

Representation for Current Development Application - submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

15 May 2017 11:54:28 AM

Reference code

2PGHBW

Thank you for your representation regarding development application number: DA201731192

The issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once a decision has been made.

Section 156(2) of the *Planning and Development Act 2007* states that a representation about a development application must be made during the public consultation period for the application. If your representation was made outside the public consultation period it cannot be considered during the assessment of the application.

Please Note: A copy of your representation will be forwarded to the development application applicant and can be released to the public only on request, unless you have requested and been granted an exemption.

Access Canberra
Environment and Planning Directorate

GPO Box 158
Canberra City ACT 2601

Telephone: (02) 6207 1923

Representor details

Title Given name * Family name *

Organisation name

Home phone number

Work phone number

Mobile number

Email address *

Development details

Site details

Development application number *

DA

Suburb/District *

Section *

Block *

Unit

If you require help with suburb/district, section or block details, visit [ACTMAPi](#).

Representation

Provide the details of your representation *

I'm writing regarding the NOTICE OF DEVELOPMENT APPLICATION for Blocks 3,4,5,6,7 Section 28 Suburb Greenway. The Notice states it is for stormwater, water and sewer, why? Is it for further development - private and/or public housing? The Notice does not state this. Also, I was advised that this parcel of land was deemed unsuitable for development. Why does the Government insist on filling in green open space!! If Public Housing is ear marked for this area, has the government taken into consideration there is already public housing in Dods and Bid Place and also, Mortimer Lewis Drive is not designed for heavy traffic flow and a serious accident could happen. I disagree with any further development in the area.

Maybe, a larger dog parking area would be a good idea. There has been a few times when turning from Drakeford Drive into Mortimer Lewis Drive that children and dogs have been on the road due to lack of parking.

I await for reply.

You may upload any additional supporting documentation or photos.

[Click here for more information on applying for exemption from the public register.](#)

From: Perera, Chandra
Sent: Friday, 19 May 2017 8:50 AM
To: Buddhadasa, Ajith
Subject: RE: COMM-TCCS-LAND CUSTODIAN-201731192-6/28 GREENWAY-01 [SEC=UNCLASSIFIED]

Good Morning Ajith

Thanks for your observation. These information requires for our design team. Yes, it can be submitted at the Design Acceptance Stage.

Warm Regards

Chandra Perera
DRC

From: Buddhadasa, Ajith
Sent: Friday, 19 May 2017 8:31 AM
To: Perera, Chandra
Cc: Bell, Jeff
Subject: RE: COMM-TCCS-LAND CUSTODIAN-201731192-6/28 GREENWAY-01 [SEC=UNCLASSIFIED]

Hello Chandra

The below advice from TCCS is bit confusing.

While it states that the proposal is supported with conditions, it also states that TCCS required further information. Can you please advice when TCCS require further information i.e. during the assessment of the DA (means now) or during the Design Acceptance stage.

Happy to discuss.

Regards

Ajith Buddhadasa | Senior Development Assessment Officer

Phone 02 6205 1550 | Fax +61 2 6207 1856

Development Assessment Branch | Environment, Planning and Sustainable Development Directorate | **ACT Government**

Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.

From: Perera, Chandra
Sent: Thursday, 18 May 2017 10:58 AM
To: EPD, Customer Services
Cc: TCCS_SPATAS DA COORD
Subject: COMM-TCCS-LAND CUSTODIAN-201731192-6/28 GREENWAY-01 [SEC=UNCLASSIFIED]

DEVELOPMENT APPLICATION NO: 201731192

PROJECT DESCRIPTION:

PROPOSAL FOR PUBLIC WORKS - CONSTRUCTION OF SITE SERVICING ALONG MORTIMER LEWIS DRIVE INCLUDING STORMWATER, WATER, SEWER AND SHARED TRENCH. UPGRADE OF THE EXISTING KERB ON MORTIMER LEWIS DRIVE AND BULK EARTHWORKS. REMOVAL OF EXISTING TREES AND PROPOSED SEWER PUMP STATION TO SERVICE BLOCKS 4 AND 5 AND SEWER RISING MAIN TO CONNECT ACROSS DRAKEFORD DRIVE.

BLOCK: 6	SECTION: 28	SUBURB: GREENWAY
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This DA has been assessed in regards to the following:

Traffic		Driveways/Verge Crossings	
On Street / Public Parking		Sightlines	
Bus Stop/Public Transport (Action)		LMPP/Street Trees	X
Waste Management		Street Lighting	
Stormwater easement	X	Pedestrian Footpath	X
Stormwater Tie		Service / Access Easement	X
Demolition		Estate Development Plan (EDP)	
Further Information		Amendments/Additions/Alterations	X
Lease Variation		Capital Works	

X = Areas Assessed. X

And TCCS' position is:

That It Is Supported	
That It Is Supported Subject to Compliance With The Following Conditions	X
That Further Information Is Required	X
That It Is Not Supported	

Conditions

VERGE

1. Provide a Landscape Management and Protection Plan that outlines site specific measures to minimise damage to trees that will be retained during the installation of services, construction of new paths and other ground works.

STORMWATER

1. No structure and/or filling are permitted to be placed over the 1 in 100 year ARI overland flow path.
2. Provide hydraulic analysis of overland flow path through the site for both pre- developed and post- developed scenarios at the detail Design Stage
3. The Stormwater Plan is supported and must be resubmitted at the Design Acceptance stage.

VERGE

4. Provide a Landscape Management and Protection Plan that outlines site specific measures to minimise damage to trees that will be retained during the installation of services, construction of new paths and other ground works.

TREES

5. Tree assessment information is incomplete and information is needed regarding trees located on public land. The vegetation assessment and survey plan (DSB Tree Assessment Report 3320 dated 22 March 2016) does not include trees located within the Drakeford Drive to Mortimer

Lewis Drive road reserve adjacent to Blocks 3, 4, 5, 6 and 7 Section 28 Greenway or in Block 23 Section 20 (urban open space). Tree locations have also not been captured in the other plans that have been submitted with the development proposal. Please detail the location, species, size and condition of all public trees that may be impacted by works and clearly indicate all proposed tree removals.

6. Install the new water and sewer mains using trenchless methodology (i.e. underboring beneath 650mm) where routed within tree protection zones (canopy plus 2m) excluding sections aligned beneath existing road pavement. Service access pits should be located outside Tree Protection Zones.
7. Urban Treescapes can support the sewer pump station as shown on the Sewer Pump Station Access plan (50157027-C-1026 Rev A) however please indicate which small trees will require removal. Please also confirm the log barriers that will be removed adjacent to sewer pump will be replaced once the sewer pump access bay has been constructed to prevent vehicles gaining access into the urban open space around Lake Tuggeranong (**Place Management may wish to provide further advice**).
8. New tree plantings may be needed to replace the trees that will be removed depending on the number of tree removals that are proposed to facilitate offsite works. In this case a Landscape Plan will be needed to show the location of new trees planted to offset tree removals and also detail the planting methodology.

PEDESTRIAN NETWORK

9. The shared path to be constructed in accordance with TCCS standards.

Standard Conditions

Following general conditions will apply as appropriate for Works on and Use of Territory Land in addition to the above:

In accordance with the Public Unleased Land Act 2013 no work is to be undertaken on road verges and other unleased Territory Land without the approval of the Territory. Such approval must be obtained from the Senior Manager, Development Review and Coordination, TCCS by the ways of:

1. A Letter of Design Review prior to the commencement of any work; and
2. A certificate of Operational Acceptance on completion of all works to be handed over to TCCS.

Design Review and Operational Acceptance

A Letter of Design Review is required for all off-site works from the Senior Manager, Development Review and Coordination, TCCS, prior to the construction.

In order to obtain the Letter of Design Review, fully detailed drawings (civil, landscape) prepared by suitably qualified persons for all off-site works including roads, driveways, footpaths, street lighting, storm water, landscaping (and any other issues that may be found by audit of the plans) and a design report in accordance with Ref No 06: "Requirements for Design Review Submissions", must be certified by a Chartered Engineer/Landscape Architect and submitted to the Senior Manager, Development Review and Coordination, TCCS.

A Certificate of Operational Acceptance on completion of the works is required from the Senior Manager, Development Review and Coordination, TCCS, prior to the issue of a Certificate of Occupancy.

Similarly a Chartered Engineer/Landscape Architect should certify compliance with TCCS Ref No 08: "Requirements for Works as Executed Quality Records Requirements" when the request for Operational Acceptance is made to the Senior Manager, Development Review and Coordination, TCCS on completion of all off-site works

A Waste Management Plan in accordance with the Development Control Code for Best Practice Waste Management in the ACT should also be included if not approved at the Development Application stage.

Temporary Traffic Management (TTM)

A TTM plan approval from the Manager, Traffic Management & Safety, Roads ACT, TCCS. All times during construction the site and surrounds shall be managed in accordance with a Temporary Traffic Management Plan, prepared by a suitably qualified person and approved by the Manager, Traffic Management & Safety. This plan is to address, as a minimum, measures to be employed during construction to manage all traffic, including construction traffic, in and around the site, provision of safe pedestrian movement around the site, the provision of parking for construction workers, and associated traffic control devices.

Landscape Management & Protection Plan (LMPP)

LMPP approval from the Senior Manager, Development Review and Coordination, TCCS. During construction, all existing vegetation (trees, shrubs and grass) located on the verge and unleased Territory land immediately adjacent to the development shall be managed, protected and maintained in accordance with the Landscape Management Protection Plan (LMPP) approved by the Senior Manager, Development Review and Coordination, TCCS. This plan is to be implemented before the commencement of works, including demolition on the site and is to be in accordance with TCCS Guidelines for the Protection of Public Landscape Assets Adjacent to Development Works-REF-04.

Use of Verges or other Unleased Territory land

In accordance with the Public Unleased Land Act 2013, road verges and other unleased Territory land must not be used for carrying out of works, including storage of materials or waste, without prior approval of the Territory. Such approval can be obtained from Licensing and Compliance, City Services, Parks and Territory Services, TCCS.

Repair of Damage to Public Assets

The applicant/lessee is held responsible for all damages to ACT Government assets (including footpaths) caused by the development and they must properly repair any damages to those assets. Before work commences, they should notify TCCS of any existing damage to public facilities.

Notice of Commencement of Construction

Notice of Commencement for the Works in Unleased Territory Land shall be submitted to the Senior Manager, Development Review and Coordination, TCCS one week prior to the commencement of works. The Notice shall also include the confirmation of any protective measures installed in accordance with the approved LMPP and the programmed implementation of TTM.

Additional Comments/Advice (as advice to EPSDD only, and not to be included in the Notice of Decision)

1. Nil

Kind regards,

Chandra (Wije) Perera | Senior Project Engineer Development Review & Coordination

Phone 02 62059032 | Email: rchandra.perera@act.gov.au

Strategy, Innovation and Customer Experience | Transport Canberra and City Services Directorate | ACT Government

496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Connected services for the people of Canberra

From: Breitkopf, Katherine **On Behalf Of** EPD, Customer Services

Sent: Wednesday, 26 April 2017 4:04 PM

To: TCCS_SPATAS DA

Subject: REFERRAL-TCCS-LAND CUSTODIAN-201731192-6/28 GREENWAY-01 [SEC=UNCLASSIFIED]

DEVELOPMENT APPLICATION NO: 201731192

BLOCK: 6 SECTION: 28 DIVISION: GREENWAY

Description - PROPOSAL FOR PUBLIC WORKS - Construction of site servicing along Mortimer Lewis Drive including stormwater, water, sewer and shared trench. Upgrade of the existing kerb on Mortimer Lewis Drive and bulk earthworks. Removal of existing trees and proposed sewer pump station to service Blocks 4 and 5 and sewer rising main to connect across Drakeford Drive.

Pursuant to Section 148(1) of the *Planning and Development Act 2007* the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice **(17/05/2017)**.

In accordance with Section 150 of the *Planning and Development Act 2007* If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services EPDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:

COMM-Agency Name-20140XXXX-Block XX Section XX SuburbXXXXX-01

Example: COMM-TAMS-201401234-10/10 Dickson-01

Kind Regards

Katherine

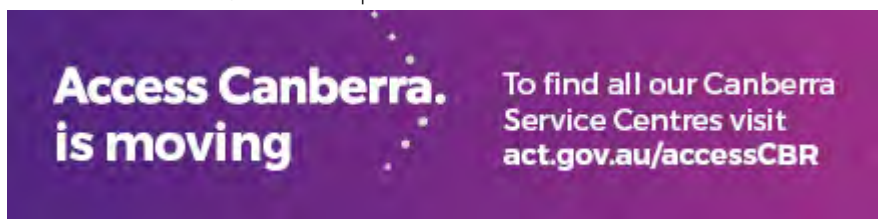
Phone 6207 1923

EPDCustomerService@act.gov.au

www.act.gov.au/accesscbr

Access Canberra | ACT Government

16 Challis Street, Dickson | GPO Box 158 Canberra ACT 2601



Access Canberra is an ACT Government service that brings together customer and regulatory services, including the former Environment and Planning Directorates Customer Services Team. Access Canberra has been set up to make it easier for business, community organisations and individuals to work with ACT Government and deliver a more seamless experience.



Notice of decision

Under Part 7 of the *Planning and Development Act 2007*

Merit track

DA NO: 201731192		DATE LODGED: 13/04/2017
DATE OF DECISION: 3/07/2017		
BLOCKS: 3, 4, 5, 6 & 7	SECTION: 28	SUBURB: Greenway
STREET NO AND NAME: Greenway		
APPLICANT: Cardno Young Pty Ltd		
LESSEE: Unleased Territory land (Land Custodian - Transport Canberra and City Services Directorate)		

THE DECISION

This application was lodged in the merit track. Pursuant to section 113(2) of the *Planning and Development Act 2007* (Act), the application must be assessed according to the provisions relevant to merit track applications.

I, Ajith Buddhadasa, delegate of the planning and land authority, pursuant to section 162 of the Act, hereby **approve subject to conditions** the proposal for:

- **Construction of site servicing along Mortimer Lewis Drive including stormwater, water, sewer and shared trench. Upgrade of the existing kerb on Mortimer Lewis Drive and bulk earthworks. Removal of regulated trees as shown on the Tree Management plans and proposed sewer pump station to service Blocks 4 and 5 and sewer rising main to connect across Drakeford Drive; and associated works;**

in accordance with the plans, drawings and other documents and items submitted with the application approval and endorsed as forming part of this approval.

This decision is subject to the conditions of approval at **PART 1** being satisfied.

PART 2 sets out the Reasons for the Decision

PART 3 is Public Notification and Entity Advice.

PART 4 contains administrative information relating to the determination.

DELEGATE

Ajith Buddhadasa
Delegate of the planning and land authority
Environment and Planning Directorate
3/07/2017

CONTACT OFFICER

Mr Ajith Buddhadasa
Phone: 02 62051550
Email: ajith.buddhadasa@act.gov.au

PART 1 CONDITIONS OF APPROVAL

This application is approved subject to the following conditions being satisfied. Some conditions of approval will require attention before the approved drawings will be released, others before work commences or before the completion of building work.

A. ADMINISTRATIVE / PROCESS CONDITIONS

A1. The development must comply with all relevant entity advice.

B. PRIOR TO CONSTRUCTION AND/OR DEMOLITION

B1. SEDIMENT AND EROSION CONTROL

That prior to any work on the site commencing, the applicant/lessee must submit two copies of the sediment and erosion control plan to Environment Protection Authority for approval;

B2. TREE PROTECTION

Tree protection fencing, if required, shall be erected prior to the commencement of any work on the site.

B3. VERGE MANAGEMENT

This plan is to be approved and implemented before the commencement of any work on the site, and is to be in accordance with the *City Management Guidelines for the Protection of Public Landscape Assets Adjacent to Development Works-REF-04*.

B4. TRAFFIC MANAGEMENT

A Temporary Traffic Management (TTM) Plan shall be prepared by a suitably qualified person and approved by the Manager, Traffic Management & Safety, Roads ACT, Roads and Public Transport Division, Transport Canberra and City Services Directorate (TCCS) prior to commencement of any work on the site. This plan is to address, as a minimum, measures to be employed during construction to manage all traffic, including construction traffic, in and around the site, provision of safe pedestrian movement around the site, the provision of parking for construction workers, and associated traffic control devices.

C. DURING CONSTRUCTION AND/OR DEMOLITION

C1. SEDIMENT AND EROSION CONTROL

All unsurfaced entry and exit points must be consolidated with crushed aggregate or similar extending from the road kerb to the building line.

Temporary sediment controls – comprising, as a minimum, geotextile silt fencing along the lowest points of the site and hay bale filters as required – are to be installed and maintained at least daily to prevent sediment from reaching the stormwater mains system.

C2. TREE PROTECTION

The applicant/lessee shall protect and maintain all existing trees and shrubs located on the subject site, on adjoining blocks overhanging the subject site, on the verge and unleased Territory land immediately adjacent, except for those specifically identified for removal in the approved drawings and a Tree Management Plan.

C3. VERGE MANAGEMENT

During any work undertaken on the site, all existing vegetation (trees, shrubs and grass) located on the verge and unleased Territory land immediately adjacent to the development shall be managed, protected and maintained in accordance with a Landscape Management Plan approved by the Manager, Asset Acceptance, Operational Support, Directorate Services, TCCS.

C4. TRAFFIC MANAGEMENT

At all times, the site and surrounds shall be managed in accordance with the approved Temporary Traffic Management (TTM) Plan.

C5. WASTE MANAGEMENT

All building waste is to be stored on the site in suitable receptacles and collected regularly. The lessee is to take all reasonable steps to ensure that waste, particularly wind borne litter, does not affect adjoining or adjacent properties.

Note:

Refer to Appendix 1 for information about approvals that may be required for construction.

PART 2 REASONS FOR THE DECISION

The application satisfactorily meets the requirements for approval. The application was approved because, based on the documentation and in the form modified by the imposed conditions, it was considered to meet the relevant code, being the Greenway Precinct Map and Code; and the Residential Zones Development Code.

The key issues identified in the assessment are the comments from the entities and the representation received in relation to the proposal; and the non-support of the Conservator of Flora and Fauna (the Conservator) of the proposal to remove concerned regulated trees.

Conditions have been imposed to address the key issues raised by the entities and ensure that the proposal is consistent with the Territory Plan and the *Planning and Development Act 2007*.

The representation received has been addressed in the **PUBLIC NOTIFICATION** section of this decision.

The advice from the Conservator (refer ENTITY ADVICE) states that the Conservator support the removal of poor quality regulated trees. There are number of regulated trees which are of medium quality and don't meet the criteria for removal under the *Tree Protection Act 2005*. Advice also states that the removal of medium quality trees could be considered on development ground.

The proposal was referred to the Major Projects Review Group (MPRG) for further advice. After considering the Conservator's advice i.e. *concerned trees are of poor to medium quality and the removal of them could be considered by the MPRG on development grounds*, The MPRG advised that the proposed removal of regulated trees can be supported pursuant to s119 of the Act as there are no reasonable alternatives to the proposal.

The decision is inconsistent with advice from the Conservator. However, pursuant to section 119 (2) of the Act, the advice received has been considered, as well as the relevant guidelines and any realistic alternative to the development proposed or aspects of it. A decision to approve this application is consistent with the objectives of the Territory Plan.

EVIDENCE

Application No. 201731192

The Territory Plan zone – RZ4 Medium Density Residential Zone

The Development Codes – Residential Zones Development Code

The Precinct Codes – Greenway Precinct Map and Code

Representations

Entity advice

PART 3 PUBLIC NOTIFICATION AND ENTITY ADVICE

PUBLIC NOTIFICATION

Pursuant to Division 7.3.4 of the Act, the application was publicly notified from 28/04/2017 to 19/05/2017. One written representation was received during public notification.

The main issues raised were as follows. Comments are provided as appropriate.

(a) *The purpose of the proposed development*

Response:

Proposed development, which is to provide utility service infrastructure to facilitate future development of the subject blocks.

(b) *Intended future development of the blocks*

Response:

The blocks are currently zoned as RZ4 Medium Density Residential Zone within the Territory Plan zoning. The blocks can be developed for any development permitted under the RZ4 Medium Density Residential Zone including multi unit housing subject to further development approvals. Current application is only limited to provide utility infrastructure necessary for such developments. The assessment of the current application did not require considering details or type of future developments on the blocks.

(c) *Possibility of development of the blocks for public housing*

Response:

It is possible for the ACT Government to develop the blocks by itself for any permitted use on the blocks.

(d) *Traffic generation by future developments*

Response:

A traffic analysis of the carriageway capacity and width have been undertaken noting that the change in the total daily traffic volume with the development will vary between approximately 1,810 – 2,850 vehicles per day near the northern signalised intersection and between approximately 890 – 1,930 vehicles per day near the southern priority intersection. Both are still within the parameters of the current road classification. The proposed works include upgrade to Mortimer Lewis Drive (installation of upright kerbs) for development on the eastern side of the carriageway

(e) *A larger dog parking area would be a good idea. There has been a few times when turning from Drakeford Drive into Mortimer Lewis Drive that children and dogs have been on the road due to lack of parking*

Response:

The issue raised is not a matter that can be addressed through the assessment of current development application.

ENTITY ADVICE

Pursuant to Division 7.3.3 of the Act, the application was referred to entities and advice was received. The referral entities' comments are as follows. A response to the advice is provided as appropriate.

Conservator of Flora and Fauna (the Conservator)

On 22 & 24/05/2017 advice was received from the Conservator in relation to the proposal requiring further information to proceed with the application:

..... No Tree Management Plan has been submitted for the regulated trees on site, nor any indication which trees are to be removed for site servicing and bulk earthworks

Referenced Document: DSB Vegetation Assessment, Job Number 3320, issue 1, dated 15/03/2016.

Generally the trees within the proposed blocks identified for development are representative of the descriptions provided in the referenced DSB Vegetation Assessment Report. Within the report there are a significant number of medium quality trees which are covered by the Tree Protection Act 2005 (The ACT) which do not meet criteria for removal under the provisions of the Act.

Poor quality trees and trees which are not covered by the legislation are supported for removal. As previously stated a tree management plan would be highly desirable to assist in this and future assessments.

A decision to remove regulated trees which do not meet criteria for removal under the "Tree Protection (Approval Criteria) determination 2006 (No2) must be consider by the Major Projects Review Group.

In response to above comments, the applicant provided additional information (Tree Management Plans) as requested by the Conservator. On 21/06/2017 advice was received from the Conservator stating the removal of medium quality regulated cannot be supported within the provisions of *Tree Protection Act 2005*:

The trees within the proposed blocks identified for development are generally representative of the descriptions provided in the DSB Vegetation Assessment Report. Within the report there are a significant number of medium quality trees which are covered by the Tree Protection Act 2005 which do not meet criteria for removal under the provisions of the Act.

Poor quality trees and trees which are not covered by the legislation are supported for removal.

With regards to above advice from the Conservator, the proposal was referred to Major Projects Review Group (MPRG) for further advice. MPRG advised that the removal of regulated trees can be supported within the provisions of Section 119(2) of the Act (see **REASONS FOR THE DECISION**).

Environment Protection Authority (EPA)

On 27/04/2017 advice was received from EPA in relation to the proposal. The advice states that the proposal is supported with conditions/advice:

Conditions:

All works must be carried out in accordance with Environment Protection Guidelines for Construction and Land Development in the ACT, March 2011, available by calling 132281.

No soil is to be removed from the site without EPA approval.

Advice:

All rain water that enters the site and pools in excavations during a rain storm event would be considered as a sediment control pond, and must meet the following conditions.

1. No discharge from dam, all stormwater must be pumped out and disposed in at an approved location.
2. No discharge from pond unless sediment level is less than 60mg/litre. If sediment level is greater, then prior to discharge, the dam must be dosed with either Alum or Gypsum and allowed to settle until the sediment is less than 60 mg/litre.

For further information please contact the Environment Protection Authority Planning Liaison on 02 6207 5642.

Matters raised have been incorporated as conditions of approval (Condition A1).

Transport Canberra and City Services Directorate (TCCS)

On 18/05/2017 advice was received from TCCS in relation to the proposal. The advice states that the proposal is supported with conditions (the information requested below to be provided to TCCS at the Design Acceptance stage):

ConditionsVERGE

1. Provide a Landscape Management and Protection Plan that outlines site specific measures to minimise damage to trees that will be retained during the installation of services, construction of new paths and other ground works.

STORMWATER

1. No structure and/or filling are permitted to be placed over the 1 in 100 year ARI overland flow path.
2. Provide hydraulic analysis of overland flow path through the site for both pre- developed and post-developed scenarios at the detail Design Stage
3. The Stormwater Plan is supported and must be resubmitted at the Design Acceptance stage.

VERGE

4. Provide a Landscape Management and Protection Plan that outlines site specific measures to minimise damage to trees that will be retained during the installation of services, construction of new paths and other ground works.

TREES

5. Tree assessment information is incomplete and information is needed regarding trees located on public land. The vegetation assessment and survey plan (DSB Tree Assessment Report 3320 dated 22 March 2016) does not include trees located within the Drakeford Drive to Mortimer Lewis Drive road reserve adjacent to Blocks 3, 4, 5, 6 and 7 Section 28 Greenway or in Block 23 Section 20 (urban open space). Tree locations have also not been captured in the other plans that have been submitted with the development proposal. Please detail the location, species, size and conditions of all public trees that may be impacted by works and clearly indicate all proposed tree removals.
6. Install the new water and sewer mains using trenchless methodology (i.e. underboring beneath 650mm) where routed within tree protection zones (canopy plus 2m) excluding sections aligned beneath existing road pavement. Service access pits should be located outside Tree Protection Zones.
7. Urban Treescapes can support the sewer pump station as shown on the Sewer Pump Station Access plan (50157027-C-1026 Rev A) however please indicate which small trees will require removal. Please also confirm the log barriers that will be removed adjacent to sewer pump will be replaced once the sewer pump access bay has been constructed to prevent vehicles gaining access into the urban open space around Lake Tuggeranong (Place Management may wish to provide further advice).
8. New tree plantings may be needed to replace the trees that will be removed depending on the number of tree removals that are proposed to facilitate offsite works. In this case a Landscape

Plan will be needed to show the location of new trees planted to offset tree removals and also detail the planting methodology.

PEDESTRIAN NETWORK

9. *The shared path to be constructed in accordance with TCCS standards.*

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Design Review and Operational Acceptance

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In order to obtain the Letter of Design Review, fully detailed drawings (civil, landscape) prepared by suitably qualified persons for all off-site works including roads, driveways, footpaths, street lighting, storm water, landscaping (and any other issues that may be found by audit of the plans) and a design report in accordance with Ref No 06: "Requirements for Design Review Submissions", must be certified by a Chartered Engineer/Landscape Architect and submitted to the Senior Manager, Development Review and Coordination, TCCS.

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A Waste Management Plan in accordance with the Development Control Code for Best Practice Waste Management in the ACT should also be included if not approved at the Development Application stage.

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Landscape Management & Protection Plan (LMPP)

LMPP approval from the Senior Manager, Development Review and Coordination, TCCS. During construction, all existing vegetation (trees, shrubs and grass) located on the verge and unleased Territory land immediately adjacent to the development shall be managed, protected and maintained in accordance with the Landscape Management Protection Plan (LMPP) approved by the Senior Manager, Development Review and Coordination, TCCS. This plan is to be implemented before the commencement of works, including demolition on the site and is to be in accordance with TCCS Guidelines for the Protection of Public Landscape Assets Adjacent to Development Works-REF-04.

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In accordance with the Public Unleased Land Act 2013, road verges and other unleased Territory land must not be used for carrying out of works, including storage of materials or waste, without prior approval of the Territory. Such approval can be obtained from Licensing and Compliance, City Services, Parks and Territory Services, TCCS.

Repair of Damage to Public Assets

The applicant/lessee is held responsible for all damages to ACT Government assets (including footpaths) caused by the development and they must properly repair any damages to those assets. Before work commences, they should notify TCCS of any existing damage to public facilities.

Notice of Commencement of Construction

Notice of Commencement for the Works in Unleased Territory Land shall be submitted to the Senior Manager, Development Review and Coordination, TCCS one week prior to the commencement of works. The Notice shall also include the confirmation of any protective measures installed in accordance with the approved LMPP and the programmed implementation of TTM.

Matters raised have been incorporated as conditions of approval (Condition A1).

ActewAGL Electrical Division

On 8/05/2017 advice was received from Actew Corporation in relation to the proposal. The advice states that the proposal is supported with conditions (attached).

Matters raised have been incorporated as conditions of approval (Condition A1).

ActewAGL Gas networks

On 5/05/2017 advice was received from Jemena in relation to the proposal. The advice states that the proposal is supported with conditions (attached).

Matters raised have been incorporated as conditions of approval (Condition A1).

Icon Water

The proposal was referred to Icon Water on 26/04/2017 for advice. Advice was not received in relation to the proposal from Icon Water within the prescribed time mentioned under Section 149(2) of the Act (that is by 17/05/2017). Therefore pursuant to Section 150 of the Act it is considered that Icon Water is taken to have given advice that Icon Water supports the proposal

PART 4 ADMINISTRATIVE INFORMATION

DATE THAT THIS APPROVAL TAKES EFFECT

Unless a condition of approval provides for otherwise this approval is effective from the day after the date of this notice. The effective date for development applications approved subject conditions could also be adjusted if the approval is reconsidered by the planning and land authority or if an application is made to the ACT Civil and Administrative Tribunal.

Pursuant to section 184 of the Act, this approval will expire if:

- the development or any stage of the development is not started within two years after the day the approval takes effect;
- the development is not finished two years after the day the development begins; or
- the development approval relates to land comprised in a lease that requires the development to be completed on a stated date – the date stated in the lease for completion of the development, or the approval is revoked under section 189 of the Act.

INSPECTION OF THE APPLICATION AND DECISION

A copy of the application and the decision can be inspected between 8:30am and 4:30pm weekdays at the Environment and Planning Directorate Dickson Customer Service Centre at 16 Challis Street, Dickson, ACT.

RECONSIDERATION OF THE DECISION

If the applicant is not satisfied with the decision to approve the application subject to conditions, they are entitled to apply to the planning and land authority for reconsideration within 20 working days of being told of this decision or within any longer period allowed by the planning and land authority.

To submit an application for reconsideration, documents must be provided electronically by email to epdcustomerservices@act.gov.au or provided at the customer service centre on a CD/DVD. The delegate of the Authority reconsidering the decision must be different from, and senior to, the original decision maker. An application for reconsideration does not prevent an application for a review of the same decision being made to the ACT Civil and Administrative Tribunal. Application forms and further information about reconsideration are available from the planning and land authority's website and Customer Service Centres.

REVIEW BY THE ACT CIVIL AND ADMINISTRATIVE TRIBUNAL (ACAT)

Decisions that are reviewable by the ACAT are identified in Schedule 1 of the *Planning and Development Act 2007*, except for those precluded under Schedule 3 of the *Planning and Development Regulation 2008* – Matters exempt from third-party ACAT review.

This Notice of decision has also been sent to all people who made representations in relation to the proposal.

APPENDIX 1

CONTACT DETAILS OF RELEVANT AGENCIES

Health Directorate - health protection	Website: www.health.act.gov.au Telephone: (02) 6205 1700
Environment and Planning Directorate <i>Planning and land authority</i> - list of certifiers for building approval - demolition information - asbestos information <i>Environment Protection Authority</i> - environment protection - water resources - asbestos information <i>Conservation, Planning and Research</i> - threatened species/wildlife management	Website: www.actpla.act.gov.au Telephone: (02) 6207 1923 Website: www.environment.act.gov.au Telephone: (02) 6207 6251 Website: www.environment.act.gov.au Telephone: (02) 6207 1911
Transport Canberra and City Services Directorate - tree damaging activity approval - use of verges or other unleased Territory land - works on unleased Territory land - design acceptance - damage to public assets	Website: www.tams.act.gov.au Telephone: 132 281 Telephone for asset acceptance: (02) 6207 7480
Utilities - Telstra (networks) - TransACT (networks) - Icon Water - Electricity reticulation	Telephone: (02) 8576 9799 Telephone: (02) 6229 8000 Telephone: (02) 6248 3111 Telephone: (02) 6293 5738

ADVICE TO APPLICANT

SUBMISSION OF REVISED DRAWINGS AND DOCUMENTATION

If a condition of approval requires the applicant to lodge revised drawings and/or documentation with the planning and land authority for approval under section 165 of the *Planning and Development Act 2007* the submission shall be made by:

- Completing an application for S165 Satisfying Conditions of Approval and submitting the documentation online using edevelopment. More information on edevelopment can be found at http://www.actpla.act.gov.au/tools_resources/e-services/edevelopment

For further information regarding the lodgement of this information please contact Customer Service Centre by Phone: (02) 6207 1923, Email: esddcustomerservices@act.gov.au or on the planning and land authority website at www.actpla.act.gov.au.

FURTHER APPROVALS FOR CONSTRUCTION

The Notice of Decision grants development approval, but does not cover building approval or approvals which may be required during construction, which commonly include the following.

BUILDING APPROVAL

Most building work requires building approval to ensure it complies with building laws such as the Building Code of Australia. If this applies to this proposal, the lessee should engage a private building certifier to assess and approve the building plans before construction begins. A list of licensed certifiers and information about building approval is available from the planning and land authority's website and Customer Service Centres.

PERMITTED VARIATIONS TO APPROVED DEVELOPMENT

Under section 35 of the Planning and Development Regulation 2008 the development as built may vary from the approved development in accordance with section 35 and the permitted construction tolerances and other permitted variations identified in Schedule 1A of that regulation.

Note 1 The development may still need building approval, or further building approval, under the *Building Act 2004*

Note 2 The development must also comply with the lease for the land on which it is carried out.

"TREE DAMAGING ACTIVITY" APPROVAL

A Tree Management Plan under the *Tree Protection Act 2005* is required for approval where it is proposed to undertake groundwork within the tree protection zone of a protected tree or likely to cause damage to, or remove, any trees defined as protected trees by that Act. More information is available from the TCCS.

USE OF VERGES OR OTHER UNLEASED TERRITORY LAND

In accordance with the *Public Unleased Land Act of 2013*, road verges and other unleased Territory land must not be used for the carrying out of works, including the storage of materials or waste, without prior approval of the Territory. Approval can be obtained from the TCCS.

WORKS ON UNLEASED TERRITORY LAND – DESIGN AND OPERATIONAL ACCEPTANCE

In accordance with the *Public Unleased Land Act of 2013*, no work can be undertaken on unleased Territory land without the approval of the Territory. Such approval must be obtained from the Manager Asset Acceptance, Asset Services Group, TCCS by way of:

1. a certificate of design acceptance prior to the commencement of any work and
2. a certificate of operational acceptance on completion of all works to be handed over to TCCS

Works on unleased Territory land may include the construction or upgrading of driveway verge crossings, public footpaths, roads, street lighting, stormwater works, waste collection amenities, street signs and line marking, road furniture and landscaping.

A certificate of compliance under s296 of the *Planning and Development Act 2007* may not be issued unless a certificate of design acceptance **AND** a certificate of operational acceptance has both been obtained from TCCS.

CONSTRUCTION REQUIREMENTS

The following information are some key requirements that apply to building work in the Territory. Other requirements may apply to this development.

DEMOLITION AND ASBESTOS MANAGEMENT

Demolition and asbestos management must be undertaken in accordance with the *Building Act 2004* (including the Building Code of Australia) and the *Dangerous Substances Act 2004*. Information about demolition and asbestos management is available from the planning and land authority's web site and Customer Service Centres.

ENVIRONMENT PROTECTION

All building work must be undertaken in accordance with the *Environment Protection Act 1997*, particularly but not exclusively in relation to noise and pollution control. More information is available from the Environment Protection Authority.

REPAIR OF DAMAGE TO PUBLIC ASSETS

The applicant/lessee is held responsible for all damage to ACT Government assets (including footpaths) caused by the development and they must properly repair any damage to those assets. Before work commences, they should notify the TCCS of any existing damage to public facilities.

UTILITY ASSETS RETENTION

The lessee should obtain a plant location advice from ActewAGL to avoid conflict with existing plant or electrical easements. The lessee will be responsible for the costs associated with the relocation of assets, if necessary. The lessee is to ensure that the water service and water meter are retained in position and in good condition. Icon Water's water meters are accountable items and must not be removed from the site or otherwise disposed of.

WATER RESTRICTIONS AND FILLING OF NEW POOLS, PONDS AND FOUNTAINS

Water restrictions or permanent water conservation measures may be in force in the ACT and may prohibit or affect the filling of new pools, ponds and fountains using potable (tap) water drawn from Icon Water's potable water supply system. Applicants wishing to use water drawn from the potable water supply system to fill a new pool, pond or fountain are advised to first contact Icon Water's conservation office on (02) 62483131. Where water restrictions or permanent water conservation measures would otherwise prevent or affect the filling of a new pool, pond or fountain, it might be possible to obtain an exemption to fill the pool, pond or fountain using potable water.

DRAINAGE

The Building Code of Australia contains provisions affecting surface drainage and the height of finished floor levels. These may apply to this proposal.

REVIEW OF THE DECISION

The following notes are provided in accordance with regulation 7 of the *ACT Civil and Administrative Tribunal Regulation 2009*. Refer to the Review by the ACT Civil and Administrative Tribunal (ACAT) section of the Notice of Decision for information about its relevance to this development application.

CONTACT DETAILS

The review authority is the ACT Civil and Administrative Tribunal (ACAT).

Location	Contact details
ACT Civil and Administrative Tribunal Level 4, 1 Moore Street CANBERRA CITY ACT 2601	Website: www.acat.act.gov.au Email: tribunal@act.gov.au Telephone: (02) 6207 1740 Facsimile: (02) 6205 4855 Post: GPO Box 370, CANBERRA, ACT, 2601

POWERS OF THE ACAT

The ACAT is an independent body. It can review on their merits a large number of decisions made by ACT Government ministers, officials and statutory authorities. The ACAT can agree with, change or reject the original decision, substitute its own decision or send the matter back to the decision maker for reconsideration in accordance with ACAT recommendations.

APPLICATIONS TO THE ACAT

To apply for a review, obtain an application form from the ACAT. You can also download the form from the ACT Legislation Register <http://www.legislation.act.gov.au/af/2009-278/current/pdf/2009-278.pdf>.

If you are applying on behalf of an organisation or association of persons, whether incorporated or not, the Tribunal in deciding whether to support this application will consider the effect of the decision being reviewed on the interests of the organisation or association in terms of its objects or purposes. A copy of the relevant documents will be required to be lodged with the Tribunal.

TIME LIMITS FOR APPLICATIONS

The time limit to make a request for a review is 28 days from the date of this Notice of decision. The time limit can be extended in some circumstances (refer to sections 10 (2), 10(3), 25(1)(e) and 25(2) of the *ACT Civil & Administrative Tribunal Act 2008*; section 7 of the *ACT Civil and Administrative Tribunal Procedure Rules 2009 (No 2)*; and section 409 of the *Planning and Development Act 2007*).

FEES

Applications to the ACAT, including an application to be joined as a party to a proceeding, require payment of a fee (the Tribunal Registry will advise of the current fee), unless you are receiving legal or financial assistance from the ACT Attorney-General. You can apply to have the fee waived on the grounds of hardship, subject to approval (refer to section 22T of the *ACT Civil and Administrative Tribunal Act 2008*). Decisions to grant assistance are made on the grounds of hardship and that it is reasonable, in all the circumstances, for the assistance to be granted. Write to: The Chief Executive, Justice and Community Safety Directorate, GPO Box 158, CANBERRA ACT 2601. Ask the ACAT for more details.

TIME LIMITS FOR REVIEWS OF DECISIONS

The ACAT is required to decide appeals in land and planning and tree protection cases within 120 days after the lodging of the appeal, unless that period is extended by the ACAT upon it being satisfied that it is in the interests of justice to do so.

FORMS OF LEGAL, FINANCIAL AND OTHER ADVICE AND ASSISTANCE

The following organisations can provide advice and assistance if you are eligible:

- ACT Attorney-General, write to The Chief Executive, Justice and Community Safety Directorate, GPO Box 158, CANBERRA, ACT, 2601;
- the ACT Legal Aid Office, telephone 1300 654314;
- Legal Advice Bureau, telephone (02) 6247 5700;
- ACT Council of the Ageing, telephone (02) 6282 3777;
- Welfare Rights and Legal Centre, telephone (02) 6247 2177; and
- Environmental Defender's Office (ACT), telephone (02) 6247 9420.

AWARDING OF COSTS

You will have to pay any costs involved in preparing or presenting your case. The ACAT also has the power to award costs against a party if the party contravenes a direction of the ACAT and the ACAT considers it in the interests of justice to make such an order. This power is in addition to the power of the ACAT to strike out a party and to dismiss an application for failure to comply with the ACAT's directions.

ACCESS TO DOCUMENTS ABOUT THE DECISION

You may apply for access to any documents you consider relevant to this decision under the ACT Freedom of Information Act 1989. Information about Freedom of information requests is available on the planning and land authority's web site or by contacting us by phone on (02) 6207 1923.

PROCEDURES OF THE ACAT

The procedures of the ACAT are outlined on the ACAT's website, including in the Guide to the Land and Planning Division and the Guide to the Hearing. Contact the ACAT for alternative ways to access information about the ACAT's procedures.

TRANSLATION AND INTERPRETER SERVICES

The ACT Government's translation and interpreter service runs 24 hours a day, every day of the week. Telephone 131 450.

ENGLISH	If you need interpreting help, telephone:
ARABIC	: إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήσετε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajnuna t'interpretu, ċempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ако вам је потребна помоћ преводиоца телефонирајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

TRANSLATING AND INTERPRETING SERVICE**131 450**

Canberra and District - 24 hours a day, seven days a week

DATE PLOTTED: 16 February 2017 8:53 AM BY: MARIO QUINTORIANO



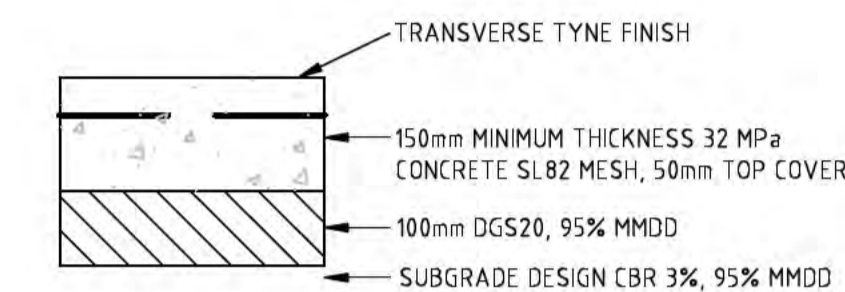
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REFER TCCS ACTSD-0501

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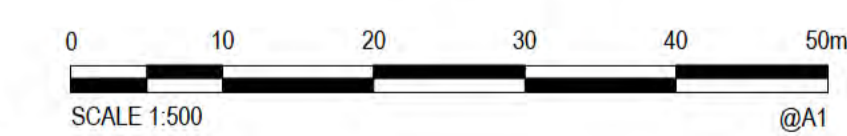
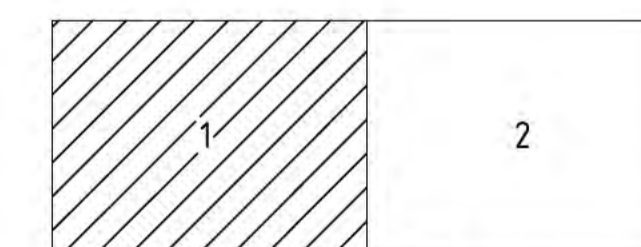
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STONE PITCHED OVERLAND FLOW
CHANNEL



PAVEMENT TYPE 1
SUBSTATION AND
SEWER PUMP STATION
ACCESS

FOR CONTINUATION REFER DRG 50516016



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Level 2, 14 Wormald Street
Symonston ACT 2609
Tel: 02 6112 4500 Fax: 02 6112 4599
Web: www.cardno.com.au

Drawn	PDJ
Checked	CA
Designed	CA
Verified	GZ
Approved	JPS

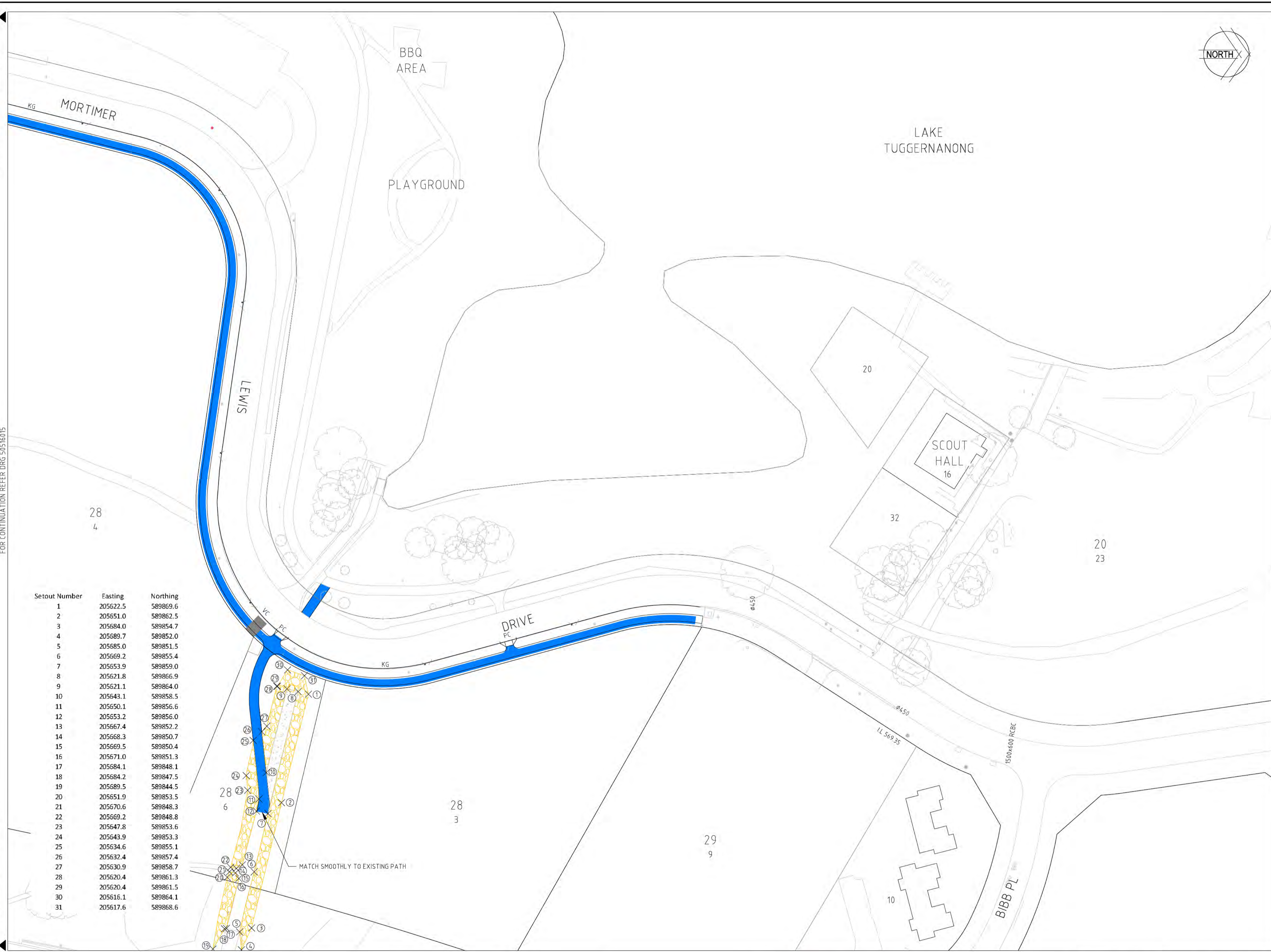
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Project	GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
Title	PAVEMENT PLAN SHEET 1 OF 2

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DATE PLOTTED: 16 February 2017 8:54 AM BY: MARIO QUINTORIANO

FOR CONTINUATION REFER DRG 50516/015

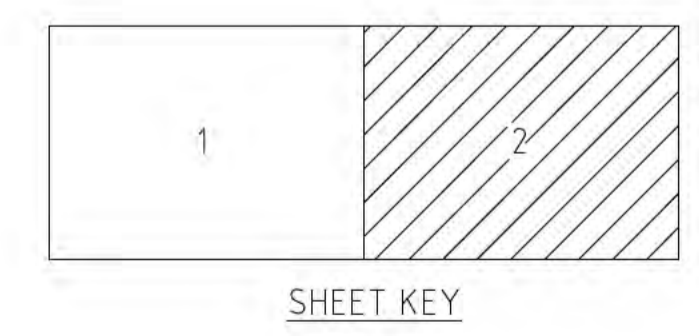
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LEGEND

- 1.5m x 2.0m FOOTPATH (CONCRETE)
REFER TCCS ACTSD-0601
- SUBSTATION AND SEWER PUMP STATION ACCESS
- GRASSED OVERLAND FLOW CHANNEL
- STONE PITCHED OVERLAND FLOW CHANNEL
- TRANSVERSE TYNE FINISH
- 150mm MINIMUM THICKNESS 32 MPa CONCRETE SL82 MESH, 50mm TOP COVER
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- SUBGRADE DESIGN CBR 3%, 95% MDD
- PAVEMENT TYPE 1
SUBSTATION AND SEWER PUMP STATION ACCESS



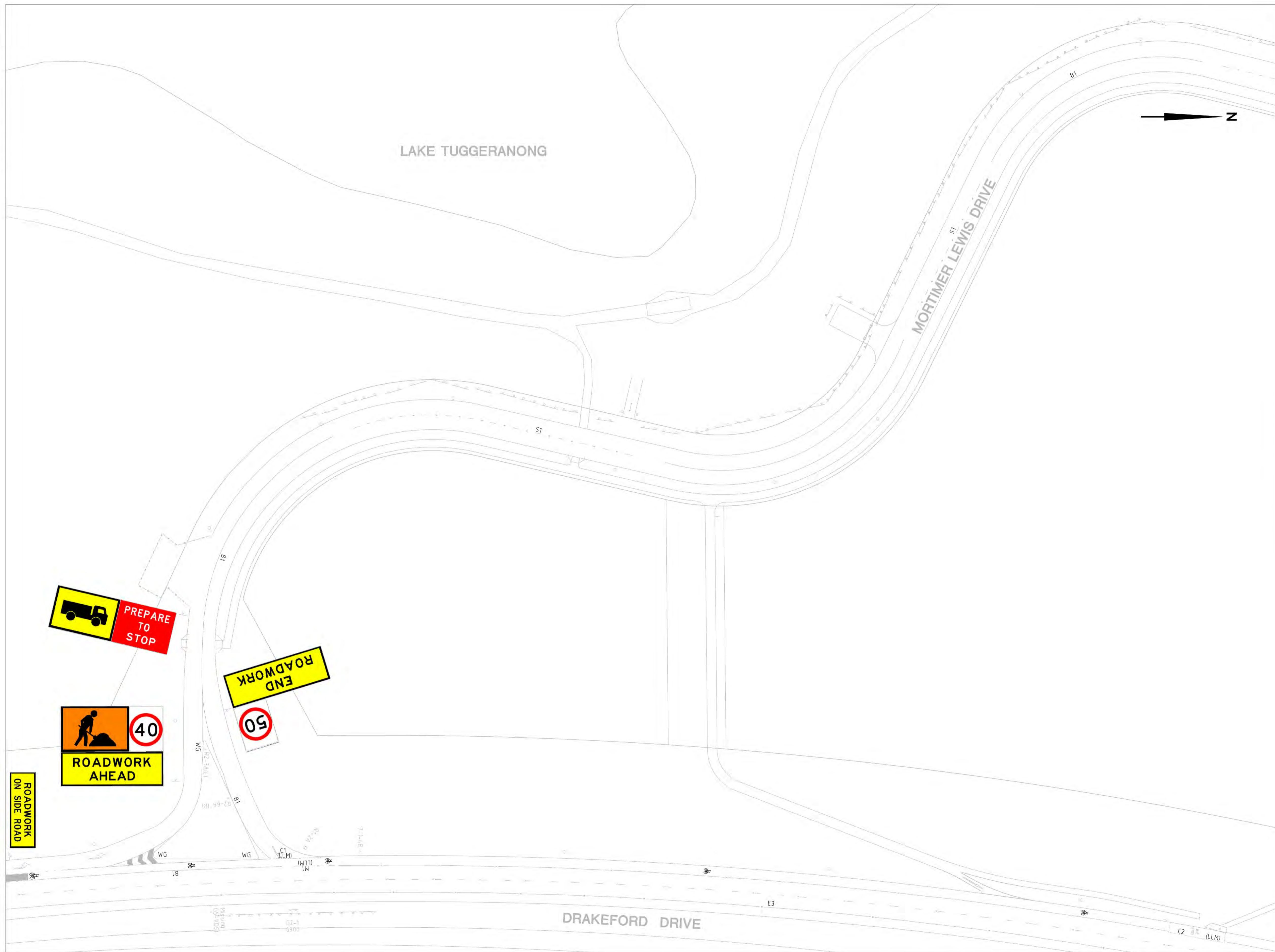
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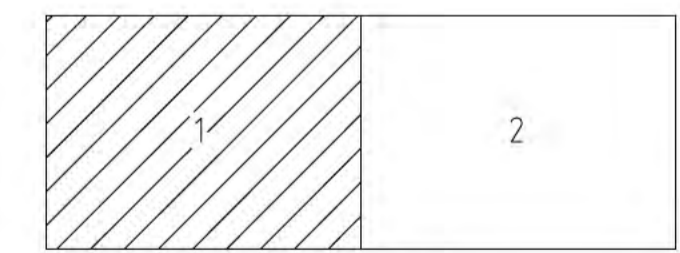
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Approved	JPS			

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FOR CONTINUATION REFER DRG 50517027-C-1046



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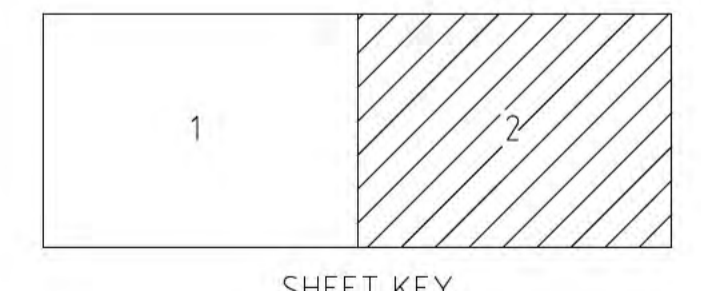
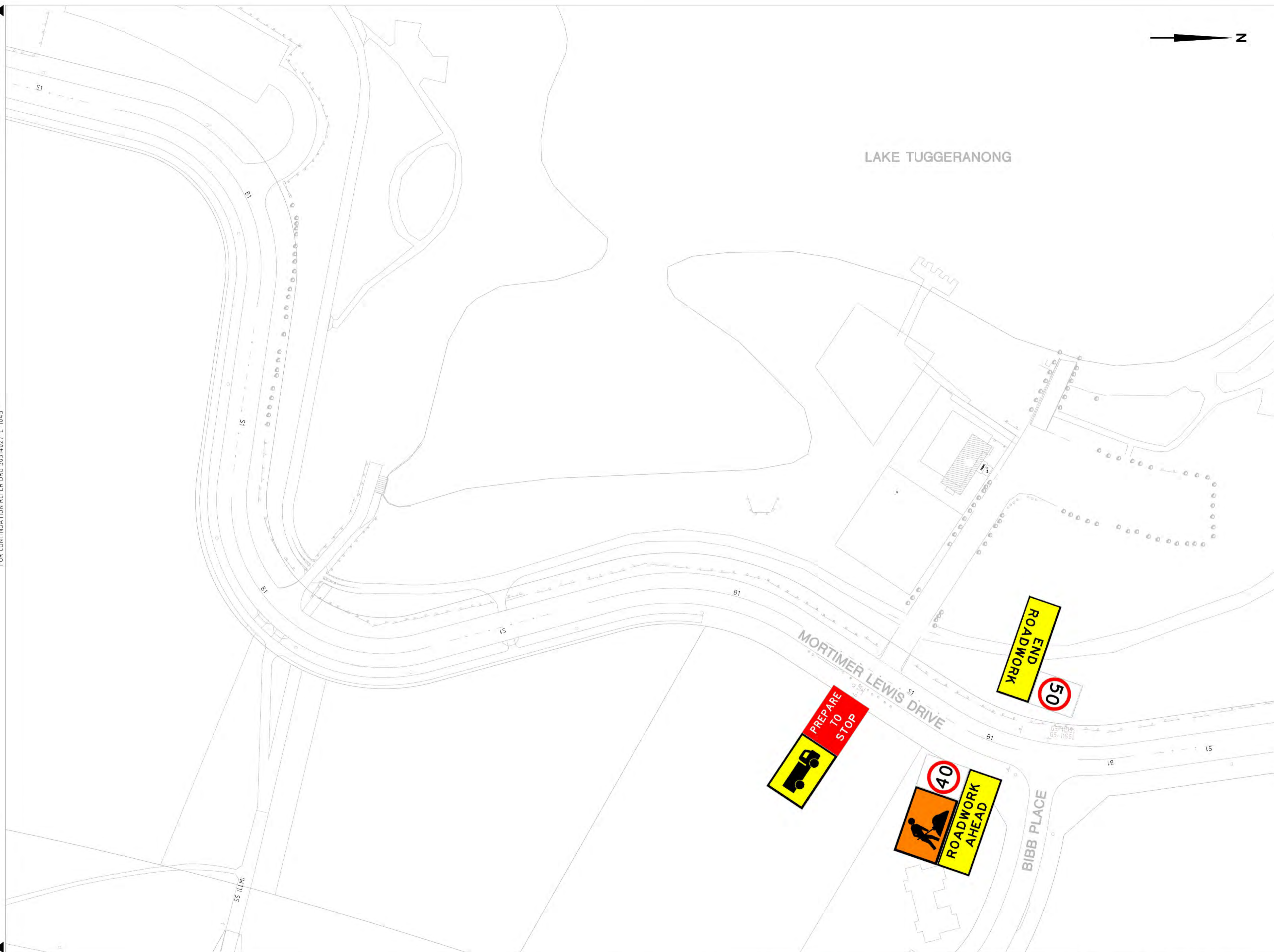
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Checked	CA
Designed	CA
Verified	GZ
Approved	
JPS	

Client	LAND DEVELOPMENT AGENCY
Project	GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
Title	TEMPORARY TRAFFIC MANAGEMENT PLAN SHEET 1 OF 2

