Russell, and its functions are directed toward servicing buildings within that area. There are no major external impacts as a consequence of closure.

9. Public Participation

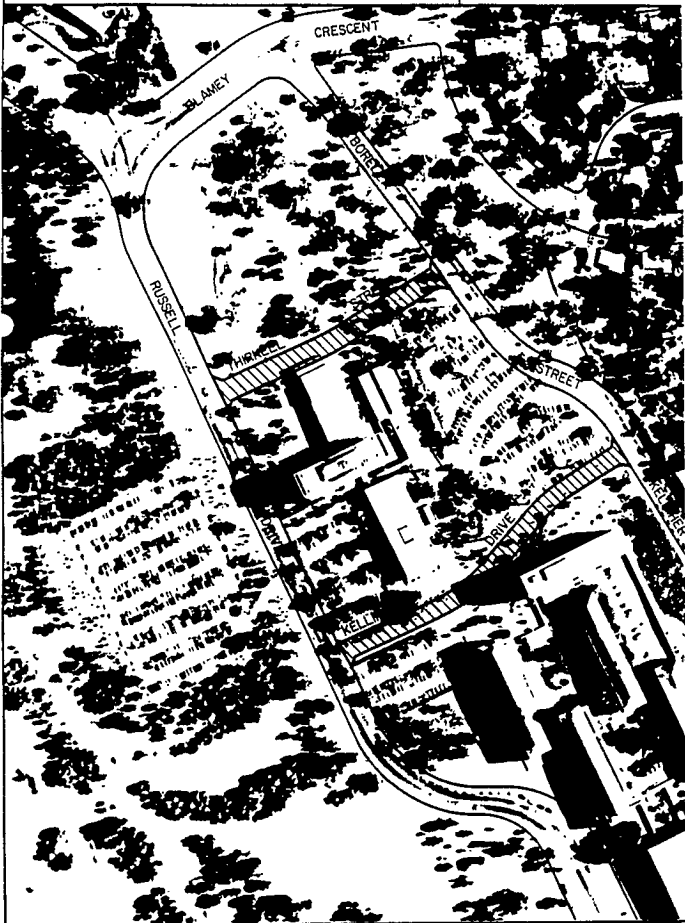
The roads proposed for degazettal are within an area to be designated under the National Capital Plan, and will be declared National Land, used for a single Departmental function, it is not considered that public participation occur other than that inherent in the degazettal process. There are no cost implications for the ACT budget. There is no change in land use policy.

VARIATION No. 1



ROAD DELETION 

**RUSSELL:** Kellihier Drive (part) & Thirkell Street - Road Delet



RUSSELL: Kelliher Drive (part) & Thirkell Street - Road Deletion



Department of Chemistry

2:  
Professor and Head of De

Ref.: 89RJ856

20 April 1989

Deputy Secretary,  
Office of Industry and Development,  
A.C.T. Administration,  
G.P.O. Box 158,  
Canberra, ACT 2601.

Dear Sir,

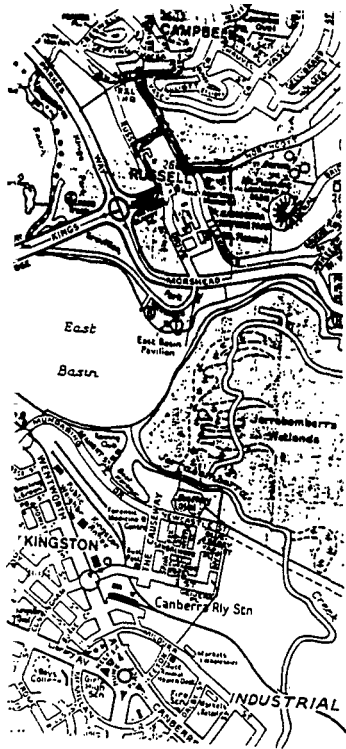
I have noted that City Plan Variation 1989/3 is concerned with the partial closure of Kelliher Drive at Russell Offices. I am very familiar with Kelliher Drive since I use it daily to drive from my home in Campbell to the Defence Academy and I often use it to access Kings Avenue bridge or Parkes Way in the course of my work. Owing to the exigencies of time I have not had an opportunity to study the details of the variation. However, I have had conversations with relevant members of the City Administration. I am led to believe that access to Kelliher Drive from Blamey Crescent in Campbell via Borella St will be removed and also the turnout onto Kelliher Drive from Russell Drive.

