

The Committee after discussion generally approved of the suggested flat proposal scheme for Section 41, Turner. It was thought that further consideration might be given to the necessity for the width of road to the north as shown on the Canberra plan, and having regard to the area between Havelock House and the road. The additional land, which could readily be availed of, might with advantage be utilised in conjunction with the flat building scheme.

With regard to a proposal for density development of McKay Gardens, Turner, a sketch layout plan (ACT.21478) was also submitted. The sketch scheme provided for 36 maisonettes (9 two-bedroom, and 27 three-bedroom); and three storeyed block of flats (24 flats), with 10 garages under. Density 36.2 persons per acre.

The Director of Works, and the Principal Architect, in submitting this sketch expressed the view that it was possible to provide for an improved layout to make better use of the particular area, and that generally the proposed scheme as outlined needed further study.

The Committee agreed with the view expressed and suggested that a rough sketch for an alternative layout might be prepared. The existing gravel roads were provided when this particular area was in mind for minor industrial purposes and shops, and it was considered that certain of these roads might reasonably be disregarded in the formulation of new proposals.

Narrabundah
Shopping Sites.

The Assistant Secretary (Development) recalled consideration by the Committee at the September meeting of suggested shopping sites at Narrabundah and particularly the aspect relating to considered extravagant land use. The Department was concerned with the immediate necessity of making available some shopping sites and a further sketch suggestion, providing for what was thought sufficient shop sites to satisfy requirements, was now being submitted.

Under the suggestion, a 70' road (24' carriageway) was provided between the shops and the other community buildings.

The Committee after discussion expressed agreement to the proposals indicated on sketch plan but suggested that the larger shopping blocks shown at each end (Boolimba Crescent and Kootara Crescent) might be so subdivided as to provide for two additional shopping sites in this Centre. It was noted that a 23' footpath with nature strip was provided on both sides of the road, and having regard to recurring maintenance

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a footpath-nature strip of such width appeared unwarranted. The Assistant Secretary indicated that further consideration would be given to the sketch street cross-section.

Yarralumla
Development.

The Senior Town Planner submitted for consideration preliminary layout study for the area north of Schlich Street and east of Hopetoun Circuit, Yarralumla. Subdivisional proposals were not being presented at this stage as it was desired to first determine roading principles.

The sketch study as submitted indicated the extension eastwards of Schlich and Loftus Streets, crossing Empire Circuit, and continuing through the Legation area; Empire Circuit was shown as crossing Adelaide Avenue in a southerly direction; other subsidiary internal roads were also shown.

The Committee indicated that at no stage had it been contemplated that traffic would pass through the Legation area, and it felt that the Legation area should preferably be of a closed nature with traffic routes fringing it. The Secretary, Department of the Interior, mentioned that possibly it was an incorrect assumption that the Legations sought exclusiveness and the impression had been formed that possibly development as envisaged would be preferred by those people. The conception of the Legations all being in relatively close proximity had not been acceptable in certain cases and individual sites outside the particular area had been sought. The question of most economical traffic routes had also to be borne in mind.

The Committee after general discussion felt that roads should not be provided which would tend to encourage traffic to pass through the Legation area, but rather that traffic should be diverted by skirting the area via Perth Avenue, and by encouraging traffic more towards the Empire Circuit-Adelaide Avenue junction.

The view was also expressed that Empire Circuit should not cross Adelaide Avenue as shown on sketch, but rather that it be formed as a 'T' junction. In this connection, however, it was pointed out that Empire Circuit continuation created a comparatively direct route to Manuka.

The Committee agreed that the particular land facing the Legation area should be so subdivided as to provide for reasonably large sized allotments.

The Senior Town Planner said that other features of