Status	PRELIMINARY		
NOT TO BE USED FOR CONSTRUCTION PURPOSES			
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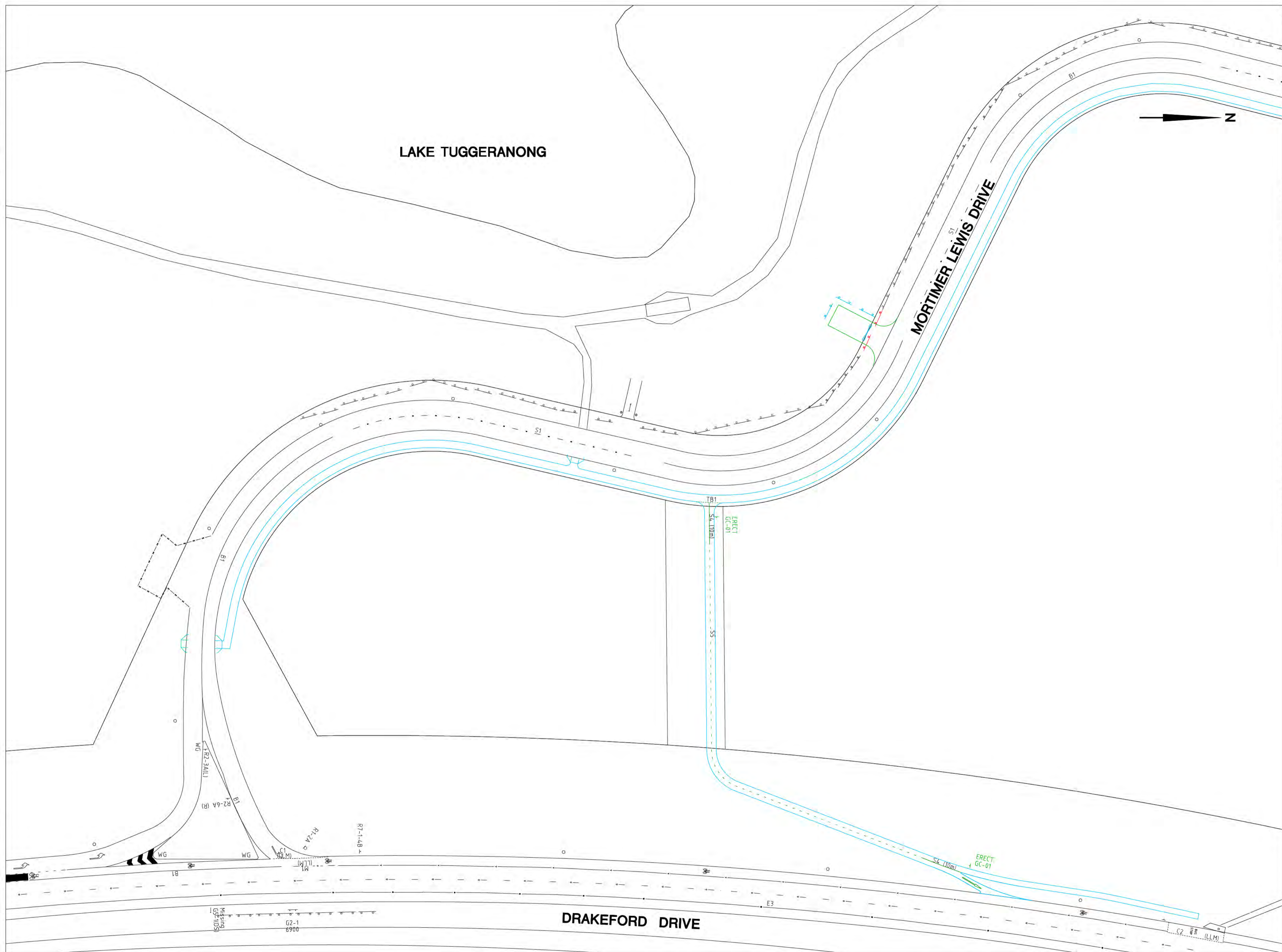
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Drawn	Date	Client
PDJ		LAND DEVELOPMENT AGENCY
Checked	Date	Project
CA		GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
Designed	Date	
CA		
Verified	Date	Title
GZ		TEMPORARY TRAFFIC MANAGEMENT PLAN
Approved		SHEET 2 OF 2
JPS		

Status	PRELIMINARY		
NOT TO BE USED FOR CONSTRUCTION PURPOSES			
Datum	Scale	Size	Revision
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Drawing Number	50517027-C-1046		A

DATE PLOTTED: 16 February 2017 9:24 AM BY: MARIO QUINTORIANO



LEGEND

	ERADICATE LINEMARKING
	EXISTING LINEMARKING
	APPLY NEW LINEMARKING
	LIMIT OF WORKS

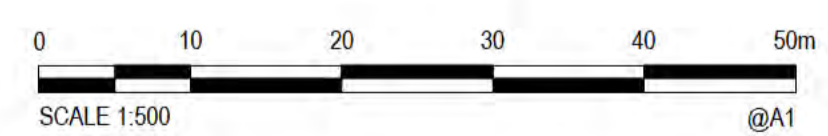
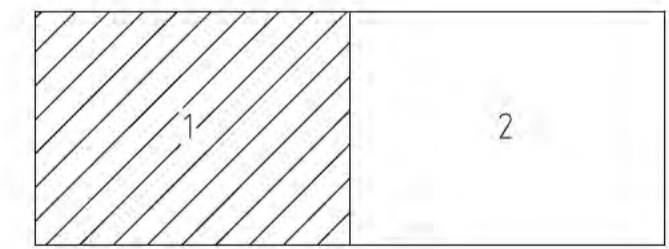
WORK AS EXECUTED	DESIGN AGENT	OFFICE OF A.C.T.
DRAWING APPROVED IN ACCORDANCE WITH ADVICE FROM	CARDNO	AUTHORISED PURSUANT TO PART V of Road Transport Safety and Traffic Management ACT 1999
DATE:		
ORGANISATION: CARDNO	RECOMMENDED FOR AUTHORIZATION	DELEGATE OF MINISTER
NAME:	NAME:	DATE:
SIGNATURE:	SIGNATURE:	DATE:
DATE: 04/02/2016	DWG No: 50517027-C-1025	FILE LOCATION:

SIGNS TO BE ERECTED

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SIGN NUMBER	DESCRIPTION	SIZE	L	R	D	N
NUMBER & HAND						

SIGN SCHEDULE

FOR CONTINUATION REFER DRG 50516026



XREF: X-TCD-565-P
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Rev	Date	Description	Des	Verif	Appd
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				GZ	



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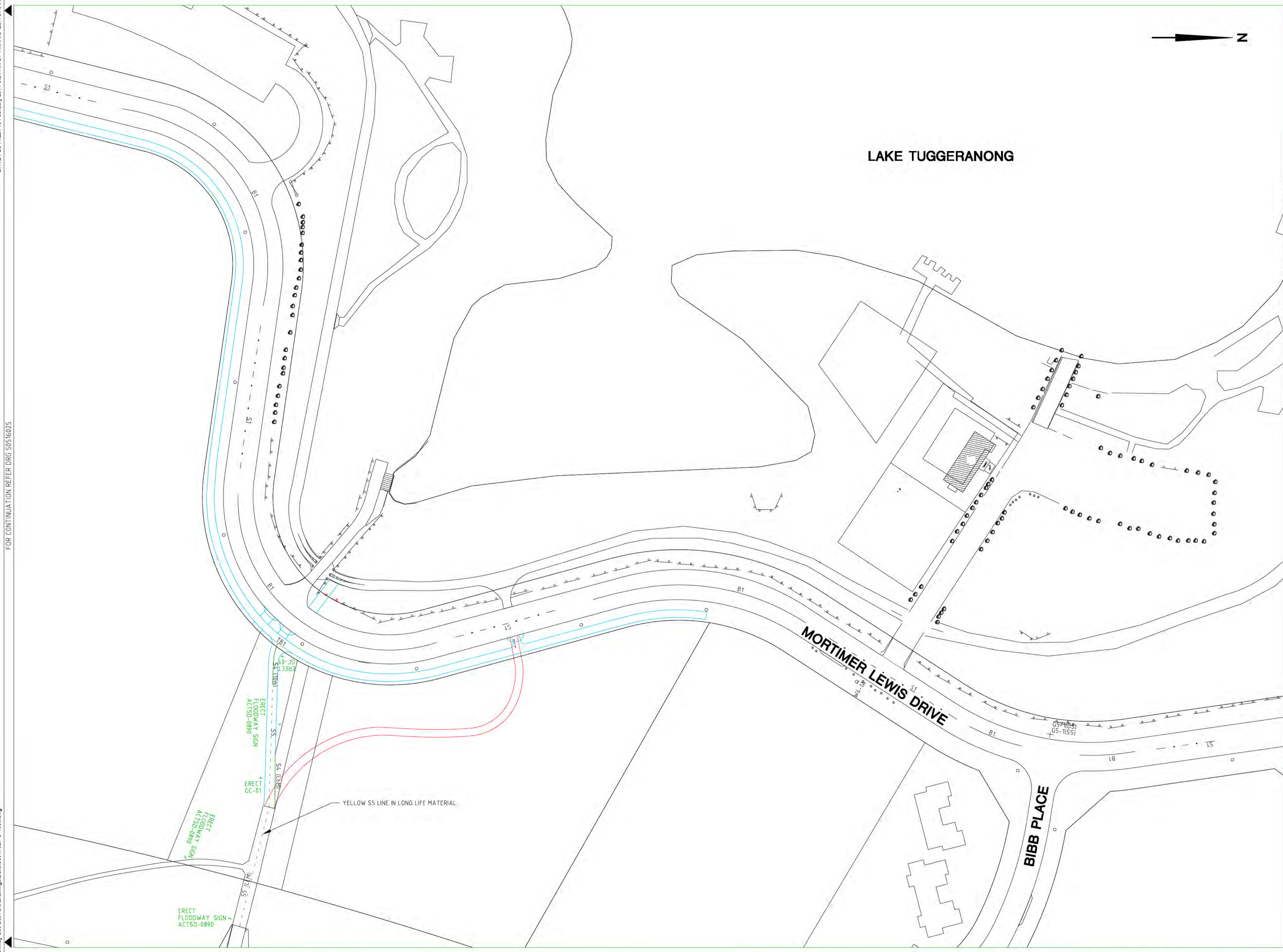
Cardno (NSW/ACT) Pty Ltd | ABN 95 001 145 035
Level 2, 14 Wormald Street
Symonston ACT 2609
Tel: 02 6112 4500 Fax: 02 6112 4599
Web: www.cardno.com.au

Drawn: PDJ	Date:	Client: LAND DEVELOPMENT AGENCY
Checked: CA	Date:	Project: GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
Designed: CA	Date:	Status: PRELIMINARY
Verified: GZ	Date:	NOT TO BE USED FOR CONSTRUCTION PURPOSES
Approved: JPS	Date:	Datum: AHD
		Scale: 1:250
		Size: A1
		Revision: A
		Drawing Number: 50517027-C-1030
		Title: TRAFFIC CONTROL DEVICES SHEET 1 OF 2

DATE PLOTTED: 16 February 2017 9:24 AM BY: MARIO QUINTORIANO

FOR CONTINUATION REFER DRG 50516025

XREF: X-TCD-565-P
CAD File: N:\Projects\50517027_Greenway_S33 B3, 4 & 5\Drawings\Build\50517027-C-1031.dwg



LEGEND

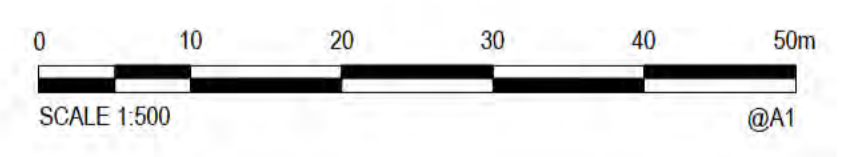
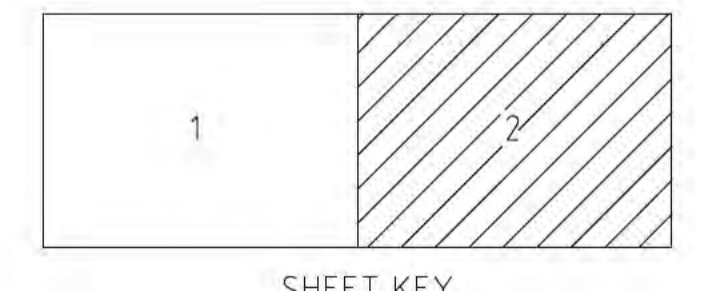
	ERADICATE LINEMARKING
	EXISTING LINEMARKING
	APPLY NEW LINEMARKING
	LIMIT OF WORKS

WORK AS EXECUTED DRAWING APPROVED IN ACCORDANCE WITH ADVICE FROM DATE:	DESIGN AGENT CARDNO	OFFICE OF A.C.T. AUTHORISED PURSUANT TO PART V of Road Transport Safety and Traffic Management ACT 1999 DELEGATE OF MINISTER DATE:
ORGANISATION: CARDNO NAME: SIGNATURE: DATE: 04/02/2015	RECOMMENDED FOR AUTHORIZATION NAME: SIGNATURE: DATE: DWG No: 50517027-C-1026	FILE LOCATION

SIGNS TO BE ERECTED

SIGN NUMBER	DESCRIPTION	SIZE	L R D N			
			NUMBER	AND	HAND	
GC-01	SHARE THE PATH FLOODWAY SIGN	-	-	-	-	2
ACTSD-0890						3

SIGN SCHEDULE



Rev	Date	Description	Des	Verif	Appd
A	13/12/2016	DA SUBMISSION		PDJ	CA GZ



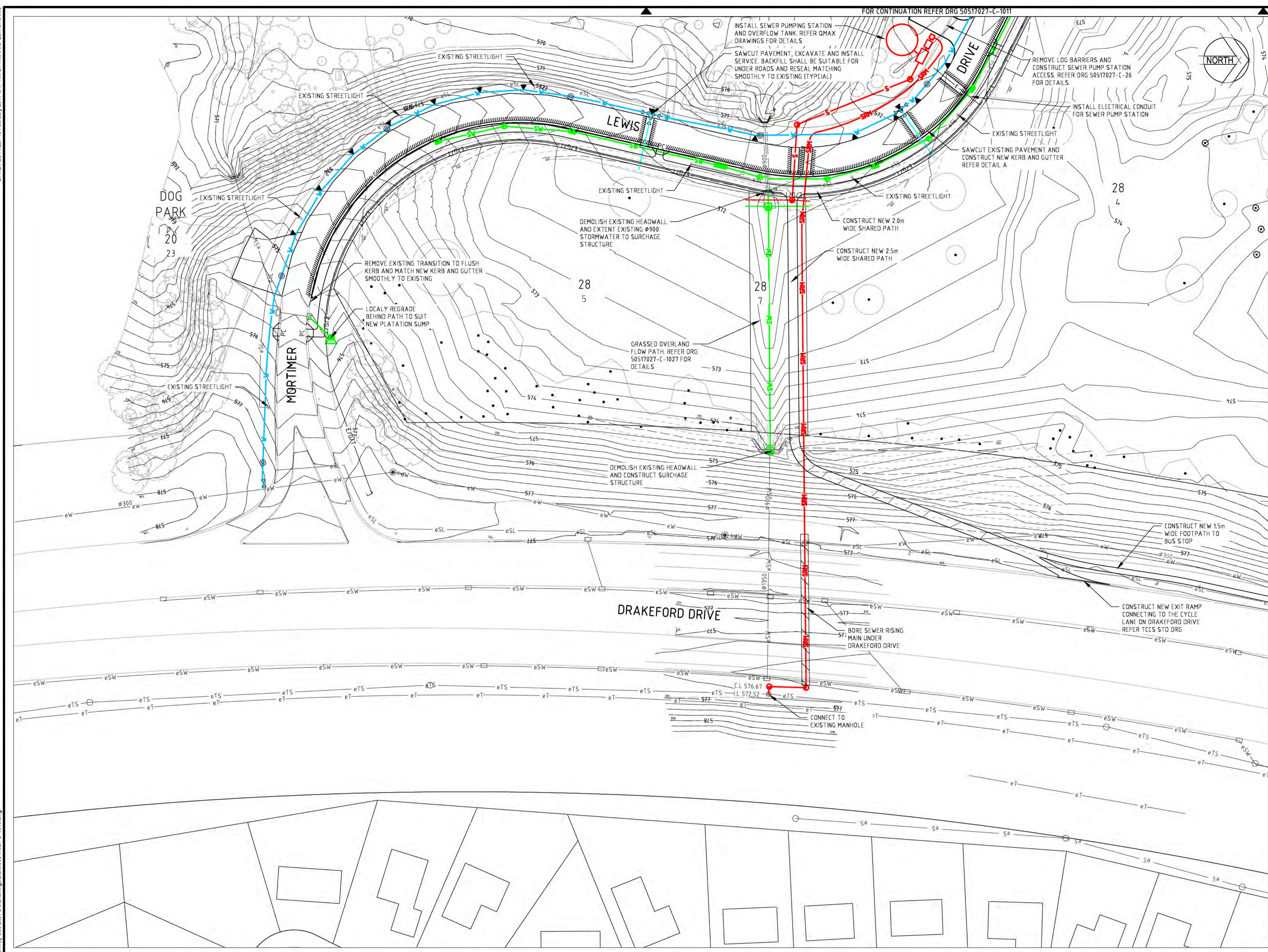
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Drawn	Date	Client
Checked	Date	Project
Designed	Date	
Verified	Date	Title
Approved		
JPS		

Client: LAND DEVELOPMENT AGENCY
Project: GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
Title: TRAFFIC CONTROL DEVICES SHEET 2 OF 2

Status	PRELIMINARY		
NOT TO BE USED FOR CONSTRUCTION PURPOSES			
Datum	AHD	Scale	1:250
Drawing Number	50517027-C-1031	Size	A1
Revision			A



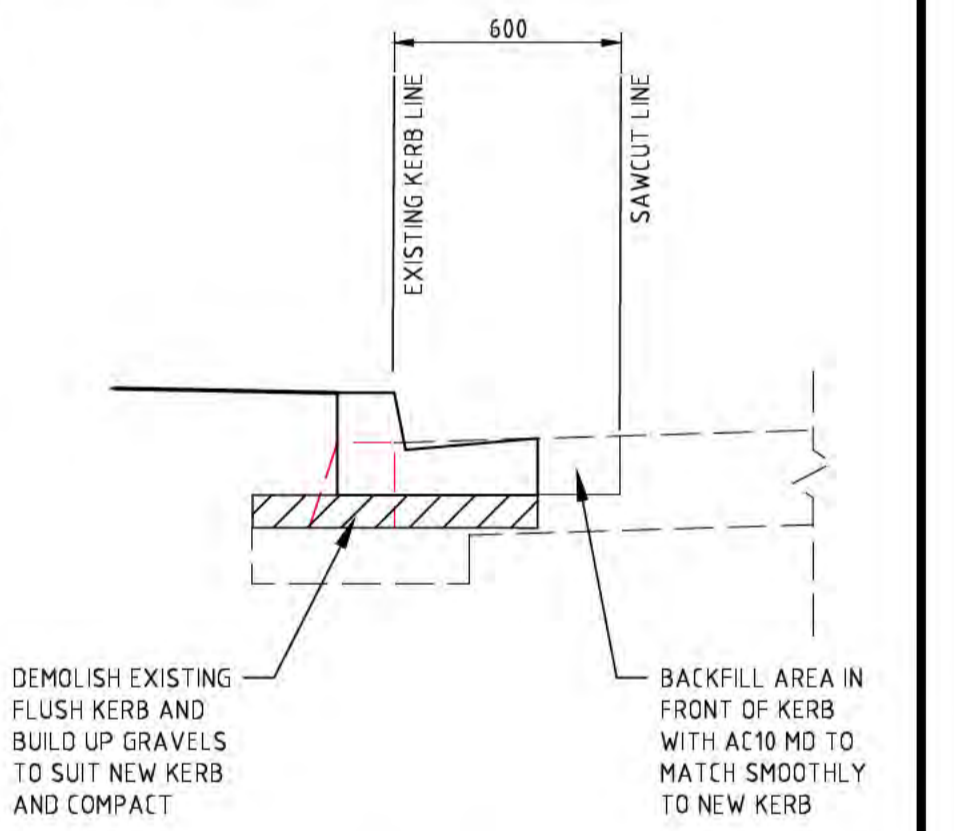
LEGEND

- NEW**
- SEWER - MANHOLE/ENDCAP
 - STORMWATER - SUMP/PLANTATION SUMP SURCHARGE STRUCTURE /MANHOLE/END CAP
 - WATER - HYDRANT AND STOP VALVE
 - E/G/T - SHARED TRENCH
- FUTURE**
- TELSTRA
- EXISTING**
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 - eHV - ELECTRICAL (HIGH VOLTAGE)
 - eLV - ELECTRICAL (LOW VOLTAGE)
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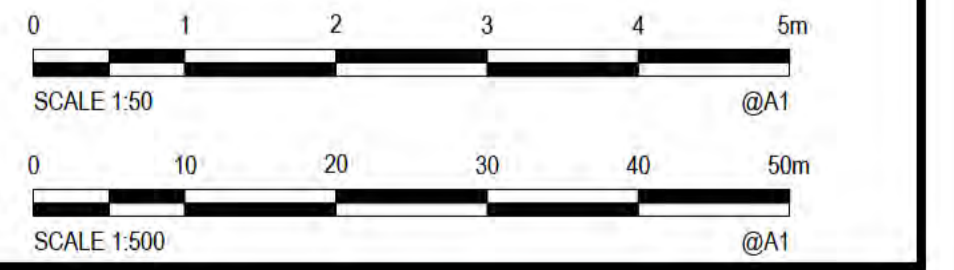
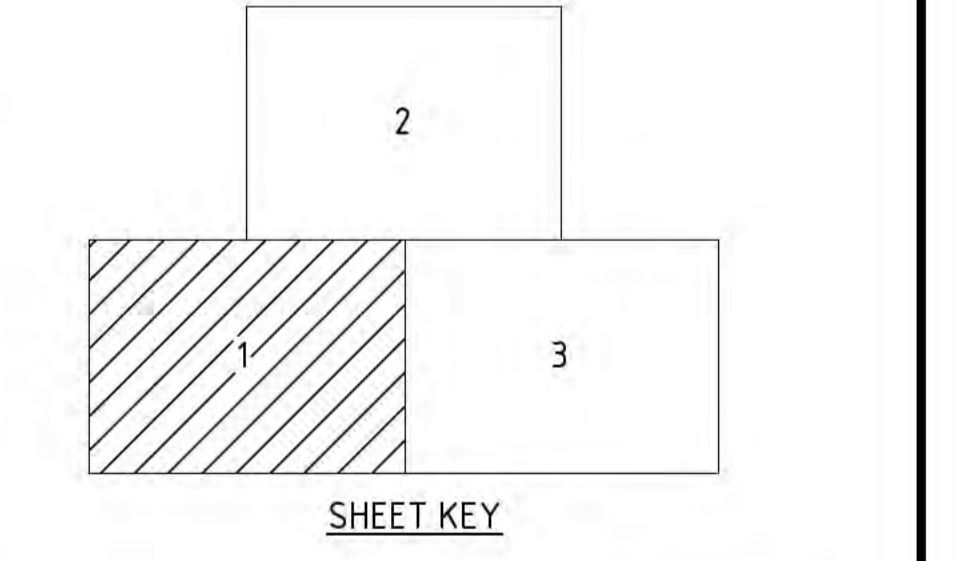
NOTES

1. REFER DRG 50517027-C-1001 AND C-1002 FOR GENERAL NOTES AND LEGEND
2. REFER DRG 50516027-C-1020 TO 1025 FOR HYDRAULIC SERVICES
3. THE CONTRACTOR SHALL ENSURE A MINIMUM OF 1.0m TO STREET LIGHTS FROM THE EDGE OF THE SHARED PATH
4. ANY LOG BARRIERS REMOVED IN THE INSTALLATION OF HYDRAULIC SERVICES SHALL BE REINSTATED TO PRE-EXISTING CONDITION
5. THE CONTRACTOR SHALL CONFIRM IF SUBSOIL DRAINS ARE EXISTING ALONG MORTIMER LEWIS DRIVE. IF NO DRAINS ARE FOUND THEN SUBSOIL DRAINS ARE TO BE INSTALLED ALONG THE NEW KERB AND GUTTER SECTION PRIOR TO THE INSTALLATION OF THE NEW KERB AND GUTTER IN ACCORDANCE WITH ACT STD DRG-0301

FOR CONTINUATION REFER DRG 50516027-C-1012



DETAIL A
SCALE 1:50



Rev.	Date	Description	Des.	Verif.	Appd.
B	13/12/2016	DA SUBMISSION	PDJ	CA	GZ
A	25/10/2016	SERVICE AUTHORITY COMMENT	PDJ	CA	GZ

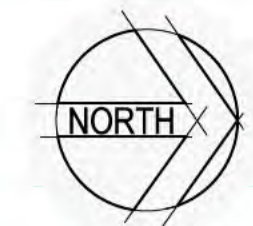
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Drawn	PDJ
Checked	CA
Designed	CA
Verified	GZ
Approved	JPS

Date	Client
Date	Project
Date	Title
Date	

LAND DEVELOPMENT AGENCY
GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
GENERAL ARRANGEMENT PLAN
SHEET 1 OF 3

Status	PRELIMINARY		
NOT TO BE USED FOR CONSTRUCTION PURPOSES			
Datum	Scale	Size	
AHD	AS SHOWN	A1	
Drawing Number	Revision		
50517027-C-1010	B		

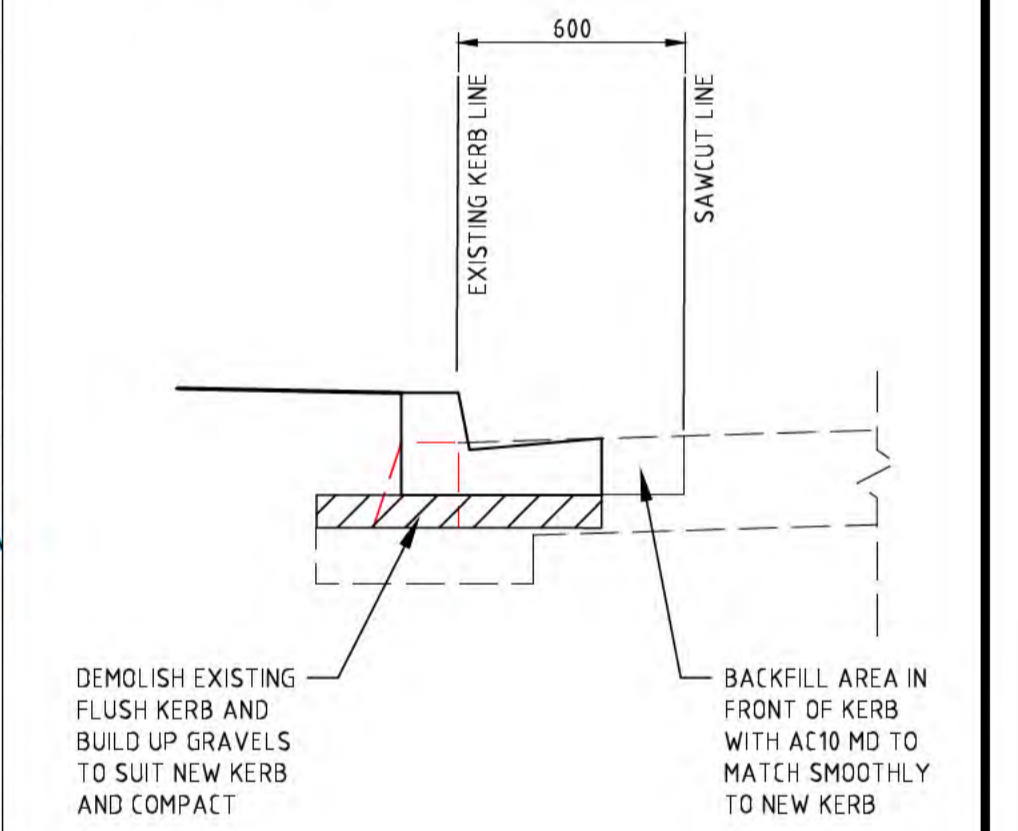


LEGEND

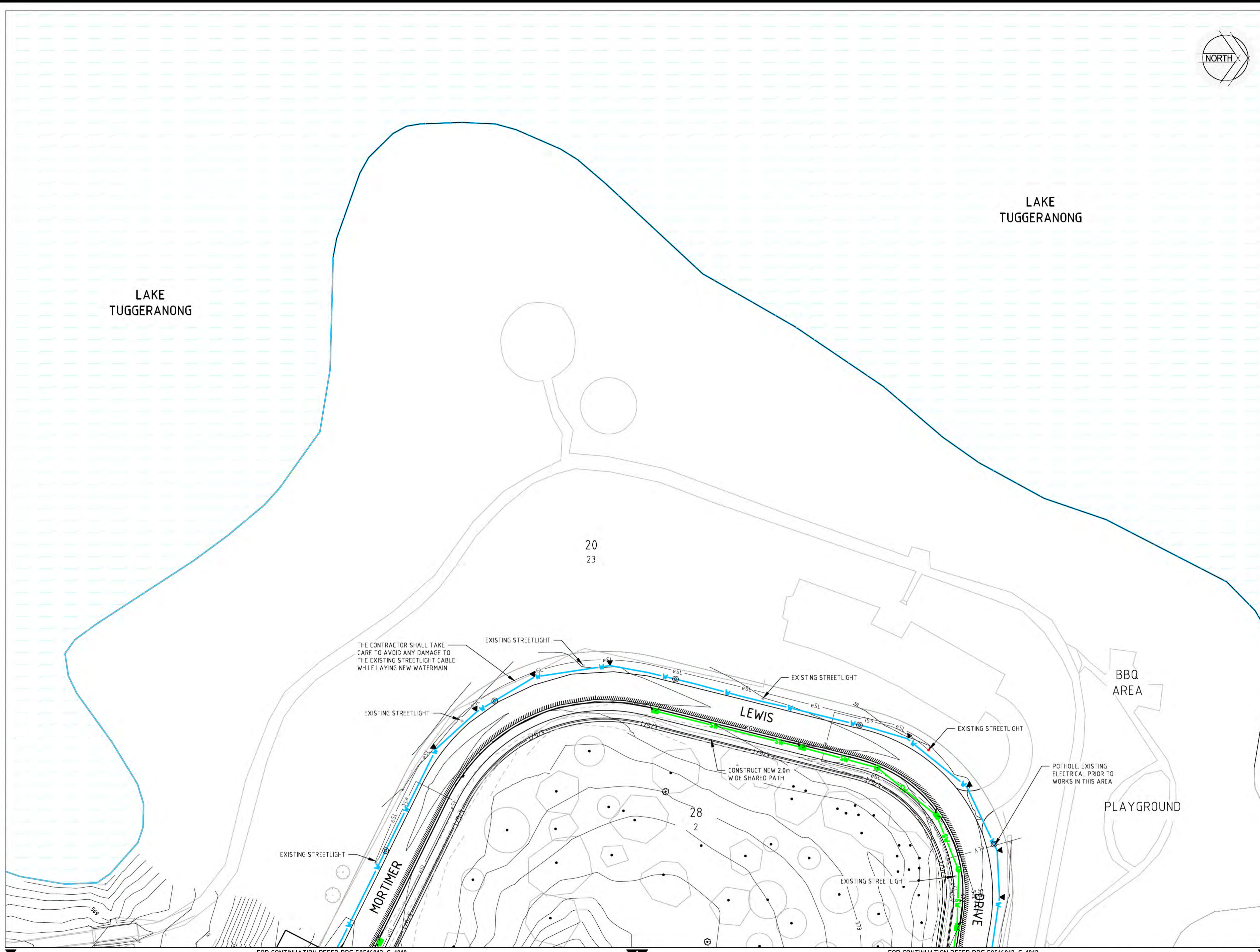
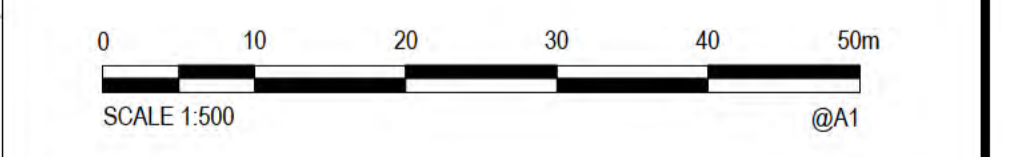
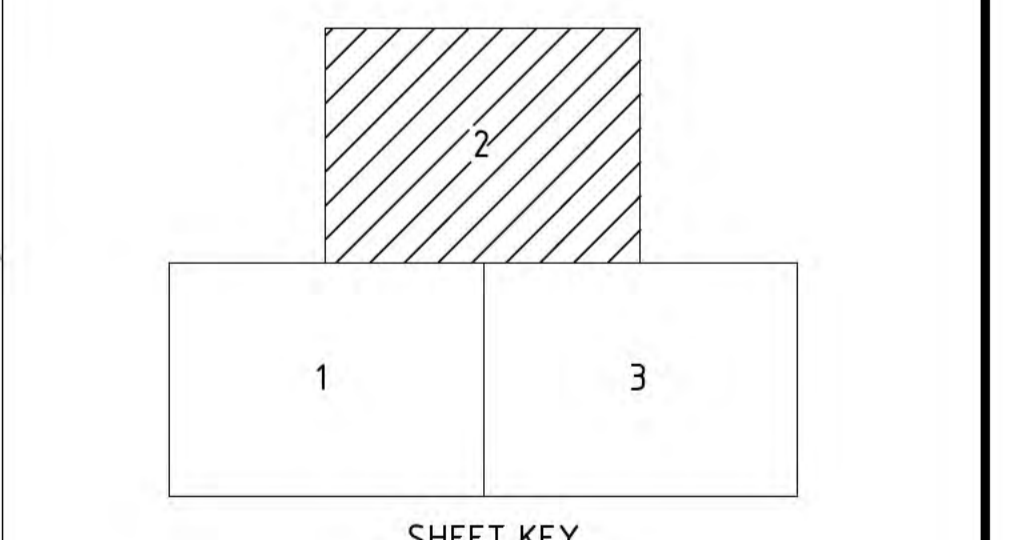
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DETAILED SECTION A SCALE 1:50



FOR CONTINUATION REFER DRG 50516012-C-1010

FOR CONTINUATION REFER DRG 50516012-C-1012

Rev.	Date	Description	Des.	Verif.	Appd.
B	13/12/2016	DA SUBMISSION	PDJ	CA	GZ
A	25/10/2016	SERVICE AUTHORITY COMMENT	PDJ	CA	GZ



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Tel: 02 6112 4500 Fax: 02 6112 4599
Web: www.cardno.com.au

Drawn	PDJ
Checked	CA
Designed	CA
Verified	GZ
Approved	GZ
JPS	

Client	LAND DEVELOPMENT AGENCY
Project	GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
Title	GENERAL ARRANGEMENT PLAN SHEET 2 OF 3

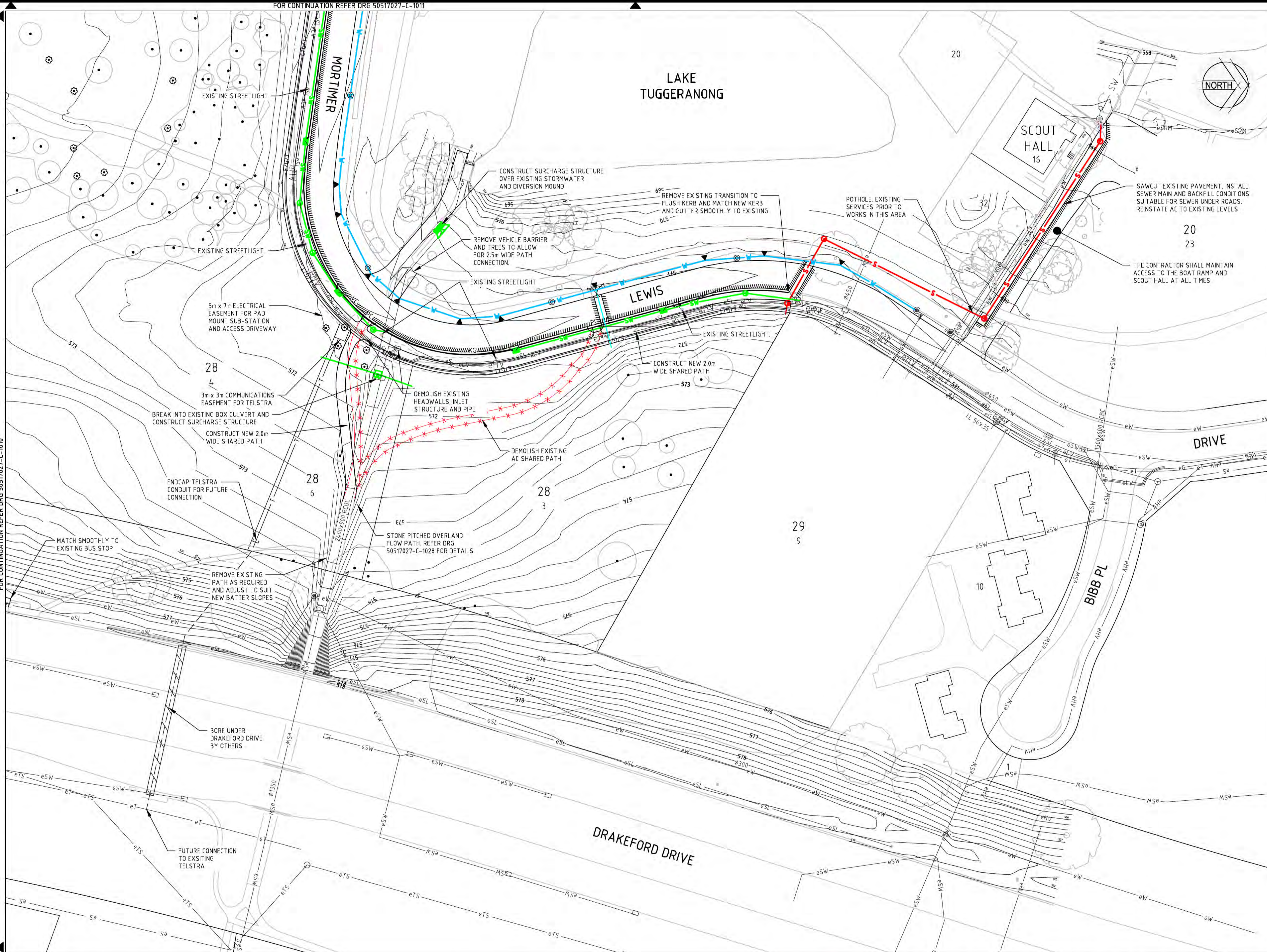
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION PURPOSES		
Datum	AHD	Scale	AS SHOWN
Drawing Number	50517027-C-1011		Size
			A1
			Revision
			B

DATE PLOTTED: 16 February 2017 8:50 AM BY: MARIO QUINTORIANO

FOR CONTINUATION REFER DRG 50517027-C-1010

XREF: X_Survey_X-TCB-585-XD; X-CGD-TUGGERANONG; X-Existing-services; X-Base; 726001; DCONT-DESIGN-EXISTING 250mm
CAD File: \\p:\projects\60517027_Greenway_S33_B3_4.d\Drawings\Sub\50517027-C-1010.dwg

FOR CONTINUATION REFER DRG 50517027-C-1011



LEGEND

NEW

- SEWER - MANHOLE/ENDCAP
- STORMWATER - SUMP/PLANTATION SUMP SURCHARGE STRUCTURE /MANHOLE/END CAP
- WATER - HYDRANT AND STOP VALVE
- E/G/T - SHARED TRENCH

FUTURE

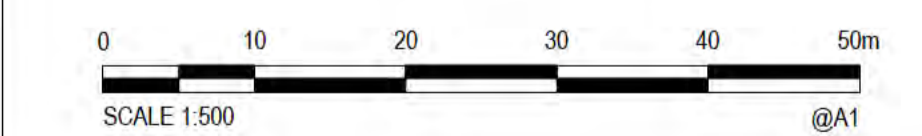
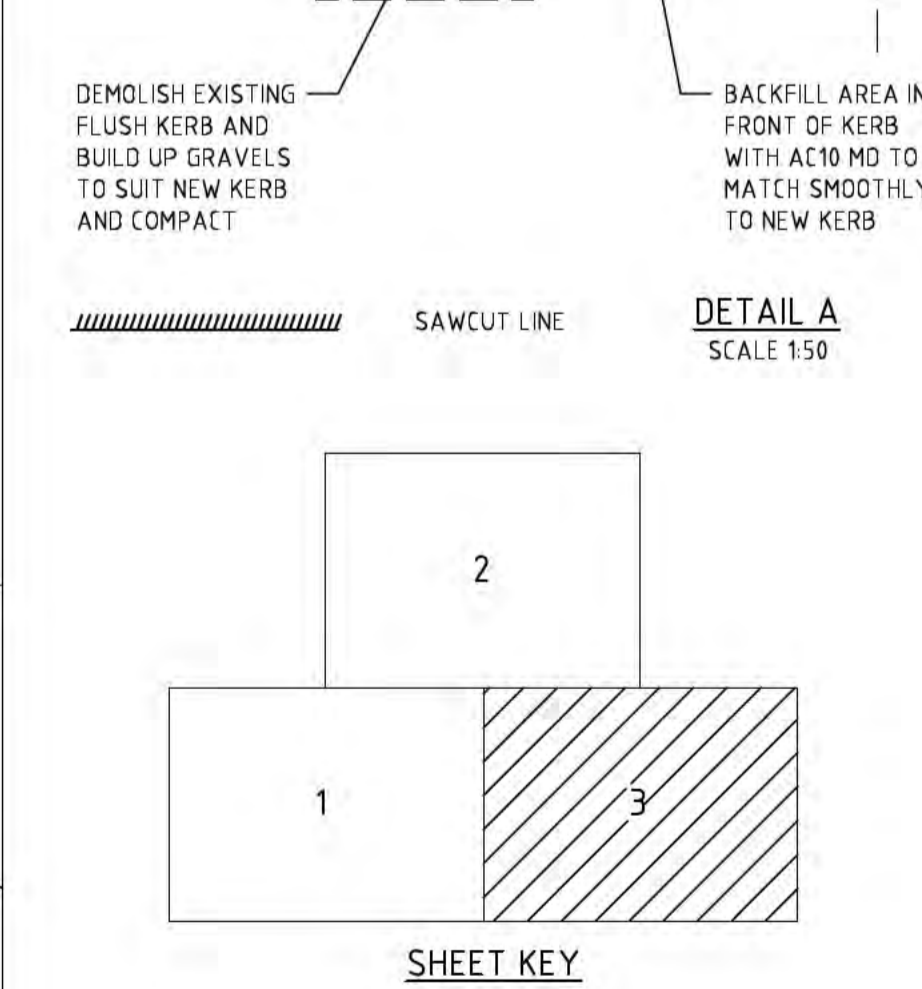
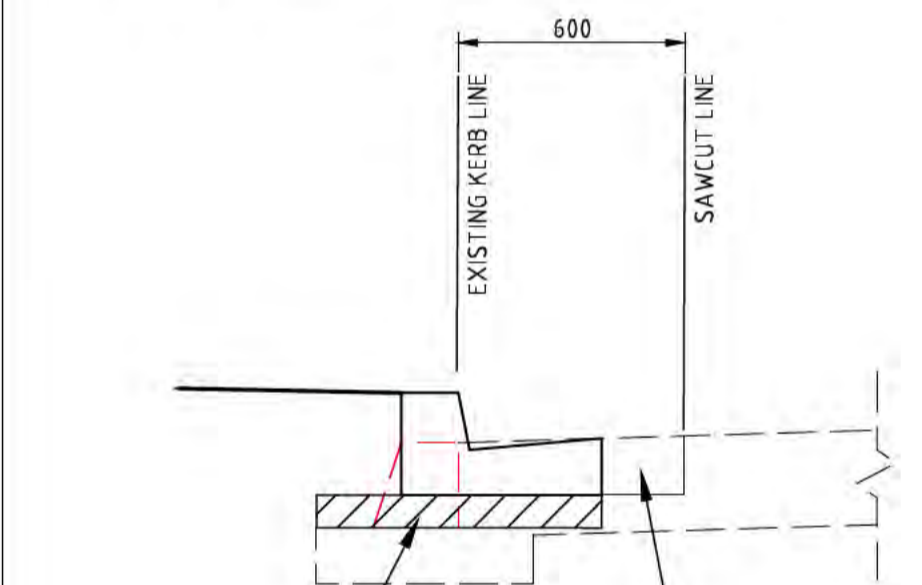
- TELSTRA

EXISTING

- eS - SEWER
- eSW - STORMWATER
- eW - WATER
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ACT Government
Land Development Agency
CANBERRA FIRST

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Drawn	PDJ
Checked	CA
Designed	CA
Verified	GZ
Approved	JPS

Date		Client	LAND DEVELOPMENT AGENCY
Date		Project	GREENWAY SECTION 28 - BLOCKS 3, 4 & 5
Date		Title	GENERAL ARRANGEMENT PLAN SHEET 3 OF 3

Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION PURPOSES			
Datum	AHD	Scale	AS SHOWN	
Drawing Number	50517027-C-1012		Size	A1
Revision	B			

Rev.	Date	Description	Des.	Verif.	Appd.
B	13/12/2016	DA SUBMISSION	PDJ	CA	GZ
A	25/10/2016	SERVICE AUTHORITY COMMENT	PDJ	CA	GZ

From: EPD, Customer Services
Sent: Wednesday, 5 July 2017 2:27 PM
To: devapp@ActewAGL.com.au; 'developmentapplications@iconwater.com.au';
[REDACTED]@jemena.com.au'; TCCS_SPATAS DA; EPAPanningLiaison; TCCS_CP
TreeProtectionACTPLARef
Subject: NOTICE OF DECISION-201731192-3-7/28 GREENWAY [SEC=UNCLASSIFIED]
Attachments: DISPATCHADVICECHECKLIST-201731192-01.obr; NOTICE OF DECISION-201731192-SIGNED.OBR

Good Afternoon,

Please see attached Notice of Decision for 3-7/28 GREENWAY
Development Application No: 201731192

For further information please contact Ajith Buddhadasa on 6205 1550 or email ajith.buddhadasa@act.gov.au

Kind regards,

Linda McCoy | Customer service officer

Access Canberra | ACT Government

Environment, Planning and Land Building Services

16 Challis Street, Dickson | 8 Darling Street, Mitchell

Phone: 02 6207 1923 | Email: EPDCustomerServices@act.gov.au

GPO Box 158, Canberra City ACT 2601 | www.act.gov.au/accessCBR



Land titles and revenue services are moving to Dame Pattie Menzies House, 16 Challis Street, Dickson and will be co-located with the Access Canberra Environment, Planning and Land Shopfront. These services will be available at this new location from 1 December 2016. For more information visit www.act.gov.au/accessCBR



CHECKLIST

Dispatch Advice Checklist

DA Number: 201731192 Block(s): 3, 4 & 5 Section: 28 District/Division: GREENWAY

Case Officer: AJITH Contact Number: 51550 Decision Date: 3-Jul-17

Application Type: **MERIT TRACK DA**

Dispatch Plans: **YES** Dispatch by: **AS PER DA FORM**

Plans have been moved to the sub-folder in the approved plans folder however have not been stamped as relevant conditions are yet to be satisfied. The plans are not to be dispatched.

Dispatch Entity Referral Advice: **YES**

An Objective alias for the relevant mandatory entity referral advice received from ActewAGL, Actew Corporation, Environment Protection Agency and/or Asset Acceptance, as per S149 of the *Planning and Development Act 2007*, has been moved to the approved plans folder.

Type of Decision: **APPROVED WITH CONDITIONS** Decision By:
DELEGATE OF THE AUTHORITY

Representations: **YES**

Appeal Rights

Applicant: **YES** Person who made Representation: **NO**

Encroachment

Is an application for encroachment (minor) to be dispatched to the applicant? **NOT APPLICABLE**
(If yes, create application for encroachment (minor) document from Intelledox and attach to Notice of decision)

Draft crown leases/Instruments of Variations

Does the NOD require the draft crown leases or Instruments of Variation put with the NOD?
NOT APPLICABLE
(If yes, DA officer to include any attachments with the NOD where the DA includes a Lease Variation)

Entities to be advisedReferral Required: **NOT APPLICABLE**

NB: Section 174 of the Act states that "The planning and land authority must give a copy of the decision on the development application to each entity to which the application was referred".

<input type="checkbox"/>	DA Leasing Referral Required
<input type="checkbox"/>	Deed Mgt. Referral Required
<input type="checkbox"/>	Land Reg. Referral Required
<input type="checkbox"/>	Action Buses (refer to Asset Acceptance)
<input checked="" type="checkbox"/>	ICON Water (formerly ActewAGL Water)
<input checked="" type="checkbox"/>	ActewAGL (All other entities)
<input type="checkbox"/>	ACT Health
<input type="checkbox"/>	ACT Heritage Council
<input type="checkbox"/>	ACT Valuation Office
<input checked="" type="checkbox"/>	Asset Acceptance
<input type="checkbox"/>	Australian Communications and Media Authority
<input type="checkbox"/>	Australian National University
<input type="checkbox"/>	Conservator of Flora and Fauna (Referred under S147A or S148)
<input type="checkbox"/>	Commonwealth Department of the Environment (Only Applicable to Impact Track Applications Referred Under S127A.
<input type="checkbox"/>	Custodian of the land -
<input type="checkbox"/>	Emergency Services (Fire or Ambulance)
<input checked="" type="checkbox"/>	Environment Protection Agency
<input type="checkbox"/>	Gambling and Racing Commission
<input type="checkbox"/>	Heritage
<input type="checkbox"/>	Housing and Community Services
<input type="checkbox"/>	Land Development Agency
<input type="checkbox"/>	Land and Property Services
<input type="checkbox"/>	Leasing – General Leasing Encroachments and Licences
<input type="checkbox"/>	Office of Regulatory Services - All Multi-Dwelling decisions and any that relate to permanent structures, on unleased Territory land, associated with permits for outdoor eating.
<input type="checkbox"/>	Owners Corporation Lease variation for single units – please use relevant letter template
<input type="checkbox"/>	National Capital Authority
<input type="checkbox"/>	Police
<input type="checkbox"/>	Queanbeyan City Council
<input type="checkbox"/>	Register General's Office
<input type="checkbox"/>	Surveying and Spatial Data
<input type="checkbox"/>	Territory Plan Variation Unit
<input type="checkbox"/>	Transport Planning
<input checked="" type="checkbox"/>	Tree Protection
<input type="checkbox"/>	WorkCover
<input type="checkbox"/>	Yass City Council
<input type="checkbox"/>	ACT Place Names - Placenames@act.gov.au
<input type="checkbox"/>	Other -

Comments

From: EPD, Customer Services
Sent: Wednesday, 5 July 2017 2:36 PM
To: [REDACTED]
Subject: NOTICE OF DECISION-201731192-3-7/28 GREENWAY [SEC=UNCLASSIFIED]
Attachments: NOTICE OF DECISION-201731192-SIGNED.PDF

ADVICE TO REPRESENTOR AFTER DECISION

Dear [REDACTED]

**BLOCK: 3 SECTION: 28 SUBURB: GREENWAY
DEVELOPMENT APPLICATION NUMBER: 201731192**

Development Application Number 201731192 has been subject to conditions.

As you lodged a representation in relation to this Development Application please find attached a copy of the Notice of Decision in accordance with the requirements of Section 170 of the Planning and Development Act 2007.

A copy of the application and the decision are also available for inspection on the Public Register. The register can be inspected between 8:30am and 4:30pm weekdays at the ACT Planning and Land Authority Customer Service Centre, 16 Challis Street, Dickson, ACT.

If you require any further information please contact (02) 6207 1923.

Yours sincerely

Customer Services

05 July 2017



architecture
project consulting
interior design

GREENWAY MULTI-UNIT DEVELOPMENT

Block 5, Section 28, Greenway

STATEMENT AGAINST THE CRITERIA

Residential Zones Development Code

Multi Unit Housing Development Code

Greenway Precinct Map and Code

Crime Prevention Through Environmental Design General Code

Parking & Vehicular Access General Code

Access and Mobility General Code

This Statement Against the Criteria represents the proposed works to be undertaken at Block 5, Section 28 Greenway. The site is currently vacant and overlooks Lake Tuggeranong to the west. It is at the southern end of Mortimer Lewis Drive where it meets Drakeford Drive. The site is currently leased by Transport Canberra and City Services. The intent is for ACT Housing to become the lessee of the land, who will also be the ongoing managers of the property.

The proposed works include developing 25 dwellings, including 18 two bedroom apartments in a series of two storey buildings, 6 double storey, two bedroom townhouses and 3 single storey, two bedroom accessible dwellings. Works will also include associated landscaping and site works to facilitate the development.

Under the Territory Plan the site is classified as Residential Zone RZ4: Medium Density Residential Zone where multi-unit housing can be assessed under the merit track. Whilst 25 units is not overly dense for and RZ4 block of this size, the dwelling yield is considered to be appropriate to the urban context.