If my information is correct then there is considerable cause for concern because Kelliher Drive is the route which leads to Northcott Drive as well as to the parking lots behind the Russell Offices off Northcott Drive. The only other route to Kelliher Drive and thence Northcott Drive is at the far end of Russell Drive through a parking lot. Now Russell Drive is quite congested especially at peak hours. It would seem therefore that the effect of the variation would be to force additional traffic through Russell Drive which previously went through Borella St. I believe the resultant conditions will be unacceptable. It should be further noted that traffic moving from Northcott Drive towards Parkes Way currently makes a right-hand turn onto the uncrowded Kelliher Drive, a left-hand turn onto Russell Drive followed by a right-hand turn onto Kings Avenue. The alternative route will require a right-hand turn onto Russell Drive which will be even more crowded than it is now. Returning from Parkes Way, one also at present makes a left-hand turn onto Russell Drive. The alternative will require a right-hand turn onto Russell Drive. I therefore envisage very considerable difficulties if this variation is carried out. I enclose two maps which demonstrate the problem. The red map indicates the present traffic flow and the green map indicates how that flow will be diverted if I correctly understand the rearrangements.

One should I suppose believe that careful planning has preceded the announcement of a proposed variation to the City Plan. However, having been deeply involved with the planning of the Defence Academy from its inception I am well aware that considerations of common sense can give way to tendentious arguments in favour of desired ends. I do hope that the various planning bodies carefully examine the implications of the proposed changes, especially for the medium and longer-term when traffic density can only increase.

Yours sincerely,

Richard J. Bearman,  
Professor and Head.





ACT Administration  
Office of Industry and Development

GPO Box 158 Canberra ACT 2601  
Telephone (062) 46 2211  
Facsimile 462303

Ref. 89/6671

R J Bearman  
Professor and Head  
University College  
University of New South Wales  
Australian Defence Force Academy  
CAMPBELL ACT 2600

Dear Professor Bearman

I refer to your letter of 20 April 1989 concerning the City Plan Variation 1989/3 Series of Variations to the City Plan

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

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

If you have any queries please do not hesitate to contact Mr Barry Giddings, ACT Lands Section, on telephone extension 463045.

Yours sincerely

  
K T Lyon  
Deputy Secretary  
27 April 1989



5 Craydon Place  
CHAPMAN ACT 261

21 April 1989

Deputy Secretary  
Office of Industry and Development  
ACT Administration  
box 158  
CANBERRA ACT 2601 (ATTN - MR S RYAN)

Dear Sir,

PROPOSED VARIATION TO CITY PLAN - PLAN NO 1130/89

I refer to Plan No 1130/89, a proposal to close that part of Kelliher Dr between Russell Drive and Borella St.

I wish to lodge an objection to this proposed closure. I believe that the ramifications of closing this street have not been fully realised. Apart from providing easy access to Northcott Drive for persons working in the Russell Offices buildings adjacent to Kelliher Dr, of particular importance is the fact that at peak hours each day Kelliher Dr provides an important access for persons, both civilian and Service, moving to and from Campbell Park Offices. It is a very busy road during peak hours for traffic moving between the Campbell Park Offices and Kings Avenue. The only other access from/to Kings Avenue is via the other section of Kelliher Dr (the southern end), and traffic is already severely congested (bumper to bumper and crawling) in this area at peak hours because of the traffic arriving or departing from the southern end of the Russell Offices complex.

The closure of the northern part of Kelliher Dr would force all traffic from Campbell Park Offices heading towards Kings Avenue to use the southern part of the street, resulting in an unacceptable level of traffic congestion. The only alternative for traffic from Campbell Park would be to travel down Borella St, into Blamey Cr., then up Russell Drive to Kings Avenue. This is a long way around to travel the short distance between the end of Northcott Drive and the start of Kings Avenue and would create strong criticism.





The density of peak-hour traffic to and from Campbell Park during peak hours appears to have been disregarded in this plan.

If Kelliher Dr must be closed, an alternative for Campbell Park traffic must be provided. A colleague of mine has suggested that Northcott Dr could be straightened to align with Kings Avenue, a roundabout installed at its intersection with Kelliher Dr, and a divided road established either side of Blamey Square and the Aust-American Memorial to join onto Kings Avenue. If the Dept of Defence is serious enough about the closure of Kelliher Dr, it should be prepared to accept a new road adjacent to Blamey Square, particularly as pedestrians crossing this area (and few do) are served by an underground tunnel. I support my colleague's idea.

I strongly recommend against the closure of the northern part of Kelliher St without an alternative easy access between Northcott Dr and Kings Avenue being provided.

Yours faithfully,



N.L. RUSSELL



ACT Administration  
Office of Industry and Development

SPC Box 158 Canberra ACT 2601  
Telephone 062 462211  
Facsimile 462303

Ref. 89/6671

Mr N J Russell  
5 Craydon Place  
CHAPMAN ACT 2611

Dear Mr Russell

I refer to your letter of 21 April 1989 concerning the 1989/3 Series of Variations to the City Plan.

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

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

If you have any queries please do not hesitate to contact Mr Barry Giddings, ACT Lands Section, on telephone extension. 463045.

Yours sincerely

*K. T. Lyon*  
for K T Lyon  
Deputy Secretary  
27 April 1989



Department of the Arts Sport the Environment, Tourism and Territories.

