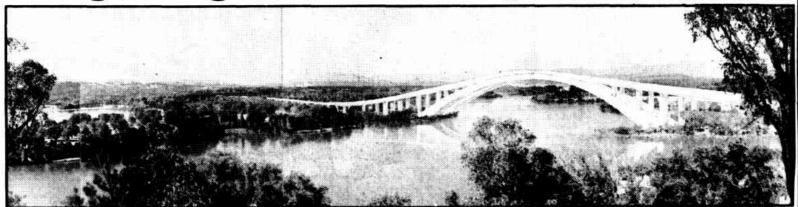


Third bridge to go over the top of the lake

A third bridge across Lake Burley Griffin — connecting Glenloch in-terchange to Yarra Glen via Yarralum-ba and Worten Back ta and Weston Park — is being planned by the National Capital Development Commission

Plans call for an arc bridge in the style of Gladesville Bridge Sydney - the lake is too deep in that section for a flat piered bridge - complete with a complex series of flyovers at both Glenloch Interchange and at the new junction with Yarra Glen. Houses ng at least one street in Yarralumla will be resumed and demolished and the street widened. The old Canberra ickworks will be demolished. Part o the Forestry Oval and the Yarralumla nursery are also in the way of the new freeway. The Weston Park maze and disabled children's playground will also be demolished, although these "may" ultimately be resited.

Royal Canberra Golf Course is to be left untouched, apparently for two rea-sons, according to NCDC documents obtained under the Freedom of Information Act: the political clout of its nbership (NCDC considers that its opposition will be more significant than opposition from Yarralumla residents); and because running the new freeway through the golf course would destroy the view from Government House. The School of Forestry, off Banks Street, is also to be left un-touched, because it contains listed buildings, but much of its graceful sunds, and the forestry oval will be sen up, with the freeway separated



This is an artist's impression of the planned third bridge across Lake Burley Griffin. Government House can be seen just under the bridge.

from the buildings only by 20 metres and a retaining wall.

If the plan proceeds, NCDC has a plan for "neutralising" Yarralumla resident opposition. It will put up a more gruesome alternative, will involve the widening of sham Novar Street, dividing the suburb into two, and causing considerably greater dislocation. The NCDC planning Civic, Belconnen and Woden. documents express confidence that it will be able to keep the debate to a choice between alternatives, rather any fundamental question of

whether the freeway is needed at all. Looking further on, the NCDC documents say, the construction of the

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bridge and freeway may enable the erection of a 26.2-hectare bitumen carpark on the site of the existing cork plantation to the west of Glenloch interchange. This will permit the im plementation of a "park-and-ride" plan, with car spaces for 10,000 cars bus shuttle service running to

our new flyovers would be added to Glenloch interchange to join up to the new bridge approaches. The bridge, at its highest, would be 47 metres above the water, making it clearly visible from all parts of the lake foreshore. The documents say that

there is no practical or attractive alter-

native to an arc bridge (a tunnel is out of the question on geological grounds) and that the design should reflect this and make the bridge a new and significant Canberra structure.

Once over the lake, the new freeway would connect with an extended Coronation Drive, which will take traffic off the freeway to the parliamentary triangle. The freeway proper will cut through the old brickworks to join the Cotter Road and an extended Yarra Glen Drive just east of Dunrossil Drive.

Overpasses will be built to connect Yarra Glen. Adelaide Avenue and the Cotter Road with the new freeway

(tentatively called the Nott Freeway, after the first Federal member for the ACT, Dr Lewis Nott).

Leaving aside the cost of construct tion of the carpark, estimated at \$65 million, the bridge and freeway project is estimated to cost \$325 million and to take three years to build. For a year during construction of flyovers at Glenloch Interchange, the Tuggera-nong Parkway would be closed to Tuggeranong-Civic traffic, but open between Civic and Belconnen and Tuggeranong and Belconnen. Later, there would be a nine-month period during which all Woden-Civic tr was routed through Kent Street Dea

to allow the overpass and flyover construction at what has been tentatively titled the Yarralumla In terchange

So far, the plans are only on the drawing boards, and have not been formally endorsed at any high NCDC level. But already sophisticated design work is being done within the com mission, which is also devisin schemes of selling the projecvt both to the Government and the people of Yarralumla. Tentatively, NCDO would like to begin work in late 1988 thus taking up some of the new Par liament House workforce.

Pryor's view. - Page 2.



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