Residential Zone Development Code

Part A – Residential housing development

Element 1: Single dwelling housing development

1.1 Single dwelling housing development code		
R1		N/A

Element 2: Multi unit housing development

2.1 Multi unit housing development code		
R2	Multi unit housing complies with the Multi-Unit Housing Development Code.	Complies. See discussion below

Part B – Other forms of residential development

Element 3: Supportive housing and retirement village – N/A

Element 4: Secondary Residences – N/A

Element 5: Residential care accommodation – N/A

Element 6: Boarding Houses – N/A

Element 6: Guest Houses – N/A

Part C – Demolition

Element 8: Demolition – N/A no demolition

Part D – Subdivision and consolidation

Element 9: Subdivision and consolidation – N/A

Element 10: Subdivision and consolidation – heritage listed – N/A

Part E – Non-residential uses

Element 11: Community uses – N/A

Part F – Other development

Element 12: Matters for consideration – N/A

Part G – General controls

Element 13: Redevelopment – N/A

Element 14: Environment

14.1 Water sensitive urban design		
R57	<p>This rule applies to all multi-unit residential development except for minor extensions and secondary residences.</p> <p>The development achieves a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003, without any reliance on landscaping measures.</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person using the ACTPLA on-line assessment tool or another tool referred to in the Water Ways: Water Sensitive Urban Design General Code.</p> <p>For this element: minor extension means an extension where the increase in the combined roof plan area, driveway, car manoeuvring areas and car parking areas is less than 25% of the total of the areas of these components at the date of lodgement of the development application.</p>	<p>Complies.</p> <p>Refer to discussion under the Multi Unit Housing Development Code.</p>
R58	<p>This rule applies to all multi-unit housing except minor extensions. On sites larger than 2,000m² stormwater management measures comply with all of the following:</p> <ol style="list-style-type: none"> a) provision for the retention of stormwater on the block is equivalent to at least 1.4kl per 100m² of impervious area b) the retained stormwater complies with one or more of the following – <ol style="list-style-type: none"> i) it is stored for later reuse ii) it is released to the stormwater system over a period of not less than 1 day. <p>Rainwater tanks connected to at least the toilet and all external taps may be counted towards this requirement.</p>	<p>Complies.</p> <p>Refer to discussion under the Multi Unit Housing Development Code.</p>
R59	<p>This rule applies to all multi-unit housing except minor extensions.</p>	<p>Complies.</p>

	<p>For blocks 5,000m² or larger, the average annual stormwater pollutant export is reduced for all of the following:</p> <ul style="list-style-type: none"> a) suspended solids by at least 60% b) total phosphorous by at least 45% c) total nitrogen by at least 40% <p>compared with an urban catchment with no water quality management controls.</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person, using the MUSIC model or another nationally recognised model.</p>	Refer to discussion under the Multi Unit Housing Development Code.
R60	<p>On previously developed blocks larger than 2,000m² the capacity of the existing pipe (minor) stormwater connection is not exceeded in 1-in-10 year storm event and the capacity of the existing major overland stormwater system is not exceeded in 1-in-100 year storm event.</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person.</p>	N/A the block is previously undeveloped
14.2 Heritage		
R61	<p>This rule applies to land containing places or objects registered or provisionally registered under section 41 of the Heritage Act 2004. The authority shall refer a development application to the Heritage Council.</p> <p>Note: The authority will consider any advice from the Heritage Council before determining the application.</p>	N/A
14.3 Tree protection		
R62	<p>This rule applies to a development that has one or more of the following characteristics:</p> <ul style="list-style-type: none"> a) requires groundwork within the tree protection zone of a protected tree b) is likely to cause damage to or removal of any protected trees. <p>The authority shall refer the development application to the Conservator of Flora and Fauna.</p> <p>Notes: Under the Planning and Development Regulation 2008a development application for a declared site under the Tree Protection Act 2005, must be referred to the Conservator of Flora and Fauna.</p> <p>The authority will consider any advice from the Conservator or Flora and Fauna before determining the application in accordance with the Planning and Development Act 2007.</p> <p>Protected tree and declared site are defined under the Tree Protection Act 2005.</p>	<p>The proposal involves removal of one (non-regulated) tree and groundwork with the TPZ of Regulated Tree No.14. Refer Tree Management Plan. The proposal will require referral to the Conservator.</p>

14.4 Bushfire		
R63	Where identified in a precinct code or lease and development conditions as being within a bushfire prone area, buildings are to be constructed in accordance with the relevant Building Code of Australia bushfire provisions.	Complies. All materials selected are certified to BAL 12.5.
14.5 Erosion and sediment control		
R64	For sites less than 3,000m ² , the development complies with the Environment Protection Authority, Environment Protection Guidelines for Construction and Land Development in the ACT. Notes: If no evidence of compliance with the above guideline is provided, the application may be referred to the relevant agency in accordance with the requirements of the Planning and Development Act 2007. See part D for sites over 3000m ² .	N/A site is larger than 3,000m ²
14.6 Contamination		
R65	This rule applies where an assessment by the proponent in accordance with the ACT Government Strategic Plan – Contaminated Sites Management 1995 and the ACT Environment Protection Policy 2000 identifies contamination within or adjacent to the development area, but does not apply if the Environment Protection Authority has provided written advice that there are no contaminated sites within or adjacent to the development area. Development complies with an environmental site assessment report endorsed by Environment Protection Authority. Supporting document: Environmental site assessment report endorsed by Environment Protection Authority Note: A condition of development approval may be imposed to ensure compliance with the endorsed site assessment report.	N/A

Multi-Unit Housing Development Code

Part A – General controls

Element 1: Restrictions on use

1.1 Dual occupancy housing – single dwelling blocks – RZ1		
R1		N/A
1.2 Dual occupancy housing – single dwelling blocks – RZ2		
R2		N/A

1.3 Apartments - single dwelling blocks – RZ1 and RZ2		
R3		N/A

Element 2: Lease and development conditions

2.1 Development proposals affected by approved lease and development conditions		
R4	<p>This rule applies to blocks affected by approved lease and development conditions that provide for one or more of the following matters:</p> <ul style="list-style-type: none"> a) plot ratio b) building envelope c) building height d) front street setback e) side setback f) rear setback g) building design h) materials and finish i) interface j) vehicle access k) parking l) solar access m) private open space n) water sensitive urban design o) landscaping. <p>Approved lease and development conditions for the matters listed above shall take precedence over the provisions of this code, but only to the extent of any inconsistency.</p>	Complies

Element 3: Building and site controls

3.1 Dwelling replacement – single dwelling blocks		
R5		N/A
3.2 Plot ratio – dual occupancy - single dwelling blocks – RZ1 – except for surrendered residential blocks		
R6		N/A
3.3 Plot ratio – dual occupancy - single dwelling blocks – RZ2 and surrendered residential blocks – RZ1		
R7		N/A
3.4 Plot ratio – large single dwelling blocks – RZ2, RZ3 and RZ4		
R8		N/A
3.5 Plot ratio – other than single dwelling blocks – RZ1, RZ2, RZ3 and RZ4		
R9	<p>This rule applies to blocks other than single dwelling blocks in RZ1, RZ2, RZ3 and RZ4. The maximum plot ratio is:</p> <ul style="list-style-type: none"> a) in RZ1, RZ2 and RZ3 – 65% 	<p>Complies.</p> <p>Plot ratio for the site is in the order of 44%</p>

	<p>b) in RZ4 – 80%.</p> <p>This rule does not apply to:</p> <p>i) blocks with both of the following characteristics:</p> <ul style="list-style-type: none"> • subject to either a residential B1 or B8 area specific policy under the Territory Plan at 30 March 2008 • held under a holding lease at 30 March 2008 <p>ii) blocks in RZ1 approved before 5 July 2013</p> <p>For the purpose of calculating plot ratio for this rule, the gross floor area includes 18m² for each roofed car space provided to meet Territory requirements for resident car parking, but does not include basement car parking.</p>	
3.6 Additional dwellings – single dwelling blocks – RZ1		
R10		N/A
3.7 Residential density – supportive housing – single dwelling blocks - RZ1		
R11		N/A
3.8 Residential density – single dwelling blocks – RZ2		
R12		N/A
3.9 Additional dwellings – single dwelling blocks – RZ2		
R13		N/A
3.10 Residential density – adaptable housing – single dwelling blocks - RZ2		
R14		N/A
3.11 Number of dwellings in each building – single dwelling blocks – RZ2		
R15		N/A
3.12 Number of storeys – single dwelling blocks – RZ1		
R16		N/A
R17		N/A
3.13 Number of storeys – other than single dwelling blocks – RZ1		
R18		N/A
3.14 Number of storeys – RZ2		
R19		N/A
3.15 Number of storeys – RZ3		
R20		N/A
3.16 Number of storeys – RZ4		
R21	<p>In RZ4 the maximum number of storeys is 3.</p> <p>Rooftop plant that is set back and screened from the street is not included in the number of storeys.</p>	<p>Complies</p> <p>Development proposes a maximum of two storeys.</p>
3.17 Number of storeys – RZ5		
R22		N/A

3.18 Height of buildings – RZ1 and RZ2		
R23		N/A
3.19 Height of buildings – RZ3, RZ4 and RZ5		
R24	<p>Maximum height of building is:</p> <p>a) in RZ3 – 9.5m</p> <p>b) in RZ4 – 12.5m</p> <p>c) in RZ5 – 21.5m.</p>	<p>Complies</p> <p>Development proposes a maximum height of approximately 7.1m above ground level. Refer to Elevations.</p>
3.20 Building envelope – all blocks except buildings over 3 storeys in RZ5 and commercial zones		
R25	<p>This does not apply to either of the following:</p> <p>a) buildings with more than 3 storeys in RZ5</p> <p>b) buildings with more than 3 storeys in commercial zones.</p> <p>Buildings are sited wholly within the building envelope formed by planes projected over the subject block at 45° to the horizontal from a height of 3.5m above each side and rear boundary, except as required by the next rule.</p>	<p>Complies.</p> <p>Refer to Elevations.</p>
R26	<p>This does not apply to either of the following:</p> <p>a) buildings with more than 3 storeys in RZ5</p> <p>b) buildings with more than 3 storeys in commercial zones.</p> <p>Buildings are sited wholly within the solar building envelope formed by planes projected over the subject block at X° to the horizontal from the height of the 'solar fence' on any northern boundary of an adjoining residential block.</p> <p>X° is the apparent sun angle at noon on the winter solstice. Values for X are given in Table A4.</p> <p>The height of the 'solar fence' is:</p> <p>For a block approved before 5 July 2013:</p> <p>i) in the primary building zone – 2.4m</p> <p>ii) all other parts of the boundary – 1.8m</p> <p>For a block approved under an estate development plan on or after 5 July 2013:</p> <p>i) in the primary building zone – 3m</p> <p>ii) all other parts of the boundary – 2.3m</p> <p>This rule does not apply to those parts of a boundary where the adjacent part of the adjoining residential block comprises only an access driveway (i.e. a "battleaxe handle").</p> <p>The previous rule applies to this part of the boundary.</p> <p>Note: To remove any doubt, the reference to a building with more than 3 storeys is a reference to the whole building, not just that part of the building over 3 storeys.</p>	<p>N/A</p> <p>There is no northern boundary of any adjoining residential block. The southern boundary of the subject site is adjacent Mortimer Lewis Drive.</p>

3.22 Front boundary setbacks		
R29	<p>Front boundary setbacks comply with Table A5.</p> <p>Minimum boundary setbacks for corner blocks apply only to the street frontage nominated as a secondary street frontage. If street frontages on corner blocks are of equal length, the minimum setbacks apply only to one secondary street frontage. Chamfers may be included in the secondary street frontage.</p>	<p>Complies.</p> <p>There are 9 dwellings along the entire length of the Mortimer Lewis Drive front boundary, three single storey accessible dwellings and six double storey townhouses.</p> <p>The accessible dwellings are all set back a minimum of 4m from the front boundary.</p> <p>The two storey apartments along the south-west part of Mortimer Lewis Drive are set back a minimum of 4m for the lower floor and a minimum of 6m for the upper floor.</p>
3.23 Side and rear boundary setbacks		
R30	<p>Side and rear boundary setbacks comply with the following:</p> <ul style="list-style-type: none"> a) in RZ1 and RZ2 - Table A6 b) in RZ3, RZ4, RZ5 and commercial zones - Table A7 c) in all other zones – the relevant zone development code 	<p>Complies.</p> <p>All side boundary setbacks are a minimum of 6m for both the lower floor external walls, upper floor external walls and the balconies (unscreened elements).</p>
3.24 Allowable encroachments - setbacks		
R31	<p>Encroachments into one or more of the following:</p> <ul style="list-style-type: none"> i) minimum side setback ii) minimum rear setback <p>are permitted for one or more of the following building elements:</p> <ul style="list-style-type: none"> a) an eave or roof overhang with a horizontal width of not more than 600mm b) fascias, gutters, downpipes, rainwater tanks, chimneys, flues, domestic fuel tanks, cooling or heating appliances, light fittings, electricity and gas meters, aerials, antennae, pergolas, sun blinds c) unroofed terraces, landings, steps or ramps, none of which are more than 1m above finished ground level. 	<p>Complies</p> <p>The roof overhang for the northern dwellings side setback is 600mm. Fascias, gutters and downpipes are attached.</p>
R32	<p>Encroachments into the front setback are permitted for one or more of the following building elements:</p> <ul style="list-style-type: none"> a) an eave or roof overhang with a horizontal width of not more than 600mm b) fascias, gutters, downpipes, light fittings, sun blinds c) landings, steps or ramps, none of which are more than 1m above finished ground level. 	<p>Complies</p> <p>The roof overhang on the southern townhouses is 1000mm. However, because of the positioning and orientation of the dwellings compared to the site boundary the roof overhang does not exceed 600mm along the front boundary. Fascias, gutters and downpipes are attached.</p>
3.25 Allowable encroachments – building envelopes		
R33	<p>Encroachments outside the building envelope specified in this element are permitted for one or more of the following:</p> <ul style="list-style-type: none"> a) flues 	<p>N/A</p>

	<ul style="list-style-type: none"> b) chimneys c) antennae d) aerials e) cooling appliances f) heating appliances. 	
3.27 Building separation – single dwelling blocks – R22		
R36		N/A

Element 4: Site design

4.1 Site design		
R37	<p>For developments (other than apartments) of 40 dwellings or more, the design of the common areas, pedestrian and vehicle access areas comply with all of the following provisions of the Estate Development Code:</p> <ul style="list-style-type: none"> a) public realm standards for on-street parking b) pedestrian paths c) verge landscaping d) water sensitive urban design. 	N/A. There are 25 dwellings.
4.2 Site open space – R21 and R22		
R38		N/A
4.3 Site open space – R23, R24, R25 and commercial zones		
C39	<p>Open space on the site achieves all of the following:</p> <ul style="list-style-type: none"> a) sufficient space for a range of recreational activities for residents b) sufficient space for planting, particularly trees with deep root systems c) a contribution to on-site infiltration of stormwater run-off d) reasonable accessibility to all residents. <p>One or more of the following matters may be considered when determining compliance with this criterion:</p> <ol style="list-style-type: none"> 1. i) whether the total area of <i>upper floor level private open space</i> contributes to the function of other open space on the site 2. ii) whether any adjoining or adjacent public open space is readily available for the use of residents. 	<p>Complies.</p> <p>There is a large amount of site open space to the west of the site. This is directly accessible from all blocks of dwellings, should access be required. This area will be planted with large trees to re-create the landscape buffer zone that was removed due to previous infrastructure works on the site.</p> <p>The subject site is also directly across from the public green space surrounding Lake Tuggeranong which offers ample opportunity for recreational use by occupants.</p>
4.4 Landscape design		
C40	<p>Landscape and site design achieves all of the following:</p> <ul style="list-style-type: none"> a) planting of trees of semi-mature stock 	<ul style="list-style-type: none"> a) Complies. Refer plant schedule. b) Complies. Refer plant schedule. c) Complies to the extent possible. Nine deciduous trees are proposed along the western edge of the site as

	<ul style="list-style-type: none"> b) planting of trees with a minimum mature height of 4m c) a contribution to energy efficiency by providing substantial shade in summer, especially to west-facing windows and open car-parking areas, and admitting winter sunlight to outdoor and indoor living areas, especially to the north d) reasonable residential amenity e) reasonable visibility along paths and driveways f) visual interest in pavement materials and finishes g) species with appropriate growth habits and mature height in relation to site conditions. 	<p>protection from western summer sun, but permitting winter solar access.</p> <ul style="list-style-type: none"> d) Complies. Provides a substantially planted landscape in the immediate environs of dwellings and carparking and buffer trees between the development and Drakeford Drive. e) Complies. f) Complies to the extent possible. Project brief required broom-finished concrete. g) Complies. Refer planting schedule and plan for description of variable growing heights.
4.5 Fences		
R41	<p>Fences are permitted forward of the building line in the front zone or on the front boundary only where they comply with any of the following:</p> <ul style="list-style-type: none"> a) it is a gate to a maximum height of 1.8m and 1m width in an established hedge b) exempt under the Planning and Development Act 2007 c) permitted under the Common Boundaries Act 1981. 	<p>Complies.</p> <p>No fences are proposed forward of the building line.</p>
4.6 Courtyard walls		
R42	<p>Courtyard walls are permitted forward of the building line where they comply with all of the following:</p> <ul style="list-style-type: none"> a) maximum height of 1.8m above datum ground level b) a minimum setback to the front boundary complying with the following: <ul style="list-style-type: none"> i) where the wall encloses the principal private open space of a ground floor dwellings that is located to the west, north-west, north, north-east or east of the dwelling – 0.7m ii) in all other cases - half the front boundary setback nominated elsewhere in this code c) trees and/or shrubs between the wall and the front boundary, in accordance with an approved landscape plan d) a variety of materials or indentations not less than 15m apart where the indents are not less than 1m in depth and 4m in length e) constructed of brick, block or stonework, any of which may be combined with timber or metal panels that include openings not less than 25% of the surface area of the panel f) maintain clear sightlines between vehicles on driveways and pedestrians on public paths in 	<p>Complies</p> <p>Courtyard walls are proposed forward of the building line for the four townhouses that face Mortimer Lewis Drive at the south-west corner of the site.</p> <p>They are a maximum of 1.8m above ground level.</p> <p>The front most corner of each of the courtyard walls are set back a minimum of 2m from the front boundary. This is half of the required 4m setback for the external walls.</p> <p>Planting is proposed between the street and the courtyard walls to act as a secondary visual screen. See landscape plan.</p> <p>Each dwelling has its own courtyard wall so overall they present a staggered façade to the street. Materials consist of blockwork to match the dwelling for the lower portion and modwood screening above.</p> <p>No courtyard walls interfere with vehicle or pedestrian sightlines</p>

	accordance with A2890.1- The Australian Standard for Off-Street Parking.	
4.7 External facilities		
C43	<p>The following external facilities or equipment are screened or adequately separated from public areas:</p> <ul style="list-style-type: none"> a) external storage areas b) water tanks c) waste storage enclosures d) mechanical services (including air conditioners and hot water storage units) e) clothes drying areas. 	<p>Complies</p> <p>External storage areas and clothes drying facilities are located in private spaces directly associated with individual dwellings. These are all enclosed by a fence or screened by a courtyard wall and landscaping. This maintains visual amenity both from the street and also from the public areas within the site.</p> <p>The waste enclosures are located centrally on the site, enclosed by courtyard walls and screened with landscaping.</p>
C44	<p>Mailboxes are located for convenient access by residents and deliverers with passive surveillance from the street or from active uses.</p> <p>To demonstrate compliance with this criterion a site plan is submitted with the application showing the location and design of mail boxes.</p>	<p>Complies</p> <p>The mailbox banks are proposed to the south of both driveways. This location is easily accessible by residents and is visible from both the accessible dwellings and the street for passive surveillance. The letterbox banks sit on hardscape material to allow for a continual path of access.</p>
4.7 Electrical and telecommunication facilities		
R45	<p>Electrical and telecommunication reticulation within existing residential areas or streets with residential access complies with all of the following:</p> <ul style="list-style-type: none"> a) do not result in continuous rows of supply poles erected on residential streets b) for developments involving up to 2 blocks or 2 dwellings, are underground or along the rear spine or side of blocks c) for developments involving more than 2 blocks or 2 dwellings, are underground d) there is no overhead cabling to dwellings within the site. 	<p>Complies.</p> <p>Reticulation is underground throughout the site.</p>
C46	<p>Ground level electrical and telecommunication facilities (such as electrical substations, switching stations, telecommunications nodes) within existing residential areas or streets with residential access are screened from public view whilst allowing for reasonable access for service providers.</p>	<p>Complies.</p> <p>The equipment is located adjacent to the waste enclosures, central to the site. There are also hardstands for access.</p>

Element 5: Building design

5.1 Surveillance		
R47	<p>This rule applies to building facades facing a public street or public open space.</p> <p>Building facades have all of the following:</p>	<p>Complies</p> <p>The northern and central single level accessible dwellings have at least one living room window facing the street for</p>

	<p>a) at least one window to a habitable room that is not screened by a courtyard wall</p> <p>b) at least one door with roofed element such as a verandah or balcony.</p>	<p>passive surveillance. They also have an entry door covered by the car port roof.</p> <p>The southern accessible dwelling has at least one bedroom window facing the street. The entry door is also covered by the car port roof.</p> <p>The southern townhouses have large upstairs bedroom windows overlooking the street and the laundry door is covered by the roof design.</p> <p>There is also passive surveillance to the main driveway areas from bedroom windows in the apartments.</p>
5.2 Building entries		
R48	<p>Common entries to dwellings have all of the following features:</p> <p>a) an external sheltered area outside the entrance</p> <p>b) a direct line of sight between the front door and the public footpath or road</p> <p>c) separate access to any non-residential uses, which are clearly distinguishable and secured after hours.</p>	<p>Complies.</p> <p>Each block of 4 apartments has its own building entry. This is covered by an awning to shelter pedestrians.</p> <p>All entries have direct lines of site to the main driveways, car parking areas and access ways.</p> <p>There are no separate entries for non-residential uses.</p>
5.3 Building design		
R49	<p>This rule applies to buildings containing more than 2 dwellings. Maximum length of unarticulated walls in buildings is 15m.</p> <p>Wall articulation is provided by at least one of the following:</p> <p>a) changes in wall planes of a minimum 1m in depth and 4m in length</p> <p>b) inclusion of balconies, bay windows, verandas, fin walls, etc.</p> <p>c) horizontally stepping facades by at least 1m.</p>	<p>Complies.</p> <p>All continuous building facades are less than 15m in length. The northern and central apartments also have first floor balconies to assist with visual articulation.</p> <p>The facades without balconies have changes in wall planes a minimum of 1m in depth and 4m in length. This façade stepping also applies to the accessible dwellings and townhouses.</p>
C50	<p>Building design, articulation, detailing and finish provide an appropriate scale, add visual interest and enable visual differentiation between <i>dwellings</i> when viewed from adjoining public spaces and adjoining <i>residential blocks</i>.</p>	<p>Complies.</p> <p>Each block of two apartments (ground floor and upper floor) has its own skillion roof, which generally follows the wall articulation. The stairwells then have their own slightly lowered roof to differentiate between private residences and common stairwells. As the northern dwellings are sited in a row the two central roofs meet to form a gable. The access dwellings and townhouses also have skillion roofs to unify the design across the site. All roofs are generally articulated to follow the walls below, except for where they extend to provide shelter for balconies or entry/exit points.</p>
R51	<p>Garages and carports within 15m of the front boundary are constructed with the same material as the corresponding elements of the dwelling.</p>	<p>Complies.</p> <p>The car ports for the accessible dwellings and a small number of site car parks are located within 15m of the front boundary along Mortimer Lewis Drive. All car ports, whether they relate to a specific dwelling or are part of the over site car parking have the same design intent as that of the dwellings. They are roofed in the same material</p>

		and continue the thicker fascia as a design element. The shared car parks also incorporate an element of horizontal screening that matches that of the courtyard walls and fencing for the site.
5.4 Building design – RZ2		
R52		N/A
5.5 Basements and undercroft parking		
R53		N/A
5.6 Adaptability housing – multi-unit housing comprising 10 or more dwellings		
R54	This rule applies to multi-unit housing comprising 10 or more dwellings. The minimum number of dwellings designed to meet Australian Standard AS4299 – Adaptable Housing (Class C) is shown in table A8.	Complies. There are a total of 25 dwellings on the site. This equates to 3 dwellings required to be designed to meet Australian Standard AS4299 – Adaptable Housing (Class C). The 3 dwellings are sites along the Mortimer Lewis Drive façade.
5.7 Minimum dwelling size		
R55	Minimum dwelling floor areas are as follows: a) studio dwellings - 40 m ² b) one-bedroom dwellings - 50 m ² c) 2-bedroom dwellings - 70 m ² d) dwellings with 3 or more bedrooms - 95 m ² The minimum dwelling floor area excludes balconies and car parking facilities. Storage within dwellings is included in the area calculations.	Complies Two bedroom apartments – 88sqm Two bedroom townhouses – 103sqm Two bedroom accessible dwelling – 99sqm
5.8 Housing diversity		
R56	For developments containing 40 or more dwellings, a combination of dwelling types, including studio or 1-bedroom dwellings, 2- bedroom dwellings, and dwellings with 3 or more bedrooms are provided.	N/A
5.9 Building design – dual occupancy on surrendered residential blocks in RZ1		
C56A		N/A

Element 6: Amenity

6.1 Solar access –other than apartments		
R57	This rule applies to multi-unit housing on blocks approved before 5 July 2013. This rule does not apply to apartments. The floor or internal wall of a daytime living area of a dwelling is exposed to not less than 3 hours of direct sunlight between the hours of 9am and 3pm on the winter solstice (21 June). For this rule: Daytime living area means a habitable room other than a bedroom	Complies Living areas for the northern and central accessible dwellings have north and west facing glazing to capture the maximum solar access. Refer to sun shadow diagrams and plans. Living areas for southern accessible dwelling and townhouses have north and east facing glazing to capture the maximum solar access. Refer to sun shadow diagrams and plans.

	<p>Note: Where a development comprises a mixture of apartments and other multi-unit housing, this rule applies to the other multi-unit housing, but does not apply to the apartments.</p> <p>Note: To remove any doubt, when assessing a development on a block with existing dwellings, the development must comply and must not cause an existing dwelling to then contravene this requirement. However, if the existing dwelling does not currently comply, the development must not increase the level of non-compliance for that other dwelling.</p>	
6.2 Solar access - apartments		
R58	<p>This rule applies to apartments.</p> <p>The floor or internal wall of a daytime living area of not fewer than 70% of apartments on a site is exposed to not less than 3 hours of direct sunlight between the hours of 9am and 3pm on the winter solstice (21 June).</p> <p>Note: Where a development comprises a mixture of apartments and other multi-unit housing, this rule will apply to the apartments.</p>	<p>Complies</p> <p>Living areas for all the northern and central apartments have north facing glazing to capture the maximum solar access. Refer to sun shadow diagrams and plans.</p>
6.3 Privacy		
R59	<p>This rule applies to dwellings on the same block.</p> <p>The relationship between unscreened elements of one dwelling and the primary windows of another dwelling complies with one of the following:</p> <p>a) a person (with an eye height of 1.5m) standing at any and every point on the extremity of an unscreened element of one dwelling shall not have a direct line of sight into the primary window of any other dwelling</p> <p>b) the direct line of sight referred to in item a) is more than 12m</p>	<p>Complies</p> <p>The distance between the northern and central dwellings is in the order of 20m. The row arrangement of the apartments also means that occupants cannot see their adjacent neighbours primary windows.</p> <p>The distance between the central dwellings and the closest southern dwelling is in the order of 16m. The row arrangement of the apartments also means that occupants cannot see their adjacent neighbours primary windows</p> <p>The staggered layout of the southern dwellings is such that occupants cannot see into the primary windows of either adjacent dwelling.</p>
C60	<p>Reasonable privacy of principal private open space of each dwelling is achieved.</p>	<p>Complies.</p> <p>Each dwelling has its own PPOS. The ground floor accessible dwellings, and apartments have their PPOS fenced off providing privacy from adjacent blocks.</p> <p>The upper floor apartments have their own PPOS balcony area that is screened from adjacent balconies, either by the building design or a separating wall. The balconies are located directly over PPOS for the dwelling below which means that if someone is standing on the edge of their balcony they can see into a portion of the PPOS below. However, the general layout of the PPOS in this area still provides reasonable privacy for each dwelling.</p> <p>The townhouses have their PPOS fenced off and the staggered layout of the dwellings means that adjacent neighbours do not have views in</p>

6.4 Principal private open space		
R61	<p>Each dwelling has at least one area of principal private open space that complies with all of the following:</p> <ul style="list-style-type: none"> a) located on the site b) has minimum area and dimensions specified in table A9 c) is screened from adjoining public streets and public open space d) is directly accessible from, and adjacent to, a habitable room other than a bedroom e) is not located to the south, south-east or south-west of the dwelling, unless it achieves one or more of the following - <ul style="list-style-type: none"> i) not less than 3 hours of direct sunlight onto 50% of the minimum required area between the hours of 9am and 3pm on the winter solstice (21 June) ii) located at an upper floor level and overlooks a public street or public open space. 	<p>Complies</p> <p>PPOS for all proposed dwellings has minimum area of 24sqm for any dwelling wholly or partially located at the lower floor level.</p> <p>PPOS for all dwelling located entirely on an upper floor level has a minimum area of 8sqm.</p> <p>All PPOS is screened from adjoining public streets and public open space by the boundary fences and balustrades</p> <p>Access is directly from the living/dining spaces of each dwelling.</p> <p>All areas of PPOS have access to a northerly aspect.</p>
6.5 Separation between external walls		
R62	The minimum separation between an unscreened element and an external wall on the same block or an adjoining block, is 3m.	<p>Complies.</p> <p>No unscreened element is less than 3m from an external wall of an adjacent dwelling.</p>
R63	The separation between external walls at the lower floor level on the same block or an adjoining block is not less than 1m.	<p>Complies.</p> <p>The external walls for the proposed dwellings are more than 1m apart.</p>
6.6 Balustrades		
R64	<p>This rule applies to balconies with both of the following characteristics:</p> <ul style="list-style-type: none"> i) located on the third upper floor level or lower (ie the first four storeys) ii) facing public streets or public open space. <p>Balustrades are constructed of one or more of the following:</p> <ul style="list-style-type: none"> a) obscure glass panels b) solid panels <p>with a total of all openings or clear glass panels not more than 25% of the surface area of the balustrade. For this rule obscure glass prevents printed text of 10mm high characters from being read through the glass when positioned 1m from the glass.</p>	<p>Complies.</p> <p>All balustrades are comprised of frosted glass panels to maintain privacy for residents.</p>
6.7 Storage		
R65	This rule applies to dwellings without an associated garage.	<p>Complies</p> <p>All dwellings located on the ground floor are provided with an outdoor storage shed with a minimum area of 1.6sqm</p>

	<p>An enclosed storage area complying with all of the following is provided for each dwelling:</p> <ul style="list-style-type: none"> a) at least 2m in height and 0.6m internal dimension b) an area of not less than - <ul style="list-style-type: none"> i) in RZ1 and RZ2 - 4m² ii) in all other zones -1.5m² c) one of the following - <ul style="list-style-type: none"> i) accessible externally from the dwelling ii) adjacent to a dedicated car space. 	<p>that is at least 2m tall. These are all accessible externally from the dwelling.</p> <p>Concrete paths from dwelling access points are provided to the shed for each residence.</p> <p>The apartments on the upper floor have space on their balconies for outdoor storage.</p>
6.8 Natural Ventilation		
C66	<p>For buildings containing 3 or more dwellings, dwelling layouts are to ensure natural ventilation is provided to habitable rooms by cross or stack effect ventilation by maximising separation between opening windows.</p>	<p>Complies.</p> <p>All apartment blocks are comprised of four dwellings over two levels. Each habitable room has access to opening windows to provide natural ventilation.</p> <p>The wet areas are stacked on top of each other with a riser located adjacent to the bathroom and another that can be built into the laundry joinery as required to vent to atmosphere.</p>
6.9 Noise attenuation – external sources		
R67	<p>Where a block has one or more of the following characteristics:</p> <ul style="list-style-type: none"> i) identified in a precinct code as being potentially affected by noise from external sources ii) adjacent to a road carrying or forecast to carry traffic volumes greater than 12,000 vehicles per day iii) located in a commercial zone iv) adjacent to a commercial or industrial zone <p>dwellings shall be constructed to comply with the relevant sections of all of the following:</p> <ul style="list-style-type: none"> a) AS/NZS 2107:2000 - Acoustics – Recommended design sound levels and reverberation times for building interiors (the relevant satisfactory recommended interior design sound level) b) AS/NZS 3671 - Acoustics – Road Traffic Noise Intrusion Building Siting and Design. <p>For other than road traffic noise, compliance with this rule is demonstrated by a noise management plan prepared by a member of the Australian Acoustical Society with experience in the assessment of noise, and endorsed by the EPA. For other than road traffic noise, the noise level immediately adjacent to the dwelling is assumed to be the relevant noise zone standard specified in the ACT Environment Protection Regulation 2005.</p> <p>For road traffic noise, compliance with this rule is demonstrated by an acoustic assessment and noise</p>	<p>Complies</p> <p>Refer to Noise Management Report.</p>

	<p>management plan, prepared by a member of the Australian Acoustical Society with experience in the assessment of road traffic noise, and endorsed by the Transport Planning & Projects Section in ESDD.</p> <p>Note: A condition of development approval may be imposed to ensure compliance with the endorsed noise management plan.</p>	
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Element 7: Parking and vehicular access

7.1 Ramps to basement car parking – RZ1 and RZ2		
R68		N/A
7.2 Driveway verge crossings		
C69	<p>More than one driveway verge crossing to each block may be allowed in one of the following circumstances:</p> <ul style="list-style-type: none"> a) where forward entry to roads carrying more than 3000 vehicles per day is desirable b) where all of the following are achieved: <ul style="list-style-type: none"> i) compatibility with the streetscape ii) priority for pedestrians and cyclists iii) retention of existing street trees iv) protection of existing landscape features v) public safety c) where the block is a corner block. 	<p>A dedicated entry driveway as well as a dedicated exit driveway have been proposed for this development.</p> <p>The dedicated driveways permit forwards entry and exit to and from the site by Waste Collection vehicles for this corner block.</p>
R70	<p>This rule applies to previously developed blocks or the consolidation of previously developed blocks.</p> <p>No additional driveway verge crossings are permitted.</p>	<p>N/A</p> <p>Block is previously undeveloped.</p>
R71	<p>This rule applies to previously developed blocks or the consolidation of previously developed blocks.</p> <p>Redundant driveway verge crossings are removed, and the verge and kerb restored.</p> <p>Note: a condition of development approval may be imposed to ensure compliance with this rule.</p>	<p>N/A</p> <p>Block is previously undeveloped.</p>
R72	<p>Driveway verge crossings comply with all of the following:</p> <ul style="list-style-type: none"> a) 1.2m horizontally clear of stormwater sumps and other services b) 1.5m horizontally clear of transformers, bus stops, public light poles c) 6m horizontally clear of the tangent point of the radius of the curve on a corner block (excluding locations with roundabouts and signalised intersections, which require separate formal approval and support from Asset Acceptance) 	<p>Driveway and verge crossings comply with the following:</p> <ul style="list-style-type: none"> a) 1.2m horizontally clear of stormwater sumps and other services b) 1.5m horizontally clear of transformers, bus stops, public light poles c) 6m horizontally clear of the tangent point of the radius of the curve on a corner block d) uphill grade of less than 17% as measured from the kerb; downhill grade of less than 12% as measured from the kerb

	<p>d) uphill grade of less than 17% as measured from the kerb; downhill grade of less than 12% as measured from the kerb</p> <p>e) at a right angle to the kerb line with a maximum 10% deviation</p> <p>f) a maximum of 5.5m wide, and a minimum of 5m wide at the kerb, a minimum 3m wide at the front boundary, and a maximum width no greater than the width at the kerb</p> <p>g) except for blocks 250m² or less, 3m wide at the front street boundary</p> <p>h) outside of the drip line of mature street trees</p> <p>i) a minimum of 3m clear of small and new street trees</p> <p>j) compliant with Australian Standard AS2890.1 – Off Street Parking, having particular regard for sightlines and cross fall of the site</p> <p>k) where there is a public footpath across the driveway verge crossing, the footpath is continuous (i.e. the footpath is to have precedence)</p> <p>l) if the existing footpath is replaced, it is to be constructed at the same level in the same material and colour as the original.</p> <p>Note: a condition of development approval may be imposed to ensure compliance with this rule.</p>	<p>e) at a right angle to the kerb line with a maximum 10% deviation</p> <p>f) a maximum of 5.5m wide, and a minimum of 5m wide at the kerb, a minimum 3m wide at the front boundary, and a maximum width no greater than the width at the kerb</p> <p>h) outside of the drip line of mature street trees</p> <p>i) a minimum of 3m clear of small and new street trees</p> <p>j) compliant with Australian Standard AS2890.1 – Off Street Parking, having particular regard for sightlines and cross fall of the site</p> <p>k) where there is a public footpath across the driveway verge crossing, the footpath is continuous (i.e. the footpath is to have precedence)</p>
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7.3 Internal driveways

R73	<p>This rule applies to internal driveways that are used by residents of more than one dwelling. Internal driveways comply with all of the following:</p> <p>a) are set back from external block boundaries by not less than 1m</p> <p>b) are set back from the external walls of buildings on the site by not less than 1m</p> <p>c) the setbacks referred to in items a) and b) are planted to a width of not less than 1m</p> <p>d) windows to habitable rooms and exterior doors within 1.5 of an internal driveway have at least one of the following -</p> <p>i) an intervening fence or wall not less than 1.5m high</p> <p>ii) for windows, a sill height not less than 1.5m above the driveway</p> <p>e) the relevant requirements in Australian Standard AS2890.1 - Off Street Parking for sightlines and gradients</p> <p>f) provide internal radius of at least 4m at changes in direction and intersections</p>	<p>Complies</p> <p>The internal driveway complies with all of the required design rules.</p>
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	g) have a surface treatment that is distinct from car parking spaces.	
R74	This rule applies to internal driveways with both of the following characteristics: a) serve 4 or more car parking spaces b) connect to a major road. Turning spaces are provided on the block to allow vehicles to leave in a forward direction.	Complies
C75	Internal driveways avoid unreasonable levels of queuing and congestion at vehicular entrances	Complies The internal driveway will not result in areas of queuing at vehicular entrances
C76	Internal driveways are designed to be safely used by both pedestrians and vehicles, including emergency vehicles. Measures to reduce vehicle speed on internal driveways will be considered when determining compliance with this criterion, including one or more of the following: a) changes in pavement materials b) the lack of kerb and gutters c) difference in height to adjacent streets d) avoiding long lengths of driveway e) suitable planting f) signage.	Complies The design of the internal driveway incorporates short straight sections, changes in pavement materials, adjacent planting and a difference in height to adjacent roadway.
R77	Car-parking spaces on the site for residents comply with all of the following: a) located behind the front zone (except for apartment car parking) b) can be in tandem where they belong to the same dwelling c) do not encroach any property boundaries d) one car space per dwelling is roofed and located behind the front zone e) are separated by not less than 1.5m from windows or doors to habitable rooms of dwellings that are not associated with the parking space.	Complies All carports and resident parking areas are located behind the front zone. There is no provision for tandem parking on the site. No encroachments on property boundaries occur. There are 28 covered car parks provided. This equates to at least once car space for every residence. All car parks are more than 1.5m away from any habitable rooms of residences not associated with that garage.
R78	This rule applies to resident car parking spaces with both of the following characteristics: a) not allocated to a particular dwelling b) shared between 2 or more dwellings. Parking spaces are located within 50m walking distance of any dwelling that is sharing the space.	Complies All parking spaces which are not specifically allocated to a dwelling are located within 50m of that dwelling
R79	The maximum total width of garage door openings and external width of carports facing a street complies with the following:	Complies. There are two areas of shared carports that face the street although the northern car port is set quite a way

	<p>a) for up to 3 dwellings, the lesser of the following</p> <ul style="list-style-type: none"> i) 6m ii) 50% of the total length of the building façade facing that street <p>b) for more than 3 dwellings, 50% of the total length of the building façade facing that street.</p>	<p>back. All three individual carports for the accessible dwellings also face the street. The total combined length of these carports is 28.8m.</p> <p>The total length of building façade facing the street is 61m. In this instance only the west facing boundary of Mortimer Lewis Drive has been included as that is the only area of the street that has views of the carports.</p>
R80	The maximum total width of an entry and/or exit to basement car parking facing the street is 8m.	<p>N/A</p> <p>No basement parking</p>
R81		N/A
7.5 Visitor parking		
R82	<p>Visitor car-parking spaces on the site comply with all of the following:</p> <ul style="list-style-type: none"> a) located behind the front zone (except for apartment car parking) b) do not encroach any property boundaries c) are separated by not less than 1.5m from windows and doors to habitable rooms of dwellings d) are not more than 50m walking distance from any common building entry e) clearly identified and visible from driveways. 	<p>Complies</p> <p>Visitor parking is scattered throughout the site for better access and signed.</p> <p>All spaces are located behind the front zone. No spaces encroach on property boundaries and all spaces are at least .5m away from all doors and windows.</p>
R83	<p>Visitor car parking complies with one of the following:</p> <ul style="list-style-type: none"> a) is located outside of any security barriers b) an intercom and remote barrier release system allows access to visitor parking located behind security barriers. 	<p>N/A</p> <p>There are no security barriers on the site. Visitor parking is easily accessible from the driveways.</p>
7.6 Number of co-located parking spaces – RZ2		
R84		N/A
7.7 Delivery and removalist vans		
R85		N/A

Element 8: Environment

8.1 Water sensitive urban design		
R86	<p>This rule applies to all multi-unit residential development except for minor extensions.</p> <p>The development achieves a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003, without any reliance on landscaping measures.</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person using the ACTPLA on-line assessment tool or another tool referred to in the Water Ways: Water Sensitive Urban Design General Code.</p>	<p>Complies</p> <p>Refer to Water Reduction Spreadsheet.</p> <p>The development achieves a 44% reduction in mains water consumption.</p>

	<p>For this element:</p> <p>minor extension means an extension where the increase in the combined roof plan area, driveway, car manoeuvring areas and car parking areas is less than 25% of the total of the areas of these components at the date of lodgement of the development application.</p>	
R87	<p>This rule applies to all multi-unit housing except minor extensions.</p> <p>On sites larger than 2,000m² stormwater management measures comply with all of the following:</p> <ol style="list-style-type: none"> a) provision for the retention of stormwater on the block is equivalent to at least 1.4kl per 100m² of impervious area b) the retained stormwater complies with one or more of the following - <ol style="list-style-type: none"> i) it is stored for later reuse ii) it is released to the stormwater system over a period of not less than 1 day. <p>Rainwater tanks connected to at least the toilet and all external taps may be counted towards this requirement.</p>	<p>Complies.</p> <p>The impervious area on the site measures approximately 4,448 m² with a stormwater volume equating to 63kL to be retained.</p> <p>Refer to civil drawing C040 details.</p>
R88	<p>This rule applies to all multi-unit housing except minor extensions.</p> <p>For blocks 5,000m² or larger, the average annual stormwater pollutant export is reduced for all of the following:</p> <ol style="list-style-type: none"> a) suspended solids by at least 60% b) total phosphorous by at least 45% c) total nitrogen by at least 40% <p>compared with an urban catchment with no water quality management controls.</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person, using the MUSIC model or another nationally recognised model.</p>	<p>Complies.</p> <p>The site stormwater strategy has been modelled using MUSIC. The proposed treatments result in a reduction of suspended solids, phosphorous and nitrogen in excess of the stipulated requirements.</p> <p>Refer to civil drawing C040 for details.</p>
R89	<p>On previously developed blocks larger than 2,000m² the capacity of the existing pipe (minor) stormwater connection is not exceeded in 1-in-10 year storm event and the capacity of the existing major overland stormwater system is not exceeded in 1-in-100 year storm event</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person.</p>	N/A
8.2 Heritage		
R90	<p>This rule applies to land containing places or objects registered or provisionally registered under section 41 of the Heritage Act 2004. The authority shall refer a development application to the Heritage Council.</p>	N/A

	Note: The authority will consider any advice from the Heritage Council before determining the application.	
8.3 Tree protection		
R91	<p>This rule applies to a development that has one or more of the following characteristics:</p> <ul style="list-style-type: none"> a) requires groundwork within the tree protection zone of a protected tree b) is likely to cause damage to or removal of any protected trees. <p>The authority shall refer the development application to the Conservator of Flora and Fauna.</p> <p>Note: The authority will consider any advice from the Conservator of Flora and Fauna before determining the application in accordance with the Planning and Development Act 2007. Protected tree and declared site are defined under the Tree Protection Act 2005.</p>	
8.4 Bushfire		
R92	Where identified in a precinct code or lease and development conditions as being within a bushfire prone area, buildings are to be constructed in accordance with the relevant Building Code of Australia bushfire provisions.	<p>Complies.</p> <p>All materials selected have the required BAL rating.</p>
8.5 Erosion and sediment control		
R93	<p>For sites less than 3,000m², the development complies with the Environment Protection Authority, Environment Protection Guidelines for Construction and Land Development in the ACT.</p> <p>Note 1: If no evidence of compliance with the above guideline is provided, the application may be referred to the relevant agency in accordance with the requirements of the Planning and Development Act 2007.</p> <p>Note 2: see part D for sites over 3000m².</p>	N/A

Element 9: Services

9.1 Consideration		
C94	<p>Post occupancy waste management achieves all of the following:</p> <ul style="list-style-type: none"> a) consistency with the desired character b) reasonable levels of residential amenity for dwellings and their associated private open space on the subject site c) reasonable levels of amenity for dwellings on adjoining residential blocks and their associated private open space. 	<p>Complies</p> <p>The development is compliant with the requirements. Post occupancy waste management involves collecting waste from allocated site waste areas in accordance with the requirements of the ACT Waste Management Code. The post occupancy waste strategy achieves consistency with the desired character and reasonable levels of amenity for both residents and adjacent property owners.</p>

Part B – Additional controls for multi-unit housing with 4 or more storeys

N/A

Part C – Additional controls for multi-unit housing in commercial zones

N/A

Part D – Endorsement by government agencies (entities)

Element 12: Waste management

12.1 Construction waste management		
R98	<p>This rule applies to residential development that is likely to generate more than 20m² of construction waste comprising one or more of the following:</p> <ul style="list-style-type: none"> a) demolition waste b) construction waste c) excavation material. <p>The management of construction waste is to be endorsed by TAMS.</p> <p>TAMS will endorse waste facilities and management associated with the development if they comply with the current version of the Development Control Code for Best Practice Waste Management in the ACT.</p> <p>TAMS may endorse departures.</p> <p>Note: a condition of approval may be imposed to ensure compliance.</p>	<p>A construction waste management plan shall be prepared by the builder for approval prior to the issue of a BA.</p> <p>It is not possible to foresee the volume of waste generated by the builder or nominate where they are going to dispose of it at this stage of the project.</p>
12.2 Post occupancy waste management		
R99	<p>Post occupancy waste management facilities are to be endorsed by TAMS.</p> <p>TAMS will endorse post occupancy waste management facilities where they are in accordance with the current version of the Development Control Code for Best Practice Waste Management in the ACT.</p> <p>TAMS may endorse departures.</p> <p>Note: a condition of approval may be imposed to ensure compliance.</p>	<p>Compliance to be sought as part of the application process. Two waste enclosures have been sized in accordance with the current version of the Development Control Code for Best Practice Waste Management in the ACT</p>

Element 13: Utilities

13.1 Utilities		
R100	<p>This rule applies to any proposed encroachment into a registered easement.</p> <p>The proposed encroachment is to be approved in writing by the relevant service provider.</p>	<p>N/A</p> <p>No easement encroachments</p>
R101	<p>A statement of compliance from each relevant utility provider (for water, sewerage, electricity, stormwater and gas) confirms that the location and</p>	<p>Complies</p>

<p>nature of earthworks, utility connections, proposed buildings, pavements and landscape features comply with utility standards, access provisions and asset clearance zones.</p> <p>Note 1: If there is no stormwater easement or Territory owned stormwater pipes located within the property boundary, a "Statement of Compliance" for stormwater from TAMS (Asset Acceptance) is not required to be obtained.</p> <p>Note 2: Where there is conflict between planning and utility requirements, the utility requirements take precedence over other codified or merit provisions</p> <p>Note 3: If a statement of compliance is not provided the application will be referred to the relevant agency in accordance with the requirements of the Planning and Development Act 2007.</p>	<p>Approval from Authorities is to be sought as part of the development application process.</p>
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Element 14: Environmental management

14.1 Contamination		
R102	<p>This rule applies to any site located adjacent to a potentially polluting source (including a site used or formerly used as a petrol station).</p> <p>The site is assessed for the potential for land contamination in accordance with the ACT Government Strategic Plan – Contaminated Sites Management 1995 and the Contaminated Sites Environment Protection Policy 2000.</p> <p>If land contamination is identified, the development complies with the requirements of Environment Protection Authority.</p> <p>Note 1: If no evidence of assessment of the site for land contamination is provided, the application may be referred to the relevant agency in accordance with the requirements of the Planning and Development Act 2007.</p> <p>Note 2: a condition of approval may be imposed to ensure compliance.</p>	N/A
14.2 Erosion and sediment control		
R103	<p>This rule applies to sites 3,000m² or larger.</p> <p>The development complies with an erosion and sediment control plan endorsed by the ACT Environment Protection Authority.</p> <p>Note 1: If no evidence of assessment of the site for erosion and sediment control is provided, the application may be referred to the relevant agency in accordance with the requirements of the Planning and Development Act 2007.</p> <p>Note 2: a condition of approval may be imposed to ensure compliance.</p>	<p>A concept erosion and sediment control plan demonstrating compliance with the ACT Environment Protection Authority, Environment Protection Guidelines for Construction and Land Development in the ACT has been provided</p>

Greenway Precinct Map and Code

RC5 – Medium density Area

Element 6: Site

6.1 Site Access		
R20	Vehicular access or egress to the site from Drakeford Drive is not permitted.	Compiles. Vehicular access is proposed from Mortimer Lewis Drive only.
6.2 Pedestrian Access		
R21	<p>This rule applies to the area identified in figure 6.</p> <p>A public pedestrian footpath is provided and complies with all of the following:</p> <ol style="list-style-type: none"> 1. a) is 5metres wide 2. b) links the Drakeford Drive pedestrian underpass to the Lake Tuggeranong urban open space. 	<p>N/A</p> <p>The public pedestrian path is not located on the subject site.</p>

Element 7: Built Form

6.1 Site Access		
R22	<p>This rule applies to areas shown in figure 6</p> <p>The maximum <i>height of buildings</i> in the areas shown on figure 6 are as follows:</p> <ol style="list-style-type: none"> a) in area 'a' – 9.5metres b) in area 'b' – 13metres. Area 'b' is measured as a maximum depth of 27metres from the edge of the tree drip zone identified in figure 6. <p>For this rule the building height excludes all of the following:</p> <ol style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>Compiles.</p> <p>Development proposes a maximum height of approximately 7.1m above ground level. Refer to Elevations.</p>

Element 8: Environment

8.1 Trees		
C23	<p>The health of existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive is maintained.</p> <p>Compliance with this criterion is achieved by a report that has been prepared by a suitably qualified arborist and endorsed by the Conservator of Flora and Fauna.</p>	<p>Complies.</p> <p>The majority of trees noted in this Code have been removed as part of overall site servicing works prior to this Development Application.</p> <p>Of the remaining trees the proposed works will have an impact on one existing tree. The works include a covered car park structure to the west of the tree and an open car park structure to the north. There is also a low retaining wall bounding both car park areas. The covered car park roof structure has the low point closest to the canopy but the lowered level of the driveway means that we can avoid lopping any limbs.</p> <p>Groundworks in this zone will be minimised and performed in accordance with the tree management plan.</p>
8.2 Landscape Area		
R24	<p>This rule applies to the landscape area identified in figure 6.</p> <p>No buildings or structures are located within the landscape area. This includes any basements.</p>	<p>N/A</p> <p>The landscape area is not located on the subject site.</p>

Crime Prevention Through Environmental Design General Code

Part A – General controls

Element 1: Neighbourhood Design

1.1 Neighbourhood Design		
C1	Design is in accordance with the recommendations of a crime risk assessment as outlined in the ACT Crime Prevention and Urban Design Resource Manual.	Complies

Element 2: Use

2.1 General Code		
C2	The development described in Table 1 meet the Crime Prevention Through Environmental Design General Code.	<p>Complies</p> <p>Multi-unit housing is described in table 1. See discussion below.</p>

Element 3: Public Realm

3.1 Open Space and Community (Shared) Areas		
C3	Natural surveillance of open space and community areas is provided by:	<p>Complies</p> <p>All dwellings and dwelling access points have lines of sight to the common property driveways and verge area. This</p>

	<p>a) locating to adjacent activity centres;</p> <p>b) encouraging pedestrian (or cyclist) movement through the space;</p> <p>c) ensuring clear site lines from, and between, buildings and open space areas: community areas; and</p> <p>d) designing out any entrapment spaces.</p>	also provides a clear line of sight to the areas of the development that are not directly associated with an individual dwelling. There are also direct lines of sight across the site from the street and adjacent public open space.
C4	Natural access is considered, providing clear entry and exit points and a legible, accessible route through the space.	<p>Complies</p> <p>Clear entry and exit points are delineated by verge crossings and the driveway clearly delineates access through the site.</p>
C5	Planting in public spaces do not obscure views along paths and streets, or to entrances and should not create secluded, hiding areas.	<p>Complies</p> <p>Planting along the driveway is low level to maintain sight lines to and from the dwellings.</p>
C6	Selection of plant material are sturdy and in areas of high crime, to make it difficult to snap main growing stems, heavy standard (140-160mm girth) or semi-mature trees (200-270mm girth) should be used to increase their chance of survival.	<p>Complies</p> <p>Few new trees are proposed as the site has excellent existing trees that will be retained as part of the development. Where new trees are proposed, hardy species have been selected that will have sturdy trunks when matured.</p>
C7	Plant material, such as creepers or low hedges may be used to deter to access and limit the opportunity for graffiti on fences and walls.	<p>Complies</p> <p>Areas of garden beds can have low plantings along the fence line and building façade.</p>
C8	Hard landscape features such as low walls, bollards are used to delineate movement areas from semi-private areas.	<p>N/A</p> <p>No semi-private areas.</p>
3.2 Children's Play Areas		
C9		<p>N/A</p> <p>Children's play area are in Private Open Space for each dwelling.</p>
3.3 Lighting		
C10	<p>Provide a schedule of lighting showing that lighting complies with each of the following:</p> <p>a) Australian Standard AS1158 Lighting for Roads and Public Spaces Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Design Requirements</p> <p>b) Australian Standard AS1158: Lighting for Roads and Public Spaces Part 2: Computer Procedures for the Calculations of Light Technical Parameters for Category V and Category P Lighting</p> <p>c) Australian Standard AS4282: The Control of Obtrusive Effects of Outdoor Lighting, in the case of security lighting</p>	<p>Complies</p> <p>Refer to external lighting layout drawing.</p>
C11	Legitimate users and activities at night are encouraged by lighting:	Complies

	<p>a) spaces evenly and consistently (except where accent/feature lighting is necessary)</p> <p>b) inset spaces, entries/exits and paths</p> <p>c) to reduce the casting of shadows that could hide intruders</p> <p>d) directional signage</p> <p>e) building entries</p> <p>f) exterior to interior spaces evenly to allow for surveillance</p>	All driveways and visitor parking areas will be appropriately lit for safety. Each dwelling will also have individual external lighting control.
C12	Areas that are not intended for night time are not lit and are closed off to pedestrians.	N/A
C13	Damage to light fixtures are minimised by selecting vandal-resistant, high mounted light fixtures. All light bulbs are protected with a suitable lantern bowl.	Complies Proposed external lighting is vandal resistant and mounted at high level on an external wall or a freestanding pole.
3.4 Signs		
R14	A statement is provided that all directional signage will comply with the requirements of AS1742.10 (1991) Manual of Uniform Traffic Control Devices – Pedestrian Control and Protection.	TTW
C15		N/A
C16		N/A

Element 4: Built Form

4.1 Interface between buildings and public realm		
C17	Building entrances are easily identified, providing easy access to all users, affording visibility to and from the street and minimising the potential for hiding spots.	Complies Where building entrances are shared between dwellings they are delineated through materiality, setback and lighting.
C18	Provide clear sightlines from the building foyer so that occupants can see the nearest pedestrian area/car park before leaving the building.	Complies Where building entrances are shared between dwellings to create a foyer space there are clear sightlines provided to allow access to car parks.
C19	Recessed sections in the building elevation/façade are detailed and located so as that there is opportunity for natural surveillance, for spill lighting and the potential for hiding is minimised.	Complies Recessed sections in the face that are not part of dwelling PPOS directly face a public space such as a driveway. These are well lit, open areas with passive surveillance.
C20	Buildings are detailed in a manner that deters scaling (climbing) the building to access balconies from the ground and/or access between individual balconies.	Complies. Balconies cantilever over the dwellings below to minimise climbing options.
C21	Where buildings are set back from the street and/or pedestrian path, the area is developed to minimise hiding and entrapment spots.	Complies The area between the street and dwellings has passive surveillance form the accessible dwellings. There is also low planting to maintain surveillance and minimise hiding spots

4.2 Materials and Finish		
C22	<p>Building materials and finishes are of an appropriate quality and detailed in a manner to:</p> <ul style="list-style-type: none"> a) reduce opportunities for graffiti and vandalism b) facilitate cleaning and replacement c) avoid facilitating illegal access to the building and to services 	<p>Complies</p> <p>Materials include blockwork, brickwork and sheet cladding. These have been selected as they deter vandalism and graffiti, minimising ongoing maintenance requirements for the development.</p>

Element 6: Travel and Access

6.1 Pedestrian Routes, Bicycle Paths and Lanes		
C23	<p>Pedestrian Routes, Bicycle Paths and Lanes are designed to maximise opportunities for natural surveillance by:</p> <ul style="list-style-type: none"> a) maintaining sightlines along paths between destination points b) allowing overlooking from adjacent areas. 	<p>Complies</p> <p>The pedestrian path is located adjacent the driveway in a generally straight line. This areas have sight lines to the dwellings and site open space.</p>
C24	<p>Provide direct access routes to buildings streets, car parks and public transport. Signs should be used to assist pedestrians where it is not possible to establish clear sightlines between destinations.</p>	<p>Complies</p> <p>The pedestrian path is located adjacent the driveways and leads to the street. Clear sight lines can be maintained across the site.</p>
C25	<p>Security of pedestrian routes, bicycle paths and lanes are provided by:</p> <ul style="list-style-type: none"> a) selecting and lighting 'safe routes' to the standard required for pedestrian areas so that these become the focus of legitimate movement after dark; b) ensuring that laneways have more than one entrance to avoid "dead-ends" and entrapment spots, where possible. 	<p>Complies</p> <p>The pedestrian and vehicle route is lit along its length for safety after dark.</p>
C26	<p>When planting adjacent to pedestrian /bicycle routes:</p> <ul style="list-style-type: none"> a) ensuring there are open sightlines. Low planting (maximum height 600mm) and high-branching trees (two metres) should be used; b) avoiding tall bushes, dense shrubbery and dense clusters of trees, especially immediately adjacent to routes and at predictable stopping points such as road crossings. 	<p>Complies</p> <p>Planting adjacent the pedestrian path is low bushes.</p>
R27	<p>A Statement is provided that pedestrian paths are designed in accordance with AUSTRROADS Guide to Traffic Engineering Practice Part 13. – Pedestrians.</p>	<p>N/A</p> <p>No public pedestrian paths are proposed as part of this development.</p>
R28	<p>A Statement is provided that Bicycle Paths are designed in accordance with AUSTRROADS Guide to Traffic Engineering Practice Part 14. – Bicycles.</p>	<p>N/A</p> <p>No public bicycle paths are proposed as part of this development.</p>
6.2 Pedestrian Underpasses and Overpasses		
C29	<p>Pedestrian underpasses</p>	<p>N/A</p>
C30	<p>Pedestrian overpasses</p>	<p>N/A</p>

6.3 Bus Interchange, Bus Stops and Taxi Ranks		
C31		N/A
C32		
C33		
C34		

Element 7: Services

7.1 Automatic Teller Machines (ATMs)		
C35		N/A
C36		
C37		
C38		
7.2 Local Waste Storage Facilities		
C39	Screening does not provide entrapment or hiding spots and safe access and adequate lighting is provided near the waste storage areas.	Complies. The waste storage area is enclosed and only open when in use. There is also adequate access and lighting to these areas.
7.3 Local Utility Facilities		
C40	Air conditioning plants, meter boxes and other service points are mounted within a secure building / enclosure for protection.	Complies Electrical meter panels will be installed in secure enclosure. There is no air conditioning plant.
7.4 Delivery and Storage Facilities		
C41		N/A
7.5 Public Toilets		
C42		N/A
7.6 Public Telephones		
C43		N/A

Parking and Vehicular Access General Code

Schedule 1 – Residential Zones

<p>One (1) parking space per single bedroom dwelling; and</p> <p>A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces; or</p> <p>Two (2) parking spaces per two bedroom dwelling; and</p>	<p>Complies</p> <p>1.5 car parking spaces are provided for each two bedroom dwelling = 38 car park spaces.</p> <p>7 visitor parking spaces are provided.</p> <p>Total of 45 car park spaces are provided as part of the development.</p>
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Two (2) parking spaces for each dwelling with three or more bedrooms; plus One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings	
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Access and Mobility General Code

Part A – General controls

Element 1: Parking

1.1 Car Parking		
C1	Car parking is provided at designated locations to meet the needs of people with disabilities.	Complies Refer to Access and Mobility Report for further discussion.
R2	Car parking spaces provided for people with disabilities must have vertical clearance for the entire width of the space and the adjacent shared area of not less than 2.5m described in Figure 2.7 of the AS2890.6.	Complies. The carports for the accessible dwellings have a minimum height to the underside of the roof of approximately 3.3m.

Element 2: External Access to Entrances

2.1 Continuous Accessible Path of Travel and Walkways		
R3	A continuous accessible path of travel is provided that complies with: i) AS 1428.1 - Design For Access and Mobility; ii) AS 1428.4 – Tactile ground surface indicators for the orientation of people with vision impairment to highlight hazards or provide direction; iii) AS 4586 – Slip Resistant Classification of New Pedestrian Surface Materials for external paving and ground surfaces; and iv) designed so that the placement of facilities does not intrude into the continuous accessible path of travel. v) Walkways and glass adjacent to walkways to comply with AS1428.1 and AS1428.2	Complies
2.2 Lighting		
R4	Internal lighting along the whole of the continuous accessible path of travel designed to meet AS1680.0.	N/A No internal paths of travel.
R5	External lighting along the whole of the continuous accessible path of travel meets AS1158.3.1 and the ACT Crime Prevention and Environmental Design General Code.	Complies External lighting designed to meet AS/NZS 1158.3.1 – Cat P2 - common area, forecourts of cluster housing.

2.3 Way finding		
R6	Where installed directional signage or other wayfinding methods, e.g. tactile indicators, to be in accordance with AS1428.1 and AS1428.4 and must identify the continuous accessible path of travel, accessible parts of buildings and all accessible facilities. Details to meet AS1428.1 and AS1428.4.	N/A No wayfinding signage required as part of the development.
C7	For illuminated signs, the luminance of the symbols to be at least 30% in contrast to the background.	N/A No illuminated signage required as part of the development.

Element 3: Entry and doorways

1.1 Neighbourhood Design		
R8	Doorways and doors are designed to meet AS 1428.1- Design for Access and Mobility for: f) pedestrian entrances and exits; g) public circulation areas; and any common use areas.	Complies Dwelling entrances and exits are designed to meet AS1428.1
C9	Automatic doors for public entrances should be installed in high use commercial and public buildings.	N/A No automatic doors as part of the development

Element 4: Circulation N/A

Element 5: Toilets N/A

Element 6: Facilities N/A

Part B – Additional Specific Controls

Element 1: Built Form

1.1 Building Design		
R10	Where dwellings are required to be adaptable, the dwellings must be designed in accordance with AS4299 Class C (Adaptable Housing)	Complies
C11	In multi-unit residential complexes, adaptable dwellings are required to be distributed in the development and be representative sample of sizes provided.	Complies. Three dwellings are required to be adaptable. The dwellings are distributed along the Mortimer Lewis Drive street frontage with one located in the north, central and south blocks of dwellings, respectively. All dwelling within this development are two bedroom.

Element 2: Parking

2.1 Car Parking		
C12	Accessible car spaces are to be located in close proximity to the entrance of the adaptable units, and if a lift or stair platform lift is provided to serve adaptable units in multi-unit buildings.	Complies Car parking spaces for the accessible dwellings are located adjacent to the respective front doors.

C13	Where there is a change in grade between the carparking and the adaptable unit, a lift or access ramp is to be provided from any basement or internal car parking for the adaptable units or visitors to the floor level of any adaptable dwelling. Access ramp to comply with AS1428.1.	N/A No change in grade between car park and entry to dwelling that would require a lift or access ramp.
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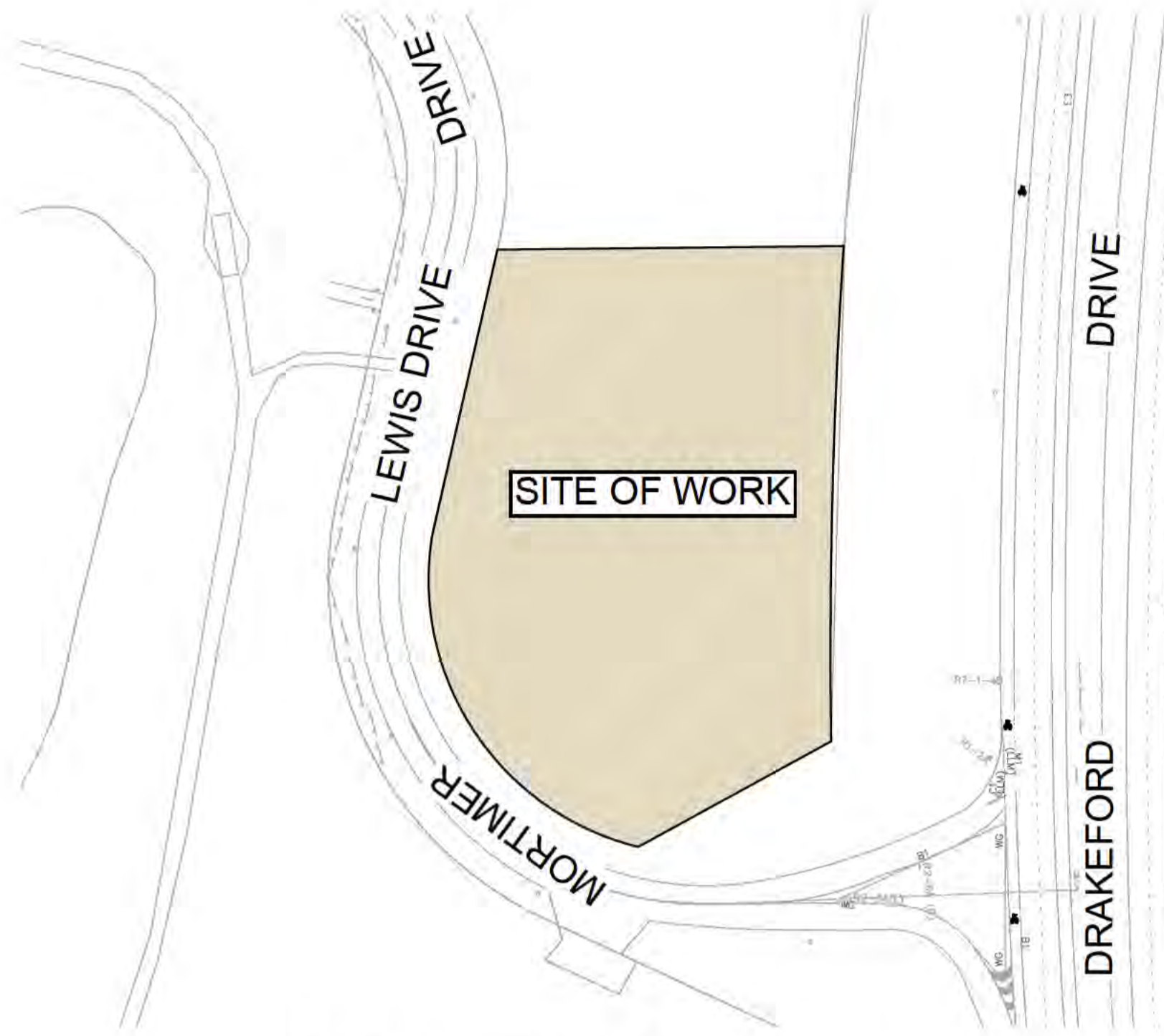
Element 3: Access to common use areas

2.1 Car Parking		
R14	Common use areas including shared corridors in multi unit developments to meet AS1428.1.	Complies

Element 4: Circulation

2.1 Car Parking		
R15	Passenger lifts meet AS1735.12 - Lifts, Escalators and Moving Walks – Facilities for Persons with Disabilities where they are provided as part of a multi-unit housing development, which includes adaptable dwellings.	N/A No lifts as part of the development

GREENWAY AFFORDABLE HOUSING CIVIL PACKAGE



LOCALITY PLAN

BLOCK 5 SECTION 28
MORTIMER LEWIS DRIVE, GREENWAY, ACT

REFERENCED DRAWINGS

These drawings are based on and are to be read in conjunction with the following drawings. Any conflict to these drawings must be notified immediately to the engineer.