3 Carrodus Street  
FRASER ACT 2615

Deputy Secretary  
Office of Industry and Development  
ACT Administration  
Box 158  
CANBERRA ACT 2601

For Mr S. Ryan

CITY PLAN VARIATION 1989/3 - KELLIHER DRIVE

Dear Sir,

I wish to comment on the proposed City Plan Variation. I oppose the closing of Kelliher Drive (North) because it is the main access route between Campbell Park Offices, Woden and Tuggeranong. The closing of the road will mean that all "Southside" traffic to and from Campbell Park will have to use Kelliher Drive (South) which is already a motor traffic problem area. Traffic to and from Russell Offices (South) will compound the problem and in peak hours there is bound to be much motor vehicle congestion. This will lead to longer journeys to and from work, added pollution of the air by more fuel being burned because of longer journeys, and a further diminution of the quality of life of the people affected.

Should the proposed change go ahead I suggest any traffic congestion could be relieved by re-routing Northcott Drive to join King's Avenue at the Australian-American Memorial which could be made into an island, see attached maps. Known precedents to this are:

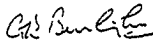
- a. The Cenotaph in London and
- b. The Arc de Triumphe in Paris.

There is underground access between Russell North and South so road through Sir Thomas Blainey Square will not affect pedestrian traffic between the two complexes. Access to the Australian-American memorial would not be affected.

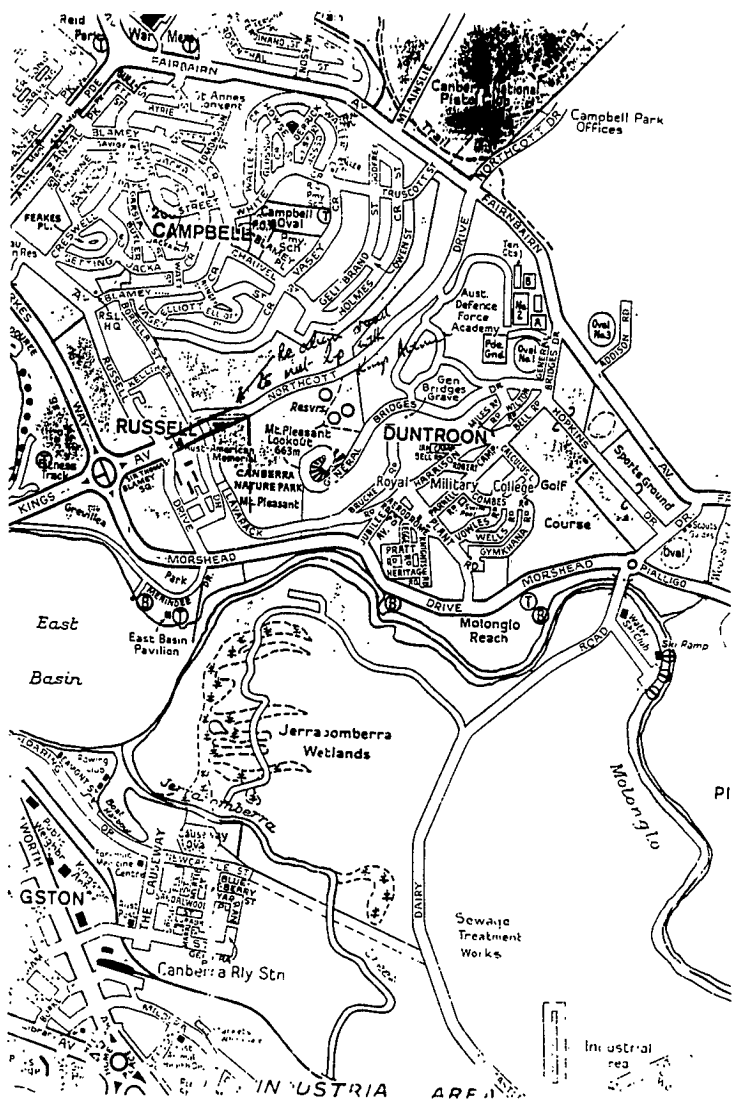


If the Department of Defence requires the Kelliher Drive route to be closed it should provide an alternative. It is not acceptable that a facility be taken away to the detriment of the populace without alternative recompense being provided.

Yours faithfully,



G.E. BURLINGHAM







ACT Administration  
Office of Industry and Development

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Ref. 89/6671

G E Burlingham  
3 Carrodus Street  
FRASER ACT 2615

Dear Sir/Madam

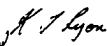
I refer to your letter of April 1989 concerning the 1989/3 Series of Variations to the City Plan.

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

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

If you have any queries please do not hesitate to contact Mr Barry Giddings, ACT Lands Section, on telephone extension 463045.

Yours sincerely

  
K T Lyon  
Deputy Secretary  
27 April 1989