Consultant	Title	No.	Rev.	Date
SCOTT D McNVEN & ASSOCIATES	DETAIL SURVEY	15159-DET-1	-	13.04.15
TT ARCHITECTURE	SITE PLAN	DA01	8	02.05.16

DRAWING SCHEDULE

DWG No.	DWG TITLE
C001	COVER SHEET, LEGENDS, NOTES AND LOCALITY PLAN
C010	EROSION AND SEDIMENT CONTROL PLAN
C040	SITE WORK PLAN
C041	DRIVEWAY PLAN
C050	SITE WORKS DETAILS
C060	WASTE TURNING CIRCLES
C070	ACCESS PLAN
C080	EXTERNAL SERVICE PLAN

GENERAL NOTES

- Contractor must verify all dimensions and existing levels including the location and depth of underground services on site prior to commencing works. Any discrepancies shall be reported to the Managing Contractor prior to commencing site establishment. Failure to verify such information prior to establishing site shall not be grounds for an extension of time or delay claim.
- All topsoil is to be stripped from the area of the works. All topsoil shall be disposed off-site unless directed otherwise.
- The Contractor shall obtain a copy of the geotechnical report from the managing contractor. The contractors methodology for earthworks must be consistent with the recommendations of the Geotechnical Report and relevant Work Health and Safety requirements. It is the Contractors responsibility to develop a methodology that allows all works to be carried out in a safe and coordinated manner. Any guidance provided on the TTW Civil drawings regarding methodology or staging is for information only and it remains to contractors responsibility.
- For recommendations of all temporary batters refer to the Geotechnical report or as directed onsite by the geotechnical engineer.
- Compact subgrade under buildings and pavements to a minimum of 95% MMD0. Compaction of the subgrade shall be extended a minimum of 2m post the building footprint or edge of pavement U.N.O.
- Contractor shall make smooth connections between all new and old works ensuring that no trip hazards are created or ponding of stormwater. Levels given at tie in points are for information only and have been taken from the supplied survey. It is the contractors responsibility to construct the tie in to suit existing levels at the site at the time of construction. If significant discrepancies exist between the survey and the levels encountered on site request direction from the managing contractor.
- All work within unleased territory land and any work that is to come under the control of or maintained by ToMS is to be carried out in accordance with the relevant ToMS Design Standards, Specifications and Reference Documents. The contractor shall obtain copies of these documents at their own cost. Where the relevant ToMS requirements differ to those shown on the civil drawings or specifications the contractor shall comply with the more stringent requirement.
- Unless agreed otherwise in writing at the time of tender TTW is not responsible for the preparation of the deliverables for the ToMS Operational Acceptance Submissions including but not limited to: BOQ, Asset Data Sheets, Asset Registers, Landscape Works, Summary Drawings, Work As Executed Surveys, Stormwater CCTV Inspections/Reporting and Verification, Submission Fees and Printing of Hardcopies. TTW has allowed to review the Contractors deliverables and completion of the OAS submission for ToMS only. If the contractors submission is rejected by ToMS due to incomplete or inadequate information then the costs for all subsequent TTW reviews and submissions to ToMS shall be at the Contractors cost.

SURVEY AND SERVICES INFORMATION

SURVEY	
Origin of levels :	CONTACT SURVEYOR
Datum of levels :	AHD
Coordinate system :	STRMLO
Survey prepared by :	
Setout Points :	CONTACT SURVEYOR

Taylor Thomson Whitting does not guarantee that the survey information shown on these drawings is accurate and will accept no liability for any inaccuracies in the survey information provided to us from any cause whatsoever.

UNDERGROUND SERVICES - WARNING

The locations of underground services shown on Taylor Thomson Whittings drawings have been plotted from diagrams provided by service authorities. This information has been prepared solely for the authorities own use and may not necessarily be updated or accurate. The position of services as recorded by the authority at the time of installation may not reflect changes in the physical environment subsequent to installation.

Taylor Thomson Whitting does not guarantee that the services information shown on these drawings shows more than the presence or absence of services, and will accept no liability for inaccuracies in the services information shown from any cause whatsoever. The Contractor must confirm the exact location and extent of services prior to construction and notify any conflict with the drawings immediately to the Engineer/Managing Contractor.

The contractor is to get approval from the relevant state survey department, to remove any survey mark. This includes but is not limited to: State Survey Marks (SSM), Permanent Marks (PM), cadastral reference marks or any other survey mark which is to be removed or adjusted in any way.

Taylor Thomson Whitting plans do not indicate the presence of any survey mark. The contractor is to undertake their own search.

SIGNS AND LINE MARKING NOTES

- Pavement marking and sign posting on public roads shall be in accordance with the requirements of the relevant ToMS. The contractor shall obtain these requirements from the ToMS.
- Contractor is to provide guide posts, spaced in accordance with AS1742.2. They are to be located near all head walls and pipe outlets.
- Raised pavement markers to be in accordance with AS1742.2
- Where existing pavement marking conflicts with proposed, it is to be removed.
- Lane widths do not include width of gutter.
- Line marking plan does not define boundaries.
- Erect temporary traffic management signage in accordance with the endorsed TTW plan. Plan to be prepared by builder.
- Establish the location of existing utility services and locate new signs clear of these installations.

SITWORKS NOTES

- All basecourse material to comply with ToMS Design Specifications for Urban Infrastructure and compacted to minimum 98% maximum modified dry density in accordance with AS1289 5.2.1.
- All trench backfill material shall be compacted to the same density as the adjacent material.
- All service trenches under vehicular pavements shall be backfilled with approved select material and compacted to a minimum 98% maximum modified dry density in accordance with AS 1289 5.1.1

CONCRETE NOTES

EXPOSURE CLASSIFICATION : A2 External

CONCRETE

Place concrete of the following characteristic compressive strength f_c as defined in AS 1379.

Location	AS 1379 f _c MPa at 28 days	Specified Slump	Nominal Agg. Size
Pits	N25	80	20
Kerbs	N25	80	20
Pedestrian Pavements	S25	80	20

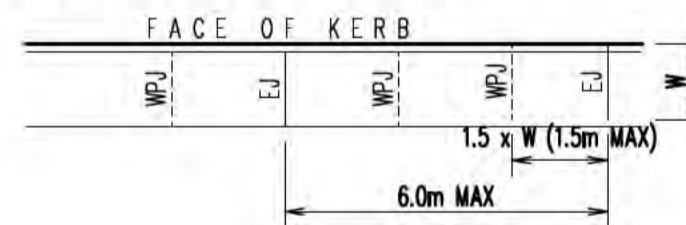
- Use Type 'DP' cement, unless otherwise specified.
- All concrete shall be subject to project assessment and testing to AS 1379.
- Consolidate by mechanical vibration. Cure all concrete surfaces as directed in the Specification.
- Unless shown on the drawings, the location of all construction joints shall be submitted to Engineer for review.
- No holes or chases shall be made in the slab without the approval of the Engineer.
- Conduits and pipes are to be fixed to the underside of the top reinforcement layer.
- Slurry used to lubricate concrete pump lines is not to be used in any structural members.
- All slabs cast on ground require sand bedding with a Concrete Underlay.
- (170) Indicates Slab or Band thickness variation.

FORMWORK

- The design, certification, construction and performance of the formwork, falsework and backpropping shall be the responsibility of the contractor. Proposed method of installation and removal of formwork is to be submitted to the Managing Contractor for comment prior to work being carried out.

Pedestrian Footpath Jointing

- Expansion joints are to be located where possible at tangent points of curves and elsewhere at max 6.0m centres.
- Weakened plane joints are to be located at a max 1.5 x width of the pavement.
- Where possible joints should be located to match kerbing and / or adjacent pavement joints.
- All pedestrian footpath jointings as follows (uno).



RETAINING WALLS

- Drainage shall be provided as shown on the drainage drawings.
- Backfilling shall be carried out after grout or concrete has reached a minimum strength of 0.85 f_c. Backfilling shall be approved granular material compacted in layers not exceeding 200mm to 95% Standard compaction unless noted otherwise.
- Provide waterproofing to back of walls as specified or noted.
- Where retaining walls rely on connecting structural elements for stability, do not backfill against the wall unless it is adequately grouted or the elements have been constructed and have sufficient strength to withstand the loads.
- For all temporary batters obtain geotechnical engineers recommendations.

KERBING NOTES

Includes all kerbs, gutters, dish drains, crossings and edges.

- All kerbs, gutters, dish drains and crossings to be constructed on minimum 75mm granular basecourse compacted to minimum 98% modified maximum dry density in accordance with AS 1289 5.2.1.
- Expansion joints (EJ) to be formed from 10mm compressible cork filler board for the full depth of the section and cut to profile. Expansion joints to be located at drainage pits, on tangent points of curves and elsewhere at 12m centres except for integral kerbs where the expansion joints are to match the joint locations in slabs.
- Weakened plane joints to be min 3mm wide and located at 3m centres except for integral kerbs where weakened plane joints are to match the joint locations in slabs.
- Broomed finished to all ramped and vehicular crossings, all other kerbing or dish drains to be steel floor finished.
- In the replacement of kerbs - Existing road pavement is to be sawcut 900mm from lip of gutter. Upon completion of new kerbs, new basecourse and surface is to be laid 900mm wide to match existing materials and thicknesses. Existing kerbs are to be completely removed where new kerbs are shown.

STORMWATER DRAINAGE NOTES

- Stormwater Design Criteria :
 - Average recurrence interval - 1:100 years major
 - 1:20 years minor
 - Rainfall intensities - Time of concentration: 6 minutes
1:100 years = 194 mm/hr
1:20 years = 134 mm/hr
 - Runoff coefficients - Roads and paved areas C_{ra} - 0.90
Landscape areas C_{ra} - 0.72
- Pipes 300 dia and larger to be reinforced concrete Class " 2 " approved spigot and socket with rubber ring joints U.N.O.
- Pipes up to 300 dia shall be sewer grade uPVC with solvent welded joints.
- Equivalent strength VCP or FCP pipes may be used subject to approval.
- Precast pits may be used external to the building subject to approval by managing contractor.
- Enlargers, connections and junctions to be manufactured fittings where pipes are less than 300 dia.
- Where subsol drains pass under floor slabs and vehicular pavements, unslotted uPVC sewer grade pipe is to be used. Gables and covers shall conform with AS 3996-2006, and AS 1428.1 for access requirements.
- Pipes are to be installed in accordance with AS 3725. All bedding to be type H2 U.N.O.
- Core is to be taken with levels of stormwater lines. Grades shown are not to be reduced without approval.
- All stormwater pipes to be 150 dia at 1.0% min fall U.N.O.
- Subsol drains to be slotted flexible uPVC U.N.O.
- Adopt invert levels for pipe installation (grades shown are only nominal).

CONCRETE FINISHING NOTES

- All exposed concrete pavements are to be broomed finished.
- All edges of the concrete pavement including keyed and dowelled joints are to be finished with an edging tool.
- Concrete pavements with grades greater than 10% shall be heavily broomed finished.
- Carborundum to be added to all stair treads and ramped crossings U.N.O.

BULK EARTHWORKS NOTES

- All bulk earthworks setout from grid lines U.N.O.
- All batters at a slope of 2 (H) : 1 (V) U.N.O.
- Excavated material may be used as structural fill provided,
 - it complies with the specification requirements for fill material,
 - the placement moisture content complies with the Geotechnical Consultants requirements, and allows filling to be placed and proofrolled in accordance with the specification. Where necessary the Contractor must moisture condition the excavated material to meet these requirements.
- Compact fill areas and subgrade to not less than:

Location	Maximum Modified density (AS 1289 5.1.1.)	Moisture (OMC)
Under building slabs on ground:	95%	±2%
Under roads and carparks:	95%	±2%
Landscape areas:	90%	±2%

- Before placing fill, proof roll exposed subgrade with a 10 tonne minimum roller to test subgrade and then remove soft spots (areas with more than 3mm movement under roller). Soft spots to be replaced with granular fill U.N.O.
- Contractor shall place safety barriers around excavations in accordance with relevant safety regulations.
- For interpretation of bulk earthworks foot print line shown on the bulk earthworks drawings refer to the bulk earthworks construction legend.
- Bulk earthwork drawings are not to be used for detailed excavation. Refer to Geotechnical Report prepared by:

REINFORCEMENT NOTES

- Fix reinforcement as shown on drawings. The type and grade is indicated by a symbol as shown below. On the drawings this is followed by a numeral which indicates the size in millimetres of the reinforcement.

N	Hot rolled ribbed bar	grade D500N
R	Plain round bar	grade R250N
SL	Square mesh	grade 500L
RL	Rectangular mesh	grade 500L

- Provide bar supports or spacers to give the following concrete cover to all reinforcement unless otherwise noted on drawings.

- Footings - 50 top, 50 bottom, 50 sides.
Slabs - 30 top, 30 bottom
- Cover to reinforcement ends to be 50 mm u.n.o.
 - Provide N12-450 support bars to top reinforcement as required, Lap 450, U.N.O.
 - Maintain cover to all pipes, conduits, reagents, drip grooves etc
 - Laps in reinforcement shall be made only where shown on the drawings unless otherwise approved. Lap lengths shall be 40 bar dia, unless noted otherwise.
 - All cages to be standard cages unless noted otherwise.
 - Fabric and side tags are to be placed strictly in accordance with the manufacturers requirements to achieve a full tensile lap. Fabric shall be held so that there is a maximum of 3 layers at any location.

FABRIC LAPS



SITWORKS LEGEND

- F22.20 Finished surface level
- F22.00 Finished contour
- KG Kerb and gutter
- KO Kerb only
- Stormwater pit, flow direction and line with invert level upstream
Pipe size and class
Pipe grade
Flow (Litres per second)
Invert level downstream
- Subsoil drainage line (100 dia)
- Flushing point
- Down pipe
- RW# Blockwork retaining wall
- RW# Concrete retaining wall
- DEJ Dowelled expansion joint
- SJ Sawn joint
- EJ Expansion joint
- Grass catch drain

SAFETY IN DESIGN

Contractor to refer to Appendix B of the Civil Specification for the Civil Risk and Solutions Register.

EXISTING SERVICES

Contractor to be aware existing services are located within the site. Location of all services to be verified by the Contractor prior to commencing works. Contractor to confirm with relevant authority regarding measures to be taken to ensure services are protected or procedures are in place to demolish and/or relocate.

EXISTING STRUCTURES

Contractor to be aware existing structures may exist within the site. To prevent damage to existing structure(s) and/or personnel, site works to be carried out as far as practicable possible from existing structure(s).

EXISTING TREES

Contractor to be aware existing trees exist within the site which need to be protected. To prevent damage to trees and/or personnel, site works to be carried out as far as practicable possible from existing trees. Advice needs to be sought from Arborist and/or Landscape Architect on measures required to protect trees.

GROUNDWATER

Contractor to be aware ground water levels are close to existing surface level. Temporary de-watering may be required during construction works.

EXCAVATIONS

Deep excavations due to stormwater drainage works is required. Contractor to ensure safe working procedures are in place for works. All excavations to be fenced off and batters adequately supported to approval of Geotechnical Engineer.

GROUND CONDITIONS

Contractor to be aware of the site geotechnical conditions. Refer to geotechnical report by geotechnical engineer report for details.

HAZARDOUS MATERIALS

Existing asbestos products & contaminated material may be present on site. Contractor to ensure all hazardous materials are identified prior to commencing works. Safe working practices as per relevant authority to be adopted and appropriate PPE to be used when handling all hazardous materials. Refer to geotechnical/environmental report for details.

CONFINED SPACES

Contractor to be aware of potential hazards due to working in confined spaces such as stormwater pits, trenches and/or tanks. Contractor to provide safe working methods and use appropriate PPE when entering confined spaces.

MANUAL HANDLING

Contractor to be aware manual handling may be required during construction. Contractor to take appropriate measures to ensure manual handling procedures and assessments are in place prior to commencing works.

WATER POLLUTION

Contractor to ensure appropriate measures are taken to prevent pollutants from construction works contaminating the surrounding environment.

SITE ACCESS/EGRESS

Contractor to be aware site works occur in close proximity to footpaths and roadways. Contractor to erect appropriate barriers and signage to protect site personnel and public.

VEHICLE MOVEMENT

Contractor to supply and comply with traffic management plan and provide adequate site traffic control including a certified traffic marshal to supervise vehicle movements where necessary.

PRELIMINARY

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
A	ISSUED FOR DA	CP	BM	06.06.17										

Architect
arpm
Architects | 1 Macquarie Street | Sydney NSW 2000
Tel: 02 9439 5000 | Fax: 02 9439 5001

Civil Engineer
TTW Taylor Thomson Whitting
612 6285 1766 | 103 Tennant Street Fyshwick ACT 2069

Project
GREENWAY AFFORDABLE HOUSING HOUSING RENEWAL TASKFORCE
BLOCK 5 SECTION 28 GREENWAY MORTIMER LEWIS DRIVE

Sheet Subject
COVER SHEET, LEGENDS, NOTES AND LOCALITY PLAN

Scale: A1
1:1000

Drawn: BM
Authorized:

Job No	Drawing No	Revision
159114	C001	A

Plot File Created: Jun 22, 2017 - 5:30pm

From: Evatt, Ebony on behalf of EPD, Customer Services
Sent: Monday, 7 August 2017 10:09 AM
To: TCCS_SPATAS DA
Subject: REFERRAL-TCCS-201732193-5/28 GREENWAY-01
Attachments: plans.obr; supporting docs.obr

DEVELOPMENT APPLICATION NO: 201732193

BLOCK: 5 SECTION: 28 DIVISION: GREENWAY

Description: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice (**28/08/2017**).

In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services – EPDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

Phone 02 6207 1923

Access Canberra | ACT Government

Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601

Access Canberra is an ACT Government service that brings together customer and regulatory services, including the former Environment and Planning Directorates Customer Services Team. Access Canberra has been set up to make it easier for business, community organisations and individuals to work with ACT Government and deliver a more seamless experience.

www.planning.act.gov.au | EPDcustomerservices@act.gov.au

Land titles and revenue services are moving to Dame Pattie Menzies House, 16 Challis Street, Dickson and will be co-located with the Access Canberra Environment, Planning and Land Shopfront. These services will be available at this new location from 1 December 2016. For more information visit www.act.gov.au/accessCBR

Representation for Current Development Application - submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

11 Aug 2017 3:38:33 PM

Reference code

Z7G365

Thank you for your representation regarding development application number: DA201732193

The issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once a decision has been made.

Section 156(2) of the *Planning and Development Act 2007* states that a representation about a development application must be made during the public consultation period for the application. If your representation was made outside the public consultation period it cannot be considered during the assessment of the application.

Please Note: A copy of your representation will be forwarded to the development application applicant and can be released to the public only on request, unless you have requested and been granted an exemption.

Access Canberra
Environment and Planning Directorate

GPO Box 158
Canberra City ACT 2601

Telephone: (02) 6207 1923

Representor details

Title Given name * Family name *

Organisation name

Home phone number

Work phone number

Mobile number

Email address *

Development details

Site details

Development application number *

DA

Suburb/District *

Section *

Block *

Unit

If you require help with suburb/district, section or block details, visit [ACTMAPi](#).

Representation

Provide the details of your representation *

I have seen and reviewed the plans for this development and I believe that the type development and architectural outcomes "fits" into the quality and ambiance of existing residential developments along Mortimer Lewis Drive. Although I do have a number of concerns.

Firstly, this development is being build adjacent to the Dog Park, which is on the opposite side of Mortimer Lewis Drive, directly adjacent to the said development. I regularly have driven past this site over the past 6 months and can factually state that on regular basis that there is in excess of over 30 parks parked around the entrance to the dog park. Currently there is facility to park approximately 5-6 cars at the entrance to the Dog Park, which means that the rest of the cars are parked along both sides of Mortimer Lewis Drive for upwards of 100-200 metres along the side of the road, park on the kerb.

The DA of Block 5, Section 28, indicates a substantial amount of landscaping on the northern side of Mortimer Lewis Drive, where currently many of these cars that are using the Dog Park currently park.

My concerns is that unless there is a creation ,of in the order of 35 car parks, for users of the Dog Park, that patrons will either park inside the development or try to park on the road side, as they have been doing, and in doing so destroy, the new landscaping associated with the development.

Secondly, as there is no ability for traffic to turn right into Mortimer Lewis Drive at the southern entrance, or to turn right out of Mortimer Lewis Drive at the same entrance, then all of the traffic associated with this and further developments will need enter and exit Mortimer Lewis Drive at the northern entrance (at the traffic lights). This will involve many construction vehicles driving through the East Greenway community to get to and from the construction sites.

As Section 28 continues to be developed, this "construction traffic"will continue to use this method of entry and exiting from East Greenway for very possibly the next 4-5 years. Additionally, once all of the developments are completed, there will very possible be an additional 150-200 cars daily driving through East Greenway.

Simply opening up the southern entrance of Mortimer Lewis Drive will assist the developers, new residents and the users of the Dog Park easier entrance into East Greenway, and reduce the traffic flow in one direction through the residential communities to the existing traffic lights.

You may upload any additional supporting documentation or photos.

[Click here for more information on applying for exemption from the public register.](#)

From: Henriquez, Jose
Sent: Monday, 28 August 2017 5:39 PM
To: EPD, Customer Services
Cc: TCCS_SPATAS DA COORD; Bell, Jeff
Subject: COMM: TCCS-201732193-5/28 GREENWAY-01 [SEC=UNCLASSIFIED]

Dear App Sec,

DEVELOPMENT APPLICATION NO: 201732193

Project Description:

PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

BLOCK: 5	SECTION: 28	SUBURB: GREENWAY
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This DA has been assessed in regards to the following:

Traffic	X	Driveways/Verge Crossings	X
On Street / Public Parking		Sightlines	X
Bus Stop/Public Transport (Action)		LMPP/Street Trees	X
Waste Management	X	Street Lighting	X
Licensing	X	Pedestrian Footpath	X
Stormwater	X	Service / Access Easement	X
Demolition		Estate Development Plan (EDP)	
Further Information		Amendments/Additions/Alterations	
Lease Variation	X	Capital Works	

X = Areas Assessed.

And TCCS' position is:

That It Is Supported	
That It Is Supported Subject to Compliance With The Following Conditions	
That Further Information Is Required	X
That It Is Not Supported	

Reasons

WASTE

1. The truck turning template (TTT) must be reproduced with a 12.5m truck.

Additional Comments/Advice (as advice to EPD only, and not to be included in the Notice of Decision)

1. The applicant must clarify who will be doing the off-site works for this Estate and when it will be completed.
2. The development should only be constructed after the Estate has obtained Operational Acceptance from TCCS DRC.

Kind regards,

Jose Henriquez | A/g Senior Engineer Development Review & Coordination

Phone 02 6207 7480 | Email: jose.henriquez@act.gov.au

Capital Works and Development Support | Transport Canberra and City Services Directorate | ACT Government

490 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Connected services for the people of Canberra



From: Evatt, Ebony **On Behalf Of** EPD, Customer Services

Sent: Monday, 7 August 2017 10:09 AM

To: TCCS_SPATAS DA

Subject: REFERRAL-TCCS-201732193-5/28 GREENWAY-01

DEVELOPMENT APPLICATION NO: 201732193

BLOCK: 5 SECTION: 28 DIVISION: GREENWAY

Description: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice (**28/08/2017**).

In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services - EPDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Customer Services

Phone 02 6207 1923

Access Canberra | ACT Government

Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601

Access Canberra is an ACT Government service that brings together customer and regulatory services, including the former Environment and Planning Directorates Customer Services Team. Access Canberra has been set up to make it easier for business, community organisations and individuals to work with ACT Government and deliver a more seamless experience.

www.planning.act.gov.au | EPDcustomerservices@act.gov.au

Land titles and revenue services are moving to Dame Pattie Menzies House, 16 Challis Street, Dickson and will be co-located with the Access Canberra Environment, Planning and Land Shopfront. These services will be available at this new location from 1 December 2016. For more information visit www.act.gov.au/accessCBR



Representation for Current Development Application - submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

29 Aug 2017 9:55:17 PM

Reference code

VNHSN4

Thank you for your representation regarding development application number: DA201732193

The issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once a decision has been made.

Section 156(2) of the *Planning and Development Act 2007* states that a representation about a development application must be made during the public consultation period for the application. If your representation was made outside the public consultation period it cannot be considered during the assessment of the application.

Please Note: A copy of your representation will be forwarded to the development application applicant and can be released to the public only on request, unless you have requested and been granted an exemption.

Access Canberra
Environment and Planning Directorate

GPO Box 158
Canberra City ACT 2601

Telephone: (02) 6207 1923

Representor details

Title Given name * Family name *

Organisation name

Home phone number

Work phone number

Mobile number

Email address *

Development details

Site details

Development application number *

DA

Suburb/District *

Section *

Block *

Unit

If you require help with suburb/district, section or block details, visit [ACTMAPi](#).

Representation

Thank you for providing this opportunity to comment on:

Development Application: 201732193

Address: CORNER DRAKEFORD DRIVE & MORTIMER LEWIS DRIVE

Block: 5 Section: 28

Proposal: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

My comments relate to the following matters:

- A. Adjacent dog park – noise
- B. Adjacent dog park – car parking during construction phase
- C. Adjacent dog park – car parking after construction phase
- D. Adjacent dog park – another car parking issue

A. Adjacent dog park – noise

The development application documents consider the impact of traffic noise from Drakeford Drive. However, I couldn't see where the impact of noise/disruption from the adjacent Tuggeranong Dog Park (dog park) was considered and addressed.

The dog park is a popular location for dog owners (and their animals and vehicles). They will all contribute to likely disturbance for residents of the proposed housing, particularly the townhouses which are nearest to the dog park.

The proposed landscaping, including tree plantings, don't seem likely to be sufficient to block the noise of arrivals and departures to the dog park or the noise from the activities of the dog park itself.

B. Adjacent dog park – car parking during construction phase

Many people using the dog park facilities drive to and from the dog park. There is no formal car park (ie. no clearly identified area with marked car parking spots) associated with the dog park.

Currently, dog owners park their vehicles on the site of the proposed development as well as along both sides of Mortimer Lewis Drive near the dog park (noting that one of the main dog park entrances is opposite the southern end of the development). Although recent upgrades have occurred at the dog park, they did not include the construction of car parking infrastructure.

It seems likely that on street parking on the development side of Mortimer Lewis Drive and on the actual construction site itself will no longer be available for dog park patrons once construction commences. However, there will be a continuing need for car parking for the dog park users during and after construction of the dwellings.

I was unable to find where in the development application documents this need was considered and addressed.

C. Adjacent dog park – car parking after construction phase

If the need for ongoing dedicated car parking for dog park patrons is not promptly addressed (by whichever authority has responsibility for such things), I anticipate that some dog park patrons will be prepared to park 'wherever they can'.

For instance, once the dwellings are completed and the building site temporary fencing is removed, it seems likely that some of the dog park patrons will seek to park on the private property adjacent to the new dwellings (which will be opposite the entrance to the dog park).

In order to avoid this potential intrusion on private property, consideration could be given to clearly mark the property boundary and efforts made to prevent dog patron vehicles driving onto that land.

D. Adjacent dog park – another car parking issue

If dedicated car parking for dog park patrons is constructed by the time the dwellings are built and that parking includes spots located on the same side of Mortimer Lewis Drive as those new dwellings it is important that they be available for the dog park patrons.

As parking for residents and their visitors is included on-site and the planning documents I have viewed do not include gates/access points on the southern end of the development, this would appear to avoid encouraging use of any such dog park parking spots by dwelling residents/visitors.

Kind regards


29 August 2017

You may upload any additional supporting documentation or photos.

[Click here for more information on applying for exemption from the public register.](#)

Representation for Current Development Application - submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

30 Aug 2017 11:38:42 AM

Reference code

JMGJPN

Thank you for your representation regarding development application number: DA201732193

The issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once a decision has been made.

Section 156(2) of the *Planning and Development Act 2007* states that a representation about a development application must be made during the public consultation period for the application. If your representation was made outside the public consultation period it cannot be considered during the assessment of the application.

Please Note: A copy of your representation will be forwarded to the development application applicant and can be released to the public only on request, unless you have requested and been granted an exemption.

Access Canberra
Environment and Planning Directorate

GPO Box 158
Canberra City ACT 2601

Telephone: (02) 6207 1923

Representor details

Title Given name * Family name *

Organisation name

Home phone number

Work phone number

Mobile number

Email address *

Development details

Site details

Development application number *

DA

Suburb/District *

Section *

Block *

Unit

If you require help with suburb/district, section or block details, visit [ACTMAPi](#).

Representation

Provide the details of your representation *

You may upload any additional supporting documentation or photos.

File: TCC_Submission_ Mortimer Lewis Drive_2.0.docx

[Click here for more information on applying for exemption from the public register.](#)

**PUBLIC HOUSING DEVELOPMENT IN GREENWAY
MORTIMER LEWIS DRIVE, GREENWAY EAST
EXIT AT SOUTHERN END**

Proposal

That the southern exit of Mortimer Lewis Drive, Greenway East, on to Drakeford Drive be modified, as elaborated on below, to permit traffic to exit Mortimer Lewis Drive to both the south and the north. At present, traffic can exit only to the north.

Background

The Government is planning to allow about a further 150 residential units to be built on the eastern side of Mortimer Lewis Drive, between existing units and the dog park. Of these, the first 26 will be for public housing, the remainder being for the private sector to develop. This number of new units would represent a large increase in the relatively small population of Greenway East and will greatly increase the traffic on Mortimer Lewis Drive trying to use the only north/south exit from the area on to Drakeford Drive, at the Taverner St traffic lights.

Mortimer Lewis Drive is a windy road with several blind spots. On its lake side, there now exists several community recreation areas, a Sea Scouts facility, playgrounds, a dog park and, recently, the construction of a training area for children to learn how to ride bicycles safely.

Because, at the southern exit, traffic can go only to the north, there have already been several incidents of drivers (dog park users probably) jumping the nature strip on Drakeford Drive to go south. The Tuggeranong Community Council has raised this hazard in the past with the erstwhile Director of Roads (TAMS) but was advised that the level of traffic at that time did not warrant a change. However, that was a few years ago. The number of residents in an additional 150 units on Mortimer Lewis Drive will surely exacerbate the problem and, eventually, result in motor accidents on Drakeford Drive. In response, TAMS quickly erected a Koppers log barrier on the nature strip part of the barrier was soon destroyed by drivers wishing to exit to the south. The barrier was again erected and more signage put in place.

This practice by drivers is obviously very dangerous and irresponsible, Drakeford Drive being a major north/south artery. The practice is still prevalent, as shown by the beaten vehicle tracks in photographs 1 and 2 below, taken 17Feb17. As may be seen in these photographs, there is no longer a barrier preventing these illegal crossings, as there is (unnecessarily) opposite the exit to the north (photo 3). The intersection is a serious accident waiting to happen.

An acceptable solution would be the provision of slip lanes on the southbound, inner lane of Drakeford Drive, like those at the intersections with Drakeford Drive for Barr-Smith Avenue and Hurtle Avenue (Bonython) and Noorooma Street, Isabella Plains. An additional set of traffic lights on Drakeford Drive is both undesirable and unnecessary, given the efficacy of slip lanes at intersections like those just mentioned. Given that there is currently a large triangular area of concrete on the Mortimer Lewis Drive side of the intersection (photo 4) there would be a need to modify this area as well as with slip lanes.



1 17Feb17
Southern Intersection Mortimer Lewis and Drakeford Drives. View across Drakeford Drive showing beaten vehicle tracks. No barriers in place, as there are a little further north (see Photo 3). It is believed there were barriers placed here in the past but have been removed.



2 17Feb17
Southern Intersection Mortimer Lewis and Drakeford Drives. View across Drakeford Drive showing detail of beaten vehicle tracks.



3 17Feb17
Southern Intersection Mortimer Lewis and Drakeford Drives. View across Drakeford Drive showing vehicle barriers to north.



4 17Feb17
Southern Intersection Mortimer Lewis and Drakeford Drives. Vehicle tracks on concrete divider, Mortimer Lewis Drive side.

This recommendation is even more appropriate, given that the Government now plans also to allow some 300 units to be built between Drakeford Drive and the southern end of the lake, between Soward Way and the Athllon Drive roundabout, with a single exit to be provided by another set of traffic lights on Drakeford Drive, only about 250 metres north of the very busy Athllon Drive roundabout. This would be the eighth set of lights on Drakeford Drive between the Athllon Drive roundabout in the south and Sulwood Drive in the north, a distance of only about six kilometres.

Given that the Government is prepared, at great expense and untold inconvenience to southern Tuggeranong commuters, to install traffic lights to service units at south-east Greenway, it should be prepared to install slip lanes at southern end of Mortimer Lewis Drive.

Note also that south of the Athllon Drive roundabout, there are no more traffic lights all the way to Tharwa. However, there are many slip-lane intersections.

Conclusion

It is recommended, in the strongest terms, that the southern exit of Mortimer Lewis Drive on to Drakeford Drive be modified, as elaborated on above, to permit traffic to exit Mortimer Lewis Drive to both the south and the north, and that such action should be put in place concurrently with construction of the 26 public housing units planned for the southern end of Mortimer Lewis Drive.



30 August 2017





Crime Prevention Through Environmental Design General Code

ASSESSMENT

Part A - General Requirements

Element 1: Neighbourhood Design

Intent:

The Development Code for Subdivision, as well as the relevant Precinct Code for an area, address aspects such as the overall urban composition, street layout, location and design of open space, public transport, pedestrian and cycle networks. These aspects are addressed to ensure they are considered in a comprehensive manner and with express intent of establishing safe, accessible Neighbourhoods.

Intent:

Achieving key principles of natural surveillance, natural access control and territorial reinforcement through the establishment of:

- a) easily navigable and legible network of streets
- b) clearly delineated and hierarchy of public open space, community open space (shared areas) and private open space
- c) convenient access for all users across to activitycentres

Rules	Criteria
1.1 Neighbourhood Design	
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C1 Design is in accordance with the recommendations of a crime risk assessment as outlined in the ACT Crime Prevention and Urban Design Resource Manual.

Element 2: Use

Intent:

- a) To provide developments with an increased level of safety for its users and the wider community

Rules	Criteria
2.1 General Code	
There is no applicable rule. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C2 The development described in Table 1 meet the Crime Prevention Through Environmental Design General Code.

Table 1: Development required to meet the Crime Prevention Through Environmental Design General Code.

Airport	Health facility	Retirement Village
Ancillary use	Hospital	Road
Aquatic recreation facility	Hotel	Rural Produce Retailing
Boarding house	Indoor entertainment facility	Rural Supply retailing
Bulky goods retailing	Indoor recreation facility	Scientific research establishment
Business agency	Mint	Service station
Car park	Mobile home park	Serviced apartment
Caravan park/camping ground	Motel	Shop
Child care centre	Multi-unit housing	Special care establishment
Civic administration	Municipal depot	Special care hostel
Club	Office	Special dwelling
Community activity centre	Outdoor recreation facility	Store
Community theatre	Parkland	Subdivision
Corrections facility	Pedestrian plaza	Supermarket
Craft workshop	Personal services	Supportive housing
Cultural facility	Place of assembly	Take-away food shop
Defence installation	Place of worship	Tourist facility
Department Store	Playing field	Tourist resort
Drink establishment	Produce market	Transport depot
Drive-in cinema	Public agency	Vehicle sales
Educational establishment	Public transport facility	Veterinary hospital
Emergency services facility	Railway use	Water based recreation
Financial establishment	Religious associated use	Zoological facility
Funeral parlour	Residential care accommodation	
Guest house	Restaurant	

Element 3: Public Realm

The Development Code for Subdivision, as well as the relevant Precinct Code for an area, address the design of the public realm. The following rules and criteria are to be generally applied to the design of the public realm and shared community spaces in addition to the relevant Development Code.

Intent:

- a) To establish natural surveillance, territorial reinforcement and natural access

Rules	Criteria
3.1 Open Space and Community (Shared) Areas	
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C3 Natural surveillance of open space and community areas is provided by: a) locating to adjacent activity centres; b) encouraging pedestrian (or cyclist) movement through the space; c) ensuring clear site lines from, and between, buildings and open space areas: community areas; and d) designing out any entrapment spaces.
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C4 Natural access is considered, providing clear entry and exit points and a legible, accessible route through the space.
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C5 Planting in public spaces do not obscure views along paths and streets, or to entrances and should not create secluded, hiding areas.
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C6 Selection of plant material are sturdy and in areas of high crime, to make it difficult to snap main growing stems, heavy standard (140-160mm girth) or semi-mature trees (200-270mm girth) should be used to increase their chance of survival.
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C7 Plant material, such as creepers or low hedges may be used to deter to access and limit the opportunity for graffiti on fences and walls.

Rules	Criteria
<p>There is no rule applicable.</p> <p>NOT APPLICABLE</p>	<p>C8</p> <p>Hard landscape features such as low walls, bollards are used to delineate movement areas from semi-private areas.</p>
<p>3.2 Children's Play Areas - NOT APPLICABLE</p>	
<p>There is no rule applicable.</p>	<p>C9 - NOT APPLICABLE</p> <p>Children's play areas are located and designed to to comply with each of the following:</p> <ul style="list-style-type: none"> a) there is natural surveillance from adjoining areas b) adjacent areas are used by compatible groups c) there are multiple entry/exits
<p>3.3 Lighting</p>	
<p>There is no rule applicable.</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE</p>	<p>C10</p> <p>Provide a schedule of lighting showing that lighting complies with each of the following:</p> <ul style="list-style-type: none"> a) Australian Standard AS1158 Lighting for Roads and Public Spaces Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Design Requirements b) Australian Standard AS1158: Lighting for Roads and Public Spaces Part 2: Computer Procedures for the Calculations of Light Technical Parameters for Category V and Category P Lighting c) Australian Standard AS4282: The Control of Obtrusive Effects of Outdoor Lighting, in the case of security lighting
<p>There is no rule applicable.</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE</p>	<p>C11</p> <p>Legitimate users and activities at night are encouraged by lighting:</p> <ul style="list-style-type: none"> a) spaces evenly and consistently (except where accent/feature lighting is necessary) b) inset spaces, entries/exits and paths c) to reduce the casting of shadows that could hide intruders d) directional signage e) building entries f) exterior to interior spaces evenly to allow for surveillance

Rules	Criteria
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C12 Areas that are not intended for night time are not lit and are closed off to pedestrians.
There is no rule applicable. PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE	C13 Damage to light fixtures are minimised by selecting vandal-resistant, high mounted light fixtures. All light bulbs are protected with a suitable lantern bowl.
3.4 Signs	
R14 - RULE MET AS PER CRITERIA A statement is provided that all directional signage will comply with the requirements of <i>AS1742.10</i> (1991) Manual of Uniform Traffic Control Devices – Pedestrian Control and Protection	This is a mandatory requirement. There is no applicable criterion.
There is no rule applicable NOT APPLICABLE	C15 Locate signs so that they comply with each of the following: a) they are clearly visible from a distance at all times b) they are not likely to be obscured by growing vegetation c) they are strategically placed at entrances and near activity centres including bus stops, taxi rank and public facilities
There is no rule applicable NOT APPLICABLE	C16 Provide legible signs for all users: a) specify signs of high contrast, with light lettering on dark backgrounds with non-reflective surfaces; b) signs should be developed as a system with a consistent pattern, based on a hierarchy of most important messages.

Element 4: Built Form

Intent:

- a) To ensure the building design, especially in regard to its elevation and façade treatments, contributes to establishing safer environments through the use of appropriate quality material and detailing in the building, maximizing visibility and clearly delineating access and functional areas

Rules	Criteria
4.1 Interface between buildings and public realm	
<p>There is no rule applicable.</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE</p>	<p>C17</p> <p>Building entrances are easily identified, providing easy access to all users, affording visibility to and from the street and minimising the potential for hiding spots.</p>
<p>There is no rule applicable.</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE</p>	<p>C18</p> <p>Provide clear sightlines from the building foyer so that occupants can see the nearest pedestrian area/car park before leaving the building.</p>
<p>There is no rule applicable.</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE</p>	<p>C19</p> <p>Recessed sections in the building elevation/façade are detailed and located so as that there is opportunity for natural surveillance, for spill lighting and the potential for hiding is minimised.</p>
<p>There is no rule applicable.</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE</p>	<p>C20</p> <p>Buildings are detailed in a manner that deters scaling (climbing) the building to access balconies from the ground and/or access between individual balconies.</p>
<p>There is no rule applicable.</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE</p>	<p>C21</p> <p>Where buildings are set back from the street and/or pedestrian path, the area is developed to minimise hiding and entrapment spots.</p>

Rules	Criteria
4.2 Materials and Finish	
<p>There is no rule applicable</p> <p>PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE.</p>	<p>C22</p> <p>Building materials and finishes are of an appropriate quality and detailed in a manner to:</p> <ul style="list-style-type: none"> a) reduce opportunities for graffiti and vandalism b) facilitate cleaning and replacement c) avoid facilitating illegal access to the building and to services

Element 6: Travel and Access

Intent:

The Development Code for Subdivision, as well as the relevant Precinct Code for an area, address travel and access. The following rules and criteria are to be generally applied to Travel and Access in conjunction with the relevant Development Code.

- a) To encourage walking and cycling and thereby increase the number of people in the public realm
- b) To optimise the safe use of public transport by providing direct access routes as well as maximizing natural surveillance

Rules	Criteria
6.1 Pedestrian Routes, Bicycle Paths and Lanes - NOT APPLICABLE	
<p>There is no rule applicable.</p> <p>NOT APPLICABLE</p>	<p>C23</p> <p>Pedestrian Routes, Bicycle Paths and Lanes are designed to maximise opportunities for natural surveillance by:</p> <ul style="list-style-type: none"> a) maintaining sightlines along paths between destination points b) allowing overlooking from adjacent areas
<p>There is no rule applicable.</p> <p>NOT APPLICABLE</p>	<p>C24</p> <p>Provide direct access routes to buildings streets, car parks and public transport. Signs should be used to assist pedestrians where it is not possible to establish clear sightlines between destinations.</p>

Rules	Criteria
<p>There is no rule applicable.</p> <p>NOT APPLICABLE</p>	<p>C25</p> <p>Security of pedestrian routes, bicycle paths and lanes are provided by:</p> <ul style="list-style-type: none"> a) selecting and lighting 'safe routes' to the standard required for pedestrian areas so that these become the focus of legitimate movement after dark; b) ensuring that laneways have more than one entrance to avoid "dead-ends" and entrapment spots, where possible.
<p>There is no rule applicable.</p> <p>NOT APPLICABLE</p>	<p>C26</p> <p>When planting adjacent to pedestrian /bicycle routes:</p> <ul style="list-style-type: none"> a) ensuring there are open sightlines. Low planting (maximum height 600mm) and high-branching trees (two metres) should be used; b) avoiding tall bushes, dense shrubbery and dense clusters of trees, especially immediately adjacent to routes and at predictable stopping points such as road crossings.
<p>R27 - NOT APPLICABLE</p> <p>A Statement is provided that pedestrian paths are designed in accordance with AUSTRROADS Guide to Traffic Engineering Practice Part 13. – Pedestrians</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R28 - NOT APPLICABLE</p> <p>A Statement is provided that Bicycle Paths are designed in accordance with AUSTRROADS Guide to Traffic Engineering Practice Part 14. – Bicycles.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
6.2 Pedestrian Underpasses and Overpasses - NOT APPLICABLE	
There is no rule applicable.	<p>C29 - NOT APPLICABLE</p> <p>The use of pedestrian underpasses is to be avoided. Where there is no practical or feasible alternative underpasses are designed:</p> <ul style="list-style-type: none"> a) wide enough to accommodate both pedestrian and cycle traffic b) straight and without recesses c) with mirrors so pedestrians can see around corners if there is a turn of 60 degrees or more d) with entrances and exits that are visible from shops, homes or other areas of frequent pedestrian traffic e) to ensure there is no screening of entries/exits f) with signs at each end indicating where it leads and an alternative route to use at night
There is no rule applicable.	<p>C30 - NOT APPLICABLE</p> <p>Overpasses are designed to reduce opportunities to throw missiles at cars or pedestrians.</p>
6.3 Bus Interchange, Bus Stops and Taxi Ranks - NOT APPLICABLE	
There is no rule applicable.	<p>C31 - NOT APPLICABLE</p> <p>Locate bus stops and taxi ranks so that:</p> <ul style="list-style-type: none"> a) natural surveillance is possible b) there are no walls, landscaping, fences or other structures which block sightlines to bus stops and taxi ranks c) they are not located adjacent to vacant land, alleys, car parks or near possible entrapment spots d) there are short, safe routes to bus stops and taxi ranks from night-time venues such as cinemas, theatres etc
There is no rule applicable.	<p>C32 - NOT APPLICABLE</p> <p>Major bus stops and taxi ranks are well lit and protected from the weather, or adjacent to areas which are well lit or that provide protection from the weather.</p>

Rules	Criteria
There is no rule applicable.	C33 - NOT APPLICABLE Directional signage makes it easy to find bus stops or taxi ranks, and provides up-to-date passenger information.
There is no rule applicable.	C34 - NOT APPLICABLE Interchanges are located on the same level as significant activity generators to avoid entrapment, increase natural surveillance and provide direct routes of access.

Element 7: Services

Intent:

- a) To provide services that are highly visible and in accessible locations.

Rules	Criteria
7.1 Automatic Teller Machines (ATMs) - NOT APPLICABLE	
There is no rule applicable.	C35 - NOT APPLICABLE Approaches and entrances to ATMs are highly visible and adequately lit so that people cannot loiter, or enter, without being seen.
There is no rule applicable.	C36 - NOT APPLICABLE Locations near licensed premises, and bus stops should be avoided to discourage loitering by potential offenders.
There is no rule applicable.	C37 - NOT APPLICABLE Where ATMs are enclosed in a vestibule or similar, the vestibule should be securely glazed, adequately and secure from non-legitimate users
There is no rule applicable.	C38 - NOT APPLICABLE Use bollards, or other landscaping, to restrict the potential for vehicle incursions.
7.2 Local Waste Storage Facilities	
There is no rule applicable.	C39 - PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE Screening does not provide entrapment or hiding spots and safe access and adequate lighting is provided near the waste storage areas.

Rules	Criteria
7.3 Local Utility Facilities	
There is no rule applicable.	C40 PLEASE SEE TERRITORY PLAN CODEREQUIREMENTS FOR RESPONSE Air conditioning plants, meter boxes and other service points are mounted within a secure building / enclosure for protection.
7.4 Delivery and Storage Facilities NOT APPLICABLE	
There is no rule applicable.	C41 Ensure that: a) Delivery and storage areas are not isolated from the main building b) Secure storage areas are provided for shop owners
7.5 Public Toilets - NOT APPLICABLE	
There is no rule applicable.	C42 - NOT APPLICABLE Ensure that: a) Public toilets are located in obvious locations, but not in isolated areas of activity centres b) Entrances are highly visible so that people cannot loiter or enter without being seen, particularly for toilets close to Children's' playgrounds c) Public seating and telephones are located away from public toilets to avoid opportunities for loitering.
7.6 Public Telephones - NOT APPLICABLE	
There is no rule applicable.	C43 - NOT APPLICABLE Public telephones are located in obvious locations, are well lit and well signposted, eg near bus stops or taxi ranks.



Parking and Vehicular Access General Code

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1. Introduction

1.1 Purpose of the code

This document sets out the provision for vehicular access and parking in the ACT.

The code seeks to ensure that development achieves the relevant objectives of the Territory Plan and will be used by the Authority in the assessment of development applications involving development, redevelopment and lease variations. The code specifies vehicular access and parking requirements for development.

1.2 Structure of the code

The code is divided into three sections:

Section 1 is this introduction and advice on how to use the code;

Section 2 sets out the general requirements for the location and physical characteristics of parking and related vehicular access; and

Section 3 states the parking provision rates relating to each of the Territory Plan's zones. The relevant parking provision rates form the basis for determining the required amount of parking to be provided.

1.3 Using the code

The code adopts a performance based approach and section 3 sets out, for each of the zones, objectives relating to the provision of parking which development proposals are required to meet. The relevant schedule in section 3 defines the minimum parking provision requirements for permitted development for each of the zones.

The scale of parking provision required is derived from a set of criteria relating to safety, economic efficiency, accessibility, commercial viability and social and environmental objectives. The parking provision rates take account of factors such as the availability of public parking and the potential for shared parking with neighbouring developments, accessibility of the location to public transport, and relevant transport, economic, social and environmental policies, such as travel demand management measures.

The parking provision rates are based on a range of empirical evidence available to the Department of Territory and Municipal Services (TaMS), interstate codes and guidelines and international guidelines to set the most appropriate standards for a particular zone.

The parking provision rates in conjunction with the scale of development are used to calculate the parking requirement that, in normal circumstances, would be deemed to meet the relevant objectives.

Any specific requirements for the provision of parking and access in areas subject to the National Capital Plan or to other codes of the Territory Plan would take precedence over the requirements specified in this code.

Parking generated by a development is generally required to be accommodated on site or in a location consistent with the criteria in section 2.

In cases where the physical constraints of a site make on-site provision impracticable, or the Territory may consider it undesirable for efficiency, traffic operation, pedestrian amenity or other reasons for the specified parking to be provided totally on-site, special arrangements may be negotiated or requirements may be waived at the discretion of the Territory. In such situations the ability to consolidate parking in publicly accessible off-site locations provides a superior outcome. Costs can be reduced by eliminating the need for costly on-site basement car parking, and greater efficiency can be achieved through the increased potential for shared and complementary use.

1.4 Calculations of parking provision requirements

Total parking requirements are calculated by multiplying the relevant parking provision rates by the scale of the development, ie the gross floor area of the development in most cases. In some cases, the multiplier may be the number of practitioners, or some other unit.

However the performance approach adopted in these codes provides the flexibility to enable a proposal to be supported where the proponent can demonstrate to the satisfaction of the Territory that the objectives can be met either by provision of a lesser on-site rate or by utilising spare capacity in publicly available on-street or off-site parking. This process is summarised in Table 1 below.

The utilisation of spare capacity in on-street or off-site parking areas is at the discretion of the Authority, having regard to, *inter alia*, the potential demand which may be generated by a particular proposal as well as the potential for nearby lessees to seek to expand their activities and lay claim to a proportion of the available capacity in publicly available on-street and off-street car parking areas.

Table 1 Calculations of parking provision requirements

1. Determine the relevant development and zone under the Territory Plan.
2. Identify the parking location and access requirements relevant to the proposal (see section 2).
3. Identify parking provision rates for the proposal (see schedules in section 3 for the relevant zone).

Calculate the number of on-site parking spaces which would be deemed to meet the relevant parking and access objectives for the area (see section 3) as follows:

$$\text{Parking requirement} = \text{parking provision rate} \times \text{scale of development}$$

5. Identify any on-site and other parking and access requirements necessary for approval of the development.

Note: A parking provision less than the calculated parking requirement may be considered, if it can be demonstrated that the objectives for the provision of parking in that area can still be met.

1.5 Definitions

Long stay parking means parking provision for generally longer than 4 (four) hours duration.

Short stay parking means parking provision for generally up to 4 (four) hours duration.

2. General Design and Vehicular Access Requirements

2.1 Parking location

Circumstances relating to the scale and location of a development, the traffic situation in the vicinity of the site, the practicality and desirability of consolidated parking and the achievement of transport policy objectives may dictate whether the required parking will only be permitted either on-site or offsite, or whether either location would be satisfactory.

In certain cases, the needs of specific users of a development should be carefully considered in the design of parking facilities and access points.

The locational requirements of parking for long-stay, short-stay and operational parking for certain development in each of the Zones are set out in Section 3, as relevant.

2.2 Parking for people with disabilities

Vehicular parking for people with disabilities must be provided in accordance with *Australian Standard AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities*.

Parking spaces for people with disabilities need to be much wider and longer than other parking spaces in car parks. The extra space is needed because of advances in technology for vehicle mounted equipment for loading and unloading wheelchairs. Vehicles equipped with ramps or platform hoists either at the side or rear of the vehicle allow for wheelchair-bound passengers or drivers to enter or leave the vehicle in the wheelchair.

2.2.1 Dimensions of parking spaces for people with disabilities

The dimensions for parking spaces for people with disabilities are set out in section 2.2 and figures 2.1 to 2.7 in *Australian Standard AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities*.

2.2.2 Headroom

In relation to safe access and egress for vehicles of people with disabilities, the path of vehicular travel from the car park entrance to all parking spaces for people with disabilities and from those spaces to the car park exit shall have a minimum headroom of 2,200mm.

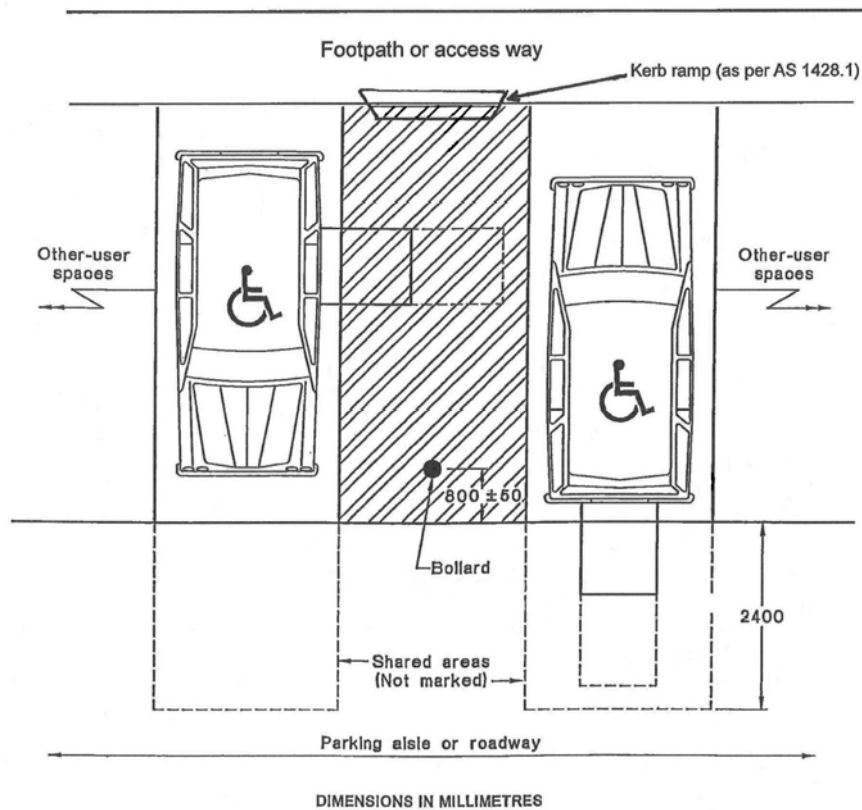
The headroom above each parking space provided for people with disabilities and the adjacent shared area, measured from the level of the parking space, shall be a minimum of 2,500mm. (The method of measuring headroom is given in section 5.3 in *AS2890.1* noting particularly the requirements in section 5.3.2 – vertical clearance above disabled user spaces.)

2.2.3 Kerb ramps

Notwithstanding the provisions of section 2.5 of *Australian Standard AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities* in relation to the position of kerb ramps, kerb ramps shall be placed in the middle of the shared area where the parking spaces are located within a surface or multi-level, off-street car park, or at either end of the parking space in the case of on-street parking spaces.

Where the front or rear of a parking space for people with disabilities abuts a kerb which forms the edge of a footpath or access way providing access to or egress from or within the car park, kerb ramps shall be provided from the parking spaces or shared areas to the access way or footpath (**Figure 2.1**).

Figure 2.1 Indicative kerb ramp position for 90 degree parking spaces for people with disabilities in cases where the parking space(s) abut a footpath or access way



Note 1: Drawing modified from Figure 2.3 in Australian Standard AS/NZS 2890.6:2009

Note 2: Kerb ramps are to be provided in accordance with AS 1428.1.

Note 3: For full dimensions of parking spaces for people with disabilities and the associated shared areas, please refer to Figures 2.1 to 2.3 in AS/NZS 2890.6:2009. For kerb ramp dimensions, refer to AS 1428.1

2.2.4 Percentages of parking spaces for people with disabilities – minimum parking provision rate (excluding residential zones)

Notwithstanding any provision in the Building Code of Australia or in AS2890, parking spaces for people with disabilities are to comprise a minimum of 3% (rounded up to the nearest whole number) of the total number of parking spaces required in accordance with this code with a higher provision rate required for car parks serving health facilities and other facilities which provide services for aged persons and people with disabilities.

This requirement does not apply to the parking provided for residents in residential developments in any zone (as these are subject to adaptable housing requirements) but it does apply to visitor parking provided for such residential developments.

2.3 Physical requirements

The following matters concerning the physical quality of parking and vehicular access must be considered and applied to all areas and for all uses.

2.3.1 Physical characteristics

The physical characteristics of a car park must meet the following requirements:

a) Parking layout

- i) The layout of the car park should meet the requirements of *AS 2890.1:2004*, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking. Table 2 and Figures 2.2 and 2.3, extracts from the Australian Standard, are included for information purposes. Full reference must be given to the Australian Standard.

Table 2 Classification of off-street car parking facilities

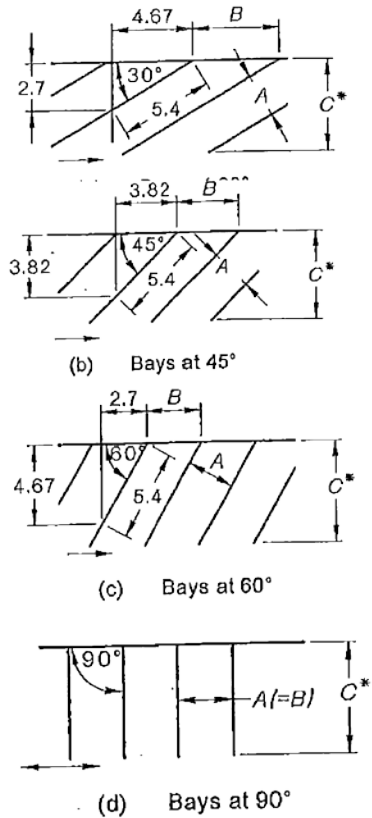
(Source: Table 1.1 AS/NZS 2890.1:2004)

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

NOTES:

- 1 Except for the requirements specified in Clause 1.4 relating to User Classes 1A and 4, the examples of uses are intended to be flexible and allow for progressive improvement of both in the ease of manoeuvring into and out of parking spaces, and in leaving and re-entering the vehicle as one progresses up the user class scale from 1 to 3A. The modelling of vehicle manoeuvring into Class 1A spaces shows however, that many drivers may have difficulty driving into and out of such spaces, especially those with vehicles larger than the B85 vehicle. Furthermore, they may have difficulty entering and leaving the vehicle in the narrower spaces. Safety issues associated with delays and congestion caused by manoeuvres into and out of Class 1A spaces in large parking areas should also be taken into account. See also Appendix B, Paragraph B4.8.
- 2 In preparation, see footnote to Clause 1.2.

Figure 2.2: Layouts for angle parking spaces (Source: Figure 2.4 Layouts for angle parking spaces – AS/NZS 2890.1:2004)



User class (note 1)	A (Notes 2 & 3)	B	C ₁	C ₂	C ₃	Aisle width
1, 1A	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.5	5.0	4.4	4.1	4.9	2.9
3A	2.5	5.0	4.4	4.1	4.9	3.45

User class (note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width
1, 1A	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
3A	2.6	3.7	5.2	4.8	5.7	4.2
4	(See Note 5)					

User class (note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width
1, 1A	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.6
3	2.6	3.00	5.7	5.1	6.0	4.3
3A	2.6	3.00	5.7	5.1	6.0	5.1
4	(See Note 5)					

User class (note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

DIMENSIONS IN METRES

* Dimension C is selected as follows (see Note 6):

C₁—where parking is to a wall or high kerb not allowing any overhang

C₂—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(1).

C₃—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of the parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

Notes:

- User class is defined in Table 1.1. The two Class 3A options given for 90 degree parking are alternatives of equal standing.
- 30 degree parking spaces can be made narrower than spaces at other angles because of the reduced chance of open doors hitting adjacent vehicles.
- The design envelope around each parking space, to be kept clear of obstructions, is shown in Figure 5.2
- Dimensions for 90 degree parking aisles are for two-way aisles. These dimensions are required to be observed even though one-way movement along aisles is imposed for other purposes, see Clause 2.3.2(a).
- Space dimensions for User Class 4 spaces (for people with disabilities) are specified in AS/NZS 2890.6*.
- The values for dimension C have been calculated as follows:

$$C_1 = 5.4 \sin \theta + 1.9 \cos \theta$$

$$C_2 = C_1 - 0.6 \sin \theta$$

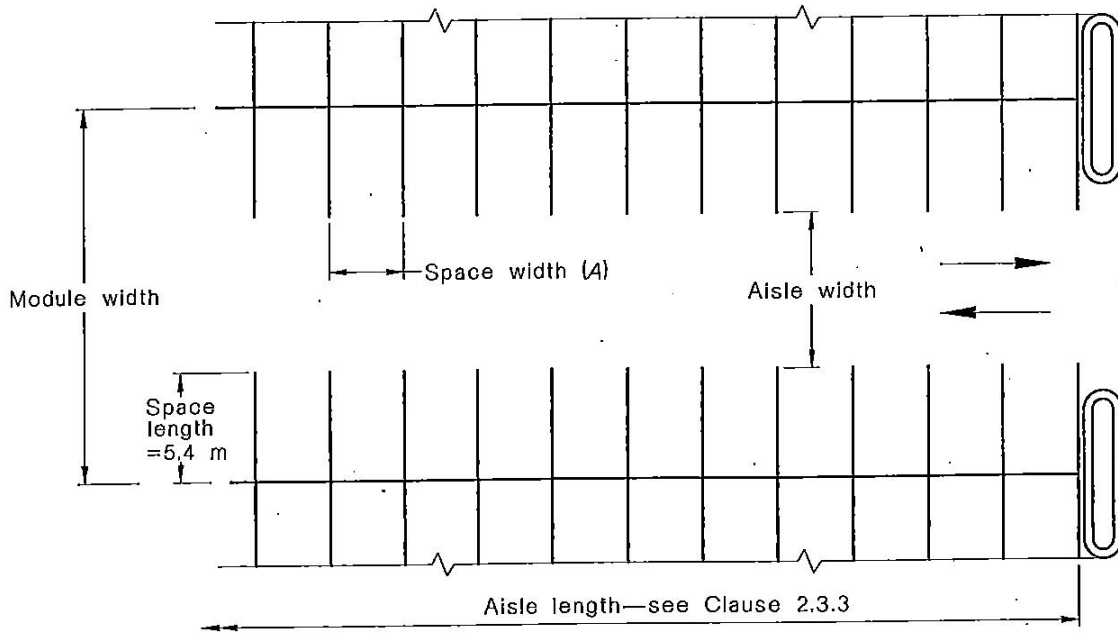
$$C_3 = C_1 + (A - 1.9) \cos \theta$$

where

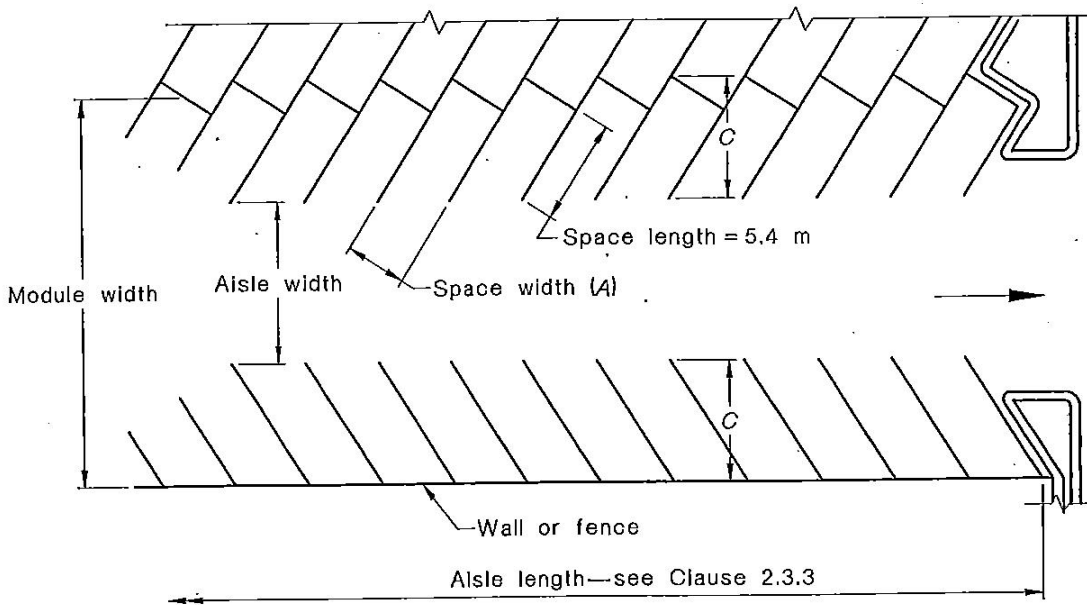
θ = parking angle

A = space width, in metres

Figure 2.3 Angle parking module layouts (Source: Figure 2.2 Angle parking module layouts – AS/NZS 2890.1:2004)



(a) 90 degree parking



(b) Parking angle other than 90 degrees

Dimensions A and C are as shown in Figure 2.2

NOTE: See also Clause 4.4.1 regarding marking of spaces.

b) Traffic controls

- i) Traffic control measures employed in the car park or in the access to the development and its parking areas should meet current ACT traffic policy, prepared by the Department of Territory and Municipal Services.

c) Hydraulics

- i) The design of any hydraulic works associated with car parking should be in accordance with the conditions set out in ACTEW Corporation Water and Sewerage Standards (WSSS) July 2000 as amended and the Design Standards for Urban Infrastructure (Edition 1 Revision 0).

d) Landscaping

- i) The design of all landscaping works is required to be to the satisfaction of Territory and Municipal Services.

e) Surface treatment

- i) The surface of all car parks should be hard paved with materials such as bitumen or brick pavers, although in exceptional circumstances the use of paving materials such as gravel may be allowed, especially for temporary car parks.

f) Other requirements

- i) Other Territory policy documents may contain special requirements which must be complied with. Although a comprehensive list is not included here, consideration should be given to a wide range of requirements including safety, lighting and access. It is the responsibility of the developer to ensure that all these matters are considered and the appropriate conditions met.

2.3.2 Vehicular access

Access to a car park must meet the following requirements, as applicable:

a) Engineering and other design guidelines

The criteria relating to the layout of access facilities are governed by engineering and other design manuals which apply to works in the Territory. The main requirements are covered in:

- i) Design Standard 10 – Parking Areas (Department of Territory and Municipal Services) AS 2890.1:2004, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking
- ii) AS 2890.2:2002, the Australian Standard for Off-street Parking, Part 2 : Commercial Vehicle Facilities
- iii) Guides to Traffic Engineering Practice, National Association of Australian State Road Authorities (current issues)
- iv) For landscaping refer to 2.1.3 d) above.

b) Access point

Frontage access to highways and arterial roads shall not generally be permitted. Major developments may be considered for direct access to these classes of roads where it can be demonstrated that the efficiency and safety of the road system will not be adversely affected.

Access to other classes of roads will normally be permitted although planning controls which prohibit access may be appropriate where traffic volumes are high or visibility is restricted.

Except for single unit or dual occupancy residential blocks, ingress and egress to and from the site is to be in a forward direction for all vehicles having a regular requirement to enter the site. In the case of home businesses, this requirement would only apply where there are four or more car parking spaces on the site.

c) Sight distance

Sight distance for property access should comply with AUSTROADS intersection sight distance standards except for single dwelling or dual occupancy blocks where sight distances are specified in Department of Territory and Municipal Services guidelines.

d) Driveway location

Only one driveway per property is desirable in order to maximise on street parking supply. However, additional access points will be considered for larger scale developments. Where the property has more than one road frontage, it may be desirable to have one access to each street to split traffic loads.

Location of access points directly opposite the terminating road of a T-junction should be avoided.

Corner blocks in residential areas should have the driveway at the maximum practicable distance from the corner, and preferably on the minor road.

Driveways to corner blocks to other land uses should follow the above principle. However, if two access points are warranted, the minimum distance from the tangent point of the kerb return at the intersection to the closest edge of the driveway shall be as specified below, noting that queue length or weaving length difficulties may require greater distances.

Situation	Minimum separation (metres)
Downstream of left turn (non-arterial road)	8
Downstream of free left turn:	
– high entry angle	20
– low entry angle (no acceleration lane)	30
– low entry angle (with acceleration lane)	100
Upstream of left turn (non-arterial road)	8
Upstream of traffic signals or possible future signals (non-arterial road)	25
Upstream of traffic signals (arterial road)	100

e) Emergency vehicles access

Design of emergency vehicle access is to meet ACT requirements to enable ease and speed of safe access.

f) Loading facilities

It is important to cater for the needs of commercial vehicles. Although the quantitative requirements for loading facilities for commercial vehicles are not covered in this code, the provision of (un)loading facilities needs to be considered.

Reference should be made to the Australian Standard for Off-street Parking, Part 2 : Commercial Vehicle Facilities AS 2890.2:2002.

ACT NoWaste, Department of Territory and Municipal Services may need to be consulted for the location and design of facilities for waste receptacles.

g) Service stations

Particular access conditions apply to service stations:

- i) where the site is adjacent to a major road at an intersection with a lesser road, access shall be from the lesser road only, or
- ii) where the site is adjacent to a major road with a service road, access shall be from the service road and/or a lesser side road, or
- iii) where the site is adjacent to a road which is not judged to be a major road, direct access will be permitted.

h) Restaurants with drive through facilities

The queuing space for drive through facilities should be accommodated entirely on-site. The driveway must provide for a minimum queue length of 10 cars from the pick up point, including a minimum length of 4 cars from the ordering point.

The calculated on-site parking provision requirement may be reduced by two spaces for every three spaces provided for in queuing space.

2.4 Parking for motorcycles and motor scooters

The provision of parking for motorcycles needs to be considered. Three dedicated spaces per 100 car parking spaces are required, with a minimum provision of one space for car parks with a minimum of 30 car parking spaces. These spaces are to be provided in addition to the number of car parking spaces required under this code. Location considerations for motorcycle parking, particularly for long stay parking (such as work place parking) are:

- a) provision of lighting and good surveillance from other users of the space
- b) provision for a security chain to be attached to a substantial fixed object
- c) wherever possible that a wall or a fence be located on at least one side of each space

Provision of motorcycle parking spaces should comply with AS 2890 (both part 1 - Off-street and part 5 - On-street).

2.5 Car parks and community safety

Car parks are often a problem from a community safety perspective. They are regularly used by drivers who travel alone at night, making them potential targets for attack. Existing car parks often require modification to improve safety, particularly in terms of lighting and landscaping. The planning and design of new car parks should take into account principles of natural surveillance and sightlines, as well as direct access by pedestrian paths to destinations.

While different approaches are required for exterior and interior car parks, lighting is a key factor in determining how safe people will feel. This can be achieved by other measures than simply lighting fixtures. Lighter colours on ceilings can increase levels of illumination, for example. While different approaches are needed for buildings and open car parks, some of the general principles relating to sightlines, lighting and access control can increase safety levels.

A critical consideration is how the design of the car park is experienced from the pedestrian's perspective. For example, it is important that lighting enables a person to clearly identify vehicles, objects and approaching people and permit colour rendition.

A significant body of new research and standards has been developed for car park lighting. In particular *AS1680 Interior Lighting* addresses these issues. Because of the complex and highly specific requirements for lighting car parks within buildings, the following section focuses primarily on exterior or outdoor car parks. Wherever parking spaces are reserved for people with disabilities, higher levels of illumination should be specified, generally more than twice the minimum average illuminance.

Safety Issues

To maximise community safety in car parks the following design issues should be considered.

Lighting

- a) For exterior car parks with low night-time activity, provide a minimum average illuminance of 10 lux and a minimum illuminance of at least 4 lux, which is double the recommended levels in AS 158.1 Road Lighting, the SAA Public Lighting Codes (for requirements for indoor car parks, see AS1680.2).
- b) For exterior car parks with high night-time activity, provide a minimum average illuminance of 20 lux and a minimum illuminance of 10 lux, which significantly exceeds AS 1158.1 Road Lighting, the SAA Public Lighting Codes.
- c) For underground and multi-storey car parks lighting throughout the car parks must conform to AS 2890.1 and AS 1680.2 as a minimum standard.

- d) Ensure that lighting is vandal-resistant and has a wide beam of illumination which reaches to the next light.
- e) Provide minimum average illuminance of 50 lux for parking spaces in outdoor car parks for people with disabilities.
- f) For car parks used at night, ensure that lighting is such that a person can see the inside of a car's back seat before entering the car.
- g) Provide consistent lighting that does not create shadows and ensure that lighting levels are as high over parking bays as in the rest of the car park.
- h) Pay particular attention to lighting levels near exit points and pedestrian access points to reduce theft from vehicles (see AS1680 Interior Lighting, pp. 11-17.)
- i) Ensure that entries and exits to the car park are well lit.
- j) Provide lighting that illuminates both parking bays and circulation routes.
- k) Use white paint on walls and ceilings (over parking bays as well as lanes), to maximise light distribution.
- l) Design lighting so that it can be on at all hours after dark while the car park is accessible or operated on a sensor system.

Sightlines

- a) Maximise sightlines within car parks through the removal of any dense bush or tree landscaping, solid fences or signage or unnecessary structures which block views.
- b) In enclosed car parks, ensure that support pillars are as few and as slim as possible to minimise their use as hiding places. As a rule, rounded pillars are preferable to square ones. Also, if sheer walls are necessary, port-holed windows can be provided to allow sightlines through them.
- c) Where possible, provide direct access at each level of the car park to the building it serves.
- d) To maximise visibility, ensure that lift enclaves in enclosed car parks are not enclosed by concrete, but are surrounded by window glazing. Robax glass can be used in fire exit doors to facilitate supervision and natural surveillance.
- e) Arrange parking spaces in straight rows to provide sightlines.
- f) Design stairwells which are on the car park perimeter to be open or optically permeable to facilitate natural surveillance from external public areas. Use wire glass panels on stairwell doors.
- g) Use convex security mirrors in stairwells corners and corridors.

Informal surveillance

- a) Encourage informal surveillance of multi-storey or interior car parks through placement of windows of new buildings to overlook the car park and locate new car parks where they can be overlooked by shops, offices or housing.
- b) Design exterior surface car parks to be overlooked from the street and occupied buildings.

Signage

- a) Provide signs in large car parks so people can easily locate their cars. Signage which outlines security measures in place will also act as a deterrent.
- b) Provide exit and direction signs which are clearly visible from within the car park.
- c) Provide signage to encourage people to lock their cars and conceal or remove any valuables.

Design

- a) Clearly identify pedestrian routes within car parks.
- b) Attempt to integrate as much complementary activity as possible near car parks. Where possible, integrate car parking with other site uses to prevent isolation.
- c) Avoid large expanses of car parking where possible. Large car parks should be divided into sections or groups of cars, each visually distinguishable from the other (by different paving, landscaping, street furniture, etc.) to help people locate their cars quickly.

- d) Where possible, these sections should be able to be opened and closed separately, thus enhancing supervision capacity and minimising opportunities for crime.

Car park size

- a) Car park design should be kept to as small a size as possible. More than about 75 cars in one lot make it difficult to see and travel safely to exits. If the lot design calls for larger lots, separate the lot into segments of about 75 cars, or smaller ones, with separate entrances.

Landscaping

- a) Use landscaping of a type and size which provides the widest possible view from the street of pedestrian entry/exit areas.

Access

- a) Ensure that access to the liftwell, stairwell and directions to these points are clearly visible from every car parking space.
- b) Ensure that paths to and from car parks have appropriate landscaping, lighting, signage, sightlines, etc.
- c) Use vehicle-control measures, such as boom gates, to reduce opportunities for vehicle theft. These are much more effective if exits are supervised.
- d) Employ pedestrian-control measures, such as ensuring pedestrians pass through regulated entry and exit points. If these are supervised they will reduce opportunities for theft from motor vehicles. Fire exits which can be accessed from street level increase risk considerably. Limit the number of unauthorized entry/exit points into the car park.
- e) Locate entry and exit points at ground level to maximise opportunities for natural surveillance from active uses at ground level, such as shops or cafes, as well as from a car park operator.

Safe pedestrian routes

- a) Consider marking 'safe routes' for pedestrians as a walkway system throughout the facility. These can incorporate cues such as floor markings. Ceiling lights can similarly be used (by changing colour, appearance, spacing or lux levels) to create overhead route cues. Pedestrian controls such as bollards/chains, low planting, signage etc can be used to define the limits of the safe route. Safe routes help to make illegitimate users of space (car thieves, muggers etc.) stand out.

Escort Service

- a) Employers should consider providing escort services for car parks which serve office buildings where staff regularly work late or where customers are likely to use them late at night. In some cases, designated parking spots for women employees have been placed near entrances or access routes to buildings to limit the distance women have to walk to their cars at night after work.

Facilities

- a) Locate facilities such as telephones and bicycle storage in the most prominent and visible areas possible.
- b) If seating is installed, locate it to reduce opportunities for loitering. Seating should not be located near toilets, but rather in highly visible locations near pedestrian entry and exit points.

Management

- a) Arrange regular patrols of car parks by security personnel.

Maintenance

- a) Replace broken lights on a regular basis.

2.6 Landscaping of car parks

General requirements

Car park areas should be attractive, pleasant spaces in their own right. Large, unbroken expanses of paving are aesthetically unacceptable. Maximum use should be made of vegetation within the car park areas to soften the visual impact. It is desirable that around 15% of surface car park sites be permanently landscaped with shade trees, shrubs and groundcovers.

Trees are particularly important within the overall landscape of urban areas. Car owners generally prefer to park in the shade and trees can provide summer shade. Some surface car parking spaces will be lost with tree planting.

Design and Use

The prime function of car parking, ease of access and pedestrian movement should be carefully considered in the design of car parks. The following points require specific attention:

- a) The movement routes of pedestrians accessing a car park need to be carefully thought about and incorporated in the final design layout. Pedestrian movement routes should be on all weather surfaces such as brick or concrete pavers, stabilised granite gravel or concrete. The pedestrian routes should be clearly identified in the car park.
- b) The design of the car park should minimise vehicle/pedestrian conflict within the car park and at entry points.
- c) The layout of the car park should enable owners to locate their cars easily.
- d) The location of trees in relation to car park lighting so that fully grown trees will not obscure lighting.

Establishment

Landscape proposals are to include all works necessary to ensure the protection of vegetation for up to 4 years where the risk of damage is high.

Safety

Car parks can be a problem from a community safety perspective. A range of design issues require careful consideration to maximise user safety. Specific design advice is set out in this code (See section 2.5 above - Car parks and community safety)

Planting

Trees often perform poorly when planted in areas with hard surfaces, suffering stress from lack of water and air. When trees do grow well there is often a conflict due to roots damaging the surface.

The following points should be considered when selecting species.

- a) Plants should be selected that have vigorous growth, longevity, minimal maintenance and ample shade.
- b) No trees are to be planted within 2 metres of underground services or 1 metre of footpaths and kerbs, unless root barriers are provided
- c) Trees or shrubs should not be planted where cars overhang, unless wheel stops are installed. The normal car overhang allowance is 1 metre.
- d) Plants with thorns and berries are generally not suitable for car parks and should not be used.
- e) Shrubs and trees should be selected that require minimal pruning at maturity.
- f) Trees that drop nuisance litter such as fruit, bark and sap are not suitable for car parks.
- g) Trees need air and water in the root zone. An area of porous paving should be provided for at least one metre on all sides of trees.

Drainage

- a) Surface water run-off from paved areas (except paths) should not drain directly on to trees and shrubs.
- b) Subsoil drainage should be provided for all trees and shrubs.

Maintenance

- a) Car parks should be designed to achieve minimum maintenance.
- b) Mowable grass areas should not be steeper than 1 in 4.
- c) Granite gravel should not be used in the vicinity of building entrances or on slopes greater than 1 in 30.
- d) Dry grass areas adjacent to the car park should be protected from vehicles.

2.7 Small car spaces

Up to 10% of parking spaces may be provided for small cars in any development. For residential apartment development up to 10% of parking spaces may be for small cars provided that at least one (1) parking space per apartment must meet the minimum dimensions set out in Section 2.3.1 of this code.

2.8 Tandem parking in multi unit residential apartment developments

Where there are dwellings with two (2) or more bedrooms in an apartment development, tandem parking spaces may be permitted where all of the following are met:

- a) two (2) parking spaces have been allocated per two (2) or more bedroom apartments
- b) the proportion of tandem parking spaces does not exceed 50% of the number of dwellings with two (2) or more bedrooms.

If the proportion of tandem parking spaces exceeds 50% of the number of dwellings with two (2) or more bedrooms, it is subject to an individual assessment and is referred to the Transport Planning and Strategy Section in the Environment and Sustainable Development Directorate for advice.

Tandem parking will only be permitted where it can be clearly demonstrated that vehicles so parked are directly associated to a single apartment and that such vehicles do not restrict or impede the parking, manoeuvring or access of other vehicles.

This restriction does not apply to *attached house*, *dual occupancy housing* and *triple occupancy housing* developments.

2.9 Impact and merit tracks— assessment of parking rates

Where a particular use is not listed as merit assessable or prohibited in the development table of the relevant zone but is subject to the impact track, then the car parking provision is subject to individual assessment and referred to the Department of Territory and Municipal Services for advice.

For merit assessable uses where parking provision is subject to individual assessment, these are to be referred to the Department of Territory and Municipal Services for advice.

3. Parking and vehicular access

3.1 Residential zones

The provision for parking in residential areas must be considered in conjunction with the requirements specified in the residential zones development codes. Any specific requirements for the provision of parking and access in areas subject to a precinct code take precedence over the provision rates specified in schedule 1 of this code.

3.1.1 Objectives for residential zones

The objectives for the provision of parking and vehicular access in residential areas are to ensure:

a) Amenity

- i) the amenity of neighbouring residential areas and streetscapes is not unacceptably affected by the provision of parking and access for residential uses generally and for non-residential uses in particular
- ii) meeting the design and siting requirements for provision of vehicle parking and access as set out in residential zones development codes

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for a development, especially multi-unit developments
- ii) the safety of all users, especially pedestrians and cyclists, is considered
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) parking generated by a development does not unacceptably affect the safe and efficient functioning of traffic and access to neighbouring areas
- ii) adequate supply of parking for the level of demand generated by the development

d) Access

- i) safe and efficient access for all users, with the needs of residents and visitors being catered for by the onsite provision of adequate parking

e) Catering for community based residential uses (such as retirement village, residential care accommodation, special dwelling)

- i) adequate parking and access is provided on-site for community residential uses for the residents, visitors, workers and carers and for operational and commercial vehicles servicing the facilities
- ii) parking provided on-site is consistent with the likely demand generated by the residents of the community residential uses, particularly the residents of special dwellings
- iii) adequate access for emergency vehicles is provided for health and aged care facilities

f) Non-residential uses

- i) the amenity of surrounding residential areas and character of the streetscape will not be adversely affected by the provision of parking and access to home businesses and non-residential uses.

3.1.2 Parking provision rates

The parking provision rates for development in the residential zones are specified in schedule 3.1.5 below.

3.1.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

3.1.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie vehicles uses directly as part of the operation within the development, eg fleet cars)

	Development	Long Stay Parking	Short Stay/ Visitor Parking	Operational Parking
(i)	Residential use	On-site	On-site or within 100 metres	On-site
(ii)	Child care	On-site or adjacent	On-site or within 100 metres	On-site
(iii)	Residential care accommodation, special dwelling	On-site	On-site or within 100 metres	On-site
(iv)	All other uses excluding those listed in (i), (ii) and (iii) above	On-site or within 200 metres	On-site or within 100 metres	On-site

3.1.5 Schedules of parking provision rates for residential zones

The parking provision rates for the provision of parking in the residential zones areas are set out in the schedule below.

Schedule 1 - Residential zones

Development	Parking provision rates for residential zones
Apartment	<p>One (1) parking space per single bedroom dwelling; and</p> <p>A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces;</p> <p>or</p> <p>Two (2) parking spaces per two bedroom dwelling; and</p> <p>Two (2) parking spaces for each dwelling with three or more bedrooms; plus</p> <p>One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings</p>
Attached house	<p>One (1) parking space per single bedroom dwelling; and</p> <p>A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces;</p> <p>or</p> <p>Two (2) parking spaces per two bedroom dwelling; and</p> <p>Two (2) parking spaces for each dwelling with three or more bedrooms; plus</p> <p>One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings</p>
Boarding house	<p>0.5 spaces/employee plus 0.5 spaces/bedroom</p>
Child care centre	<p>1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows:</p> <ul style="list-style-type: none"> 2 spaces : < 30 child care spaces 3 spaces : 30-59 child care spaces 4 spaces : 60-90 child care spaces <p>plus</p> <p>1 pick-up/set-down bay per 10 child care places</p>
Community activity centre	<p>4 spaces/100m² gross floor area (GFA)</p>

Development	Parking Provision Rates for Residential Zone
Detached house	<p>As per above, except that, for two (2) bedroom dwellings only, a minimum average provision of 1.5 spaces per dwelling, provided that each two (2) bedroom dwelling is to be allocated a minimum of one</p> <p>(1) parking space and no two (2) bedroom dwelling is to be allocated</p> <p>(2) more than two (2) parking spaces;</p> <p>plus</p> <p>One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings</p> <p><i>Note: if there is only one (1) detached two (2) bedroomed dwelling in a development, then two (2) parking spaces are required</i></p>
Guest house	<p>0.5 spaces/employee</p> <p>plus</p> <p>1 space/guestroom</p>
Health facility	4 spaces/practitioner
Home business	Subject to individual assessment
Parkland	Subject to individual assessment
Residential care accommodation	<p>0.25 spaces/bed or accommodation unit for visitor parking</p> <p>plus</p> <p>1 space/staff residential unit</p> <p>plus</p> <p>1 space/non-resident peak shift employee</p>
Retirement village	<p>1 space/self-care unit</p> <p>plus</p> <p>0.5 spaces/hostel or nursing home unit or bed</p> <p>plus</p> <p>1 space/staff residential unit</p> <p>plus</p> <p>0.5 spaces/non-resident peak shift employee</p> <p>Note: above rates for retirement village include visitor car parking requirements</p>
Special dwelling	<p>1 space per resident employee</p> <p>plus</p> <p>1 space per peak shift non-resident employee</p> <p>plus</p> <p>1 space per operational vehicle</p> <p>plus</p> <p>1 visitor space</p>

Note

1. 'Spaces' refer to 'car parking spaces' unless otherwise stated.
2. For this schedule a room may be classified as a study if it has at least one of the following characteristics:
 - a) It has both of the following:

- i) a built-in desk
- ii) access from the dwelling to the study through an opening of at least 1.2m wide.

Or

- b) A floor area of not more than 7m².

3.2 Commercial zones (excepting CZ5 mixed use zone and CZ6 leisure and accommodation zone)

3.2.1 Objectives for parking and vehicular access in the commercial zones

The size and role of the various commercial centres are such that public transport accessibility and opportunities for shared and consolidated parking differ significantly. In the city and the town centres, for example, the multiplicity of land use activities (and thus higher proportion of multi-purpose trips), coupled with greater transit access and services, permit a lower rate of provision for long-stay commuter parking than in group centres and local centres or corridor sites.

The scale and range of activities in the major centres is such that non-concurrence of peak demands for all activities means that there is significant potential for reducing provision through shared and consolidated parking.

The objectives for the provision of parking and vehicular access in commercial zones are to ensure:

a) Amenity

- i) no regular overspill of parking occurs in neighbouring residential areas which detracts from the amenity of these areas
- ii) the provision of parking does not detract from creating vibrant, interesting and lively centres

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for a development
- ii) the safety of all users, especially pedestrians and cyclists, is considered
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible
- ii) the effectiveness of travel demand management measures to reduce the overall demand for long stay, commuter parking of private vehicles in the city and town centres
- iii) commercial vehicles delivering or collecting goods are accommodated

d) Access

- i) safe and efficient access to commercial centres by all users of the centre, including business, workers, residents, shoppers and visitors as well as by operational and commercial vehicles

e) Equity

- i) the maintenance of an adequate supply of public parking for the level of development and activity approved in a centre

f) Commercial viability

- i) the commercial viability of a centre is not adversely affected by the inappropriate provision of parking

g) Non-commercial use

- i) the successful operation of non-commercial uses in centres, especially community uses which will require adequate set-down and pick-up facilities

3.2.2 Parking provision rates

The parking provision rates for development in the commercial zones are specified in schedule 3.2.5 below, except for the special condition for the City Centre CZ3 zone, as follows:

Special condition for city centre CZ3 zone.

For mixed use developments of greater than 1000m² GFA where the lease permits a mixture of two or more of the following land uses and two or more of the following are to be developed on the site, the maximum rate applicable shall be 3 spaces per 100m² GFA:

Bulky goods retailing, business agency, craft workshop, community activity centre, cultural facility, financial establishment, health facility, industrial trades, light industry, office, personal services, plant and equipment hire, restaurant, shop, store and warehouse.

3.2.3 Calculation of parking provision requirement

The number of parking spaces required is calculated by multiplying the scale of the development by the appropriate parking provision rate.

3.2.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development, eg. fleet cars).

Locational requirements

Commercial centre	Long stay parking	Short stay parking	Operational parking	Visitor parking
City centre	(i) CZ1 and CZ2 zones - on-site or in publicly available car parks up to 1km distant (ii) CZ3 zone - on-site and/or within 400m within the boundaries of the City Centre	(i) CZ1 and CZ2 zones- on site or within 400m (ii) CZ3 zone - on-site and/or within 400m	On-site or immediately adjacent	(i) CZ1 and CZ2 zones- on site or within 400m (ii) CZ3 zone - on-site and/or within 400m
Town centres	(i) Residential use – on site (ii) Non residential use – on-site or within 1000m within the boundaries of the Town centre	Within 200m	On-site or immediately adjacent	Within 200m
Group centres	(i) On-site or within 400m except for residential use where parking is to be on-site	(i) On site or within 200m	(i) On-site or within 100m	(i) On site or within 200m
Local centres	(i) Residential use – on site (ii) Non residential use – on site or within 200m (iii) Yarralumla Section 56 Blocks 21 and 22 - All parking is to be provided on-site	(i) For Ainslie, O'Connor, Watson and Yarralumla – on-site or within 200m (ii) For all other local centres, on-site or within 100m	On-site or adjacent to development	(i) For Ainslie, O'Connor, Watson and Yarralumla – on-site or within 200m (ii) For all other local centres, on-site or within 100m
CZ2 zone outside centres and Northbourne Avenue precinct	(i) Residential use – On site (ii) Non residential use – on site or within 400m	Within 200m	On-site or adjacent to the development	Within 200m

Note: Boundaries of commercial centres are defined in suburb precinct maps.

3.2.5 Schedules of parking provision rates for commercial zones

The parking provision rates for the provision of parking in the commercial zones are set out in the schedule on the following page.

Schedule 2 – Parking provision rates for commercial zones

<i>Development</i>	<i>City centre</i>	<i>Town centres</i>	<i>Group centres</i>	<i>Local centres</i>	<i>CZ2 zones outside centres and Northbourne Avenue precinct</i>
Bulky goods retailing	2 spaces/100m ² GFA		2.5 spaces/100m ² GFA	N/A	N/A
Business agency	4 spaces/100m ² GFA		5 spaces/100m ² GFA	6 spaces/100m ² GFA	
Car park	1 space/peak shift employee				
Child care centre	<i>1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows:</i> <i>2 spaces: <30 child care places</i> <i>3 spaces: 30-59 child care places</i> <i>4 spaces: 60-90 child care places</i> <i>plus</i> <i>1 pick-up/set-down bay per 10 child care places</i>				As per community facility zone schedule
Civic administration	As per Office		N/A	N/A	N/A
Club	CZ1 and CZ2 zones 5 spaces/100m ² GFA up to 5000 m ² plus 10 spaces/100m ² GFA over 5000m ²		10 spaces/100m ² GFA	N/A	15 spaces/100m ² GFA
	CZ3 zone 10 Spaces/100m ² GFA	CZ3 zone 5 spaces/100m ² GFA up to 500m ² plus 10 spaces/100m ² GFA over 500m ²			
Communications facility	1 space peak shift employee			N/A	1 space peak shift employee
Community activity centre	3 spaces/100m ² GFA			4 spaces/100m ² GFA	N/A
Community theatre	1 spaces/12 seats			1 spaces/3 seats	N/A
COMMUNITY USE	N/A	N/A	N/A	As per community facility zone schedule	As per community facility zone schedule
Corrections facility	N/A	Subject to individual assessment	N/A	N/A	N/A
Craft workshop	3 spaces/100m ² GFA			N/A	N/A
Cultural facility	0.5 spaces/100m ² GFA		1 spaces/100m ² GFA	2 spaces/100m ² GFA	
Defence installation	N/A	N/A	N/A	N/A	Subject to individual assessment

<i>Development</i>	<i>City centre</i>	<i>Town centres</i>	<i>Group centres</i>	<i>Local centres</i>	<i>CZ2 zones outside centres and Northbourne Avenue precinct</i>
Drink establishment	CZ1 and CZ2 zones 5 spaces/100m ² CZ3 zone 10 spaces/100m ² GFA	CZ1 and CZ2 zones 5 spaces/100m ² GFA CZ3 zone 5 spaces/100m ² GFA up to 500m ² plus 10 spaces/100m ² GFA over 500m ²	10 spaces/100m ² GFA	N/A	15 spaces/100m ² GFA
Educational establishment	1 space/10 students		1.5 spaces/10 students	N/A	N/A
Emergency services facility	1 space/peak shift employee			N/A	1 space/peak shift employee
Financial establishment	4 spaces/100m ² GFA		5 spaces/100m ² GFA	6 spaces/100m ² GFA	
Freight transport facility	Subject to individual assessment			N/A	N/A
Funeral parlour	2 spaces/100m ² GFA excluding chapel area plus 1 space/20 chapel seats			N/A	N/A
Guest house	1 space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	N/A	1 space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	1 space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	N/A
Health facility	3.5 spaces/100m ² GFA		4 spaces/practitioner		N/A
Hospital	N/A	0.8 spaces/peak shift employee plus 0.5 spaces per bed	N/A	N/A	N/A

<i>Development</i>	<i>City centre</i>	<i>Town centres</i>	<i>Group centres</i>	<i>Local centres</i>	<i>CZ2 zones outside centres and Northbourne Avenue precinct</i>
Hotel	<p>CZ1 zone 1 space/3 employees plus 0.1 spaces/guest room or unit plus 5 spaces/100m² GFA of bars and function rooms plus 2 spaces/100m² of retail space</p> <p>CZ2 and CZ3 zones 1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/100m² GFA of bars and function rooms up to 5000m² plus 10 spaces/100m² over 5000m² plus 1 space/10 restaurant seats plus 2 spaces/100m² of retail space</p>	<p>1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/100m² GFA of bars and function rooms up to 5000m² plus 10 spaces/100m² over 5000m² plus 1 space/10 restaurant seats plus 2 spaces/100m² of retail space</p>	<p>1 space/2 employees plus 1 spaces/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m² of retail space</p>	N/A	<p>1 space/2 employees plus 1 spaces/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m² of retail space</p>
Indoor entertainment facility Cinema Commercial theatre	<p>1 space/12 seats 1 space/3 seats</p>	1 space/4 seats	1 space/ 4 seats	N/A	
Amusement arcade, night club, music hall, discothèque	5 spaces/100m ² GFA		10 spaces/100m ² GFA		

<i>Development</i>	<i>City centre</i>	<i>Town centres</i>	<i>Group centres</i>	<i>Local centres</i>	<i>CZ2 zones outside centres and Northbourne Avenue precinct</i>
Indoor recreation facility Basketball, netball Skating rink, swimming pool Squash courts Fitness centre, gymnasium Other	15 spaces/court 5 paces/100m ² of actual pool or rink area C1 Zones 1 space/court C2 and C3 Zones 2spaces/court 1 space/100m ² GFA Subject to individual assessment	15 spaces/court 5 paces/100m ² of actual pool or rink area C1 and C2 Zones 1 space/court C3 Zone 2spaces/court 1 space/100m ² GFA Subject to individual assessment	20 spaces/court 5 paces/100m ² of actual pool or rink area 2 spaces/court 2 spaces/100m ² GFA Subject to individual assessment	20 spaces/court 5 paces/100m ² of actual pool or rink area 2 spaces/court 3.5 spaces/100m ² GFA Subject to individual assessment	25 spaces/court 20 spaces/100m ² of actual pool or rink area 2 spaces/court 3.5 spaces/100m ² GFA Subject to individual assessment
Industrial trades	2 spaces/100m ² GFA		2.5 spaces/100m ² GFA	2.5 spaces/100m ² GFA	N/A
Light industry	2 spaces/100m ² GFA		2.5 spaces/100m ² GFA	2.5 spaces/100m ² GFA	N/A
Motel	As per Hotel			N/A	As per Hotel
Municipal depot	0.5 space/peak shift employee		1 space/peak shift employee	N/A	N/A
Office	CZ1 Zone 1 space/100m ² GFA CZ2 Zone 2.0 spaces/100m ² GFA CZ3 Zone 2.0 spaces/100m ² GFA	Belconnen & Woden CZ1 and CZ2 1 space/100m ² GFA CZ3 Zone 2.5 spaces/100m ² GFA Gungahlin 2.5 spaces/100m ² GFA Tuggeranong 2 spaces/100m ² GFA	2.5 spaces/100m ² GFA except for Northbourne Avenue precinct where the rate is 2.0 spaces/100m ² GFA		
Outdoor recreation facility Skating rink, swimming pool Bowling green Tennis court Other	5 spaces/100m ² of actual pool or rink area 30 spaces for first green plus 15 spaces/additional green 5 spaces/court Subject to individual assessment		N/A	N/A	N/A
Parkland	Subject to individual assessment				
Pedestrian plaza	Subject to individual assessment				

<i>Development</i>	<i>City centre</i>	<i>Town centres</i>	<i>Group centres</i>	<i>Local centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Personal services	4 spaces/100m ² GFA	N/A	5 spaces/100m ² GFA	N/A	N/A
Place of assembly	1 space/20 seats	1 space/10 seats		N/A	1 space/4 seats
Place of worship	1 space/20 seats	1 space/10 seats		1 space/4 seats	1 space/4 seats
Plant and equipment hire establishment	2 spaces/100m ² GFA			N/A	N/A
Produce market	N/A	10 spaces/100m ² GFA		N/A	N/A
Public agency	4 spaces/100m ² GFA		5 spaces/100m ² GFA		6 spaces/100m ² GFA
Public transport facility	Subject to individual assessment			N/A	N/A
Recyclable materials collection	1 space			N/A	N/A
Religious associated use	Subject to individual assessment			N/A	N/A
RESIDENTIAL USE	CZ1 and CZ2 zones No minimum requirement CZ3 zone 0.8 spaces per single bedroom unit 1.3 spaces per two bedroom unit 1.8 spaces per unit with three or more bedrooms	CZ1 and CZ2 zones No minimum requirement CZ3 zones 0.8 spaces per single bedroom unit 1.3 spaces per two bedroom unit 1.8 spaces per unit with three or more bedrooms.	As per Residential Zone Schedule		
Restaurant	CZ1 zone No minimum requirement CZ2 and CZ3 zones 5 spaces/100m ² GFA	CZ1 zone No minimum requirement CZ2 and CZ3 zone 5 spaces/100m ² GFA up to 500m ² Plus 10 spaces/100m ² GFA over 500m ²	10 spaces/100m ² GFA		10 spaces/100m ² GFA
Retail plant nursery	N/A	2 spaces/100m ² GFA		N/A	N/A
Scientific research establishment	N/A	N/A	N/A	N/A	2.5 spaces/100m ² of office and laboratory space Plus Individual assessment of provision for other activities
Service station	4 spaces/service bay plus 4 spaces/100m ² of shop area		4 spaces/service bay plus 5 spaces/100m ² of shop area	4 spaces/service bay plus 6 spaces/100m ² of shop area	
Shop	4 spaces/100m ² GFA		5 spaces/100m ² GFA	6 spaces/100m ² GFA	

<i>Development</i>	<i>City centre</i>	<i>Town centres</i>	<i>Group centres</i>	<i>Local centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Store	2 spaces/100m ² GFA			N/A	N/A
Tourist facility	Subject to individual assessment		N/A	N/A	N/A
Transport depot	Subject to individual assessment			N/A	N/A
Vehicle sales	4 spaces/service bay plus 3 spaces/100m ² of sales area		4 spaces/service bay plus 6 spaces/100m ² of sales area	N/A	N/A
Veterinary hospital	N/A	3.5 spaces/100m ² GFA		3.5 spaces/100m ² GFA	N/A
Warehouse	1 spaces/100m ² GFA plus 2.5 spaces/100m ² of office area			N/A	N/A

Notes:

1. Boundaries of commercial centres are defined in suburb precinct maps.
2. Boundary of Northbourne Avenue precinct is defined in the Northbourne Avenue precinct code
3. 'Spaces' refer to 'car parking spaces' unless otherwise stated.

3.3 Commercial CZ5 mixed use zone

3.3.1 Objectives for parking and vehicular access in the CZ5 mixed use zone

The size and role of the various mixed use areas are such that public transport accessibility and opportunities for shared and consolidated parking differ significantly.

The scale and range of activities in the mixed use areas is such that non-concurrence of peak demands for all activities means that there may be some potential for reducing provision through shared and consolidated parking.

The objectives for the provision of parking and access in the CZ5 mixed use zone are to ensure:

a) Amenity

- i) no regular overspill of parking occurs in neighbouring residential areas which detracts from the amenity of these areas
- ii) the provision of parking does not detract from creating vibrant, interesting and lively centres

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for a development
- ii) the safety of all users, especially pedestrians and cyclists, is considered
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible
- ii) commercial vehicles delivering or collecting goods are accommodated

d) Access

- i) safe and efficient access to mixed use areas by all users including business, workers, residents, shoppers and visitors as well as by operational and commercial vehicles

e) Equity

- i) the maintenance of an adequate supply of public parking for the level of development and activity approved in a mixed use area

f) Non-commercial use

- i) the successful operation of non-commercial uses in mixed use areas, especially community uses which will require adequate set-down and pick-up facilities.

3.3.2 Parking provision rates

The parking provision rates for development in the mixed use zone are specified in schedule 3.3.5 below.

3.3.3 Calculation of parking provision requirement

The number of parking spaces required is calculated by multiplying the scale of the development by the appropriate parking provision rate.

3.3.4 Locational requirements

The following are specific requirement for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

Locational requirements

	Long stay parking	Short stay parking	Operational parking	Visitor parking
City centre	On-site or in publicly available car parks up to 1km distant	On site or within 400m	On-site or immediately adjacent	On site or within 400m
All other centres or areas	On-site or within 400m except for residential use where parking is to be on-site	On site or within 200m	On-site or within 100m	On site or within 200m

3.3.5 Schedule of parking provision rates for commercial CZ5 mixed use zone

The parking provision rates for the provision of parking in the commercial CZ5 mixed use zone is set out in the schedule below.

Schedule 3 – mixed use zone

Development	Parking provision rates for CZ5 mixed use zone
Aquatic recreation facility	As for 'indoor recreation facility' in CZ2 zones.
Boarding house	0.5 spaces/employee Plus 0.5 spaces/bedroom
Business agency	5 spaces/100m ² GFA.
Car park	1 space/peak shift employee.
Club	10 spaces/100m ² GFA, except for the CZ5 zone in City West (Section 6 City) where the rate is the same as for the CZ1 zone (i.e. 5 spaces/100m ² GFA for the first 5,000m ² GFA and 10 spaces/100m ² GFA for space in excess of 5,000m ² GFA.
Communications facility	1 space/peak shift employee
COMMUNITY USE	As per community facility zone schedule
Craft workshop	3 spaces/100m ² GFA.
Defence installation	Subject to individual assessment.
Demolition	1 space/peak shift employee
Drink establishment	10 spaces/100m ² GFA.
Emergency services facility	1 space/peak shift employee
Financial establishment	5 spaces/100m ² GFA.
Guest house	1 space/peak shift employee plus 1 space per two guest rooms.
Home business	Subject to individual assessment
Hotel	1 space/ employee plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m ² GFA of bars and function rooms plus

Development	Parking provision rates for CZ5 mixed use zone
	1 space/10 restaurant seats plus 3 spaces/100m ² of retail space
Indoor entertainment facility	Cinema, commercial theatre 1 space/3 seats Amusement arcade, night club, music hall, discothèque 10 spaces/100m ² GFA
Indoor recreation facility	Basketball, netball 20 spaces/court Skating rink 15 spaces/100m ² of rink area Swimming pool 15 spaces per 100m ² of rink area Squash court 2 spaces per court Fitness centre, gymnasium 3.5 spaces/100m ² GFA Other Subject to individual assessment.
Light industry	2.5 spaces/100m ² GFA.
Major utility installation	Subject to individual assessment.
Minor use	Subject to individual assessment.
Motel	As per hotel
Multi-unit housing	As per Schedule 1 in the section on Residential Zones.
Municipal depot	1 space/peak shift employee.
NON-RETAIL COMMERCIAL	See parking provision rates under <i>business agency, financial Establishment, office and public agency.</i>
Office	2.5 spaces/100m ² GFA
Outdoor recreation facility	Skating rink 15 spaces per 100m ² of rink area Swimming pool 15 spaces per 100m ² of rink area Bowling green 30 spaces for the 1 st green, plus 15 spaces for each extra green Tennis court 2 spaces per court Other Subject to individual assessment
Place of assembly	1 space/4 seats.
Public agency	5 spaces/100m ² GFA.
Public transport facility	Subject to individual assessment.
Religious associated use	Subject to individual assessment.
Relocatable unit	Temporary parking in accordance with the provisions of the relevant section of this code, depending on the use for which the relocatable unit is intended. For example, residential use might attract a requirement for one space per unit, while for school use, the parking provision rates should be related to the number of staff and students as per the requirements of the community facility zone provisions.
RESIDENTIAL USE	As per residential zone schedule
Restaurant	10 spaces/100m ² GFA
Scientific research establishment	2.5 spaces/100m ² of office and laboratory space plus Individual assessment of provision for other activities

Development	Parking provision rates for CZ5 mixed use zone
Serviced apartment	As per Schedule 1-Residential Zones.
Service station	4 spaces/service bay plus 5 spaces/100m ² shop area
Shop	5 spaces/100m ² GFA
Store	2 spaces/100m ² GFA
Subdivision	1 space per peak shift employee (including contractors).
Temporary Use	Subject to individual assessment.
Tourist facility	Subject to individual assessment
Tourist resort	As per hotel Except for restaurant use, where the rate is 5 spaces/100m ² GFA
Warehouse	1 space per 100m ² GFA, except for areas used for ancillary offices, where the on-site parking provision rate is 2.5 spaces/100m ² GFA.

Note

'Spaces' refer to 'car parking spaces' unless otherwise stated.

3.4 Commercial CZ6 leisure and accommodation zone

3.4.1 Objectives for CZ6 leisure and accommodation zone

Development assessable in the merit track for the CZ6 leisure and accommodation zone is predominantly tourist accommodation and facilities, and a range of entertainment and leisure facilities. The nature and location of these facilities is such that private vehicle use accounts for the majority of associated travel, except for a small number of more centrally located developments and central area accommodation with convenient access to public transport.

The objectives for the provision of access and parking in the leisure and accommodation zone are to ensure:

a) Amenity

- i) the amenity of adjoining development, particularly nearby residential areas, is not unacceptably affected by the provision of parking and access for the operations of entertainment, accommodation and leisure facilities

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for a development
- ii) the safety of all users, especially pedestrians and cyclists, is considered at all times
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible.

d) Access

- i) safe and efficient access to entertainment, accommodation and leisure developments by all users of the area, including business, workers, residential guests and visitors as well as by operational and commercial vehicles
- ii) the parking demand of visitors and residential guests to the development is catered for onsite consistent with the level of public transport accessibility and other parking opportunities in the vicinity.

3.4.2 Parking provision rates

The parking provision rates for development in the leisure and accommodation zone are specified in schedule 3.4.5 below.

3.4.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

3.4.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie vehicles used directly as part of the operation within the development, eg fleet cars).

Development	Long stay parking	Short stay parking	Operational parking	Visitor parking
All development in leisure and accommodation zone	On-site or within 200m	On-site or within 200m	On-site	On-site or within 200m

3.4.5 Schedules of parking provision rates for CZ6 leisure and accommodation zone

The parking provision rates for the provision of parking in the leisure and accommodation zone are set out in the schedule below.

Schedule 4 – Leisure and accommodation zone

Development	Parking provision rates for leisure and accommodation zone
Aquatic recreation facility	Subject to individual assessment
Car park	1 space/peak shift employee
Caravan park / camping ground	2.5 spaces/100m ² GFA of office space plus 1 space/site or unit plus 0.25 visitor spaces/site or unit
Club	15 spaces/100m ² GFA except for CZ6 zones in town centres where the rate is 10 spaces/100m ² GFA
COMMUNITY USE	As per schedule in the community facility zone
Craft workshop	3 spaces/100m ² GFA
Drink establishment	In city centre 5 spaces/100m ² GFA In town centres 5 spaces/100m ² GFA up to 500m ² GFA, then 10 spaces/100m ² GFA In group centres and local centres 10 spaces/100m ² GFA In all other areas 15 spaces/100m ² GFA
Drive-in cinema	Subject to individual assessment
Equestrian facility	Subject to individual assessment

Group or organised camp	Subject to individual assessment
Guest house	0.5 spaces/employee plus 1 space/guestroom
Hotel	1 space/ employee plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m ² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m ² of retail space
Indoor recreation facility Cinema, commercial theatre Amusement arcade, night club, Music hall, discotheque	1 space/3 seats 20 spaces/100m ² GFA 20 spaces /100m ² GFA
Indoor recreation facility Basketball, netball Skating rink, swimming pool Squash courts Fitness centre, gymnasium	25 spaces/court 20 spaces/100m ² of actual pool or rink area 2 spaces/court 3.5 spaces/100m ² GFA
Motel	As per hotel
Outdoor recreation facility Skating rink, swimming pool Bowling green	15 spaces/100m ² of actual pool or rink area 30 spaces for first green plus 15 spaces/additional green
Tennis court Any leisure and/or accommodation facility not otherwise specified	5 spaces/court Subject to individual assessment
Overnight camping area	1 space plus 1 space/site
Parkland	Subject to individual assessment
Place of assembly	1 space/4 seats
Public agency (TAB)	6 spaces/100m ² GFA
Public transport facility	Subject to individual assessment
Restaurant	In city centre 5 spaces/100m ² GFA In town centres 5 spaces/100m ² GFA up to 500m ² GFA, then 10 spaces/100m ² GFA In group centres and local centres 10 spaces/100m ² GFA In all other areas 15 spaces/100m ² GFA
Shop	6 spaces/100m ² GFA
Tourist facility	Subject to individual assessment
Zoological facility	Subject to individual assessment

Note

'Spaces' refer to 'car parking spaces' unless otherwise stated.

3.5 Industrial zones

3.5.1 Objectives for parking and access in the industrial zones

The location and the nature of Canberra's industrial land areas at Fyshwick, Hume and Mitchell, ensure that the great majority of trips to industrial areas are made by private and commercial vehicles, with public transport catering for only a small proportion of journey to work trips and a low level of customer and visitor travel.

The policies and performance criteria for parking in industrial areas reflect the differing requirements that derive from their particular location and nature, in that they are situated in localities remote from town centres and generally provide for metropolitan scale facilities ranging from bulky goods retailing to offensive industry.

The objectives for the provision of parking and access in industrial zones

Policies areas are to ensure:

a) Amenity

- i) no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for a development
- ii) the safety of all users, especially pedestrians and cyclists, is considered at all times
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) the majority of parking is to be provided on-site and associated with individual developments
- ii) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible

d) Access

- i) safe and efficient access to industrial areas by all users of the area, including business, workers, residents, shoppers and visitors as well as by operational and commercial vehicles

e) Commercial viability

- i) the commercial viability of an industrial area is not affected by the inappropriate provision of parking.

3.5.2 Parking provision rates

The parking provision rates for industrial zones are as specified schedule 3.5.5 below.

3.5.3 Calculation of parking provision requirements

The number of parking spaces required is calculated by multiplying the scale of the development by the appropriate parking provision rate.

3.5.4 Location requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie vehicles used directly as part of the operation within the development, eg fleet cars).

Development	Long stay parking	Short stay parking	Operational parking	Visitor parking
Personal service (commercial sexual service)	On-site (concealed from the road for employee safety)	On-site or within 100m	On-site	On-site or within 100m
All other development in industrial zone	On-site or within 200m	On-site or within 100m	On-site	On-site or within 100m

3.5.5 Schedule of parking provision rates for industrial zones

The parking provision rates for the provision of parking in the industrial zones are set out in the schedule below.

Schedule 5 - Industrial zones

Development	Parking provision rates for industrial zones
Bulk landscape supplies	Subject to individual assessment
Bulky goods retailing	3 spaces/100m ² GFA
Business agency	6 spaces/100m ² GFA
Car park	1 space/peak shift employee
Child care centre	1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces : < 30 child care places 3 spaces : 30-59 child care places 4 spaces : 60-90 child care places plus 1 pick-up/set-down bay per 10 child care places
Club	15 spaces/100m ² GFA
Communications facility	1 space/peak shift employee
Community activity centre	4 spaces/100m ² GFA
Defence installation	Subject to individual assessment
Drink establishment	15 spaces/100m ² GFA
Educational establishment	4 spaces/10 students
Emergency services facility	1 space/peak shift employee
Financial establishment	6 spaces/100m ² GFA
Freight transport facility	Subject to individual assessment
Funeral parlour	2 spaces/100m ² GFA excluding chapel area plus 1 space/4 chapel seats
General industry	2 spaces/100m ² GFA
Hazardous industry	1 space/peak shift employee
Hazardous waste facility	1 space/peak shift employee
Health facility	3 spaces/practitioner
Incineration facility	1 space/peak shift employee

Development	Parking provision rates for industrial zones
Indoor recreation facility	
Basketball, netball	20 spaces/court
Skating rink, swimming pool	10 spaces/100m ² of actual pool or rink area
Squash courts	2 spaces/court
Fitness centre, gymnasium	2 spaces/100m ² GFA
Industrial trades	2 spaces/100m ² GFA
Light industry	2 spaces/100m ² GFA
Liquid fuel depot	1 space/peak shift employee
MAJOR UTILITY INSTALLATION	Subject to individual assessment
Municipal depot	1 space/peak shift employee
Offensive industry	1 space/peak shift employee
Office	2.5 spaces/100m ² GFA
Parkland	Subject to individual assessment
Personal services	4 spaces/100m ² GFA
Place of worship	1 space/4 seats
Plant and equipment hire establishment	2 spaces/100m ² GFA
Produce market	15 spaces/100m ² GFA
Public agency	4 spaces/100m ² GFA
Railway use	Subject to individual assessment
Recyclable materials collection	1 space
Recycling facility	1 space/peak shift employee
Restaurant	15 spaces/100m ² GFA
Scientific research establishment	2.5 spaces/100m ² of office and laboratory space plus individual assessment of provision for other activities
Service station	6 spaces/service bay plus 4 spaces/100m ² of shop area
Shop	4 spaces/100m ² GFA
Store	2 spaces/100m ² GFA
Transport depot	Subject to individual assessment
Vehicle sales	6 spaces/service bay plus 6 spaces/100m ² of sales area
Veterinary hospital	3 spaces/100m ² GFA
Warehouse	1 space/100m ² GFA plus 2.5 spaces/100m ² GFA of office space
Waste transfer station	1 space/peak shift employee

Note

'Spaces' refer to 'car parking spaces' unless otherwise stated.

3.6 Community facility zone

3.6.1 Objectives for community facility zone

The community facility zone applies to a variety of areas both within centres and in diverse locations spread throughout the metropolitan area. Zones include schools, community centres, hospitals and health facilities, cultural facilities and some specific forms of supported accommodation. Travel associated with the community facilities zone therefore covers a range of purposes including the journey to work or school, personal business and recreation.

Mode of travel varies considerably with the prevalent functions of these facilities and their location, and while the majority of travel is by private car, public transport, walking and cycling also make up a significant proportion of trips. Ready access to public transport is often particularly important because of the absence of viable alternatives for the users of the facilities.

The objectives for the provision of parking and access in the community facility zone are to ensure:

a) Amenity

- i) the amenity of neighbouring uses and areas is not unacceptably affected by the provision of parking and access for the operation of facilities, particularly in terms of noise, traffic, parking and privacy
- ii) no regular overspill of parking occurs which uses kerbside or other parking in surrounding residential streets

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for a development; the safety of all users, especially pedestrians and cyclists, is considered
- ii) the safety of all users, especially pedestrians and cyclists, is considered
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) provision of parking and access for the efficient use of sites consistent with the multi use and co-location of facilities
- ii) adequate supply of parking for the level of demand generated by the development
- iii) commercial vehicles delivering or collecting goods are accommodated
- iv) the parking demand of visitors to the development is catered for on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity

d) Access

- i) safe and efficient access by all users, including operational and commercial vehicles
- ii) adequate set-down and pick-up points are provided for users
- iii) commuter parking needs of occupiers of the development are accommodated on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity
- iv) all other parking needs of visitors and commuters are met in appropriate off-site locations
- v) access for emergency vehicles to be provided for health and aged care facilities.

3.6.2 Parking provision rates

The parking provision rates for development in the community facility zone are specified in schedule 3.6.5 below.

3.6.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

3.6.4 Locational requirements

The following are specific requirement for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

Development	Long stay parking	Short stay parking	Operational parking	Visitor parking
Residential Use	On-site	On-site or within 100m	On-site	On-site or within 100m
All other development in community facility zone	Within 200m	On-site or within 100m	On-site	On-site or within 100m

3.6.5 Schedule of parking provision rates for community facility zone

The parking provision rates for the provision of parking in the community facility zone is set out in the schedule below.

Schedule 6 - Community facility zone

Development	Parking provision rates for community facility zone
Child care centre	1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces : < 30 child care places 3 spaces : 30-59 child care places 4 spaces : 60-90 child care places plus 1 pick-up/set-down bay per 10 child care places
Community activity centre	4 spaces/100m ² GFA
Community theatre	1 space/4 seats
Corrections facility	Subject to individual assessment
Cultural facility	2 spaces/100m ² GFA
Educational establishment Pre-school, primary & high schools	0.8 spaces/10 students <i>plus</i> 0.4 set-down/pick-up spaces/10 students
Secondary college	1.8 spaces/10 students <i>plus</i> 0.2 set-down/pick-up spaces/10 students
Tertiary institution, college	Subject to individual assessmentspecialist
Emergency services facility	1 space/peak shift employee
Health facility	4 spaces/practitioner
Hospital	0.8 spaces/peak shift employee <i>plus</i> 1.3 spaces/bed
Parkland	Subject to individual assessment
Place of worship	1 space/20 seats within city centre 1 space/10 seats within town and group centres 1 space/4 seats all other areas
Religious associated use	Subject to individual assessment

Development	Parking provision rates for Industrial Zone
Residential care accommodation	0.25 spaces/bed or accommodation unit plus 1 space/staff residential unit plus 1 space/non-resident peak shift employee
Retirement village	1 space/self-care unit plus 1 space/per four hostel or nursing home units or beds plus 1 space/staff residential unit plus 0.5 spaces/non-resident peak shift employee
Special dwelling	1 space/resident employee plus 1 space/peak shift non-resident employee plus 1 space/operational vehicle plus 1 visitor space
Veterinary hospital	3.5 spaces/100m ² GFA

Note

'Spaces' refer to 'car parking spaces' unless otherwise stated.

3.7 Restricted access recreation zone

3.7.1 Objectives for parking and access in the restricted access recreation zone

Land uses under the restricted access recreation zone are predominantly outdoor recreation, but also include a range of related accommodation and club developments. The nature and location of these facilities is such that private vehicle use accounts for the vast majority of associated travel, except for a small number of more centrally located developments such as swimming pools and major sports grounds.

The objectives for the provision of parking and access in the restricted access recreation zone are to ensure:

a) Amenity

- i) the amenity of neighbouring uses and areas is not unacceptably affected by the provision of parking and access for the operation of facilities, particularly in terms of noise, traffic, parking and privacy
- ii) no regular overspill of parking occurs which uses kerbside or other parking in surrounding residential streets

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for a development
- ii) the safety of all users, especially pedestrians and cyclists, is considered
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) provision of parking and access for the efficient use of sites consistent with the multi-use and co-location of facilities
- ii) adequate supply of parking for the level of demand generated by the development
- iii) commercial vehicles delivering or collecting goods are accommodated
- iv) the parking demand of visitors to the development is catered for on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity

d) Access

- i) safe and efficient access by all users, including operational and commercial vehicles
- ii) adequate set-down and pick-up points are provided for users
- iii) commuter parking needs of occupiers of the development are accommodated on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity
- iv) all other parking needs of visitors and commuters are met in appropriate off-site locations
- v) access for emergency vehicles to be provided for health and aged care facilities.

3.7.2 Parking provision rates

The parking provision rates for the restricted access recreation zone are set out in schedule 3.7.5 below..

3.7.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

3.7.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

Development	Long stay parking	Short stay parking	Operational parking	Visitor parking
All development in the restricted access recreation zone	On-site or within 200m	On-site or within 200m	On-site	On-site or within 200m

3.7.5 Schedules of parking provision rates for restricted access recreation zone

The parking provision rates for the provision of parking in the restricted access recreation zone are set out in the schedule below.

Schedule 7 – Restricted access recreation zone

Development	Parking provision rates for restricted access recreation zone
Aquatic recreation facility	Subject to individual assessment
Car park	1 space/peak shift employee
Child care centre	1 space/centre Plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces : < 30 child care places 3 spaces : 30-59 child care places 4 spaces : 60-90 child care places plus 1 pick-up/set-down bay per 10 child care places
Club	15 spaces/100m ² GFA
Community activity centre	4 spaces/100m ² GFA
Educational establishment	Subject to individual assessment
Pre-school, primary & high school	
Secondary college	
Tertiary institution, specialist college	
Equestrian facility	Subject to individual assessment
Guest house	0.5 spaces/employee plus 1 space/guestroom
Hotel	1 space/2 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m ² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m ² of retail space
Indoor recreation facility	
Basketball, netball	25 spaces/court
Skating rink, swimming pool	20 spaces/100m ² of actual pool or rink area
Squash courts	2 spaces/court
Fitness centre, gymnasium	3.5 spaces/100m ² GFA
Motel	As per Hotel

Development	Restricted access recreation zone
Outdoor recreation facility	
Skating rink, swimming pool	20 spaces/100m ² of actual pool or rink area
Bowling green	30 spaces for first green plus 15 spaces/additional green
Tennis court	2 spaces/court
Any other permitted land use not specified	Subject to individual assessment
Parkland	Subject to individual assessment
Playing field	Subject to individual assessment
Public agency (Totalisator Agency Board (TAB))	6 spaces/100m ² GFA

Note

'Spaces' refer to 'car parking spaces' unless otherwise stated.

3.8 Services zone

3.8.1 Objectives for services zone

The services zone allows for the development of essential services and transport facilities such as high voltage power lines, cemeteries, railway facilities and the Inter-Town Public Transport (IPT) route where it is not contained within road reserves. Associated travel is therefore primarily by employees working at or servicing the sites or by users of such facilities as freight depots or recycling facilities.

The objectives for the provision of parking and access in the services zone are to ensure:

a) Amenity

- i) no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas

b) Safety

- i) no traffic hazards are created by the provision of access and parking facilities for the operations of municipal services development
- ii) the safety of all users, especially pedestrians and cyclists, is considered
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas

c) Efficiency

- i) the majority of parking is to be provided onsite and associated with individual developments
- ii) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible

d) Access

- i) safe and efficient access to municipal services developments by all users of the area, including business, workers and visitors as well as by operational and commercial vehicles.

3.8.2 Parking provision rates

The parking provision rates for the services zone are stated in schedule 3.8.5 below.

3.8.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

3.8.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

Development	Long stay parking	Short stay parking	Operational parking	Visitor parking
All zones in the services zone	On-site	On-site	On-site	On-site

3.8.5 Schedules of parking provision rates for services zone

The parking provision rates for the provision of parking in the services zone are set out in the schedule below.

Schedule 8 Services zone

Development	Parking Provision Rates for Services Zone
Cemetery	Subject to individual assessment
Communications facility	1 space/peak shift employee
Emergency services facility	1 space/peak shift employee
Freight transport facility	Subject to individual assessment
Hazardous waste facility	1 space/peak shift employee
Incineration facility	1 space/peak shift employee
Land fill site	Subject to individual assessment
MAJOR UTILITY INSTALLATION	Subject to individual assessment
Municipal depot	1 space/peak shift employee
Public transport facility	Subject to individual assessment
Railway use	Subject to individual assessment
Recyclable materials collection	1 space
Recycling facility	1 space/peak shift employee
Store	2 spaces/100m ² GFA
Transport depot	Subject to individual assessment
Waste transfer station	1 space/peak shift employee

Note

'Spaces' refer to 'car parking spaces' unless otherwise stated.

3.9 Other zones

This section applies to the provision of parking and vehicular access to land in all other Zones under the Territory Plan comprising:

Urban open space
 Broadacre
 Rural
 Hills, ridges and buffer areas
 River corridor
 Mountains and bushland
 Transport

3.9.1 Objectives for all other zones

The objectives for the provision of access and parking in all other zones are to ensure:

a) Amenity

- i) the amenity of surrounding areas is not unacceptably affected by the provision of parking and access as part of the operation of these areas

b) Safety

- i) no traffic hazards are created by the provision of access and parking for a development
- ii) the safety of all users, especially pedestrians and cyclists, is considered at all times

c) Efficiency

- i) adequate supply of parking for the level of demand generated by the development
- ii) all demand can be adequately catered for by the on-site provision of parking

d) Access

- i) the safe and efficient access for all users of the area, including for operational and commercial vehicles.

3.9.2 Parking provision rates

The parking provision rates for development under these zones are set out in schedule 3.9.5 below.

3.9.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

3.9.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operation parking.

Development	Long stay parking	Short stay parking	Operational parking	Visitor parking
Under all other zones	On-site or within 200m	On-site	On-site	On-site

3.9.5 Schedules of parking provision rates for all other zones

The parking provision rate for the provision of parking in the urban open space, broadacre, rural, hills, ridges and buffer areas, river corridor, mountains and bushland and transport are set out in the Schedule below.

Schedule 9 – Other zones

Development	Parking provision rates for other zones
Agriculture	Subject to individual assessment
Animal care facility	Subject to individual assessment
Animal husbandry	Subject to individual assessment
Aquatic recreation facility	Subject to individual assessment
Carvan park / camping ground	2.5 spaces/100m ² of office space plus 0.25 visitors spaces/site or unit
Car park	1 space per peak shift employee
Cemetery	Subject to individual assessment

Development	Parking provision rates for other zones
Communications facility	1 space/peak shift employee
Community activity centre	4 spaces/100m ² GFA
Corrections facility	Subject to individual assessment
Defence installation	Subject to individual assessment
Educational establishment Pre-school, primary & high schools Secondary college Tertiary institution, Specialist college	Subject to individual assessment
Emergency services facility	1 space/peak shift employee
Equestrian facility	Subject to individual assessment
Group or organized camp	Subject to individual assessment
Health facility	4 spaces/practitioner
Land management facility	Subject to individual assessment
Major service conduits	Subject to individual assessment
MAJOR UTILITY INSTALLATION	Subject to individual assessment
Municipal depot	1 space/peak shift employee
Nature conservation area	Subject to individual assessment
Outdoor education establishment	Subject to individual assessment
Outdoor recreation facility Skating rink, swimming pool Bowling green	20 space/100m ² of actual pool or rink area 30 spaces for first green plus 15 spaces/additional green
Tennis court	5 spaces/court
Other	Subject to individual assessment
Overnight camping	1 space plus 1 spaces/site
Parkland	Subject to individual assessment
Pedestrian plaza	Subject to individual assessment
Place of worship	1 space/4 seats
Plantation forestry	Subject to individual assessment
Playing field	Subject to individual assessment
Public transport facility	Subject to individual assessment
Road	No requirements
Scientific research establishment	2.5 space/100m ² of office and laboratory space plus Individual assessment of provision for other activities
Residential care accommodation	0.25 spaces/bed or accommodation unit plus 1 space/staff residential unit plus 1 space/non-resident peak shift employee
Stock/sale yard	Subject to individual assessment
Tourist facility	Subject to individual assessment
Transport depot	Subject to individual assessment

Development	Parking provision rates for other zones
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Veterinary hospital	3.5 spaces/100m ₂ GFA
Woodlot	Subject to individual assessment

Note

'Spaces' refer to 'car parking spaces' unless otherwise stated.



Bicycle Parking General Code

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1. Planning Context

1.1 Objectives of this Code

This Code is an initiative of *The Sustainable Transport Plan for the ACT*.¹ The Plan aims to achieve a more sustainable transport system for the ACT over the next 25 years by achieving a shift away from car use and towards walking, cycling and public transport. For cycling, the objective is to increase the proportion of commuter trips from 2.3% in 2001 to 7% in 2026.

Meeting this target will require a significant improvement in the ACT's cycling infrastructure. The Government is therefore investing in a range of cycling infrastructure initiatives including a program of cycle path network improvements and 'bike-and-ride' racks on ACTION buses. To achieve the full benefits of these network infrastructure initiatives, adequate end-of-trip facilities need to be available. According to the ACT Parking Strategy Study, *"the availability of safe and secure bicycle parking is a priority factor influencing the decision of whether to use a bicycle as a means of transport or recreation. Conversely, a lack of convenient bicycle parking is often cited as a discouragement factor by cyclists and non-cyclists alike."*²

In addition to its transport system and environmental benefits, cycling has a range of health benefits. There is a well-established link between increased levels of physical activity such as cycling and improved physical and mental health. Commuter cycling can be particularly beneficial as it integrates increased physical activity into people's daily routines, leading to long-term behaviour change. These Guidelines are therefore also consistent with the aims of the *Canberra Social Plan*, which include improving the health of Canberra residents by increasing physical activity.

Finally, many of the facilities required by cyclists are also of benefit to other building users. Showers can benefit manual workers, pedestrians and those who exercise at lunchtime. Bicycle parking can also be used for motorised scooter parking by persons with a mobility impairment.

This Code therefore has the following objectives:

- a) To reduce the barriers to cycling by ensuring safe and convenient end-of-trip facilities are available at residences as well as common commuting and recreational destinations.
- b) To ensure the quantity of bicycle parking available is enough to meet demand, which is expected to increase significantly in line with the *Sustainable Transport Plan*.
- c) To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.
- d) To ensure end-of-trip facilities for cyclists are cost-effective, and do not impose an unreasonable cost burden on developers.
- e) To promote cycling as a healthy and environmentally friendly way to make commuter, shopping and recreational trips.

1.2 How this Code relates to other documents

- a) In addition to this Code, development must be in accordance with other relevant sections of the Territory Plan including other Codes and relevant ACT Government standards.

¹ Action 2.10 of the *Sustainable Transport Plan* commits the Government to developing "a *bicycle parking guideline that ensures adequate parking, showers and lockers are provided in new developments.*"

² ACT Parking Strategy Study, p 121.

1.3 Application of this code

This Code applies to all activities that require development approval under the *Planning and Development Act 2007*, including development, redevelopment and refurbishment, for a range of developments that are likely to generate demand for end-of-trip cycling facilities. Developers should use this Code to determine the amount, design and location of bicycle parking, lockers and showers to include with a development.

The ACT Planning and Land Authority will use this Code to inform the consideration and assessment of development applications.

Building owners and tenants may wish to refer to this Code for guidance when planning improvements to the cycling facilities on their premises.

1.4 How to use this Code

This Code is divided into six main parts:

- a) *Part 1* provides introductory material for the whole document.
- b) *Part 2* specifies what activities the Code applies to and how the Code impacts on those activities.
- c) *Part 3* outlines the number and type of Bicycle Parking Spaces required for a development.
- d) *Part 4* covers design and location requirements for the Bicycle Parking Spaces required, and for the Bicycle Parking Facilities they are contained in.
- e) *Part 5* covers other bicycle-related facilities such as showers and clothing lockers. It includes requirements on both the number of facilities required and design considerations.
- f) *Part 6* provides definitions of key terms used in the Code.

Each section of the Guidelines is divided into standard subheadings that highlight what the requirements are and why they are being introduced:

- a) The *Objectives* subheading outlines what the Authority is seeking to achieve by introducing a particular set of requirements. This is useful for both developers and Authority staff for checking that proposed end-of-trip facilities meet the aims of the Code.
- b) The *Background* subheading provides information on why the Guidelines include particular requirements.
- c) The *Standards* subheading outlines the Authority's requirements. When assessing development applications, the Authority will check applications meet these requirements.
- d) The *Guidance* subheading includes recommendations, advice and technical information that developers may find useful in meeting the Guidelines' requirements. For example, it includes cross-references with other Codes, developers and Authority staff need to consider in relation to a particular set of requirements.

2. Requirements for end-of-trip cycling facilities

2.1 Requirements for end-of-trip cycling

2.1.1 Objectives

- a) To reduce the barriers to cycling by ensuring safe and convenient end-of-trip facilities are available at residences as well as common commuting and recreational destinations.
- b) To ensure the quantity of bicycle parking available is enough to meet demand, which is expected to increase significantly in line with the *Sustainable Transport Plan*.
- c) To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.
- d) To ensure end-of-trip facilities for cyclists are cost-effective, and do not impose an unreasonable cost burden on developers.
- e) To promote cycling as a healthy and environmentally friendly way to make commuter, shopping and recreational trips.

2.1.2 Standards

This Code applies to all development shown in Table 1.

Table 1 – Development Requiring End-of-Trip Cycling Facilities

Development		
Apartment	Boarding house	Bulky goods retailing
Business agency	Chancellery	Child care centre
Civic administration	Club	Community activity centre
Community theatre	Cultural facility	Defence installation
Drink establishment	Education establishment	Financial establishment
Guest house	Health facility	Hospital
Hotel	Indoor entertainment facility	Indoor recreation facility
Motel	Multi-unit housing	Office
Outdoor recreation facility	Personal service	Place of assembly
Place of worship	Produce market	Public agency
Public transport facility	Religious associated use	Residential care accommodation
Restaurant	Retirement village	Shop
Special care establishment	Special care hostel	Special dwelling
Supermarket	Supportive housing	Take-away food shop
Tourist facility	Tourist resort	Veterinary hospital

Unless an Individual Assessment under section 2.2 of this Code applies:

- a) All development identified in Table 1 must provide the number and types of Bicycle Parking Spaces specified in Part 3 of this Code.
- b) All Bicycle Parking Spaces and Bicycle Parking Facilities required by Part 3 of this Code must be designed in accordance with Part 4 of this Code.
- c) All development identified in Table 1 must provide other end-of-trip facilities in accordance with Part 5 of these Guidelines.

2.1.3 Guidance

For clarity, this Code does not apply to development not shown in Table 1.

2.2 Individual Assessment

2.2.1 Objectives

To allow flexibility in the way that developments can meet the objectives of the Code.

2.2.2 Background

Developments vary greatly in nature and it is difficult to capture all possible circumstances in a simple set of requirements. As a result, for some developments it will be possible to meet the objectives of the Code without their detailed requirements being met. Individual Assessment provides a process by which proposed end-of-trip cycling facilities can be assessed against the broader objectives of the Code rather than the detailed requirements.

2.2.3 Standards

An applicant may apply to the Authority for Individual Assessment if they feel that the objectives of the Code can be met without meeting the detailed requirements of the Code.

In making an Individual Assessment, the Authority will take into account:

- a) the requirements contained within the relevant sections of the Code; and
- b) the objectives outlined within the relevant sections of the Code; and
- c) the objectives of the Code stated at section 1.1; and
- d) any guidance material contained within the relevant sections of the Code; and
- e) the Government's targets and policy goals for cycling outlined in the *Sustainable Transport Plan for the ACT* and the *Canberra Bicycle 2000* strategy.

3. Provision for Bicycle Parking Spaces

3.1 Number of Bicycle Parking Spaces required

3.1.1 Objectives

- a) To reduce the barriers to cycling by ensuring bicycle parking is available at residences as well as common commuting and recreational destinations.
- b) To ensure the quantity of bicycle parking available is enough to meet demand, which is expected to increase significantly in line with the *Sustainable Transport Plan*.
- c) To ensure bicycle parking provided meets the needs of likely users.
- d) To ensure requirements to install bicycle parking do not impose an unreasonable cost burden on developers.

3.1.2 Background

The Sustainable Transport Plan sets a target of 7% of commuter trips being by bicycle in 2026. This is within the design life of buildings. However, for this target to be met, Bicycle Parking Facilities need to be available in homes and at common commuting and recreational destinations. Commuter and recreational destinations to which people cycle include schools, shopping centres, bus interchanges, workplaces, sportsgrounds, cafés, cinemas and theatres.

With respect to residences, most houses and townhouses contain storage space suitable for bicycles, for example garages, garden sheds and cupboards. However this is not the case for apartments, which rarely have individual garages and often only have storage space that is accessible via stairs. Conversely, people who live in apartments are typically younger and less likely to have children than the general population, demographic segments which are more likely to consider cycling. Further, most of Canberra's apartment developments are close to town and group centres. The resulting short journeys to shops and workplaces are ideal for cycling rather than driving. To address this issue, these Guidelines require the provision of residents' bicycle parking in apartments and other similar buildings.

So that bicycle parking can be included as an integral part of a project's design, the basis for calculating parking requirements must be known at the time of preliminary design. For this reason, wherever possible ratios are based on floor areas or the number of rooms. Use of ratios based on the number of employees or residents is problematic as this information is unlikely to be available at the time of development assessment, and may change considerably with time.

3.1.3 Standards

Bicycle Parking Spaces must be provided at the rates, and of the types, specified in Table 2.

3.1.4 Guidance

For the sake of clarity, no bicycle parking is required for development not shown in Table 2.

Table 2 – Quantity and Type of Bicycle Parking Required

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Apartment	<u>Residents</u> : 1 per apartment	1, 2	1 per 12 apartments after the first 12 apartments		Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
Boarding house:					
Student accommodation	<u>Residents</u> : 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	1 per 80 beds after the first 50 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
	PLUS <u>Residents</u> : 1 per 4 beds after the first 4 beds	1, 2			

³ Employee parking except where indicated as residents parking.

⁴ Where requirements are given as a ratio, the resulting number of spaces should be rounded upwards to the nearest whole number. For example, if the ratio resolves to 4.8 spaces, the requirement is rounded upwards to 5 spaces. Similarly if the ratio resolves to 0.3 spaces, the requirement is rounded up and 1 space is required.

⁵ Design requirements for each class of parking are outlined at Part 4 of these Guidelines. For a short description, refer to **Table 3** on page 23.

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Bulky goods retailing	1 per 1750 m ² GFA after the first 1750 m ² GFA	1, 2	1 per 1000 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Business agency	1 per 400 m ² GFA after the first 400 m ² GFA	1, 2	1 per 300 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Chancellery	1 per 250 m ² GFA after the first 250 m ² GFA	1, 2	1 per 950 m ² GFA after the first 400 m ² GFA	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
Child care centre	Individual Assessment		Individual Assessment		Individual Assessment
Civic administration	1 per 250 m ² GFA after the first 250 m ² GFA	1, 2	1 per 950 m ² GFA after the first 400 m ² GFA	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Club	1 per 100 m ² bar floor area after the first 100 m ² bar floor area PLUS 1 per 400 m ² of lounge and beer garden after the first 400 m ² of lounge and beer garden	1, 2 1, 2	1 per 25 m ² bar floor area after the first 25 m ² bar floor area PLUS 1 per 100 m ² of lounge and beer garden after the first 100 m ² of lounge and beer garden (minimum 2)	3 3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Community activity centre	Individual Assessment		Individual Assessment		Individual Assessment
Community theatre	Nil		1 per 50 seats (minimum 2)	3	Section 3.4: Pre-existing bicycle parking
Cultural facility	Individual Assessment		Individual Assessment		Individual Assessment
Defence installation	Individual Assessment		Individual Assessment		Individual Assessment

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Drink establishment	1 per 100 m ² bar floor area after the first 100 m ² bar floor area	1, 2	1 per 25 m ² bar floor area after the first 25 m ² bar floor area	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
	PLUS 1 per 400 m ² of lounge and beer garden after the first 400 m ² of lounge and beer garden	1, 2	PLUS 1 per 100 m ² of lounge and beer garden after the first 100 m ² of lounge and beer garden (minimum 2)	3	
Education establishment:					
Primary school	1 per 15 students	1, 2	1 per 200 students after the first 200 students	1, 2, 3	Section 3.4: Pre-existing bicycle parking
Secondary school	1 per 10 students	1, 2	1 per 200 students after the first 200 students	1, 2, 3	Section 3.4: Pre-existing bicycle parking
Tertiary institution (excluding student accommodation)	Individual Assessment		Individual Assessment		Individual Assessment
Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	Individual Assessment		Individual Assessment		Individual Assessment

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Financial establishment	1 per 400 m ² GFA after the first 400 m ² GFA	1, 2	1 per 300 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Guest house:					
Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	1 per 80 guest bedrooms after the first 50 bedrooms	1, 2	1 per 30 guest bedrooms after the first 30 bedrooms	1, 2	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Health facility	1 per 8 practitioners after the first 8 practitioners	1, 2	1 per 4 practitioners	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Hospital	Individual Assessment		Individual Assessment		Individual Assessment

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Hotel	1 per 100 m ² bar floor area after the first 100 m ² bar floor area	1, 2	1 per 25 m ² bar floor area after the first 25 m ² bar floor area	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
	PLUS 1 per 400 m ² of lounge and beer garden after the first 400 m ² of lounge and beer garden	1, 2	PLUS 1 per 100 m ² of lounge and beer garden after the first 100 m ² of lounge and beer garden	3	
	PLUS 1 per 80 guest bedrooms after the first 50 bedrooms	1, 2	PLUS 1 per 30 guest bedrooms after the first 30 bedrooms (minimum 2 Class 3 Bicycle Parking Spaces)	1, 2	
Indoor entertainment facility	Individual Assessment		Individual Assessment		Individual Assessment
Indoor recreation facility	Individual Assessment		Individual Assessment		Individual Assessment
Motel	1 per 80 guest bedrooms after the first 50 bedrooms	1, 2	1 per 30 guest bedrooms after the first 30 bedrooms	1, 2	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

RULE NOT MET PLEASE SEE TP REQUIREMENTS FOR RESPONSE

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Multi-unit housing: Apartments	Residents: 1 per apartment	1, 2	1 per 12 apartments after the first 12 apartments		Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
Student accommodation	<u>Residents: 1 per 3 beds</u>	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	Nil	N/A	Nil	N/A	N/A
Office (Includes office as an ancillary use)	1 per 250 m ² GFA after the first 250 m ² GFA	1, 2	1 per 950 m ² GFA after the first 400 m ² GFA	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
Outdoor recreation facility	Individual Assessment		Individual Assessment		Individual Assessment
Personal service	1 per 400 m ² GFA after the first 400 m ² GFA	1, 2	1 per 300 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Place of assembly	1 per 1500 seats after the first 1500 seats	1, 2, 3	1 per 50 seats (minimum 2)	1, 2, 3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Place of worship	Nil	N/A	1 per 50 seats	3	Section 3.4: Pre-existing bicycle parking
Produce market	Individual Assessment		Individual Assessment		Individual Assessment
Public agency	1 per 400 m ² GFA after the first 400 m ² GFA	1, 2	1 per 300 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Public transport facility	Individual Assessment		Individual Assessment		Individual Assessment
Religious associated use	Individual Assessment		Individual Assessment		Individual Assessment
Residential care accommodation: (Excludes residential care accommodation land uses covered elsewhere in this table⁶)					
Independent living units	<u>Residents</u> : 1 per 2 independent living units	1, 2	1 per 12 independent living units after the first 12 independent living units		Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking

⁶ For example, retirement village, special care establishment, special care hostel, special dwelling, supportive housing.

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Student accommodation	<u>Residents</u> : 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Restaurant	1 per 400 m ² GFA after the first 400 m ² GFA	1, 2	1 per 200 m ² GFA after the first 200 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Retirement village:					
Independent living units	<u>Residents</u> : 1 per 2 independent living units	1, 2	1 per 12 independent living units after the first 12 independent living units		Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Shop: (Includes a shop as an Ancillary Use) (Excludes shop land uses covered elsewhere in this table ⁷)					
Department store	1 per 1750 m ² GFA after the first 1750 m ² GFA	1, 2	1 per 1000 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 500 m ² GFA after the first 500 m ² GFA	1, 2	1 per 300 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Special care establishment:					
Independent living units	<u>Residents:</u> 1 per 2 independent living units	1, 2	1 per 12 independent living units after the first 12 independent living units		Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

⁷ For example, bulky goods retailing, personal service, supermarket, take-away food shop.

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Special care hostel:					
Independent living units	<u>Residents:</u> 1 per 2 independent living units	1, 2	1 per 12 independent living units after the first 12 independent living units		Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Special dwelling:					
Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Supermarket	1 per 750 m ² GFA after the first 750 m ² GFA	1, 2	1 per 300 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

Development	Employees and residents ³		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required ⁴	Class ⁵	Bicycle Parking Spaces required ⁴	Class ⁵	
Supportive housing:					
Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
Independent living units	<u>Residents:</u> 1 per 2 independent living units		1 per 12 independent living units after the first 12 independent living units		Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Take-away food shop	1 per 250 m ² GFA after the first 250 m ² GFA	1, 2	1 per 100 m ² GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Tourist facility	Individual Assessment		Individual Assessment		Individual Assessment
Tourist resort	Individual Assessment		Individual Assessment		Individual Assessment
Veterinary hospital	1 per 8 practitioners after the first 8 practitioners	1, 2	1 per 8 practitioners after the first 8 practitioners	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

3.2 Allowance: Storage space (residents' parking)

3.2.1 Objectives

- a) To allow flexibility in how space suitable for bicycle parking is provided in residential developments, while ensuring the needs of cyclists are met.
- b) To ensure requirements to install bicycle parking do not impose an unreasonable cost burden on developers.

3.2.2 Background

Many apartment and similar developments provide secure general-purpose storage space for residents, such as storage lockers in basements. Where the storage space is secure, suitably shaped and accessible by bicycles, it can be easily used for bicycle parking. This section recognises this by not requiring dedicated resident Bicycle Parking Spaces to be provided where suitable storage space is provided.

3.2.3 Standards

This section applies only to those developments shown as having access to this allowance in Table 2.

An apartment or independent living unit does not contribute to the requirement for Residents' Bicycle Parking Spaces specified in Table 2 where:

- a) it includes secure storage space accessible only to residents of that apartment or independent living unit; and
- b) the secure storage space contains an unobstructed envelope with minimum dimensions of 1.8 m long, 0.7 m wide and 1.1 m high; and
- c) the storage space with that envelope meets the design requirements specified at Part 4 of the Code.

3.2.4 Guidance

Other Codes contain requirements for the design and quantity of storage space, for example the Commercial and Residential Zones Development Codes. These requirements need to be taken into account when using this allowance.

3.3 Allowance: Storage space (other secure parking)

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3.3.1 Objectives

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- a) To allow flexibility in how bicycle parking is provided in small destination developments, while ensuring the needs of cyclists are met.
- b) To ensure requirements to install bicycle parking do not impose an unreasonable cost burden on developers.

3.3.2 Background

Many commercial developments provide secure general-purpose storage space for tenants, such as storage rooms under stairs. For smaller developments where this storage space is suitably accessible and shaped, it can be used by employees to park their bicycles. Similarly, commercial accommodation providers often have guest baggage storage facilities which can be used to store a small number guest and employee bicycles. This section recognises this by not requiring dedicated secure Bicycle Parking Facilities where suitable general-purpose storage space is provided and the quantity of secure parking required is small.

3.3.3 Standards

This section applies only to those developments shown as having access to this allowance in Table 2.

Where the requirement for Class 1 and 2 Bicycle Parking Spaces calculated using Table 2 is four Bicycle Parking Spaces or fewer, storage space may be substituted for some or all of the required Class 1 and 2 Bicycle Parking Spaces. To be eligible, storage space must be:

- a) secure; and
- b) on site; and
- c) contain an unobstructed envelope with minimum dimensions of 1.8 m long, 0.7 m wide and 1.1 m high for each Bicycle Parking Space substituted; and
- d) meet the design requirements specified at Part 4 of the Guidelines.

3.4 Allowance: Pre-existing bicycle parking

3.4.1 Objectives

- a) To avoid unnecessary duplication of pre-existing bicycle parking.

3.4.2 Background

In many commercial zones, the ACT Government has previously provided suitable Bicycle Rail Bicycle Parking Facilities. In these cases, further Bicycle Rails may not be required to meet demand. In the case of redevelopments, existing bicycle parking may be able to be retained. This section allows flexibility in such cases.

3.4.3 Standards

This section applies only to those developments shown as having access to this allowance in Table 2.

When calculating the required provision of Bicycle Parking Spaces in accordance with Table 2, pre-existing Bicycle Parking Spaces may be counted towards meeting the requirements provided that:

- a) the pre-existing Bicycle Parking Spaces are of the same Class as the required Bicycle Parking Spaces; and
- b) the pre-existing Bicycle Parking Spaces and the Bicycle Parking Facility they are contained in is fully compliant with the requirements of Part 4 of these Code; and
- c) the pre-existing Bicycle Parking Spaces are within the development, or where located off-site, meet the requirements for off-site provision of Bicycle Parking Spaces in section 4.8; and
- d) the pre-existing Bicycle Parking Facility can be demonstrated to have spare capacity equal to the number of Bicycle Parking Spaces to be counted towards the requirements of Table 2.

3.4.4 Guidance

- a) Where pre-existing Bicycle Parking Facilities would otherwise meet the requirements of this section but are not compliant with Part 4 of this Code, upgrading the pre-existing Bicycle Parking Facilities may be less costly than constructing a new Bicycle Parking Facility.

3.5 Allowance: Reduction of car parking requirements

3.5.1 Objectives

- a) To provide flexibility in cases where a development's users would be better served by a higher level of bicycle parking but do not require the normally mandated level of car parking.

3.5.2 Background

Some groups have higher rates of bicycle use and lower rates of car use than the general population (for example, university students). For developments catering to these groups, flexibility is required for developers to be able to provide additional Bicycle Parking Spaces, but fewer car parking spaces than is normally required.

3.5.3 Standards

This section applies only to those developments shown as having access to this allowance in Table 2.

Provision of additional Bicycle Parking Spaces above the minimum number specified in Table 2 will allow for a reduction in the requirement to provide car parking as follows:

- a) For each additional four Class 1 or 2 Bicycle Parking Spaces provided, the provision of car parking spaces calculated using the *Parking and Vehicular Access General Code* may be reduced by one space, up to a maximum of 5% of the total number of car parking spaces required.
- b) No substitution is allowed for Class 3 Bicycle Parking Spaces.

3.5.4 Guidance

This section does not allow substitution of an additional 5% of spaces.

4. Design and Location of Bicycle parking Facilities

4.1 Introduction

In the past, insufficient priority has been given to the design and location of bicycle parking installations and the facilities they are housed in. The resulting theft of bicycles or accessories, vandalism and inconvenience has been a barrier to cycling and has led to under-utilisation of some bicycle parking. Provision of secure, well-designed and suitably located bicycle parking is necessary if cycling rates are to be increased.

4.1.1 Different users have different parking needs

Just as for car trips, different cycling trips have different parking needs. There are two general situations to consider.

- a) *Long-stay parking* (eg residents' parking at apartments and employee parking) requires a high level of physical security to prevent theft or tampering with the bicycle. Because bicycles can be damaged through long exposure to rain, weatherproofing is also important. Convenience, however, is less critical.
- b) For *short-stay parking* (eg shoppers and visitors), convenience is the critical issue. A lower level of physical security is required, provided physical security is supplemented by placing installations in locations with good natural surveillance, for example in visible locations with frequent pedestrian traffic. Weatherproofing is preferable but not necessary.

4.1.2 Types of Bicycle Parking Facilities

There are four types of Bicycle Parking Facility, each suitable for different user groups and situations. Table 3 outlines the features of each type and links this to the security classes used in Part 3 of this Code.

Table 3 – Types of Bicycle Parking Facilities

Type	Description	Physical security	Long/short stay	Class	Suitable for
Bicycle Locker	Fully enclosed individual lockers	High	Long	1	<ul style="list-style-type: none"> • Apartment residents • Bike and ride commuters at public transport interchanges • Guests at motels, serviced apartments
Bicycle Enclosure	Locked cages or compounds containing Bicycle Rail installations as described below. Communal access using duplicated keys or electronic swipe cards	Medium	Long	2	<ul style="list-style-type: none"> • Apartment residents • Regular employees or students • Guests at motels, serviced apartments
Bicycle Rail	Installations such as metal hoops and rails which support the bicycle and to which the bicycle frame and both wheels can be locked	Low	Short	3	<ul style="list-style-type: none"> • Shoppers • Visitors to offices and apartments
Supervised Parking Station	High capacity facilities with constant security supervision, typically available to the public.	High	Both	All	<ul style="list-style-type: none"> • All users

4.1.3 Location of Bicycle Parking Facilities

The two key location issues for Bicycle Parking Facilities are security and convenience. For users to feel secure, physical security needs to be supplemented by placing installations in locations with good natural surveillance, for example in visible locations with frequent pedestrian traffic or visible from a distance.

If Bicycle Parking Facilities are not conveniently located cyclists will ignore the facilities and continue the insecure and unsafe practice of locking bicycles to railings, posts, parking meters etc. Short-stay parking, in particular, needs to be very convenient if it is to be effective. Bicycle Parking Facilities are more effective if provided in small clusters close to various destinations rather than as one large parking area.

Experience has shown that:

- a) Long-stay parking should generally be provided no more than 100 metres from the cyclist's destination; and
- b) Short-stay parking should be placed every 30 metres throughout on-street shopping areas or in small clusters near the entrances to major destination buildings.

4.2 Design and location requirements for bicycle parking

4.2.1 Objectives

- a) To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.

4.2.2 Standards

All Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code, including storage space provided in lieu of Bicycle Parking Spaces, must meet the requirements of section 4.3.

- a) All Class 1 Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code must be either:
 - i) Bicycle Lockers designed in accordance with section 4.4 of the Code; or
 - ii) Part of a Supervised Parking Station designed in accordance with section 4.7 of the Code.

All Class 2 Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code must be either:

- iii) Bicycle Enclosures designed in accordance with section 4.5 of this Code; or
- iv) Part of a Supervised Parking Station designed in accordance with section 4.7 of this Code.

All Class 3 Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code must be either:

- v) Bicycle Rails designed in accordance with section 4.6 of this Code; or
- vi) Part of a Supervised Parking Station designed in accordance with section 4.7 of this Code.

Any Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code, excluding storage space provided in lieu of Bicycle Parking Spaces, may be provided off-site in accordance with section 4.8.

4.3 Requirements applicable to all Bicycle Parking Facilities

4.3.1 Objectives

- a) To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.

4.3.2 Standards

All Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code, and the Bicycle Parking Facilities they are contained in, including storage space provided in lieu of providing Bicycle Parking Spaces, must:

- a) be accessible from a road, driveway or footpath via a Bicycle-Friendly Access Path; and
- b) be located outside of pedestrian movements paths. In particular, Bicycle Parking Facilities must not be located within a Continuous Accessible Path of Travel; and
- c) be arranged so that a bicycle can be parked without damaging adjacent objects such as landscaping, access doors and corridors and other parked bicycles; and
- d) be protected from manoeuvring motor vehicles and opening doors; and
- e) be lit in accordance with the *ACT Crime Prevention and Urban Design Resource Manual* and *Australian Standard 1158.3.1 – Pedestrian area (Category P) lighting*. This applies both to the Bicycle Parking Facility itself and to all reasonable access routes between the Bicycle Parking Facility and the block boundary, and the Bicycle Parking Facility and public entrances to the development.⁸

4.3.3 Guidance

To ensure Bicycle Parking Facilities are well utilised by cyclists and well accepted by surrounding land owners, it is recommended that all Bicycle Parking Facilities provided are:

- a) designed to aesthetically harmonise with their surroundings; and
- b) as close as possible to the cyclist's ultimate destination; and
- c) easy to find, including signage if necessary. Standard signage designs are shown in *Australian Standard 2890.3 – Bicycle Parking Facilities*.

In addition to cyclists, Bicycle Parking Facilities may be used for motorised scooter parking by persons with a mobility impairment. This is particularly relevant for development that cater specifically for such persons, such as aged care and seniors' recreation facilities. For these developments, Bicycle Parking Facilities should be specifically designed to cater for motorised scooter users. For example, a Continuous Accessible Path of Travel should be provided between Bicycle Parking Facilities and public entrances to the development.

4.4 Requirements for Bicycle Lockers (Class 1)

4.4.1 Objectives

- a) To ensure Bicycle Lockers are safe, secure and convenient.
- b) To ensure Bicycle Lockers provide an appropriate level of service for all day or overnight use.

4.4.2 Background

Bicycle Lockers offer the highest level of security available. They should be considered at locations where:

⁸ This requirement supersedes the lighting requirements of *Australian Standard 2890.3*.

- a) Bicycle parking is not readily visible to passers-by.
- b) The body of potential users is large and not fully under the control of the building owner or tenant (eg at residential apartments, motels and public transport interchanges).
- c) Parking is likely to be used at night as well as during the day.

They have the added advantage that helmets and other gear can be securely stored along with the bicycle.

Note that unless coin-operated, lockers are not suitable for casual parking as management of access to lockers becomes difficult with a high turnover of users. Lockers are therefore most suitable where they can be leased on a long-term basis.

4.4.3 Standards

For Bicycle Lockers to be accepted as Class 1 Bicycle Parking Spaces, they must:

- a) be designed in accordance with Australian Standard 2890.3 – Bicycle Parking Facilities; and⁹
- b) be designed to only store one bicycle in each compartment¹⁰; and
- c) be completely enclosed. Mesh walls are not acceptable where the mesh contains gaps of greater than 9cm² as bicycles may be tampered with through the mesh; and
- d) be fully weatherproof; and
- e) be lockable with a duplicate key, swipe card, access code or other similar mechanism; and
- f) have a hard floor surface such as metal, concrete or paving.

4.4.4 Guidance

It is recommended that Bicycle Lockers:

- a) Are situated in a location with good natural surveillance or active security supervision (for example a security camera) to ensure the safety of users and deter vandalism of the Bicycle Parking Facility. Guidance is available in the *ACT Crime Prevention and Urban Design Resource Manual*.
- b) Do not allow users of Bicycle Lockers to supply their own locks as lockers may be appropriated by occasional users and remain empty and locked. Possible alternative arrangements include a coin-operated system or locks being supplied by those responsible for the management of the Bicycle Lockers, who will then retain a duplicate key and maintain a register of the regular users.

Bicycle Lockers may present a terrorism hazard at high-risk sites. Law enforcement agencies should be consulted on the design and location of lockers for these sites.

4.5 Requirements for Bicycle Enclosures (Class 2)

4.5.1 Objectives

- a) To ensure bicycle enclosures are safe, secure and convenient
- b) To ensure bicycle enclosures provide an appropriate level of service for all day or overnight use.

⁹ *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence.

¹⁰ Installations with several compartments are acceptable where no access is possible between compartments. In this case, each compartment can be considered a separate Bicycle Parking Space.

4.5.2 Background

Bicycle enclosures offer a medium level of security in that while the owner can lock the bicycle within the enclosure, other users also have access to the enclosure. They are suitable for all day parking at locations such as workplaces and schools. Because they are not as secure as Bicycle Lockers, some level of surveillance or monitoring of access should be provided to ensure satisfactory operation.

An example of a Bicycle Enclosure Bicycle Parking Facility is shown in *Figure 1*.



Figure 1 – Example of an Acceptable Bicycle Enclosure

4.5.3 Standards

For Bicycle Enclosures to be accepted as Class 2 Bicycle Parking Facilities, they must:

- a) be designed in accordance with Australian Standard 2890.3 – Bicycle Parking Facilities; and¹¹
- b) contain one Bicycle Rail¹² for each Bicycle Parking Space required by Part 3 of these Guidelines; and
- c) be securely enclosed, for example by a wire mesh compound; and
- d) provide weather-protection for parked bicycles; and
- e) have a hard floor surface such as concrete or paving; and
- f) where visible from a public area, be designed to protect the aesthetic amenity of the surrounding streetscape and/or buildings.

¹¹ *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence.

¹² The design features of Bicycle Rails are specified in section 4.6.

4.5.4 Guidance

Bicycle Enclosures should be situated in a location with good natural surveillance or active security supervision (for example a security camera) to ensure the safety of users and deter vandalism of the Bicycle Parking Facility. Guidance is available in the *ACT Crime Prevention and Urban Design Resource Manual*.

4.6 Requirements for Bicycle Rails (Class 3)

4.6.1 Objectives

- a) To ensure Bicycle Rails are safe, secure and convenient
- b) To ensure Bicycle Rails provide an appropriate level of service for part-day use by both regular and casual users.

4.6.2 Background

Bicycle Rails come in a wide number of forms, including free-standing hoops, wall-mounted rails and wall-mounted vertical storage racks. Examples of Bicycle Rail Bicycle Parking Facilities based on free-standing hoops are shown in Figure 2.



Figure 2 – Examples of Acceptable Bicycle Rail Parking Facilities

The Bicycle Rail is one of the most versatile methods of bicycle parking because it:

- a) is low in cost;
- b) comes in a range of different forms to suit different situations; and
- c) is able to be located close to cyclist destinations.

However, Bicycle Rails provide a low level of security. While they prevent theft, they do not prevent vandalism. As a result, they should be located in a position that has good passive surveillance. For example, Bicycle Rails provided at a school should be sited next to classrooms or administrative offices that permit overlooking of the Bicycle Parking Facility.

Note that racks and stands which allow only one wheel to be locked to the installation or which support the bicycle by only one wheel do not provide proper support or security for the bicycle as a whole. As a result, they do not meet the requirements of *Australian Standard 2890.3 – Bicycle Parking Facilities*. Specific problems related to these types of racks and stands are:

- a) as only the front wheel can be secured to the rack the remainder of the bicycle can be easily stolen; and
- b) they do not provide adequate stability and can result in damage to the bicycles; and
- c) they are often a pedestrian hazard when not in use.

An example of this type of unacceptable installation is shown in Figure 3.

4.6.3 Standards

a) For Bicycle Rails to be accepted as Class 3 Bicycle Parking Spaces, they must be:

- i) Situated in a location with good natural surveillance or active security supervision (for example a security camera) to ensure the safety of users and deter vandalism of the Bicycle Parking Facility. Guidance is available in the *ACT Crime Prevention and Urban Design Resource Manual*.
- ii) Designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*.¹³ (Installations which do not allow users to lock the frame and both wheels to the installation do not meet the requirements of the *Australian Standard*.)



Figure 3 – An Example of Unacceptable Parking Installations

For Bicycle Parking Facilities based on Bicycle Rails to be acceptable as Class 3 Bicycle Parking Facilities, they must:

- i) be designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*¹³; and
- ii) provide a hard floor surface such as concrete or paving over the entire area used to park and manoeuvre bicycles.

4.6.4 Guidance

Some Bicycle Rail installations are designed for parking more than one bicycle. These installations can be counted as providing more than one Bicycle Parking Space.

To ensure cyclists use the Bicycle Rails provided rather than posts and trees, Bicycle Rails should be located within 30 metres of a public entrance to the development.

Consideration should be given to constructing Bicycle Rail Bicycle Parking Facilities as an off-site work on the road verge as such locations are convenient and typically provide good natural surveillance. For further information on off-site provision, see section 4.8.

It is recommended that in high-traffic areas, installations be based on a free-standing hoop design, rather than a wall-mounted rail. Wall-mounted rails are typically less visible than free-standing hoops and are therefore more likely to cause injury to passing pedestrians and cyclists.

4.7 Requirements for Supervised Parking Stations (All Classes)

4.7.1 Objectives

- a) To ensure Supervised Parking Stations are safe, secure and convenient.
- b) To ensure Supervised Parking Stations provide an appropriate level of service for both long and short stays, and for both regular and casual users.

4.7.2 Background

The development of high-capacity bicycle parking stations open to members of the public is becoming increasingly popular internationally. Australia's first such facility is currently under construction in Brisbane. These facilities are typically located at high demand locations such as transit nodes,

¹³ *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence.

universities or major city-centre developments. To ensure the Bicycle Parking Facility receives maximum use, all bicycle users are catered for, regardless of stay length or regularity of use.

Because they are available for public use, the level of security supervision required is high and is usually provided with a combination of staff surveillance and security cameras. However, the high level of security increases the attractiveness of the Bicycle Parking Facility and in many cases, users pay for use in the same way as car drivers pay for car parking. To increase the attractiveness of the Bicycle Parking Facility and thereby improve cost-recovery, it is common for such Bicycle Parking Facilities to provide add-on services including shower, locker and towel hire, bicycle repairs and bicycle hire.

4.7.3 Standards

For a Supervised Parking Station to be accepted as a Bicycle Parking Facility for the purposes of these Guidelines, it must:

- a) be under constant, active security supervision by security camera and/or security staff; and
- b) have access to the Bicycle Parking Facility controlled and monitored by staff or an electronic entry control system; and
- c) have an internal layout designed to minimise crime;¹⁴ and
- d) be completely enclosed and fully weatherproof; and
- e) contain one Bicycle Rail¹⁵ for each Bicycle Parking Space required by Part 3 of these Guidelines; and
- f) be available for long and short-stay parking by both regular and occasional users; and
- g) be designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*, excluding clauses 1.4 (Classification) and 3.1 (Security).¹⁶

4.7.4 Guidance

Given the high standard of service provided by Supervised Parking Stations, it is appropriate to charge users.

Overseas experience has shown that the level of cost recovery for Supervised Parking Stations is increased through the provision of additional services at the Bicycle Parking Facility. This can include:

- a) sub-leasing part of the Bicycle Parking Facility to a bicycle repair business;
- b) providing showers, lockers and change rooms within the Bicycle Parking Facility; and
- c) providing add-on services similar to those provided in commercial car parks, such as the ability to lease a dedicated Bicycle Parking Space.

4.8 Off-site provision

4.8.1 Objectives

- a) To allow flexibility when selecting a location for bicycle parking by allowing off-site provision where this meets the needs of both the developer and cyclists.

¹⁴ Guidance on design for crime prevention is available in the *ACT Crime Prevention and Urban Design Resource Manual*.

¹⁵ The design features of Bicycle Rails are specified in section 4.6.

¹⁶ *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence.

4.8.2 Background

In many cases, the most suitable location for Bicycle Parking Facilities will not be on the development site itself. For example, Bicycle Rails are typically better utilised when located on a road verge rather than in a basement as the road verge is more convenient and passing pedestrians provide a high level of natural surveillance.

4.8.3 Standards

A Bicycle Parking Facility (but not secure storage space provided in lieu of bicycle parking) may be provided off-site in cases where the off-site Bicycle Parking Facility will be:

- a) accessible to users of the development¹⁷; and
- b) within 30 metres of a public entrance to the development in the case of Bicycle Rails; or within 100 metres of a public entrance to the development in the case of Bicycle Lockers, a Bicycle Enclosure or a Supervised Parking Station.

4.8.4 Guidance

Where Bicycle Parking Spaces are to be located on footpaths or in other pedestrian areas, attention is drawn to the requirement of section 4.3 that Bicycle Parking Spaces are located outside of pedestrian movements paths.

For clarity, shared Bicycle Parking Facilities available to users of several buildings are permitted, as long as they meet the requirements of these Guidelines, for example being accessible to users from each of the buildings.

¹⁷ For example, existing Bicycle Rails in a public space would be accessible to users of the development. However, a Bicycle Enclosure located in the secure basement of a neighbouring building would not be accessible as users would not typically have access to that basement.

5. Other Facilities

5.1 Showers and clothing lockers

5.1.1 Objectives

- a) To reduce the barriers to cycling being a viable alternative to car-based commuting through the provision of showers and change facilities in workplaces.
- b) To ensure that showers and change facilities provided are suitable for use by commutercyclists.
- c) To ensure that showers and change facilities are cost-effective, and do not impose an unreasonable cost burden on developers.

5.1.2 Background

To effect substantial change in travel modes requires the creation of an environment in which people can cycle safely and comfortably. In order to make bicycle trips in excess of five kilometres attractive, it is necessary that clean, safe showers and changing facilities are provided in the workplace. The provision of showers and clothing lockers is also beneficial to many non-cyclists, including people who jog or walk a long distance to work, carry out manual labour or exercise at lunchtime.

5.1.3 Standards

For new buildings only, showers must be provided in accordance with Table 4.

Where more than 1 shower is required, separate shower and change facilities are to be provided for males and females.

Where showers are required, change rooms must also be provided. They must be provided as either:

- a) a combined shower and change cubicle; or
- b) one communal change room for each gender, directly accessible from the showers for that gender without passing through a public space.

Shower and change facilities must be located so that users and their belongings have a high level of security.

All showers provided are to dispense both hot and cold water. Cold-only showers must not be counted towards the requirements of this section.

Table 4 – Rates of Provision for Showers

Number of Employee Bicycle Parking Spaces Required	Number of Showers
0 to 4	0
5 to 9	1
10 to 24	2
25 and above	2 PLUS 2 showers per 20 Employee Bicycle Parking Spaces after the first 24 Spaces, rounded up to the nearest even number ¹⁸

¹⁸ That is, 4 showers for 25 to 44 employee spaces, 6 showers for 45 to 64 employee spaces, 8 showers for 65 to 84 spaces and so on.

5.1.4 Guidance

For redevelopment or refurbishment of existing buildings, showers should be provided at the rates shown in Table 4, where possible within the constraints of the size of works to be undertaken and building design.

Clothing lockers encourage cycling by providing secure storage for cycling clothes, footwear and towels. Clothing lockers should be:

- a) provided at a rate greater than one for each Employee Bicycle Parking Space, bearing in mind they may be used by non-cyclists; and
- b) of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear; and
- c) well ventilated, secure and lockable; and
- d) located close to shower and change facilities.

Where possible, showers and clothing lockers should be located close to Bicycle Parking Facilities.

5.2 Signage

5.2.1 Objectives

- a) To ensure cyclists can locate Bicycle Parking Facilities.
- b) To encourage use of Bicycle Parking Facilities by increasing their visibility to potential cyclists.

5.2.2 Guidance

Where the location of bicycle parking is not obvious from public entrances to a development, signs should be provided to direct cyclists to bicycle parking. Signage should be designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*.

6. Definitions

Where the following terms appear in the text of this Code, they have the meaning specified below:

Term	Definition
Ancillary Use	Has the same meaning as in the <i>Territory Plan</i>
Authority, the	The ACT Planning and Land Authority and its successors
Bicycle Enclosure	A locked cage or compound containing Bicycle Rails. Design requirements for Bicycle Enclosures are outlined in Part 4 of these Guidelines.
Bicycle Rail	Installations such as metal hoops and rails to which the bicycle frame and both wheels can be locked. Design requirements for Bicycle Rails are outlined in Part 4 of these Guidelines.
Bicycle-Friendly Access Path	A continuous path of travel that: <ul style="list-style-type: none"> • does not include any step, stairway, turnstile, revolving door, escalator or other impediment that would prevent it from being safely negotiated by a person pushing a bicycle (lift access is acceptable but not preferable); and • has an unobstructed width of at least 1,500mm and an unobstructed height of at least 2,250mm along the entire length of the path.
Bicycle Locker	A fully-enclosed individual locker suitable for storing bicycles. Design requirements for Bicycle Lockers are outlined in Part 4 of these Guidelines.
Bicycle Parking Facility	A set of one or more Bicycle Parking Spaces.
Bicycle Parking Space	An installation such as a hoop, rail or Bicycle Locker designed to enable the parking of one bicycle.
Class 1	A Bicycle Parking Space/Facility designed to Class 1 standard in accordance with Part 4 of these Guidelines.
Class 2	A Bicycle Parking Space/Facility designed to Class 2 standard in accordance with Part 4 of these Guidelines.
Class 3	A Bicycle Parking Space/Facility designed to Class 3 standard in accordance with Part 4 of these Guidelines.
Continuous Accessible Path of Travel	A Continuous Accessible Path of Travel for the purposes of <i>Australian Standard 1428.1 – Design for access and mobility</i> .
Employee Bicycle Parking Space	A Bicycle Parking Space that are provided for use by employees, as specified in the 'Employees and residents' column of Table 2.
GFA / Gross Floor Area	As defined in the <i>Territory Plan</i> .
Individual Assessment	A process whereby the Authority determines on a case-by-case basis what facilities are needed to ensure the objectives of these Guidelines are met. For further details, see section 2.2.
Residents' Bicycle Parking Space	A Bicycle Parking Space that is provided for use by residents, as specified in the 'Employees and residents' column of Table 2.
Supervised Parking Station	High capacity Bicycle Parking Facilities typically available to the public which are suitable for short and long-stay use, and provide constant security supervision. Design requirements for Supervised Parking Stations are outlined in Part 4 of these Guidelines.

7. Reference Documents

7.1 Referenced documents

The following documents are referenced in these Guidelines.

- a) ARRB (2005) *ACT Parking Strategy Study – Final Report*, ACT Planning and Land Authority, Canberra.
- b) ACT Government (1997) *Canberra Bicycle 2000: A Bicycle Strategy for the Australian Capital Territory*, ACT Government, Canberra.
- c) ACT Government (2004) *The Sustainable Transport Plan for the ACT*, ACT Planning and Land Authority, Canberra.
- d) ACT Government (2004) *The Canberra Social Plan*, ACT Planning and Land Authority, Canberra.
- e) Standards Australia (1993) *Australian Standard 2890.3 – 1993, Parking Facilities, Part 3: Bicycle Parking Facilities*, Standards Australia International and Standards New Zealand, Sydney.
- f) Standards Australia (1999) *Australian Standard 1158.3.1 – 1999, Road Lighting, Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements*, Standards Australia International and Standards New Zealand, Sydney.
- g) Standards Australia (2001) *Australian Standard 1428.1 – 2001, Design for Access and Mobility, Part 1: General Requirements for Access – New Building Work*, Standards Australia International and Standards New Zealand, Sydney.

7.2 Other resources

The following documents on bicycle infrastructure planning may be of interest to readers:

- a) Austroads (1999) *Guide to Traffic Engineering Practice, Part 14 – Bicycles*, Austroads, Sydney.
- b) Western Australian Government (undated) *End of Trip Facilities in Government Buildings*, retrieved 10 September 2005 from http://www.dpi.wa.gov.au/mediaFiles/cycling_end_of_trip.pdf.
- c) NSW Department of Infrastructure, Planning and Natural Resources (2004) *Planning Guidelines for Walking and Cycling*, NSW Government, Sydney.
- d) Victorian Department of Sustainability and Environment (2004) *Particular Provisions – Clause 52.34, Bicycle Facilities*, Victorian Government, Melbourne.
- e) NSW Roads and Traffic Authority (2004), *NSW Bicycle Guidelines*, NSW Roads and Traffic Authority, Sydney.



Access and Mobility General Code

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Introduction

The importance of providing equitable access is acknowledged in the Statement of Strategic Directions of the Territory Plan, which specifies that the needs of the people with disabilities to be recognised in all facets of urban planning, including in particular the assessment of development proposals and design and operation of transport and access systems.

The Access and Mobility General Code (the A & M General Code) has been prepared under section 55(5) of the *Planning and Development Act 2007* (P & D Act), which sets out the requirements for the provision of access to buildings and public places in the ACT. The A & M General Code applies to defined development types and or planning and design issues in the ACT. Section 55(5) of the P & D Act stipulates that any development proposal that requires compliance with the A & M General Code, needs to satisfy applicable policies, rules and criteria of the A & M General Code. The A & M General Code has been prepared to be consistent with other parts in the Territory Plan and may contain mandatory and non-mandatory Rules and Criteria.

After development approval has been given for a particular development, the lessee needs to obtain building approval before construction work can begin and therefore the building plan needs to comply with the access requirements at the building approval stage. The *Building Act 2004* regulates the approval and carrying out of building work in the ACT. Building approval may be given to certain developments, which are exempted from requiring a development approval.

The *Building Act 2004* requires building work to be carried out only in a way that will result in compliance with the Building Code of Australia (BCA), except for certain minor exempt work. The BCA requires access to be provided to certain buildings and to certain facilities within buildings. The BCA also references Australian Standards, such as *AS1428.1 – Design for Access and Mobility – General Requirements for Access – New Buildings* and *AS1428.4 - Design for Access and Mobility – Tactile Indicators*. Both the BCA and Australian Standards prescribe the minimum standards to provide equitable access for people with disabilities. However, the BCA is a performance-based document, so it does not mandate compliance with those Australian Standards. Rather, the BCA provides that compliance with certain such standards is deemed-to-satisfy the BCA's requirements.

Currently the A & M General Code covers a much wider scope of development than the BCA and therefore does not necessarily correlate with all provisions of the BCA. In some cases, the A & M General Code and BCA cover the same subject matter and therefore considered to be overlapping with the Australian Standards. The Commonwealth Government has prepared the Access to Premises Standards under the *Disability Discrimination Act 1992*. When approved, the Access to Premises Standards will be incorporated into the BCA through amended Australian Standards. Once the reviewed access standards are approved, the Territory Plan will be reviewed in order to better align the access requirements with other Australian jurisdictions and remove any duplication from the Territory Plan. This reviewed A & M General Code will be an interim document until the Territory Plan is reviewed again for the purpose of development assessment in relation to access provisions.

Aim of the A & M General Code

The A & M General Code aims to provide as far as is reasonable, non-discriminatory, equitable and dignified access for people regardless of disability, to buildings, services and facilities that are designed to have general access.

Why access and mobility is important

Demographic research makes it clear that the prevalence of disabilities in the population is increasing and the ageing Australian population faces increasing mobility challenges. Accessible environments make life safer and promote ease of use for everyone. To adequately reflect the needs and diversity of the community now and in the future it is essential to work towards an accessible built environment that includes a range of housing options.

Housing options will include accessible housing for particular groups especially the aged and people with disabilities. The adaptable housing where a unit has a number of essential accessible features and or other features that can be adapted at minimal cost to make it fully accessible for people who are aged or with disability.

Other relevant law

The A & M General Code is designed to complement the provisions of Commonwealth and Territory legislation relating to access and mobility. Human rights legislation at Federal and Territory levels makes it unlawful to discriminate against individuals due to specified characteristics. These laws include the *Disability Discrimination Act 1992* (Cwth) (DDA), the *Discrimination Act 1991* (ACT) (ACTDA), and the *Human Rights Commission Act 2005* (ACT). There is also a requirement in the *Building Act 2004* (ACT) to comply with the access and egress requirements of the BCA. However, meeting BCA does not necessarily mean that a development proposal has met all the obligations of the DDA. The DDA and ACTDA both cover direct and indirect discrimination.

The A & M General Code applies to new work and any major extensions or alterations that are subject to a development application but the DDA applies to all existing and proposed places and facilities. The ACTDA aims to protect the rights of people in the ACT. It makes it unlawful for a person to be treated unfavourably because of specified personal attributes, including disability, in relation to access to various areas and premises where public access is permitted.

Section 19 of the DDA deals specifically with access and states the following: It is unlawful for a person to discriminate against another person –

- a) by refusing to allow the other person access to, or the use of, any premises that the community or a section of the community is entitled or allowed to enter or use (whether for payment or not); or
- b) in the terms or conditions on which the discriminator is prepared to allow the other person access to, or the use of, any such premises; or
- c) in relation to the provision of means of access to such premises; or
- d) by refusing to allow the other person the use of any facilities in such premises that the public or a section of the public is entitled or allowed to use (whether for payment or not); or
- e) by requiring the other person to leave such premises or cease to use such facilities.

The DDA considers all places that can be used by the public, or a section of the public. The definition includes schools, universities, shopping centres, publicly accessible facilities, shops, car parks, parks and recreational facilities, theatres, museums and more. It also includes access to aircraft, public transport vehicles and vessels regardless of a requirement for entrance fees.

The DDA aims to eliminate bias against people with disabilities and protect their rights to equality as a community member. The disability legislation is essentially complaints-based and therefore the responsibility lies with the building owner, the ACT Planning and Land Authority, designers, developers and building certifiers to consider the DDA principles. Under the ACTDA, a person who believes they have been discriminated against can make a formal written complaint to the Discrimination Commissioner, located in the ACT Human Rights Commission. The Commonwealth *Disability Discrimination Act 1992* (DDA) is administered by the Federal Human Rights and Equal Opportunities Commission (the Commission). Unresolved complaints may be referred to the Commission or the Federal Court.

There is some guidance for the DDA principles in the Draft Access to Premises Standards and proposed draft amendments to Australian Standards. The A & M General Code only refers to the legislation, but the development application needs to demonstrate that the proposal complies with the A & M General Code but at the same time relevant DDA principles are considered.

The A & M General Code will be reviewed as the BCA is amended when the Draft Access to Premises Code is approved. More information on the Draft Access to Premises Code can be found on <http://www.abcb.gov.au/go/whatweredoing/workprogram/projectsae/access>.

Structure of the A & M General Code

The code is divided into two parts:

- a) Part A contains the general controls that apply to all development applications where this code is triggered. These controls are in addition to any relevant controls contained in Part B.
- b) Part B contains the specific controls that relate to particular types of development where access to buildings and facilities is necessary.

The controls in this Code are expressed either as Rules, which are generally quantitative, or as qualitative Criteria.

Using the A & M General Code

The following website contains detailed information on the Territory Plan, including the use of assessment codes in the planning and development process and the relevance to different Development Applications.

http://www.actpla.act.gov.au/publications_forms/info_packs/development_application_information_pack

Application of the Code

This Code applies to all new developments and major alterations and or extensions to existing buildings (if the work affects more than 50% of the floor area of the whole of an existing building) across all zones in the ACT. **Table 1** identifies the developments that are required to comply with this Code.

Table 1: Development required to meet the Access and Mobility General Code

Airport	Hazardous waste facility	Religious associated use
Animal care facility	Health facility	Residential care accommodation
Aquatic recreation facility	Hospital	Restaurant
Boarding house	Hotel	Retail plant nursery
Bulky goods retailing	Indoor entertainment facility	Retirement Village
Business agency	Indoor recreation facility	Road
Car park	Land management facility	Rural Produce Retailing
Caravan park/camping ground	Light industry	Rural Supply retailing
Cemetery	Liquid fuel depot	Scientific research establishment
Child care centre	Mint	Serviced apartment
Civic administration	Mobile home park	Service station
Club	Motel	Special dwelling
Community activity centre	Multi unit housing (comprising more than 9 dwellings)	Store
Community theatre	Municipal depot	Supermarket
Corrections facility	Offensive industry	Supportive housing
Craft workshop	Office	Take-away food shop
Cultural facility	Outdoor recreation facility	Tourist facility
Department Store	Overnight camping area	Tourist resort
Drink establishment	Parkland	Transport depot
Drive-in cinema	Pedestrian plaza	Vehicle sales
Educational establishment	Personal services	Veterinary hospital
Emergency services facility	Place of assembly	Warehouse
Financial establishment	Place of worship	Water based recreation
Freight transport facility	Plant and equipment hire establishment	Zoological facility
Funeral parlour	Playing field	
General industry	Produce market	
Group or organised camp	Public agency	
Guest house	Public transport facility	
Hazardous industry	Railway use	

Note 1: All spaces affected by a DA need to be considered when addressing accessibility, including spaces in and around the above-mentioned development types.

Note 2: Development that includes assisted care may need special requirements.

Part A - General Development Controls

Objectives:

- f) Ensure that non-discriminatory and equitable access is provided to all members of the community to buildings, services and facilities
- g) Ensure access is achieved through pedestrian networks, including footpaths, public arcades, underpasses and overpasses
- h) Provide access to all public open spaces including parks, reserves and shopping centres, where topographically possible

Element 1: Parking

Intent:

- i) To ensure car parking is provided to meet the needs of people with disabilities.

Rules	Criteria
1.1 Car Parking	
R1 - RULE MET AS PER ACCESS REPORT j) Designated accessible car parking spaces meet the requirements of <i>AS2890.1</i> and <i>Parking and Vehicular Access General Code</i> .	C1 Car parking is provided at designated locations to meet the needs of people with disabilities.
R2 - RULE MET AS PER ACCESS REPORT Car parking spaces provided for people with disabilities must have vertical clearance for the entire width of the space and the adjacent shared area of not less than 2.5m described in Figure 2.7 of the <i>AS2890.6</i> .	C2 Adequate space is provided to allow a roof-mounted wheelchair to be unloaded either front – in or reverse-in position.

Element 2: External Access to Entrances

Intent:

- a) To ensure safe and convenient access is provided to entrances of buildings and public spaces for people with a disability, or with impaired mobility

Rules	Criteria
2.1 Continuous Accessible Path of Travel and Walkways	
<p>R3 - RULE MET AS PER ACCESS REPORT</p> <p>A continuous accessible path of travel is provided that complies with:</p> <ul style="list-style-type: none"> i) <i>AS 1428.1 - Design For Access and Mobility</i>; ii) <i>AS 1428.4</i> – Tactile ground surface indicators for the orientation of people with vision impairment to highlight hazards or provide direction; iii) <i>AS 4586</i> – Slip Resistant Classification of New Pedestrian Surface Materials for external paving and ground surfaces; and iv) designed so that the placement of facilities does not intrude into the continuous accessible path of travel. v) Walkways and glass adjacent to walkways to comply with <i>AS1428.1</i> and <i>AS1428.2</i> 	<p>C3</p> <p>Continuous accessible path of travel is provided for owners, occupants, employees and visitors:</p> <ul style="list-style-type: none"> a) to all areas and all required facilities of the building; b) from property boundary, designated accessible parking spaces, passenger drop off points and public spaces to entrances of buildings; c) to connect buildings, facilities and spaces that are on the same block or part of the same complex unless topographically impossible; and d) to minimise distances travelled between elements of buildings and facilities. e) Walkways are of an appropriate scale and if clear glass is used adjacent to walkways, are identified by appropriate luminance contrast.
2.2 Lighting	
<p>R4 - RULE MET AS PER EXTERNAL LIGHTING</p> <p>Internal lighting along the whole of the continuous accessible path of travel designed to meet <i>AS1680.0</i>.</p>	<p>C4</p> <p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R5 - RULE MET AS PER EXTERNAL LIGHTING</p> <p>External lighting along the whole of the continuous accessible path of travel meets <i>AS1158.3.1</i> and the <i>ACT Crime Prevention and Environmental Design General Code</i>.</p>	<p>C5</p> <p>This is a mandatory requirement. There is no applicable criterion.</p>
2.3 Way finding	
<p>R6 - RULE MET AS PER ACCESS REPORT</p> <p>Where installed directional signage or other wayfinding methods, e.g. tactile indicators, to be in accordance with <i>AS1428.1</i> and <i>AS1428.4</i> and must identify the continuous accessible path of travel, accessible parts of buildings and all accessible facilities. Details to meet <i>AS1428.1</i> and <i>AS1428.4</i>.</p>	<p>C6</p> <p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
R7 There is no applicable rule.	C7 For illuminated signs, the luminance of the symbols to be at least 30% in contrast to the background.

Element 3: Entry and doorways

Intent:

- e) To provide for a built form that provides safe and convenient entry to, and egress from buildings and to floors within buildings.

Rules	Criteria
3.1 Doorways and Doors	
R8 - RULE MET AS PER ACCESS REPORT Doorways and doors are designed to meet <i>AS 1428.1- Design for Access and Mobility</i> for: f) pedestrian entrances and exits; g) public circulation areas; and any common use areas.	C8 This is a mandatory requirement. There is no applicable criterion.
R9 - SEE TP ASSESSMENT FOR RESPONSE There is no applicable rule.	C9 Automatic doors for public entrances should be installed in high use commercial and public buildings.

Element 4: Circulation

Intent: To provide for design elements that are safe and convenient for circulation within and entry to buildings.

Stairways, Stairway lifts, Passenger lifts, Ramps, Handrails and Grab rails are provided in accordance with appropriate Australian Standards (**refer to Appendix A**).

Element 5: Toilets

Intent: To provide access and use of sanitary facilities.

Sanitary facilities and associated signage are designed and provided to meet the purpose of the buildings and appropriate Australian Standards (**refer to Appendix A**).

Element 6: Facilities

Intent: To provide access to other appropriate facilities such as street furniture and ATM.

Street furniture (seating, drinking fountains, litterbins and the like) and ATM facilities are designed and provided in accordance with appropriate Australian Standards (**refer to Appendix A**).

Part B - Additional Specific Controls

Objectives:

The objectives for Part B are:

- h) To provide for adaptable dwellings that recognise the diverse needs of the community, particularly people with disabilities and older people
- i) To provide convenient access to, and within facilities that meet the needs of all users
- j) To ensure safe and efficient and convenient parking facilities for vehicles of all users.

Adaptable Housing

Element 1: Built Form

Intent:

- k) To provide for the appropriate design, location and choice of sizes of adaptable dwellings within multi-unit developments and places of shared accommodation.

Rules	Criteria
1.1 Building Design	
R10 - RULE MET AS PER ACCESS REPORT Where dwellings are required to be adaptable, the dwellings must be designed in accordance with <i>AS4299 Class C (Adaptable Housing)</i>	C10 This is a mandatory requirement. There is no applicable criterion.
R11 There is no applicable rule.	C11 In multi-unit residential complexes, adaptable dwellings are required to be distributed in the development and be representative sample of sizes provided.

Element 2: Parking

Intent:

- l) To provide for adequate and convenient parking for owners, residents, tenants and visitors to adaptable dwellings

Rules	Criteria
2.1 Car Parking	
R12 - - RULE MET AS PER SITE PLAN Minimum of one accessible car parking space for each adaptable dwelling is designed in accordance with <i>AS2890.6</i> .	C12 Accessible car spaces are to be located in close proximity to the entrance of the adaptable units, and if a lift or stair platform lift is provided to serve adaptable units in multi-unit buildings.

Rules	Criteria
R13 There is no applicable rule.	C13 Where there is a change in grade between the carparking and the adaptable unit, a lift or access ramp is to be provided from any basement or internal car parking for the adaptable units or visitors to the floor level of any adaptable dwelling. Access ramp to comply with AS1428.1.

Element 3: Access to common use areas

Intent:

- m) To provide for convenient access for owners, residents, tenants and visitors to common use areas in adaptable dwellings

Rules	Criteria
3.1 Entries	
R14 - RULE MET AS PER ACCESS REPORT Common use areas including shared corridors in multi unit developments to meet AS1428.1.	C14 This is a mandatory requirement. There are no Criteria

Element 4: Circulation

Intent:

To provide appropriate access within developments for people with disabilities or to provide design options for easy adaptation.

4.1 Lifts	
R15 NOT APPLICABLE Passenger lifts meet AS1735.12 - <i>Lifts, Escalators and Moving Walks – Facilities for Persons with Disabilities</i> where they are provided as part of a multi-unit housing development, which includes adaptable dwellings.	C15 Where a multi-storey –multi unit development proposal does not incorporate a lift, the building is designed to be capable of having lift access for future use as adaptable units.

Special Purpose Developments

Element 1: Access

Intent:

To provide access to people with disabilities or special needs to all parts of the developments.

1.1 Special Purpose Developments	
<p>R16 NOT APPLICABLE</p> <p>There is no applicable rule.</p>	<p>C16</p> <p>Access in a special purpose development for older people with disabilities to be in accordance with <i>AS4299 – Adaptable Housing – Class C</i> and access is provided to, and within, 100% of units within the development.</p>
<p>R17 - NOT APPLICABLE</p> <p>There is no applicable rule.</p>	<p>C17</p> <p>For places of shared accommodation for people with disabilities:</p> <p>n) Where developments have a gross floor area not exceeding 300m², and no more than 12 person capacity – provide 1 accessible room</p> <p>o) Where developments have a gross floor area exceeding 300m² provide accessible rooms at the following rates:</p> <p>i) Less than 49 person capacity – 2 rooms</p> <p>ii) More than 49, but less than 99 – 4 rooms</p> <p>iii) More than 99 persons – 6 rooms.</p> <p>Note – capacity based on no more than average of 2 people per room.</p>

Fixed Seating Venue

Element 1: Built Form

Intent:

- p) To provide for appropriate seating for people with disabilities and limited mobility at venues with fixed or temporary seating, for example entertainment and sporting venues

Seating arrangements to meet with appropriate Australian Standards (**refer to Appendix A**).

Element 2: Hearing Augmentation Facilities

Intent:

- q) To provide for appropriate design of hearing augmentation facilities to assist people with hearing impediments

Hearing Augmentation Facilities, Emergency Warning Systems and Public Phones are provided according to appropriate Australian Standards (**refer to Appendix A**).

Appendices

Appendix A

Summary of Standards that are relevant to this code

The BCA makes reference to some of the Australian Standards applicable to the design of equitable access. The BCA indicates which edition of Australian Standards it refers to. The BCA does not always refer to the most recent version of a standard. However, under the Code, the most up to date Australian Standards applied by the code are applicable to relevant development proposals. At the time of the preparation of this Code the following standards apply:

- a) AS1158.3.1 Road lighting – Pedestrian area (Category P) lighting – Performance and installation design requirements
- b) AS1428.1 Design for Access and Mobility – *General Requirements for Access – New Building Work*
- c) AS1428.2 Design for Access and Mobility - *Enhanced and Additional Requirements – Buildings and Facilities*
- d) AS1428.3 Design for Access and Mobility - *Requirements for Children Adolescents with Physical Disabilities*
- e) AS1428.4 Design for Access Mobility - *Tactile Indicators*
- f) AS 1680.0 Interior Lighting – *Safe Movement*
- g) AS1735.7 Lifts, Escalators and Moving Walks – *Stairway Lifts*
- h) AS1735.12 Lifts, Escalators and Moving Walks – *Facilities for Persons With Disabilities*
- i) AS1735.14 Lifts for people with limited mobility – *Restricted use – low rise platforms*
- j) AS1735.15 Lifts, escalators and moving walks – *Low-rise passenger lifts – Non-automatically controlled*
- k) AS1735.16 Lifts, escalators and moving walks – *Lifts for persons with limited mobility – Restricted use- Automatically controlled*
- l) AS2890.1 Parking Facilities: Part 1 – *Off Street Car Parking*
- m) AS2890.6 Parking facilities: Part 6 – *Off-street parking for people with disabilities*
- n) AS2899 Public Information Symbol Signs - Part 1 *General Information Signs*
- o) AS3769 Automatic Teller Machines – *User access*
- p) AS4299 *Adaptable Housing*
- q) AS4428.4 Fire Detection, warning, control and intercom systems- *Control and indicating equipment - Intercommunication systems for emergency purposes*
- r) AS4586 *Slip Resistance Classification of New Pedestrian Surface materials*

Appendix B

Glossary of Terms

Accessible means having features to enable use by people with disability including those who rely upon a wheelchair.

Accessibility - The key contributions to the accessibility of a place are providing a continuous accessible path of travel, ensuring access is available to all required buildings, facilities and services and having an appreciation of how people with disabilities access and use facilities.

Adaptability refers to the means of designing a building that enables easy adaptation to make it fully comply with access standards.

Adaptable housing is housing specifically designed to enable easy modification and is recognised as a common sense approach to housing design as it involves considering a broad range of user requirements. Adaptable housing promotes convenience and safety and is based on the principle that homes should be accessible to all (children, older people and people with disabilities), making dwellings more suitable for people at all stages of their lives. This is also referred to as "Housing for Life".

Barrier is an object (either physical or perceived) that obstructs or impedes, for example, a physical barrier may be a step that some people are not physically capable of traversing. A perceived impediment to access may be, for example, only an impression that a ramp is too steep to negotiate. Furthermore, a lack of understanding of people's access needs can result in physical designs that pose barriers for some people. A door may or may not be considered a barrier depending on the extent to which it obstructs or impedes access.

BCA refers to the Building Code of Australia published by the Australian Building Codes Board.

Continuous Accessible Path of Travel is an uninterrupted path of travel to and within a place (whether a building or not). For non-ambulatory people, the accessible path should not incorporate any steps, humps, stairways, revolving doors, escalators or other impediments, which prevent the path being utilised by people with disabilities.

Disability refers to a physical, intellectual, psychiatric, sensory or neurological impairment or a combination of those impairments or reduced capacity of a person for learning, communication or mobility or physical disfigurement, or the presence of disease causing organism.

Facilities include, reception counters, gateways and checkouts, public telephones, drinking fountains, vending machines, automatic teller machines, bus shelters, viewing platforms, fishing platforms, public BBQ's, post boxes, outdoor furniture including tables and seating, refuse receptacles and playground equipment.

Places of shared accommodation are boarding houses, guest houses, lodging house or hostels; residential parts of a hotel or motel; residential part of a school; residential part of a health care facility; and specific purpose accommodation, such as supportive housing.

Special purpose developments for the purpose of this code, buildings that are specifically designed for people with disabilities belonging to different age groups such as children, adolescents and older people.

Visitability to be visitable by people who use wheelchairs, in that there must be at least one wheelchair accessible entry and path of travel from the block boundary to the living area and to a toilet that is either accessible or visitable.

Visitable housing unit means a housing unit which has at least one wheelchair accessible entry with an accessible path of travel from the block boundary to the living area and to a toilet that is either accessible or visitable.



ACT
Government

Environment and
Sustainable Development

Multi Unit Housing Development Code ASSESSMENT

Part A – General controls

This part applies to all multi-unit housing development irrespective of zone. Part B contains additional controls that apply to multi-unit housing with four or more storeys. Part C contains additional controls that apply to multi-unit housing in commercial zones.

Element 1: Restrictions on use

Rules	Criteria
1.1 Dual occupancy housing – single dwelling blocks – RZ1 - NOT APPLICABLE	
R1 In RZ1, the minimum area of <i>single dwelling blocks</i> for <i>dual occupancy housing</i> is as follows: a) For a <i>surrendered residential block</i> - 700m ² b) For all other blocks - 800m ² .	This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE
1.2 Dual occupancy housing – single dwelling blocks – RZ2 - NOT APPLICABLE	
R2 In RZ2, the minimum area of <i>single dwelling blocks</i> for <i>dual occupancy housing</i> is 700m ² .	This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE
1.3 Apartments - single dwelling blocks – RZ1 and RZ2 - NOT APPLICABLE	
R3 This rule applies to <i>single dwelling blocks</i> in RZ1 and RZ2. No new <i>apartments</i> are permitted.	This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE

Element 2: Lease and development conditions

Rules	Criteria
2.1 Development proposals affected by approved lease and development conditions - RULE MET	
R4 This rule applies to <i>blocks</i> affected by approved <i>lease and development conditions</i> that provide for one or more of the following matters: a) plot ratio b) building envelope c) building height d) front street setback e) side setback f) rear setback g) building design h) materials and finish i) interface	C4 The development meets the intent of any approved <i>lease and development conditions</i> . Rule met as there is no lease and development conditions as the block is a new block and all conditions would be set out in the precinct map and code.

Rules	Criteria
j) vehicle access k) parking l) solar access m) private open space n) water sensitive urban design o) landscaping. <i>Approved lease and development conditions for the matters listed above shall take precedence over the provisions of this code, but only to the extent of any inconsistency.</i>	

Element 3: Building and site controls

Rules	Criteria
3.1 Dwelling replacement – single dwelling blocks - NOT APPLICABLE	
R5 This rule applies to <i>single dwelling blocks</i> in all residential zones that are proposed to be redeveloped for <i>multi unit housing</i> , but does not apply to <i>supportive housing</i> . a) where there has been no consolidation of blocks – 1 replacement dwelling b) in all other cases – a number equal to the total number of blocks originally leased or used for the purpose of <i>single dwelling housing</i> that have been consolidated or proposed to be consolidated. For this rule the following number of bedrooms per replacement dwelling are provided: c) where the original dwelling is one or two bedrooms – 2 d) where the original dwelling is three or more bedrooms – 3 or more	This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE
3.2 Plot ratio – dual occupancy – single dwelling blocks – RZ1 – except for surrendered residential blocks - NOT APPLICABLE	
R6 This rule applies to single dwelling blocks in RZ1 unless the block is a <i>surrendered residential block</i> . The maximum <i>plot ratio</i> for <i>dual occupancy housing</i> is determined by the formula: $P = (140/B + 0.15) \times 100.$ The maximum <i>plot ratio</i> for any additional new <i>dwelling</i> which is part of a <i>dual occupancy</i> and	This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE

Rules	Criteria
<p>does not directly front a public road from which vehicular access is permitted is the lesser of:</p> <p>a) the <i>plot ratio</i> determined by the formula</p> $P = (140/B + 0.15) \times 50$ <p>and</p> <p>b) 17.5%.</p> <p>For the purpose of calculating <i>plot ratio</i> for this rule, the <i>gross floor area</i> includes 18m² for each roofed car space provided to meet Territory requirements for resident car parking, but does not include <i>basement</i> car parking.</p> <p>For the formulae used in this rule:</p> <p>P is the maximum permissible <i>plot ratio</i> expressed as a percentage</p> <p>B is the <i>block</i> area in square metres.</p>	
3.3 Plot ratio – dual occupancy – single dwelling blocks – RZ2 and surrendered residential blocks – RZ1 - NOT APPLICABLE	
<p>R7</p> <p>This rule applies to the following:</p> <p>a) <i>single dwelling blocks</i> in RZ2</p> <p>b) blocks defined as a <i>surrendered residential block</i> in RZ1.</p> <p>The maximum <i>plot ratio</i> for <i>dual occupancy housing</i> is:</p> <p>i) where at least one dwelling does not directly front a public road from which vehicular access is permitted – 35%</p> <p>ii) in all other cases – 50%</p> <p>The maximum <i>plot ratio</i> for any additional new <i>dwelling</i> which is part of a <i>dual occupancy</i> and does not directly front a public road from which vehicular access is permitted is 17.5%.</p> <p>For the purpose of calculating <i>plot ratio</i> for this rule, the <i>gross floor area</i> includes 18m² for each roofed car space provided to meet Territory requirements for resident car parking, but does not include <i>basement</i> car parking.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>

Rules	Criteria
3.4 Plot ratio – large single dwelling blocks – RZ2, RZ3 and RZ4 - NOT APPLICABLE	
<p>R8</p> <p>This rule applies to <i>large blocks</i> that are <i>single dwelling blocks</i> in RZ2, RZ3 and RZ4.</p> <p>In RZ2 the maximum <i>plot ratio</i> is 50%.</p> <p>In RZ3 the maximum <i>plot ratio</i> is 65%.</p> <p>In RZ4 the maximum <i>plot ratio</i> is 80%.</p> <p>For the purpose of calculating <i>plot ratio</i> for this rule, the <i>gross floor area</i> includes 18m² for each roofed car space provided to meet Territory requirements for resident car parking, but does not include <i>basement</i> car parking.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
3.5 Plot ratio – other than single dwelling blocks – RZ1, RZ2, RZ3 and RZ4 - RULE MET	
<p>R9</p> <p>This rule applies to blocks other than <i>single dwelling blocks</i> in RZ1, RZ2, RZ3 and RZ4.</p> <p>The maximum <i>plot ratio</i> is:</p> <p>a) in RZ1, RZ2 and RZ3 – 65%</p> <p>b) in RZ4 – 80%.</p> <p>This rule does not apply to:</p> <p>i) <i>blocks</i> with both of the following characteristics:</p> <ul style="list-style-type: none"> • subject to either a residential B1 or B8 area specific policy under the Territory Plan at 30 March 2008 • held under a holding lease at 30 March 2008 <p>ii) blocks in RZ1 approved before 5 July 2013</p> <p>For the purpose of calculating <i>plot ratio</i> for this rule, the <i>gross floor area</i> includes 18m² for each roofed car space provided to meet Territory requirements for resident car parking, but does not include <i>basement</i> car parking.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
3.6 Additional dwellings – single dwelling blocks – RZ1 - NOT APPLICABLE	
<p>R10</p> <p>This rule applies to <i>single dwelling blocks</i> in RZ1 but not to <i>blocks</i> that are intended to be used for <i>supportive housing</i>.</p> <p>The maximum number of <i>dwellings</i> permitted on a <i>single dwelling block</i> is 2.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>

Rules	Criteria
3.7 Residential density – supportive housing – single dwelling blocks - RZ1 - NOT APPLICABLE	
<p>R11</p> <p>This rule applies to <i>single dwelling blocks</i> in RZ1 that are intended to be used for <i>supportive housing</i>.</p> <p>Despite any other rule in this element, the maximum number of <i>dwellings</i> is shown in table A1.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
3.8 Residential density – single dwelling blocks – RZ2 - NOT APPLICABLE	
<p>R12</p> <p>This rule applies to <i>single dwelling blocks</i> in RZ2. The maximum number of <i>dwellings</i> is shown in table A2.</p> <p>Note 1: Refer to element 4 of the Residential Zones Development Code for provisions relating to supportive housing.</p> <p>Notes 2: Refer to element 3 for provisions relating to the number of dwellings permitted in each building.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
3.9 Additional dwellings – single dwelling blocks – RZ2 - NOT APPLICABLE	
<p>R13</p> <p>This rule applies to <i>single dwelling blocks</i> in RZ2 where the length of the <i>front boundary</i> facing a public road that allows vehicular access is 20m or less.</p> <p>Despite any other rule in this element, the maximum number of <i>dwellings</i> is 3.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
3.10 Residential density – adaptable housing – single dwelling blocks - RZ2 - NOT APPLICABLE	
<p>R14</p> <p>This rule applies to single dwelling blocks in RZ2 where all dwellings comply with Australian Standard <i>AS4299 Adaptable Housing</i> (Class C).</p> <p>Despite R2 and R12, the maximum number of dwellings is shown in table A3.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
3.11 Number of dwellings in each building – single dwelling blocks – RZ2 - NOT APPLICABLE	
<p>R15</p> <p>In RZ2 on <i>single dwelling blocks</i> the maximum number of dwellings in any building is 4.</p> <p>For the purposes of this rule, <i>basements</i> are not part of a building.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>

Rules	Criteria
3.12 Number of storeys – single dwelling blocks – RZ1 - NOT APPLICABLE	
<p>R16</p> <p>In RZ1 on <i>single dwelling blocks</i> buildings comply with all of the following:</p> <p>a) The number of <i>storeys</i> does not exceed:</p> <p>i) 1 storey for dual occupancies on <i>surrendered residential blocks</i> 700m² and larger to which the 35% plot ratio applies to one storey</p> <p>ii) 2 storeys for all other single dwelling blocks.</p> <p>b) attics or basement car parking are not permitted where they are located directly above or below any 2 storey element of the dwelling.</p> <p>Note: Where 50% plot ratio is permitted, two storey dwellings are also permitted. The single storey rule for dual occupancies applies to blocks where a dwelling does not directly front a public road from which vehicular access is permitted.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
<p>R17</p> <p>This rule applies to a <i>detached house</i> with all of the following characteristics:</p> <p>i) located on a <i>single dwelling block</i></p> <p>ii) located in RZ1</p> <p>iii) is part of a <i>dual occupancy housing</i></p> <p>iv) does not directly front a public road</p> <p>Despite the previous rule the building complies with all of the following:</p> <p>a) contains no more than 1 <i>storey</i></p> <p>b) has no <i>basement</i> car parking.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
3.13 Number of storeys – other than single dwelling blocks – RZ1 - NOT APPLICABLE	
<p>R18</p> <p>In RZ1 on <i>blocks</i> other than <i>single dwelling blocks</i>, the maximum number of <i>storeys</i> is 2.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>

Rules	Criteria
3.14 Number of storeys – RZ2 - NOT APPLICABLE	
<p>R19</p> <p>In RZ2 the number of <i>storeys</i> does not exceed 2. Rooftop plant that is set back from the building's facade and screened from the street is not included in the number of storeys.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
3.15 Number of storeys – RZ3 - NOT APPLICABLE	
<p>R20</p> <p>In RZ3 the maximum number of <i>storeys</i> is 2. Rooftop plant that is set back from the building's facade and screened from the street is not included in the number of storeys.</p>	<p>C20 -</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) the appearance from the street of not more than two storeys for that part of the building facing the street c) reasonable solar access to <i>dwelling</i>s on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.
3.16 Number of storeys – RZ4 - RULE MET	
<p>R21</p> <p>In RZ4 the maximum number of <i>storeys</i> is 3. Rooftop plant that is set back and screened from the street is not included in the number of storeys.</p>	<p>C21</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) the appearance from the street of not more than three storeys for that part of the building facing the street c) reasonable solar access to <i>dwelling</i>s on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.
3.17 Number of storeys – RZ5 - NOT APPLICABLE	
<p>R22</p> <p>In RZ5, the maximum number of <i>storeys</i> is:</p> <ul style="list-style-type: none"> a) for that part of the building within 50m of the boundaries of <i>blocks</i> in RZ1, RZ2 or RZ3 - 3 b) for that part of the building within 40m of the boundaries of <i>blocks</i> in CFZ, PRZ1 or PRZ2 - 3 c) for that part of the building within 30m of the boundaries of <i>blocks</i> in RZ4 - 4 d) in all other cases – 6. <p>Roof top plant that is set back and screened from the street is not included in the number of storeys.</p>	<p>C22</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable solar access to <i>dwelling</i>s on adjoining <i>residential blocks</i> and their associated <i>private open space</i>. <p>NOT APPLICABLE</p>

Rules	Criteria
3.18 Height of buildings – RZ1 and RZ2 - NOT APPLICABLE	
<p>R23</p> <p>In RZ1 and RZ2 the maximum <i>height of building</i> is 8.5m.</p> <p>NOT APPLICABLE</p>	<p>C23</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable solar access to <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.
3.19 Height of buildings – RZ3, RZ4 and RZ5	
<p>R24 - RULE MET</p> <p>Maximum <i>height of building</i> is:</p> <ul style="list-style-type: none"> a) in RZ3 – 9.5m b) in RZ4 – 12.5m c) in RZ5 – 21.5m. 	<p>This is a mandatory requirement. There is no applicable criterion.</p>
3.20 Building envelope – all blocks except buildings over 3 storeys in RZ5 and commercial zones	
<p>R25 - RULE MET</p> <p>This does not apply to either of the following:</p> <ul style="list-style-type: none"> a) buildings with more than 3 storeys in RZ5 b) buildings with more than 3 storeys in commercial zones. <p>Buildings are sited wholly within the building envelope formed by planes projected over the subject <i>block</i> at 45° to the horizontal from a height of 3.5m above each side and rear boundary, except as required by the next rule.</p> <p>Refer figure A1.</p> <p>Note: To remove any doubt, the reference to a building with more than 3 storeys is a reference to the whole building, not just that part of the building over 3 storeys.</p>	<p>C25</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable levels of privacy for <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.

Rules	Criteria
<p>R26 - NOT APPLICABLE</p> <p>This does not apply to either of the following:</p> <p>a) <i>buildings</i> with more than 3 storeys in RZ5</p> <p>b) <i>buildings</i> with more than 3 storeys in commercial zones.</p> <p><i>Buildings</i> are sited wholly within the solar building envelope formed by planes projected over the subject <i>block</i> at X° to the horizontal from the height of the ‘solar fence’ on any <i>northern boundary</i> of an adjoining <i>residential block</i>.</p> <p>X° is the apparent sun angle at noon on the winter solstice. Values for X are given in Table A4.</p> <p>The height of the ‘solar fence’ is:</p> <p>For a <i>block</i> approved before 5 July 2013:</p> <p>i) in the <i>primary building zone</i> – 2.4m</p> <p>ii) all other parts of the boundary – 1.8m</p> <p>For a <i>block</i> approved under an <i>estate development plan</i> on or after 5 July 2013:</p> <p>i) in the <i>primary building zone</i> – 3m</p> <p>ii) all other parts of the boundary – 2.3m</p> <p>This rule does not apply to those parts of a boundary where the adjacent part of the adjoining <i>residential block</i> comprises only an access driveway (i.e. a “battleaxe handle”).</p> <p>The previous rule applies to this part of the boundary.</p> <p>An example of a typical building envelope is shown at Figure A1.</p> <p>Note: To remove any doubt, the reference to a building with more than 3 storeys is a reference to the whole building, not just that part of the building over 3 storeys.</p>	<p>C26</p> <p><i>Buildings</i> achieve all of the following:</p> <p>a) consistency with the <i>desired character</i></p> <p>b) reasonable solar access to <i> dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i></p> <p>c) reasonable levels of privacy for <i> dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i></p> <p>d) where an adjoining <i>block</i> is not yet developed, the potential for reasonable solar access and privacy on the adjoining <i>residential block(s)</i> is maintained</p>

Table A1 - Maximum number of dwellings for supportive housing allowable on single dwelling blocks in RZ1 - NOT APPLICABLE

block size (m ²)	maximum number of dwellings
<600	1*
over 600	1 + 1 for every 250m ² ** of site area over 600m ²

* not including a secondary residence

** not less than 250m² is required for every additional dwelling

Table A2 - Maximum number of dwellings allowable on single dwelling blocks in RZ2 - NOT APPLICABLE

block size (m ²)	maximum number of dwellings
<700	1*
700 to <1050	2
1050 to <1400	3
1400 to <1750	4
1750 to <2100	5
2100 and over	6 + 1 for every 250m ² ** of site area over 2100m ²

* not including a secondary residence

** not less than 250m² is required for every additional dwelling

Table A3 - Maximum number of dwellings for adaptable housing allowable on single dwelling blocks in RZ2 - NOT APPLICABLE

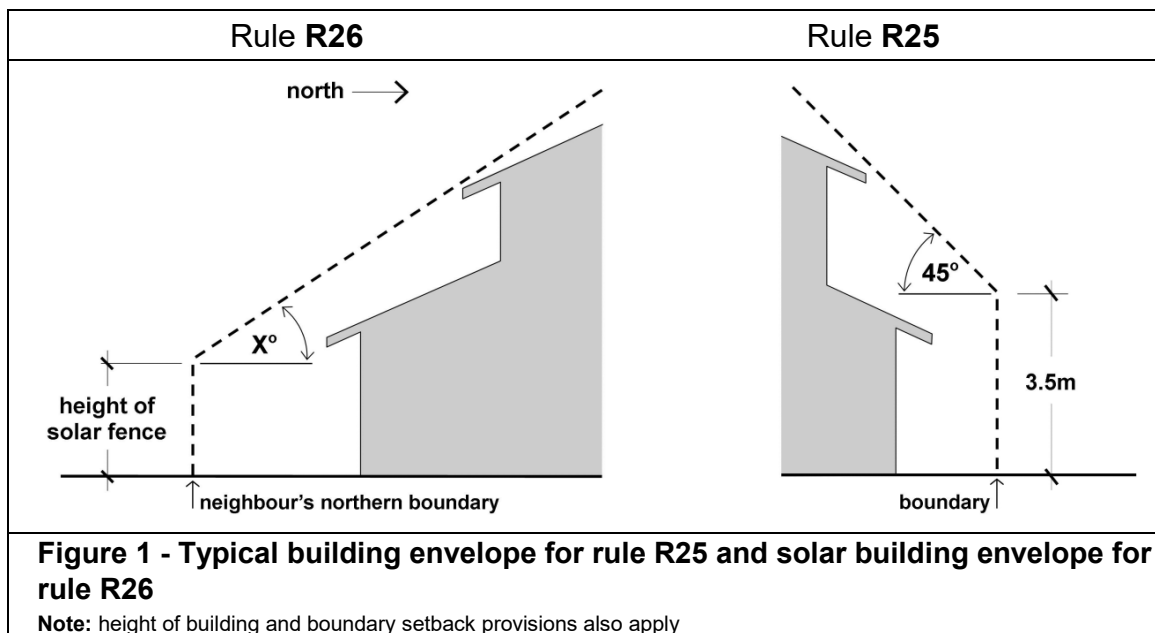
block size (m ²)	maximum number of dwellings
<600	1*
600 to <850	2
850 to <1100	3
1100 to <1350	4
1350 and over	5 + 1 for every 250m ² ** of site area over 1350m ²

* not including a secondary residence

** not less than 250m² is required for every additional dwelling

Table A4 – Apparent sun angle at noon on the winter solstice

Aspect of northern boundary (bearing of line drawn perpendicular to the boundary)	Angle (X)
North 0° to <10° East North 0° to <10° West	31°
North 10° to <20° East North 10° to <20° West	32°
North 20° to <30° East North 20° to <30° West	34°
North 30° to <40° East North 30° to <40° West	36°
North 40° to 45° East North 40° to 45° West	39°



Rules	Criteria
3.22 Front boundary setbacks	
<p>R29 - RULE MET</p> <p>Front boundary setbacks comply with Table A5. Minimum boundary setbacks for corner <i>blocks</i> apply only to the street frontage nominated as a <i>secondary street frontage</i>. If street frontages on corner <i>blocks</i> are of equal length, the minimum setbacks apply only to one <i>secondary street frontage</i>. Chamfers may be included in the <i>secondary street frontage</i>.</p>	<p>C29</p> <p>Front boundary setbacks achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable amenity for residents c) sufficient space for street trees to grow to maturity.
3.23 Side and rear boundary setbacks	
<p>R30 - RULE MET</p> <p>Side and rear boundary setbacks comply with the following:</p> <ul style="list-style-type: none"> a) in RZ1 and RZ2 - Table A6 b) in RZ3, RZ4, RZ5 and commercial zones -Table A7 c) in all other zones – the relevant zone development code 	<p>C30</p> <p>Buildings and other structures are sited to achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable separation between adjoining developments c) reasonable privacy for <i> dwellings</i> on adjoining <i>residential blocks</i> d) reasonable privacy for <i>principal private open space</i> on adjoining <i>residential blocks</i> e) reasonable solar access to <i> dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>principal private open space</i>.

Table A5: All Zones - Front Boundary Setbacks – (explanatory diagram in Appendix 1)

Minimum front boundary setbacks					
floor level	blocks in subdivisions approved on or after 18 October 1993	blocks in subdivisions approved before 18 October 1993	exceptions		
			corner blocks		public open space or pedestrian paths wider than 6m
			<i>secondary street frontage - mid-sized blocks</i>	<i>secondary street frontage-large blocks</i>	
lower floor level	4m	6m	3m	4m	4m
upper floor levels	6m	6m	3m	6m	4m
garage	5.5 m with a minimum of 1.5 m behind the front building line	6m	5.5m	5.5m	4m

Table A6: RZ1 and RZ2 - Side and Rear Boundary Setbacks (explanatory diagram in Appendix 1)

	Minimum side boundary setback within the <i>primary building zone</i>	Minimum side boundary setback within the <i>rear zone</i>	Minimum rear boundary setback
<i>Lower floor level – external wall, unscreened element and basement</i>	3m	3m	3m
<i>Upper floor level – external wall</i>	3m	6m	6m
<i>Upper floor level – unscreened element</i>	6m	6m	6m

Table A7: RZ3, RZ4, RZ5 and commercial zones - Side and Rear Boundary Setbacks (explanatory diagram in Appendix 1)

	Minimum side boundary setback within the <i>primary building zone</i>	Minimum side boundary setback within the <i>rear zone</i>	Minimum rear boundary setback
<i>lower floor level – external wall</i>	nil [^]	3m	3m
<i>lower floor level – unscreened element</i>	1m	3m	3m
<i>first upper floor level – external wall</i>	nil [^]	3m	6m
<i>first upper floor level – unscreened element</i>	6m	6m	6m
<i>second upper floor level – external wall</i>	nil [^]	6m	6m
<i>second upper floor level – unscreened element</i>	6m	6m	6m

[^] does not apply to that part of a wall with a window of any sort

Rules	Criteria
3.24 Allowable encroachments - setbacks	
<p>R31 - RULE MET</p> <p>Encroachments into one or more of the following:</p> <ul style="list-style-type: none"> i) minimum side setback ii) minimum rear setback <p>are permitted for one or more of the following building elements:</p> <ul style="list-style-type: none"> a) an eave or roof overhang with a horizontal width of not more than 600mm b) fascias, gutters, downpipes, rainwater tanks, chimneys, flues, domestic fuel tanks, cooling or heating appliances, light fittings, electricity and gas meters, aerials, antennae, pergolas, sun blinds c) unroofed terraces, landings, steps or ramps, none of which are more than 1m above finished ground level. 	<p>C31</p> <p>Buildings and other structures achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable levels of privacy on adjoining <i>residential blocks</i> for <i> dwellings</i> and their associated <i>private open space</i> c) reasonable solar access to <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.
<p>R32 - RULE MET</p> <p>Encroachments into the front setback are permitted for one or more of the following building elements:</p> <ul style="list-style-type: none"> a) an eave or roof overhang with a horizontal width of not more than 600mm b) fascias, gutters, downpipes, light fittings, sun blinds c) landings, steps or ramps, none of which are more than 1m above finished ground level. 	<p>C32</p> <p>Buildings and other structures achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable levels of privacy on adjoining <i>residential blocks</i> for <i> dwellings</i> and their associated <i>private open space</i> c) reasonable solar access to <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.
3.25 Allowable encroachments – building envelopes	
<p>R33 - RULE MET</p> <p>Encroachments outside the building envelope specified in this element are permitted for one or more of the following:</p> <ul style="list-style-type: none"> a) flues b) chimneys c) antennae d) aerials e) cooling appliances f) heating appliances. 	<p>C33</p> <p>Buildings and other structures achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable levels of privacy on adjoining <i>residential blocks</i> for <i> dwellings</i> and their associated <i>private open space</i> c) reasonable solar access to <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.

Rules	Criteria
3.27 Building separation – single dwelling blocks – RZ2 - NOT APPLICABLE	
<p>R36</p> <p>This rule applies to <i>single dwelling blocks</i> in RZ2. The minimum horizontal separation between a building containing 2 or more <i>dwelling</i>s and any other building on the <i>site</i> is 4m.</p> <p>For the purposes of this rule, <i>basements</i> are not part of a building.</p>	<p>C36</p> <p>The siting of buildings on <i>single dwelling blocks</i> in RZ2 achieves all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) consistency with the separation of existing buildings in the immediate neighbourhood. <p>NOT APPLICABLE</p>

Element 4: Site design

Rules	Criteria
4.1 Site design - NOT APPLICABLE	
<p>R37</p> <p>For developments (other than <i>apartments</i>) of 40 <i>dwelling</i>s or more, the design of the common areas, pedestrian and vehicle access areas comply with all of the following provisions of the Estate Development Code:</p> <ul style="list-style-type: none"> a) public realm standards for on-street parking b) pedestrian paths c) verge landscaping d) water sensitive urban design. <p>NOT APPLICABLE</p>	<p>C37</p> <p>Publicly accessible and communal areas within large developments that are intended to be unit titled or community titled achieve all of the following:</p> <ul style="list-style-type: none"> a) reasonable safety b) reasonable functionality c) reasonable residential amenity d) landscaping beside internal driveways e) provision for pedestrians f) sufficient off-street parking.
4.2 Site open space – RZ1 and RZ2 - NOT APPLICABLE	
<p>R38</p> <p>This rule applies to RZ1 and RZ2.</p> <p>Not less than 40% of the total site area is allocated to one or more of the following:</p> <ul style="list-style-type: none"> a) <i>communal open space</i> with a minimum dimension of 2.5m b) <i>private open space</i> that complies with all of the following - <ul style="list-style-type: none"> i) a minimum dimension of 2.5m ii) is associated with dwellings at the <i>lower floor level</i>. <p>Not less than 20% of the total site area is <i>planting area</i>.</p> <p>NOT APPLICABLE</p>	<p>C38</p> <p>Open space on the site achieves all of the following:</p> <ul style="list-style-type: none"> a) sufficient space for the recreation and relaxation of residents b) sufficient space for planting, particularly trees with deep root systems c) provision for on-site infiltration of stormwater run-off d) provision of outdoor areas that are readily accessible by residents for a range of uses and activities. <p>One or more of the following matters may be considered when determining compliance with this criterion:</p> <ul style="list-style-type: none"> i) whether the total area of <i>upper floor level private open space</i> contributes to the function of other open space on the

Rules	Criteria
	site ii) whether any adjoining or adjacent public open space is readily available for the use of residents.
4.3 Site open space – RZ3, RZ4, RZ5 and commercial zones	
<p>R39 - RULE MET</p> <p>This rule applies to RZ3, RZ4, RZ5 and commercial zones.</p> <p>Not less than 20% of the total site area is allocated to the following:</p> <p>a) for developments with fewer than 20 <i>dwellings</i>, none of which are <i>apartments</i>, one or more of the following -</p> <p>i) <i>communal open space</i> that complies with all of the following</p> <p>a) a minimum dimension of 2.5m</p> <p>b) is directly accessible from common entries and pathways</p> <p>ii) <i>private open space</i> that complies with all of the following</p> <p>a) a minimum dimension of 2.5m</p> <p>b) is associated with <i>dwellings</i> at the <i>lower floor level</i></p> <p>b) in all other cases, <i>communal open space</i> that complies with all of the following -</p> <p>i) a minimum dimension of 2.5m</p> <p>ii) is directly accessible from common entries and pathways.</p> <p>Not less than 10% of the total site area is <i>planting area</i>.</p>	<p>C39</p> <p>Open space on the site achieves all of the following:</p> <p>a) sufficient space for a range of recreational activities for residents</p> <p>b) sufficient space for planting, particularly trees with deep root systems</p> <p>c) a contribution to on-site infiltration of stormwater run-off</p> <p>d) reasonable accessibility to all residents.</p> <p>One or more of the following matters may be considered when determining compliance with this criterion:</p> <p>i) whether the total area of <i>upper floor level private open space</i> contributes to the function of other open space on the site</p> <p>ii) whether any adjoining or adjacent public open space is readily available for the use of residents.</p>
4.4 Landscape design -	
<p>There is no applicable rule.</p> <p>SEE TP ASSESSMENT FOR RESPONSE</p>	<p>C40</p> <p>Landscape and site design achieves all of the following:</p> <p>a) planting of trees of semi-mature stock</p> <p>b) planting of trees with a minimum mature height of 4m</p> <p>c) a contribution to energy efficiency by providing substantial shade in summer, especially to west-facing windows and open car-parking areas, and admitting winter sunlight to outdoor and indoor living areas, especially to the north</p>

Rules	Criteria
	<ul style="list-style-type: none"> d) reasonable residential amenity e) reasonable visibility along paths and driveways f) visual interest in pavement materials and finishes g) species with appropriate growth habits and mature height in relation to site conditions.
4.5 Fences -	
<p>R41 - NOT APPLICABLE</p> <p>Fences are permitted forward of the <i>building line</i> in the <i>front zone</i> or on the <i>front boundary</i> only where they comply with any of the following:</p> <ul style="list-style-type: none"> a) it is a gate to a maximum height of 1.8m and 1m width in an established hedge b) exempt under the <i>Planning and Development Act 2007</i> c) permitted under the <i>Common Boundaries Act 1981</i>. 	<p>C41</p> <p>Fences may be permitted where the proposal meets the requirements contained in the Residential Boundary Fences General Code.</p>
4.6 Courtyard walls -	
<p>R42 - RULE MET</p> <p>Courtyard walls are permitted forward of the <i>building line</i> where they comply with all of the following:</p> <ul style="list-style-type: none"> a) maximum height of 1.8m above <i>datum ground level</i> b) a minimum setback to the front boundary complying with the following: <ul style="list-style-type: none"> i) where the wall encloses the <i>principal private open space</i> of a ground floor <i>dwelling</i> that is located to the west, north-west, north, north-east or east of the <i>dwelling</i> – 0.7m ii) in all other cases - half the front boundary setback nominated elsewhere in this code c) trees and/or shrubs between the wall and the front boundary, in accordance with an approved landscape plan d) a variety of materials or indentations not less than 15m apart where the indents are not less than 1m in depth and 4m in length e) constructed of brick, block or stonework, any of which may be combined with timber or metal panels that include openings not less than 25% of the surface area of the 	<p>C42</p> <p>Courtyard walls achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) visual softening though associated planting c) reduced traffic noise, where necessary d) reasonable privacy to <i>lower floor level</i> windows e) opportunities for natural surveillance of public areas and the street f) the articulation of elements g) a variety of materials h) reasonable solar access to <i>principal private open space</i>.

Rules	Criteria
<p>panel</p> <p>f) maintain clear sightlines between vehicles on driveways and pedestrians on public paths in accordance with A2890.1- <i>The Australian Standard for Off-Street Parking</i>.</p>	
4.7 External facilities	
<p>There is no applicable rule.</p> <p>SEE TP ASSESSMENT FOR RESPONSE</p>	<p>C43</p> <p>The following external facilities or equipment are screened or adequately separated from public areas:</p> <ul style="list-style-type: none"> a) external storage areas b) water tanks c) waste storage enclosures d) mechanical services (including air conditioners and hot water storage units) e) clothes drying areas.
<p>There is no applicable rule.</p> <p>SEE TP ASSESSMENT FOR RESPONSE</p>	<p>C44</p> <p>Mailboxes are located for convenient access by residents and deliverers with passive surveillance from the street or from active uses.</p> <p>To demonstrate compliance with this criterion a site plan is submitted with the application showing the location and design of mail boxes.</p>
4.8 Electrical and telecommunication facilities - NOT APPLICABLE	
<p>R45</p> <p>Electrical and telecommunication reticulation within existing residential areas or streets with residential access complies with all of the following:</p> <ul style="list-style-type: none"> a) do not result in continuous rows of supply poles erected on residential streets b) for developments involving up to 2 <i>blocks</i> or 2 <i>dwellings</i>, are underground or along the rear spine or side of <i>blocks</i> c) for developments involving more than 2 <i>blocks</i> or 2 <i>dwellings</i>, are underground d) there is no overhead cabling to <i>dwellings</i> within the site. 	<p>C45</p> <p>Electrical and telecommunication reticulation within existing residential areas or streets with residential access limits the amount of visual clutter in the <i>streetscape</i>, particularly from supply poles and overhead cabling.</p> <p>NOT APPLICABLE</p>
<p>There is no applicable rule.</p> <p>NOT APPLICABLE</p>	<p>C46</p> <p>Ground level electrical and telecommunication facilities (such as electrical substations, switching stations, telecommunications nodes) within existing residential areas or streets with residential access are screened from public view</p>

Rules	Criteria
	whilst allowing for reasonable access for service providers.

Element 5: Building design

Related code: Access and Mobility General Code

Rules	Criteria
5.1 Surveillance	
<p>R47 - RULE MET</p> <p>This rule applies to building facades facing a public street or public open space.</p> <p>Building facades have all of the following:</p> <ul style="list-style-type: none"> a) at least one window to a habitable room that is not screened by a courtyard wall b) at least one door with roofed element such as a verandah or <i>balcony</i>. 	<p>C47</p> <p>Buildings achieve passive surveillance of all of the following:</p> <ul style="list-style-type: none"> a) adjoining streets b) adjoining <i>public</i> open space.
5.2 Building entries	
<p>R48 - RULE MET</p> <p>Common entries to <i>dwellings</i> have all of the following features:</p> <ul style="list-style-type: none"> a) an external sheltered area outside the entrance b) a direct line of sight between the front door and the public footpath or road c) separate access to any non-residential uses, which are clearly distinguishable and secured after hours. 	<p>C48</p> <p>Common entries to <i>dwellings</i> achieve all of the following:</p> <ul style="list-style-type: none"> a) a transitional area from the street b) secure, all-weather access c) surveillance of public areas (including between <i>buildings</i> and open space areas, paths, <i>dwelling</i> entries, car parking areas and driveways) d) safety, security and convenience for residents and visitors e) the separation of residential entries and commercial entries.
5.3 Building design	
<p>R49 - RULE MET</p> <p>This rule applies to buildings containing more than 2 <i>dwellings</i>.</p> <p>Maximum length of unarticulated walls in buildings is 15m.</p> <p>Wall articulation is provided by at least one of the following:</p> <ul style="list-style-type: none"> a) changes in wall planes of a minimum 1m in depth and 4m in length b) inclusion of balconies, bay windows, verandas, fin walls, etc. c) horizontally stepping facades by at least 1m. 	<p>C49</p> <p>Building design, articulation, detailing and finish provide an appropriate scale, add visual interest and enable visual differentiation between <i>dwellings</i> when viewed from adjoining public spaces and adjoining <i>residential blocks</i>.</p>

Rules	Criteria
<p>R50 - - RULE MET</p> <p>This rule applies to buildings containing more than 2 <i>dwelling</i>s.</p> <p>Maximum length of an unarticulated roof is 15m.</p>	<p>C50</p> <p>Building design, articulation, detailing and finish provide an appropriate scale, add visual interest and enable visual differentiation between <i>dwelling</i>s when viewed from adjoining public spaces and adjoining <i>residential blocks</i>.</p>
<p>R51 - - RULE MET</p> <p>Garages and carports within 15m of the front boundary are constructed with the same material as the corresponding elements of the <i>dwelling</i>.</p>	<p>C51</p> <p>The exterior colours and finishes of garages and carports achieve all of the following:</p> <ul style="list-style-type: none"> a) compatibility with the <i>dwelling</i> design when viewed from public spaces b) integration with the overall design c) a contribution to the articulation of the building.
5.4 Building design – RZ2 - NOT APPLICABLE	
<p>R52</p> <p>This rule applies to <i>single dwelling blocks</i> in RZ2 containing 2 or more <i>dwelling</i>s.</p> <p>All <i>dwelling</i>s adjacent to a public street (other than a <i>rear lane</i>) have at least one of the following facing the street:</p> <ul style="list-style-type: none"> a) front door b) living room window c) living room glass sliding door. 	<p>C52</p> <p>Dwellings address the street wherever practicable.</p> <p>NOT APPLICABLE</p>
5.5 Basements and undercroft parking	
<p>R53 - NOT APPLICABLE</p> <p>This rule applies to all of the following:</p> <ul style="list-style-type: none"> i) <i>basements</i> ii) <i>undercroft parking</i>. <p>Exposed <i>external walls</i> comply with all of the following:</p> <ul style="list-style-type: none"> a) except for ventilation openings, are finished in the same manner as the building b) where ventilation openings are provided, they are treated as part of the façade with grilles and screens. 	<p>C53</p> <p><i>Basements</i> and <i>undercroft parking</i> structures achieve all of the following:</p> <ul style="list-style-type: none"> a) visual interest through architectural elements, features or modulation b) visual softening by landscaping c) avoidance of prominent ventilation openings.
5.6 Adaptable housing – multi-unit housing comprising 10 or more dwelling	
<p>R54 - RULE MET</p> <p>This rule applies to <i>multi-unit housing</i> comprising 10 or more <i>dwelling</i>s.</p> <p>The minimum number of <i>dwelling</i>s designed to meet Australian Standard AS4299 – <i>Adaptable Housing</i> (Class C) is shown in table A8.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
5.7 Minimum dwelling size	
<p>R55 - RULE MET</p> <p>Minimum <i>dwelling</i> floor areas are as follows:</p> <p>a) studio <i> dwellings</i> - 40 m²</p> <p>b) one-bedroom <i> dwellings</i> - 50 m²</p> <p>c) 2-bedroom <i> dwellings</i> - 70 m²</p> <p>d) <i> dwellings</i> with 3 or more bedrooms - 95 m²</p> <p>The minimum <i>dwelling</i> floor area excludes balconies and car parking facilities. Storage within <i> dwellings</i> is included in the area calculations.</p>	<p>C55</p> <p><i>Dwelling</i> sizes and layouts provide functional living spaces, flexibility in furniture layout, and adequate storage and service areas.</p> <p>The provision of shared facilities (eg. open space, laundry, lounge and storage) may be considered when determining compliance with the criterion.</p>
5.8 Housing diversity - NOT APPLICABLE	
<p>R56</p> <p>For developments containing 40 or more <i> dwellings</i>, a combination of dwelling types, including studio or 1-bedroom <i> dwellings</i>, 2-bedroom <i> dwellings</i>, and <i> dwellings</i> with 3 or more bedrooms are provided.</p> <p>NOT APPLICABLE</p>	<p>C56</p> <p>Housing developments comprising multiple <i> dwellings</i> are required to achieve all of the following:</p> <p>a) a range of housing types</p> <p>b) increased diversity of <i>dwelling</i> types within a neighbourhood.</p>
5.9 Building design – dual occupancy on surrendered residential blocks in RZ1 - NOT APPLICABLE	
<p>There is no applicable rule.</p> <p>NOT APPLICABLE</p>	<p>C56A</p> <p>This criterion applies to dual occupancy development on <i>surrendered residential blocks</i>.</p> <p>The design of buildings encourages high quality architectural standards that contribute to a visually harmonious streetscape character with variety and interest, whilst not detrimental to, or overtly detracting from the existing streetscape character.</p>

Table A8 – Minimum number of dwellings designed to meet Australian Standard AS4299 – Adaptable Housing (Class C)

total number of dwellings	minimum number of dwellings designed to meet Australian Standard AS4299 – Adaptable Housing (Class C)
less than 10	nil
10	1
11 to 20	2
21 to 30	3
31 to 40	4
41 or more	5 + 1 for every 10 additional dwellings over 41

Element 6: Amenity

Rules	Criteria
6.1 Solar access –other than apartments	
<p>R57 - RULE MET</p> <p>This rule applies to multi unit housing on <i>blocks</i> approved before 5 July 2013. This rule does not apply to <i>apartments</i>.</p> <p>The floor or internal wall of a daytime living area of a dwelling is exposed to not less than 3 hours of direct sunlight between the hours of 9am and 3pm on the winter solstice (21 June).</p> <p><u>For this rule:</u></p> <p>Daytime living area means a <i>habitable room</i> other than a bedroom</p> <p>Note: Where a development comprises a mixture of <i>apartments</i> and other multi unit housing, this rule applies to the other multi unit housing, but does not apply to the <i>apartments</i>.</p> <p>Note: To remove any doubt, when assessing a development on a block with existing dwellings, the development must comply and must not cause an existing dwelling to then contravene this requirement. However, if the existing dwelling does not currently comply, the development must not increase the level of non compliance for that other dwelling.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R57A - NOT APPLICABLE</p> <p>This rule applies to multi unit housing on <i>blocks</i> approved under an <i>estate development plan</i> on or after 5 July 2013. This rule does not apply to apartments.</p> <p>A daytime living area of each new <i>dwelling</i> is provided with a minimum of 4m² of transparent vertical glazing that:</p> <ol style="list-style-type: none"> a) is oriented between 45° east of north and 45° west of north; and b) is not overshadowed at noon on the winter solstice (21 June) by: <ol style="list-style-type: none"> i) buildings and structures on the subject block ii) the solar fence on the <i>northern boundary</i> of the subject block <p><u>For this rule:</u></p> <p>Daytime living area means a <i>habitable room</i> other than a bedroom</p> <p>The height of the ‘solar fence’ is:</p> <ol style="list-style-type: none"> i) in the <i>primary building zone</i> – <u>3m</u> ii) all other parts of the boundary – <u>2.3m</u> 	<p>C57A</p> <p>One or more daytime living areas in each <i>dwelling</i> is provided with reasonable access to direct sunlight between the hours of 9am and 3pm on the winter solstice (21 June).</p> <p><u>For this criterion:</u></p> <p>Daytime living area means a <i>habitable room</i> other than a bedroom</p>

Rules	Criteria
<p>Note: Where a development comprises a mixture of <i>apartments</i> and other multi unit housing, this rule applies to the other multi unit housing, but does not apply to the <i>apartments</i>.</p> <p>Compliance with this rule may be demonstrated through plans, elevations and supporting documentation (e.g. shadow diagrams) showing that the required minimum area of glazing is not overshadowed.</p> <p>Note: To remove any doubt, when assessing a development on a block with existing dwellings, the development must comply and must not cause an existing dwelling to then contravene this requirement. However, if the existing dwelling does not currently comply, the development must not increase the level of non compliance for that other dwelling.</p>	
6.2 Solar access - apartments	
<p>R58 - RULE MET</p> <p>This rule applies to <i>apartments</i>.</p> <p>The floor or internal wall of a daytime living area of not fewer than 70% of <i>apartments</i> on a site is exposed to not less than 3 hours of direct sunlight between the hours of 9am and 3pm on the winter solstice (21 June).</p> <p>Note: Where a development comprises a mixture of <i>apartments</i> and other multi unit housing, this rule will apply to the <i>apartments</i>.</p>	<p>C58</p> <p>Daytime living areas have reasonable access to sunlight.</p>
6.3 Privacy	
<p>R59 - RULE MET</p> <p>This rule applies to <i>dwellings</i> on the same <i>block</i>.</p> <p>The relationship between <i>unscreened elements</i> of one <i>dwelling</i> and the <i>primary windows</i> of another <i>dwelling</i> complies with one of the following:</p> <p>a) a person (with an eye height of 1.5m) standing at any and every point on the extremity of an <i>unscreened element</i> of one <i>dwelling</i> shall not have a direct line of sight into the <i>primary window</i> of any other <i>dwelling</i></p> <p>b) the direct line of sight referred to in item a) is more than 12m.</p>	<p>C59</p> <p>Reasonable privacy between <i>dwellings</i> on the same <i>block</i> is achieved.</p>

Rules	Criteria
<p>R60 - RULE MET</p> <p>This rule applies to <i>principal private open space</i> on the same <i>block</i> and on adjacent <i>blocks</i>.</p> <p>The relationship between <i>unscreened elements</i> of one <i>dwelling</i> and the <i>principal private open space</i> of another <i>dwelling</i> complies with one of the following:</p> <p>a) a person (with an eye height of 1.5m) standing at any and every point on the extremity of an <i>unscreened element</i> of one <i>dwelling</i> shall not have a direct line of sight to more than 50% of the minimum <i>principal private open space</i> of any other <i>dwelling</i></p> <p>b) the direct line of sight referred to in item a) is more than 12m.</p>	<p>C60</p> <p>Reasonable privacy of <i>principal private open space</i> of each <i>dwelling</i> is achieved.</p>
6.4 Principal private open space	
<p>R61 - RULE MET</p> <p>Each <i>dwelling</i> has at least one area of <i>principal private open space</i> that complies with all of the following:</p> <p>a) located on the site</p> <p>b) has minimum area and dimensions specified in table A9</p> <p>c) is screened from adjoining public streets and public open space</p> <p>d) is directly accessible from, and adjacent to, a <i>habitable room</i> other than a bedroom</p> <p>e) is not located to the south, south-east or south-west of the <i>dwelling</i>, unless it achieves one or more of the following -</p> <p>i) not less than 3 hours of direct sunlight onto 50% of the minimum required area between the hours of 9am and 3pm on the winter solstice (21 June)</p> <p>ii) located at an <i>upper floor level</i> and overlooks a public street or public open space.</p>	<p>C61</p> <p><i>Principal private open space</i> for each <i>dwelling</i> achieves all of the following:</p> <p>a) an area proportionate to the size of the <i>dwelling</i></p> <p>b) an extension of the function of the <i>dwelling</i> for relaxation, dining, entertainment, recreation</p> <p>c) directly accessible from the <i>dwelling</i></p> <p>d) service functions such as clothes drying and mechanical services</p> <p>e) reasonable privacy</p> <p>f) reasonable solar access.</p>

Table A9 - Principal Private Open Space

		<i> dwellings wholly or partially at lower floor level</i>		<i> dwellings located entirely on an upper floor level</i>	
zone	dwelling size	minimum area	minimum dimension	minimum area	minimum dimension
RZ1 RZ2	1 bedroom	28m ^{2*}	5m	6m ² plus 2m ² for service functions**	1.8m
	2 or 3 bedrooms	36m ^{2*}	6m	36m ^{2*}	2.5m
	4 or more bedrooms	45m ^{2*}	6m	45m ^{2*}	2.5m
RZ3 RZ4	1 or 2 bedrooms	24m ^{2*}	4m	6m ² plus 2m ² for service functions**	1.8m
	3 or more bedrooms	36m ^{2*}	6m	24m ^{2*}	2.5m
RZ5 and commercial zones		24m ^{2*}	4m	6m ² plus 2m ² for service functions**	1.8m

* Includes allowance of 2m² area for service functions such as clothes drying and air conditioners and require screening from public areas as described under Rule R61.

** Service functions include clothes drying and air conditioners and require screening from public areas. Service functions may be provided on a separate balcony to the *principal private open space*.

Rules	Criteria
6.5 Separation between external walls	
R62 - RULE MET The minimum separation between an <i>unscreened element</i> and an <i>external wall</i> on the same <i>block</i> or an adjoining <i>block</i> , is 3m.	C62 The outlook from an <i>unscreened element</i> is not unreasonably impeded by <i>external walls</i> on the same or adjoining <i>blocks</i> .
R63 - RULE MET The separation between <i>external walls</i> at the <i>lower floor level</i> on the same <i>block</i> or an adjoining <i>block</i> is not less than 1m.	C63 The separation between blank walls on the same or adjoining blocks at ground level achieves both of the following: a) reasonable access for maintenance b) reasonable management of rodents.

Rules	Criteria
6.6 Balustrades	
<p>R64 - RULE MET</p> <p>This rule applies to balconies with both of the following characteristics:</p> <ul style="list-style-type: none"> i) located on the third <i>upper floor level</i> or lower (ie the first four storeys) ii) facing public streets or public open space. <p>Balustrades are constructed of one or more of the following:</p> <ul style="list-style-type: none"> a) <i>obscure glass</i> panels b) solid panels <p>with a total of all openings or clear glass panels not more than 25% of the surface area of the balustrade. For this rule <i>obscure glass</i> prevents printed text of 10mm high characters from being read through the glass when positioned 1m from the glass.</p>	<p>C64</p> <p>Balustrades achieve reasonable privacy for residents and screen household items from adjoining public streets and public open space.</p>
6.7 Storage	
<p>R65 - SEE TP ASSESSMENT FOR RESPONSE</p> <p>This rule applies to <i>dwelling</i>s without an associated <i>garage</i>.</p> <p>An enclosed storage area complying with all of the following is provided for each <i>dwelling</i>:</p> <ul style="list-style-type: none"> a) at least 2m in height and 0.6m internal dimension b) an area of not less than - <ul style="list-style-type: none"> i) in RZ1 and RZ2 - 4m² ii) in all other zones -1.5m² c) one of the following - <ul style="list-style-type: none"> i) accessible externally from the <i>dwelling</i> ii) adjacent to a dedicated car space. 	<p>C65</p> <p>All <i>dwelling</i>s are provided with adequate and secure storage areas for all of the following:</p> <ul style="list-style-type: none"> a) equipment such as gardening, sporting, leisure and fitness equipment b) accommodate bicycles as per Bicycle Parking Code.
6.8 Natural Ventilation - SEE TP ASSESSMENT FOR RESPONSE	
<p>There is no applicable rule.</p>	<p>C66</p> <p>For buildings containing 3 or more <i>dwelling</i>s, dwelling layouts are to ensure natural ventilation is provided to <i>habitable rooms</i> by cross or stack effect ventilation by maximising separation between opening windows.</p>

Rules	Criteria
6.9 Noise attenuation – external sources	
<p>R67 -NOT APPLICABLE</p> <p>Where a <i>block</i> has one or more of the following characteristics:</p> <ul style="list-style-type: none"> i) identified in a precinct code as being potentially affected by noise from external sources ii) adjacent to a road carrying or forecast to carry traffic volumes greater than 12,000 vehicles per day iii) located in a commercial zone iv) adjacent to a commercial or industrial zone <p> dwellings shall be constructed to comply with the relevant sections of all of the following:</p> <ul style="list-style-type: none"> a) AS/NZS 2107:2000 - <i>Acoustics – Recommended design sound levels and reverberation times for building interiors</i> (the relevant satisfactory recommended interior design sound level) b) AS/NZS 3671 - <i>Acoustics – Road Traffic Noise Intrusion Building Siting and Design</i>. <p>For other than road traffic noise, compliance with this rule is demonstrated by a noise management plan prepared by a member of the Australian Acoustical Society with experience in the assessment of noise, and endorsed by the EPA. For other than road traffic noise, the noise level immediately adjacent to the dwelling is assumed to be the relevant noise zone standard specified in the ACT Environment Protection Regulation 2005.</p> <p>For road traffic noise, compliance with this rule is demonstrated by an acoustic assessment and noise management plan, prepared by a member of the Australian Acoustical Society with experience in the assessment of road traffic noise, and endorsed by the Transport Planning & Projects Section in ESDD.</p> <p>Note: A condition of development approval may be imposed to ensure compliance with the endorsed noise management plan.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 7: Parking and vehicular access

Related codes: Parking and Access General Code, Bicycle Parking General Code

Rules	Criteria
7.1 Ramps to basement car parking – RZ1 and RZ2 - NOT APPLICABLE	
<p>R68</p> <p>This rule applies to blocks with all of the following characteristics:</p> <ul style="list-style-type: none"> a) zoned RZ1 or RZ2 b) <i>single dwelling blocks</i> c) less than 30 m wide at the street frontage. <p>Ramps accessing <i>basement</i> car parking are not permitted forward of the <i>building line</i>.</p> <p>NOT APPLICABLE</p>	<p>C68</p> <p>Ramps accessing <i>basement</i> car parking forward of the <i>building line</i> may be allowed where all of the following are achieved:</p> <ul style="list-style-type: none"> i) compatibility with the streetscape ii) retention of existing street trees iii) safe and convenient pedestrian and bicycle crossings iv) adequate line of sight for cars entering and/or leaving the car parking area
7.2 Driveway verge crossings	
<p>R69</p> <p>This rule applies to previously undeveloped <i>blocks</i>.</p> <p>No more than one driveway verge crossing is provided to each <i>block</i>.</p> <p>SEE TP ASSESSMENT FOR RESPONSE</p>	<p>C69</p> <p>More than one driveway verge crossing to each <i>block</i> may be allowed in one of the following circumstances:</p> <ul style="list-style-type: none"> a) where forward entry to roads carrying more than 3000 vehicles per day is desirable b) where all of the following are achieved: <ul style="list-style-type: none"> i) compatibility with the <i>streetscape</i> ii) priority for pedestrians and cyclists iii) retention of existing street trees iv) protection of existing landscape features v) public safety c) where the <i>block</i> is a corner block.
<p>R70</p> <p>This rule applies to previously developed <i>blocks</i> or the consolidation of previously developed <i>blocks</i>.</p> <p>No additional driveway verge crossings are permitted.</p> <p>NOT APPLICABLE</p>	<p>C70</p> <p>Additional driveway verge crossings may be allowed in one of the following circumstances:</p> <ul style="list-style-type: none"> a) where forward entry to roads carrying more than 3000 vehicles per day is desirable b) where all of the following are achieved - <ul style="list-style-type: none"> i) compatibility with the <i>streetscape</i> ii) priority for pedestrians and cyclists iii) retention of existing street trees iv) protection of existing landscape features v) public safety c) where the <i>block</i> is a corner block.

Rules	Criteria
<p>R71 - NOT APPLICABLE</p> <p>This rule applies to previously developed <i>blocks</i> or the consolidation of previously developed <i>blocks</i>.</p> <p>Redundant driveway verge crossings are removed, and the verge and kerb restored.</p> <p>Note: a condition of development approval may be imposed to ensure compliance with this rule.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R72</p> <p>Driveway verge crossings comply with all of the following:</p> <ol style="list-style-type: none"> 1.2m horizontally clear of stormwater sumps and other services 1.5m horizontally clear of transformers, bus stops, public light poles 6m horizontally clear of the tangent point of the radius of the curve on a corner <i>block</i> (excluding locations with roundabouts and signalised intersections, which require separate formal approval and support from Asset Acceptance) uphill grade of less than 17% as measured from the kerb; downhill grade of less than 12% as measured from the kerb at a right angle to the kerb line with a maximum 10% deviation a maximum of 5.5m wide, and a minimum of 5m wide at the kerb, a minimum 3m wide at the front boundary, and a maximum width no greater than the width at the kerb except for <i>blocks</i> 250m² or less, 3m wide at the front street boundary outside of the drip line of mature street trees a minimum of 3m clear of small and new street trees compliant with Australian Standard <i>AS2890.1 – Off Street Parking</i>, having particular regard for sightlines and cross fall of the site where there is a public footpath across the driveway verge crossing, the footpath is continuous (i.e. the footpath is to have precedence) if the existing footpath is replaced, it is to be constructed at the same level in the same material and colour as the original. <p>Note: a condition of development approval may be imposed to ensure compliance with this rule.</p>	<p>C72</p> <p>Driveway verge crossings are endorsed by the Territory and Municipal Services Directorate.</p> <p>RULE MET</p>

Rules	Criteria
7.3 Internal driveways	
<p>R73 - RULE MET</p> <p>This rule applies to internal driveways that are used by residents of more than one <i>dwelling</i>. Internal driveways comply with all of the following:</p> <ul style="list-style-type: none"> a) are set back from external <i>block</i> boundaries by not less than 1m b) are set back from the <i>external walls</i> of buildings on the site by not less than 1m c) the setbacks referred to in items a) and b) are planted to a width of not less than 1m d) windows to <i>habitable rooms</i> and exterior doors within 1.5 of an internal driveway have at least one of the following - <ul style="list-style-type: none"> i) an intervening fence or wall not less than 1.5m high ii) for windows, a sill height not less than 1.5m above the driveway e) the relevant requirements in Australian Standard <i>AS2890.1 - Off Street Parking</i> for sightlines and gradients f) provide internal radius of at least 4m at changes in direction and intersections g) have a surface treatment that is distinct from car parking spaces. 	<p>C73</p> <p>Internal driveways achieve all of the following:</p> <ul style="list-style-type: none"> a) sufficient space for planting along property boundaries b) sufficient space for planting between internal driveways and buildings c) reasonable residential amenity, particularly in relation to the intrusion of light and noise into <i>habitable rooms</i> d) clear differentiation between the driveway and parking spaces.
<p>R74 - RULE MET</p> <p>This rule applies to internal driveways with both of the following characteristics:</p> <ul style="list-style-type: none"> a) serve 4 or more car parking spaces b) connect to a major road. <p>Turning spaces are provided on the block to allow vehicles to leave in a forward direction.</p>	<p>C74</p> <p>Internal driveways achieve reasonable levels of public safety.</p>
<p>R75 - RULE MET</p> <p>This rule applies to internal driveways with both of the following characteristics:</p> <ul style="list-style-type: none"> a) serve more than 10 car parking spaces b) connect to a public road. <p>The internal driveway is not less than 5m wide for not less than the first 7m of its length measured from the relevant <i>block</i> boundary.</p>	<p>C75</p> <p>Internal driveways avoid unreasonable levels of queuing and congestion at vehicular entrances.</p>

Rules	Criteria
<p>There is no applicable rule.</p> <p>SEE TP ASSESSMENT FOR RESPONSE</p>	<p>C76</p> <p>Internal driveways are designed to be safely used by both pedestrians and vehicles, including emergency vehicles.</p> <p>Measures to reduce vehicle speed on internal driveways will be considered when determining compliance with this criterion, including one or more of the following:</p> <ul style="list-style-type: none"> a) changes in pavement materials b) the lack of kerb and gutters c) difference in height to adjacent streets d) avoiding long lengths of driveway e) suitable planting f) signage.
7.4 Residents' car parking	
<p>R77 - RULE MET</p> <p>Car-parking spaces on the site for residents comply with all of the following:</p> <ul style="list-style-type: none"> a) located behind the <i>front zone</i> (except for <i>apartment car parking</i>) b) can be in tandem where they belong to the same <i>dwelling</i> c) do not encroach any property boundaries d) one car space per <i>dwelling</i> is roofed and located behind the <i>front zone</i> e) are separated by not less than 1.5m from windows or doors to <i>habitable rooms of dwellings</i> that are not associated with the parking space. 	<p>C77</p> <p>Car parking for residents achieves all of the following:</p> <ul style="list-style-type: none"> a) reasonable residential amenity b) consistency with the <i>desired character</i> c) public safety d) reasonable opportunities for surveillance e) the reasonable requirements of residents for car parking f) reasonable privacy.
<p>R78 - RULE MET</p> <p>This rule applies to resident car parking spaces with both of the following characteristics:</p> <ul style="list-style-type: none"> a) not allocated to a particular <i>dwelling</i> b) shared between 2 or more <i>dwellings</i>. <p>Parking spaces are located within 50m walking distance of any <i>dwelling</i> that is sharing the space.</p>	<p>C78</p> <p>Car parking spaces are located close to, and with convenient access to <i>dwellings</i>.</p>
<p>R79 - RULE MET</p> <p>The maximum total width of garage door openings and external width of <i>carports</i> facing a street complies with the following:</p> <ul style="list-style-type: none"> a) for up to 3 <i>dwellings</i>, the lesser of the following <ul style="list-style-type: none"> i) 6m ii) 50% of the total length of the building 	<p>C79</p> <p>Garages and car parking structures are consistent with the <i>desired character</i>.</p>

Rules	Criteria
<p>façade facing that street</p> <p>b) for more than 3 <i> dwellings</i>, 50% of the total length of the building façade facing that street.</p>	
<p>R80 - NOT APPLICABLE</p> <p>The maximum total width of an entry and/or exit to <i>basement</i> car parking facing the street is 8m.</p>	<p>C80</p> <p>Entries to <i>basements</i> do not dominate the <i>streetscape</i>.</p>
<p>R81 - NOT APPLICABLE</p> <p>This rule applies to all of the following:</p> <ul style="list-style-type: none"> i) developments containing 10 <i> dwellings</i> or more ii) development with a combined entry and exit to <i>apartment</i> car parking less than 6m wide. <p>Approaches to <i>basements</i> containing car parking comply with one of the following:</p> <ul style="list-style-type: none"> a) include sufficient areas for vehicles to wait to allow for an entering or leaving vehicle to pass b) at least one waiting area and traffic signals. 	<p>C81</p> <p>Approaches to <i>basements</i> achieve all of the following:</p> <ul style="list-style-type: none"> a) public safety b) convenience for all users.
7.5 Visitor parking	
<p>R82 - RULE MET</p> <p>Visitor car-parking spaces on the site comply with all of the following:</p> <ul style="list-style-type: none"> a) located behind the <i>front zone</i> (except for <i>apartment</i> car parking) b) do not encroach any property boundaries c) are separated by not less than 1.5m from windows and doors to <i>habitable rooms</i> of <i> dwellings</i> d) are not more than 50m walking distance from any common building entry e) clearly identified and visible from driveways. 	<p>C82</p> <p>Visitor parking achieves all of the following:</p> <ul style="list-style-type: none"> a) accessible for all visitors b) safe and direct visitor entry to common building entries.
<p>R83 - NOT APPLICABLE</p> <p>Visitor car parking complies with one of the following:</p> <ul style="list-style-type: none"> a) is located outside of any security barriers b) an intercom and remote barrier release system allows access to visitor parking located behind security barriers. 	<p>C83</p> <p>Visitor parking is accessible to all visitors.</p>

Rules	Criteria
7.6 Number of co-located parking spaces – RZ2 - NOT APPLICABLE	
<p>R84</p> <p>In RZ2 on <i>single dwelling blocks</i>, co-located car parking spaces on the <i>site</i> comply with all of the following:</p> <p>a) the maximum number of car parking spaces (including spaces in garages but excluding those in basements) is 4</p> <p>b) the minimum separation between groups of co-located car parking spaces (including spaces in garages but excluding those in basements) is 4m.</p>	<p>C84</p> <p>Car parking spaces on the <i>site</i> (including garages but excluding basement car parking) achieves all of the following:</p> <p>a) do not dominate site landscaping</p> <p>b) are consistent with the <i>desired character</i></p> <p>NOT APPLICABLE</p>
7.7 Delivery and removalist vans - NOT APPLICABLE	
<p>R85</p> <p>For developments with 40 or more <i>dwelling</i>s, at least one short stay parking space and associated access is provided for delivery trucks such as furniture delivery and removalist vans.</p>	<p>C85</p> <p>Reasonable provision is made for short stay parking for delivery trucks.</p> <p>NOT APPLICABLE - Development to have 36 dwellings</p>

Element 8: Environment

Related codes: Water Ways: Water Sensitive Urban Design General Code, Planning for Bushfire Risk Mitigation General Code.

Rules	Criteria
8.1 Water sensitive urban design	
<p>R86 - RULE MET</p> <p>This rule applies to all multi-unit residential development except for <i>minor extensions</i>.</p> <p>The development achieves a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003, without any reliance on landscaping measures.</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person using the ACTPLA on-line assessment tool or another tool referred to in the Water Ways: Water Sensitive Urban Design General Code.</p> <p>For this element:</p> <p>minor extension means an extension where the increase in the combined roof plan area, driveway, car manoeuvring areas and car parking areas is less than 25% of the total of the areas of these components at the date of lodgement of the development application.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<p>R87 - RULE MET</p> <p>This rule applies to all <i>multi-unit housing</i> except <i>minor extensions</i>.</p> <p>On sites larger than 2,000m² stormwater management measures comply with all of the following:</p> <ul style="list-style-type: none"> a) provision for the retention of stormwater on the <i>block</i> is equivalent to at least 1.4kl per 100m² of impervious area b) the retained stormwater complies with one or more of the following - <ul style="list-style-type: none"> i) it is stored for later reuse ii) it is released to the stormwater system over a period of not less than 1 day. <p>Rainwater tanks connected to at least the toilet and all external taps may be counted towards this requirement.</p>	<p>C87</p> <p>On sites larger than 2,000m² all of the following stormwater management measures are achieved:</p> <ul style="list-style-type: none"> a) the equivalent of 1-in-3 month stormwater peak pre-development stormwater run-off is retained on the <i>block</i> b) the retained stormwater complies with one or more of the following - <ul style="list-style-type: none"> i) it is stored for later reuse ii) its is released to the stormwater system over a reasonable period. <p>Compliance with this criterion is demonstrated by a report by a suitably qualified person.</p>
<p>R88 - RULE MET</p> <p>This rule applies to all <i>multi-unit housing</i> except <i>minor extensions</i>.</p> <p>For <i>blocks</i> 5,000m² or larger, the average annual stormwater pollutant export is reduced for all of the following:</p> <ul style="list-style-type: none"> a) suspended solids by at least 60% b) total phosphorous by at least 45% c) total nitrogen by at least 40% <p>compared with an urban catchment with no water quality management controls.</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person, using the MUSIC model or another nationally recognised model.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R89 - NOT APPLICABLE</p> <p>On previously developed <i>blocks</i> larger than 2,000m² the capacity of the existing pipe (minor) stormwater connection is not exceeded in 1-in-10 year storm event and the capacity of the existing major overland stormwater system is not exceeded in 1-in-100 year storm event</p> <p>Compliance with this rule is demonstrated by a report by a suitably qualified person.</p>	<p>C89</p> <p>On previously developed <i>blocks</i> larger than 2,000m² the 1-in-5 year and 1-in-100 year stormwater peak run off does not exceed pre-development levels.</p> <p>Compliance with this criterion is demonstrated by a report by a suitably qualified person.</p>

Rules	Criteria
8.2 Heritage	
<p>R90 - NOT APPLICABLE</p> <p>This rule applies to land containing places or objects registered or provisionally registered under section 41 of the <i>Heritage Act 2004</i>. The authority shall refer a development application to the Heritage Council.</p> <p>Note: The authority will consider any advice from the Heritage Council before determining the application.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
8.3 Tree protection -	
<p>R91</p> <p>This rule applies to a development that has one or more of the following characteristics:</p> <p>a) requires groundwork within the tree protection zone of a <i>protected tree</i></p> <p>b) is likely to cause damage to or removal of any <i>protected trees</i>.</p> <p>The authority shall refer the development application to the Conservator of Flora and Fauna.</p> <p>Note: The authority will consider any advice from the Conservator of Flora and Fauna before determining the application in accordance with the <i>Planning and Development Act 2007</i>. Protected tree and declared site are defined under the Tree Protection Act 2005.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p> <p>REFERAL MADE - NOT SUPPORTED PREVIOUS DA INCLUDED TREE REMOVAL WHICH WAS APPROVED AS PER SECTION 119 OF P&D ACT</p>
8.4 Bushfire	
<p>R92 - NOT APPLICABLE</p> <p>Where identified in a precinct code or <i>lease and development conditions</i> as being within a bushfire prone area, buildings are to be constructed in accordance with the relevant Building Code of Australia bushfire provisions.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
8.5 Erosion and sediment control -	
<p>R93 - NOT APPLICABLE</p> <p>For sites less than 3,000m², the development complies with the Environment Protection Authority, <i>Environment Protection Guidelines for Construction and Land Development in the ACT</i>.</p> <p>Note 1: If no evidence of compliance with the above guideline is provided, the application may be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p> <p>Note 2: see part D for sites over 3000m².</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 9: Services

Rules	Criteria
9.1 Post occupancy waste management	
<p>There is no applicable rule.</p> <p>SEE TP ASSESSMENT FOR RESPONSE</p>	<p>C94</p> <p>Post occupancy waste management achieves all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) reasonable levels of residential amenity for <i>dwellings</i> and their associated <i>private open space</i> on the subject site c) reasonable levels of amenity for <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.

Part B – Additional controls for multi unit housing with 4 or more storeys - **NOT APPLICABLE**

Part B contains rules and criteria additional to those in part A. They apply to *multi-unit housing* with 4 or more storeys.

To remove any doubt, the provisions of this part apply to the whole building, including the first 3 storeys.

Where there is an inconsistency between part A and part B, the latter shall prevail to the extent of that inconsistency.

Element 10: Building and site design – buildings with 4 or more storeys

Rules	Criteria
10.1 Side and rear boundary setbacks - NOT APPLICABLE	
R95 In RZ5 side and rear boundary setbacks comply with table B1.	C95 Buildings and other structures are sited to achieve all of the following: <ol style="list-style-type: none"> consistency with the <i>desired character</i> reasonable separation between adjoining developments reasonable privacy for <i>dwelling</i>s on adjoining <i>residential blocks</i> reasonable privacy for <i>principal private open space</i> on adjoining <i>residential blocks</i> reasonable solar access to <i>dwelling</i>s on adjoining <i>residential blocks</i> and their associated <i>principal private open space</i>.

Table B1: Side and Rear Boundary Setbacks - buildings with 4 or more storeys

parts of buildings	minimum side boundary setback	minimum rear boundary setback
first 4 storeys - external wall	3m	3m
first 4 storeys - unscreened element	6m	6m
between 5 and 8 storeys - external wall	4.5m	4.5m
between 5 and 8 storeys - unscreened element	6m	6m
9 storeys or more - external wall or unscreened element	6m	6m

Rules	Criteria
10.2 Access to lifts or stairs	
<p>R96 - NOT APPLICABLE</p> <p>No more than 9 <i>apartments</i> on each floor are accessible from a single common lift or stair lobby.</p>	<p>C96</p> <p>Convenient access to <i>apartments</i> is achieved. One or more of the following matters may be considered when determining compliance with this criterion:</p> <ul style="list-style-type: none"> a) whether there is a high level of public amenity and safety in common lobbies b) whether spaces are well-proportioned with clear sightlines c) whether there is a high proportion of dual aspect <i>apartments</i> d) whether there is a high proportion of <i>apartments</i> with northern orientation.

Part C – Additional controls for multi unit housing in commercial zones

Element 11: Ground floor commercial use

Rules	Criteria
11.1 Ground floor commercial use in commercial zones - NOT APPLICABLE	
<p>R97</p> <p>This rule applies to all of the following:</p> <ul style="list-style-type: none"> a) commercial zones b) <i>blocks</i> nominated in a precinct code for ground floor commercial use c) buildings containing one or more <i>dwelling</i>s d) the <i>building line</i> for any ground floor <i>dwelling</i> is less than 6m <p>The ground floor finished floor level to finished ceiling level height is not less than 3.6m.</p> <p>Note: Noise attenuation provisions in part A may also apply.</p>	<p>C97</p> <p>In commercial zones, buildings afford the opportunity to accommodate non-residential uses, including office and retail, at the ground floor.</p> <p>NOT APPLICABLE</p>

Part D – Endorsement by government agencies (entities)

Element 12: Waste management

Rules	Criteria
12.1 Construction waste management	
<p>R98</p> <p>This rule applies to <i>residential</i> development that is likely to generate more than 20m³ of construction waste comprising one or more of the following:</p> <ul style="list-style-type: none"> a) demolition waste b) construction waste c) excavation material. <p>The management of construction waste is to be endorsed by TAMS.</p> <p>TAMS will endorse waste facilities and management associated with the development if they comply with the current version of the <i>Development Control Code for Best Practice Waste Management in the ACT</i>.</p> <p>TAMS may endorse departures.</p> <p>Note: a condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
12.2 Post occupancy waste management	
<p>R99</p> <p>Post occupancy waste management facilities are to be endorsed by TAMS.</p> <p>TAMS will endorse post occupancy waste management facilities where they are in accordance with the current version of the <i>Development Control Code for Best Practice Waste Management in the ACT</i>.</p> <p>TAMS may endorse departures.</p> <p>Note: a condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 13: Utilities

Rules	Criteria
13.1 Utilities	
<p>R100</p> <p>This rule applies to any proposed encroachment into a registered easement.</p> <p>The proposed encroachment is to be approved in writing by the relevant service provider.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p> <p>NOT APPLICABLE</p>
<p>R101</p> <p>A statement of compliance from each relevant utility provider (for water, sewerage, electricity, stormwater and gas) confirms that the location and nature of earthworks, utility connections, proposed buildings, pavements and landscape features comply with utility standards, access provisions and asset clearance zones.</p> <p>Note 1: If there is no stormwater easement or Territory owned stormwater pipes located within the property boundary, a "Statement of Compliance" for stormwater from TAMS (Asset Acceptance) is not required to be obtained</p> <p>Note 2: Where there is conflict between planning and utility requirements, the utility requirements take precedence over other codified or merit provisions</p> <p>Note 3: If a statement of compliance is not provided the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p> <p>ACTEW AGL ELECTRICITY - SUPPORTED ACTEW AGL GAS - SUPPORTED ICON WATER - SUPPORTED TCCS -</p>

Element 14: Environmental management

Rules	Criteria
14.1 Contamination - NOT APPLICABLE	
<p>R102</p> <p>This rule applies to any site located adjacent to a potentially polluting source (including a site used or formerly used as a petrol station).</p> <p>The site is assessed for the potential for land contamination in accordance with the <i>ACT Government Strategic Plan – Contaminated Sites Management 1995</i> and the <i>Contaminated Sites Environment Protection Policy 2000</i>.</p> <p>If land contamination is identified, the development complies with the requirements of Environment Protection Authority.</p> <p>Note 1: If no evidence of assessment of the site for land contamination is provided, the application may be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p> <p>Note 2: a condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion. NOT APPLICABLE</p>
14.2 Erosion and sediment control	
<p>R103</p> <p>This rule applies to sites 3,000m² or larger.</p> <p>The development complies with an erosion and sediment control plan endorsed by the ACT Environment Protection Authority.</p> <p>Note 1: If no evidence of assessment of the site for erosion and sediment control is provided, the application may be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p> <p>Note 2: a condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p> <p>SUPPORTED BY EPA</p>



ACT
Government

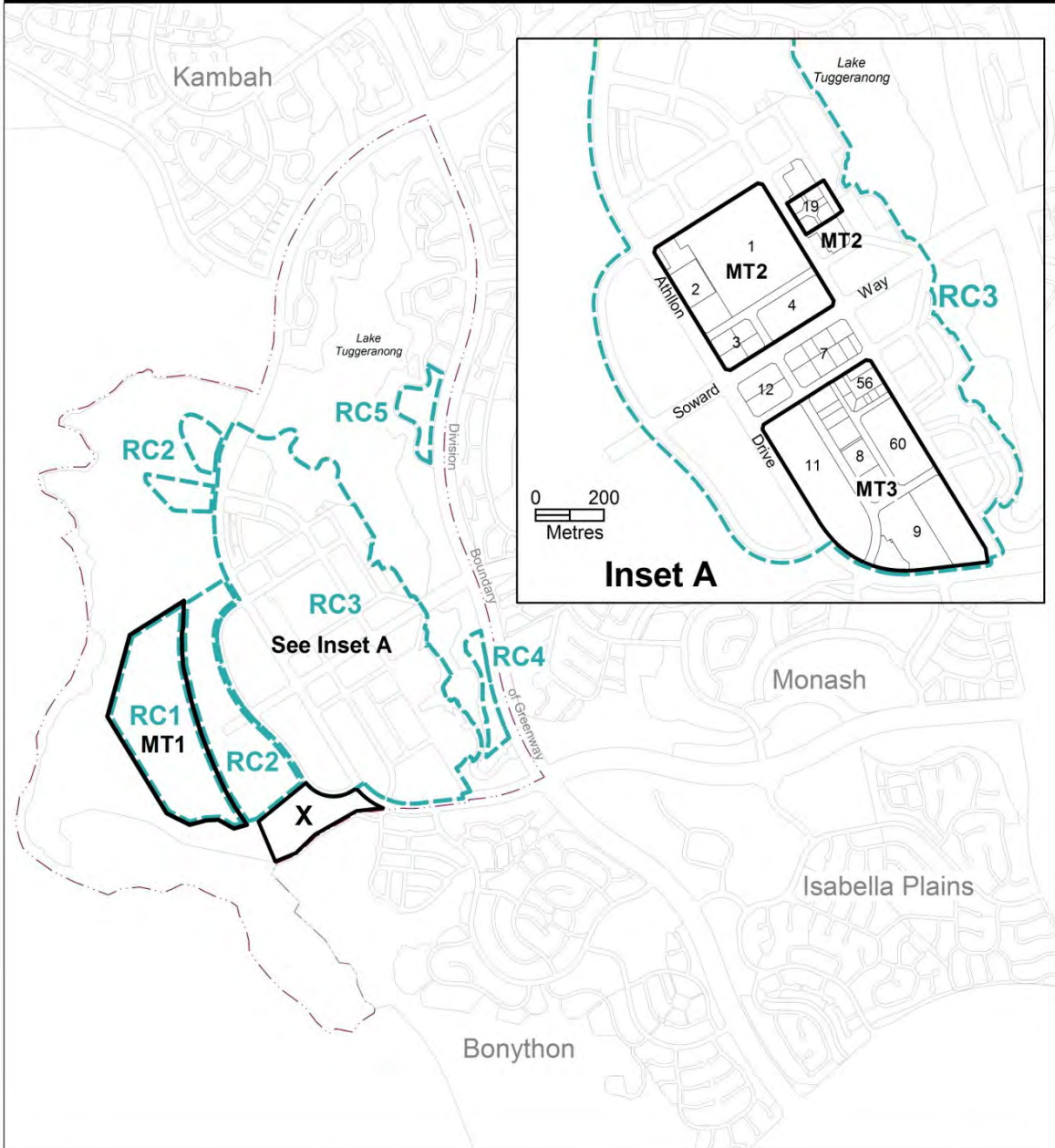
Environment and
Sustainable Development

Greenway Precinct Map and Code

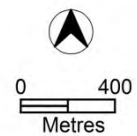
includes
Tuggeranong Town Centre

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Greenway Precinct Map



- MTn** Additional merit track development applies see Table 2
- RCn** Additional rules and criteria apply see Greenway Precinct Code
- X** Urban open space - not public land



Assessment Tracks

The following tables identify the additional prohibited development and additional merit track development for blocks and parcels shown in the Greenway Precinct Map (identified as PDn or MTn). Development that is exempt from requiring development approval, other prohibited development and the minimum assessment track applicable to each development proposal is set out in the relevant zone development table.

The following tables constitute part of the relevant zone development table.

Table 2 – Additional merit track development

Additional merit track development that may be approved subject to assessment		
Suburb precinct map label	Zone	Development
MT1	NUZ4	<i>group or organised camp overnight camping area tourist facility</i>
MT2	CZ1	<i>produce market</i>
MT3	CZ3	<i>corrections facility</i>

Greenway Precinct Code

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Introduction

Name

The name of this code is **Greenway Precinct Code**.

Application

The code applies to the Division of Greenway.

Purpose

This code provides additional planning, design and environmental controls for specific areas or blocks and may also contain references to provisions in other codes.

In conjunction with other relevant codes it will be used by the *Authority* to assess development applications and offer guidance to intending applicants in designing development proposals and preparing development applications.

Structure

This code contains additional rules and/or criteria for particular blocks or parcels identified as areas RCn on the precinct map, to be read in conjunction with the relevant development code. It may also contain sub-parts.

Each element has one or more rules and, unless the respective rule is mandatory, each rule has an associated criterion. Rules provide quantitative, or definitive, controls. By contrast, criteria are chiefly qualitative in nature.

In some instances rules are mandatory. Such rules are accompanied by the words “This is a mandatory requirement. There is no applicable criterion.” Non-compliance with a mandatory rule will result in the refusal of the development application. Conversely, the words “There is no applicable rule” is found where a criterion only is applicable.

Code hierarchy

Under the *Planning and Development Act 2007*, where more than one type of code applies to a development, the order of precedence if there is inconsistency of provisions between codes is: precinct code, development code and general code.

If more than one precinct code applies to the site, the most recent precinct code takes precedence to the extent of any inconsistency.

Definitions

Defined terms, references to legislation and other documents are italicised.

Definitions of terms used in this code are listed in part 13 of the Territory Plan or, for terms applicable only to this code, associated with the respective rule.

Acronyms

ACTPLA	Planning and Land Authority within the ACT Environment and Sustainable Development Directorate
EPA	ACT Environment Protection Authority
ESA	ACT Emergency Services Agency
ESDD	ACT Environment and Sustainable Development Directorate
NCA	National Capital Authority
P&D Act	Planning and Development Act 2007
TAMS	ACT Territory and Municipal Services Directorate

Additional rules and criteria

This part applies to blocks and parcels identified in the Greenway Precinct Map (RCn). It should be read in conjunction with the relevant zone development code and related codes.

RC1 – Murrumbidgee River corridor

This part applies to blocks and parcels identified in area RC1 shown on the Greenway Precinct Map.

Element 1: Use

Rules	Criteria
1.1 Campsite and tourist facility	
There is no applicable rule.	<p>C1</p> <p>Development achieves all of the following: is of low intensity on large blocks permitting point source retention of stormwater runoff and opportunities for large scale landscaping</p> <p>a) stormwater runoff meets all the following requirements before entering the Murrumbidgee River:</p> <p>i) is intercepted by a pond or equivalent designed in accordance with the requirements for ponds or equivalent in the Water Sensitive Urban Design General Code</p> <p>ii) meets the stormwater quality requirements of the commercial zones development code.</p> <p>Note: This provision is in addition to the WSUD requirements of other applicable codes.</p>
There is no applicable rule.	<p>C2</p> <p>Development, including existing uses, incorporates measures to minimise impacts on the ecology and improve the visual character of the locality.</p>

RC2 – Leisure and accommodation area

This part applies to blocks and parcels identified in area RC2 shown on the Greenway Precinct Map.

Element 2: Buildings and use

Rules	Criteria
2.1 Protection of visual character	
There is no applicable rule.	<p>C3</p> <p>Development achieves all of the following:</p> <ul style="list-style-type: none"> a) visual and functional compatibility with the Tuggeranong Town Centre b) visual and functional compatibility with the Murrumbidgee River and Lake Tuggeranong environments c) minimal servicing and structural demands.

Element 3: Environment

Rules	Criteria
3.1 Protection of water quality	
There is no applicable rule.	<p>C4</p> <p>Development achieves one of the following:</p> <ul style="list-style-type: none"> a) stormwater runoff meets all the following requirements before entering the Murrumbidgee River: <ul style="list-style-type: none"> i) is intercepted by a pond or equivalent, designed in accordance with the requirements for ponds or equivalent in the Water Sensitive Urban Design General Code ii) meets the stormwater quality requirements of the commercial zones development code. b) diversion of stormwater runoff to Lake Tuggeranong. <p>Note: Diversion of stormwater runoff to Lake Tuggeranong may be achieved using existing stormwater infrastructure or pump option.</p> <p>Note: Compliance with this criterion is demonstrated by a water sensitive urban design outcomes plan endorsed by a suitably qualified person.</p> <p>Note: This provision is in addition to the WSUD requirements of other applicable codes.</p>

RC3 – Tuggeranong Town Centre

This part applies to blocks and parcels identified in area RC3 shown on the Greenway Precinct Map. RC3 includes the Tuggeranong Town Centre.

Desired Character

Settlement Pattern

The Tuggeranong town centre has a strong urban edge whilst maintaining extensive physical and visual connections to the surrounding landscape including the mountains, open space, the river corridor and the lake.

The town centre enjoys a high level of connectedness through a fine grain grid pattern network of roads and pedestrian and cycle thoroughfares.

There is a network of high quality open spaces throughout the urban area of the town centre with links to the lake foreshore, community gardens and other public spaces.

Land use

A substantial component of the town centre is given over to residential development, with a focus on a mix of retail, commercial and other activating uses primarily at ground level and on key frontages.

Built form

There is a modern approach to the pitched red roofs and cream buildings, with a variety of roof forms including roof gardens, flat and skillion roofs.

Precincts

The foreshore area including Anketell Street has the following character:

- Development that embraces the lake through physical and visual connections to the foreshore
- Development that provides vibrancy through activity at the street level and finer grain shop fronts along major pedestrian areas
- Development that provides a pedestrian friendly environment
- Built form that steps down toward the foreshore.

The area along Athllon Drive has the following character:

- Taller building elements to match the taller building elements fronting the lake shore.
- Office buildings which address Athllon Drive to create a continuous building line, without excessive blank walls.
- Framing of the views north along Athllon Drive to distant hills
- A mix of residential uses on the western side of Athllon Drive, located to maximize views of the mountains to the west and access to employment and services in the town centre
- Pedestrian links to the town centre.

The Soward Way area has the following character:

- Taller building elements to create a pedestrian friendly boulevard on Soward Way
- Development frames the views to the mountains to the west
- Development provides a mix of uses with retail at ground level.

Element 4: Use

Rules	Criteria
4.1 Ground floor use	
<p>R5</p> <p>This rule applies to buildings in area a fronting the hatched area shown on figure 1.</p> <p>Only the following uses are permitted on the ground floor level:</p> <ul style="list-style-type: none"> a) <i>business agency</i> b) <i>club</i> c) <i>community activity centre</i> d) <i>drink establishment</i> e) <i>financial establishment</i> f) <i>hotel</i> g) <i>indoor entertainment facility</i> h) <i>indoor recreation facility</i> i) <i>public agency</i> j) <i>restaurant</i> k) <i>SHOP.</i> 	<p>C5</p> <p>Buildings fronting main pedestrian areas and routes incorporate uses on the ground floor that generate activity in the public space.</p>
<p>There is no applicable rule.</p>	<p>C6</p> <p>This criterion applies to buildings in area b fronting the hatched area shown on figure 1.</p> <p>Buildings incorporate uses on the ground floor that generate activity in the public space.</p>
4.2 SHOP – CZ2 – floor area limit	
<p>R7</p> <p>This rule applies to area b shown on figure 1.</p> <p>The maximum <i>gross floor</i> area of any <i>SHOP</i> is 200m².</p>	<p>C7</p> <p><i>SHOPS</i> are limited to a scale appropriate to providing convenient shopping and personal services for the local workforce and residents.</p>

Rules	Criteria
4.3 Development on nominated car parking areas	
<p>R8</p> <p>This rule applies to the shaded area shown on figure 1.</p> <p>Development complies with all of the following:</p> <ul style="list-style-type: none"> a) the existing number of car parking spaces is retained on the site and made available for public use at all times b) provides car parking that is generated by the development on site in accordance with the <i>Parking and Vehicular Access General Code</i> in addition to the spaces required by item a) 	<p>C8</p> <p>Development achieves all of the following:</p> <ul style="list-style-type: none"> a) any additional parking provision requirements (under the <i>Parking and Vehicular Access General Code</i>) for the development b) makes a substantial contribution to the long term parking supply for the town centre as endorsed by the Territory

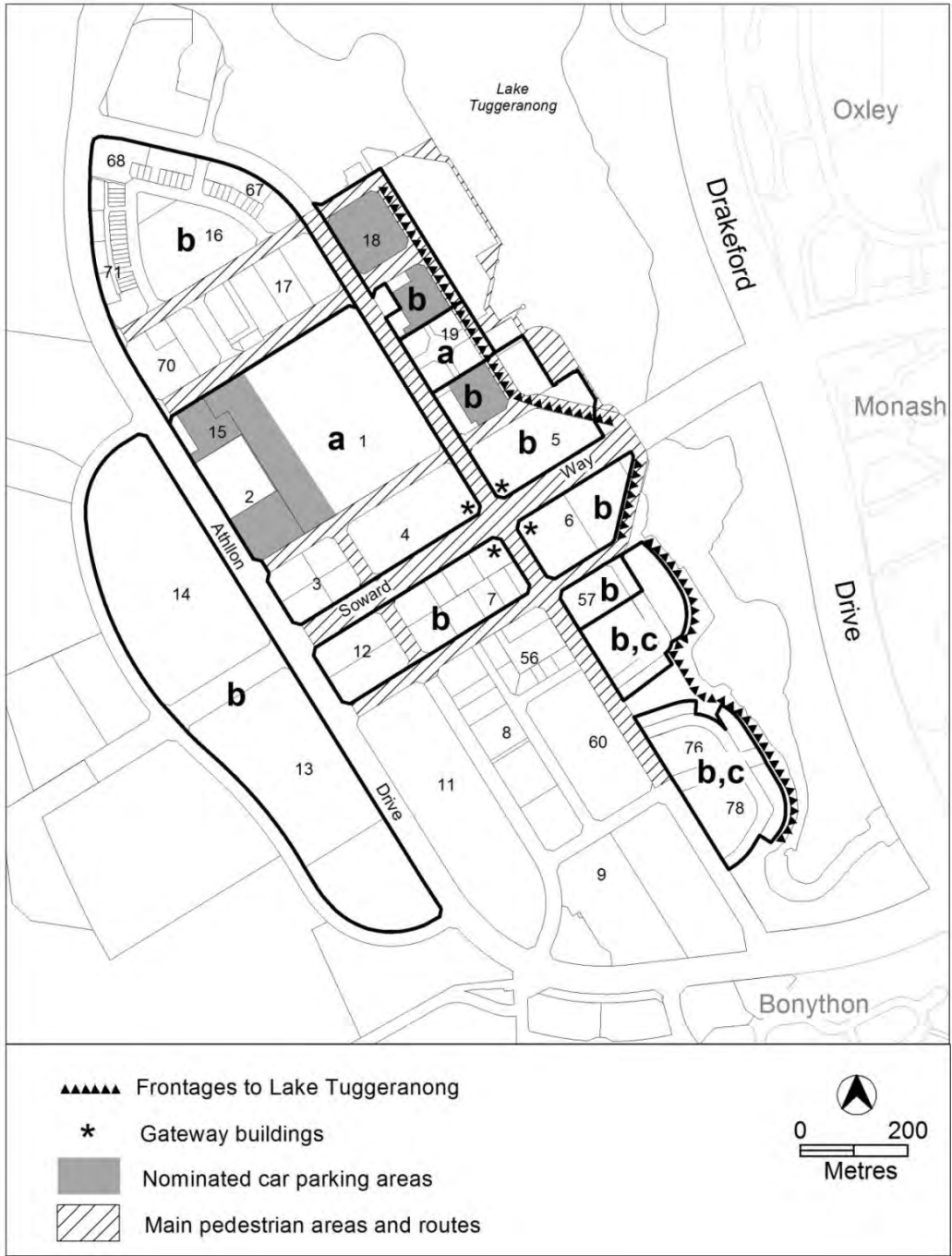


Figure 1 – Frontages, car parking, restrictions on use and gateway buildings.

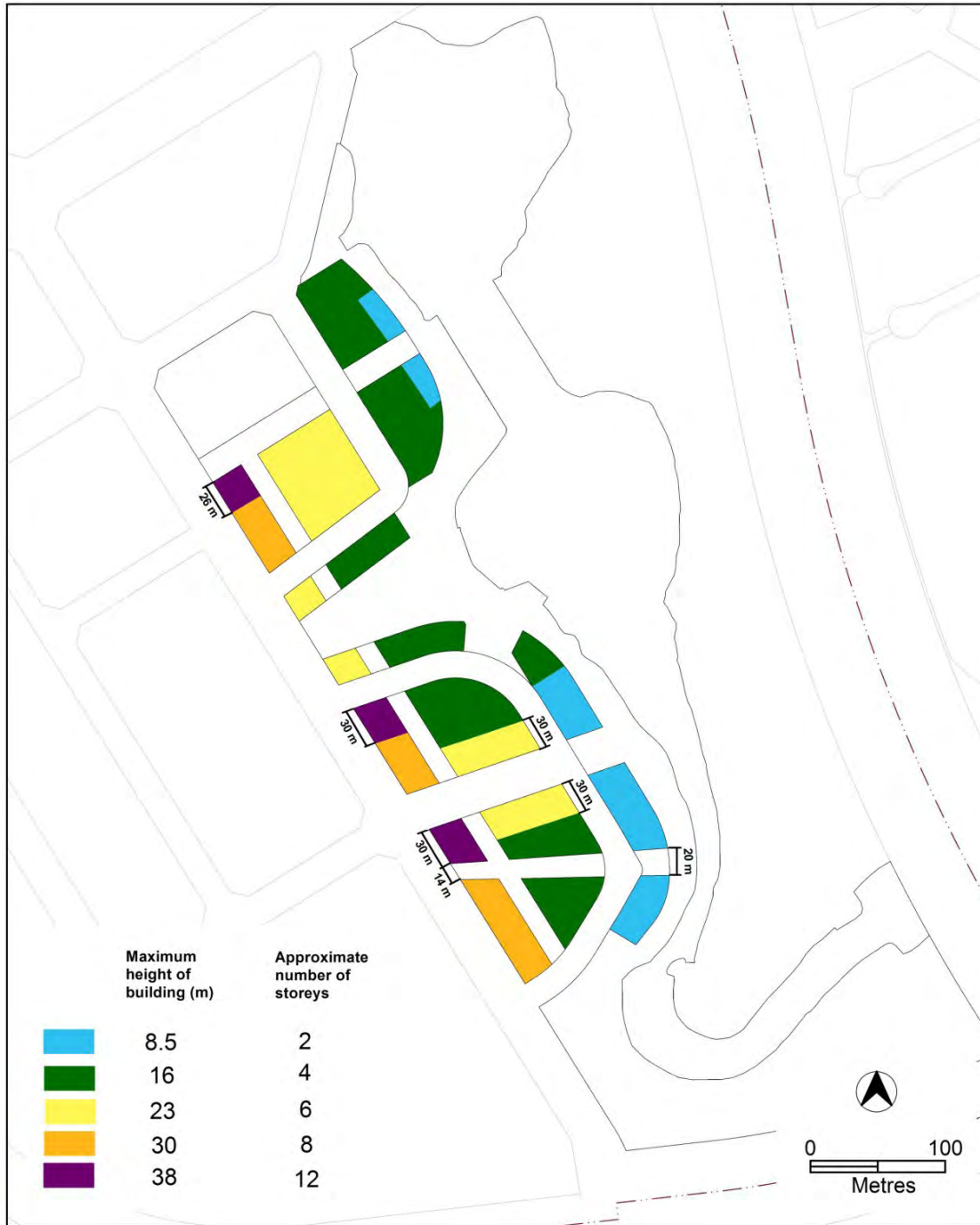


Figure 2 – Building heights – Lakefront Development Area

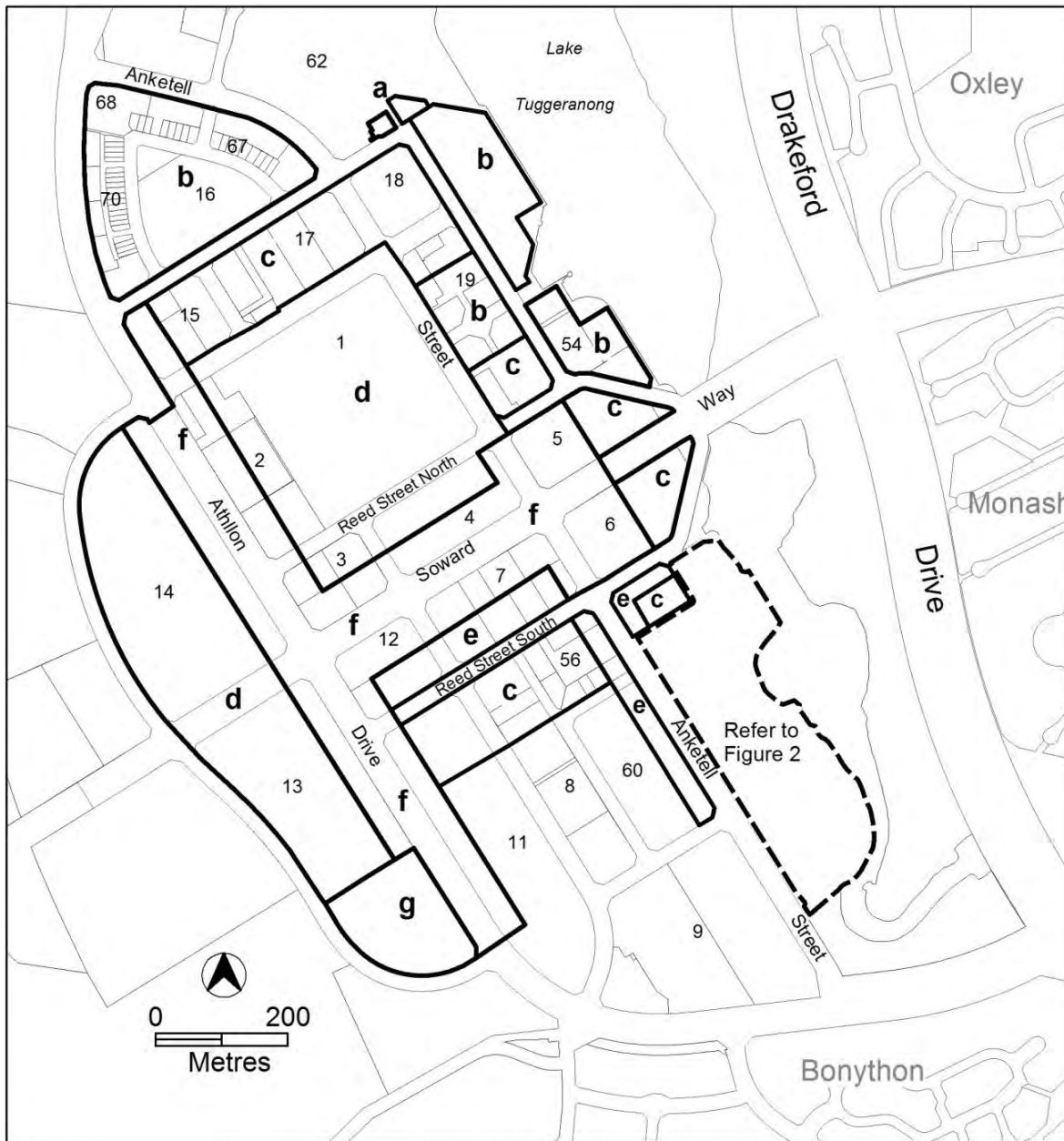


Figure 3 – building heights

Element 5: Buildings

Rules	Criteria
5.1 Height of buildings	
<p>R9</p> <p>This rule applies to areas shown in figure 3.</p> <p>The maximum <i>height of buildings</i> in the areas shown on figure 3 are as follows:</p> <ul style="list-style-type: none"> a) in area 'a' - 9.5 metres b) in area 'b' - 17 metres c) in area 'c' - 20.5 metres d) in area 'd' - 24 metres e) in area 'e' – 24metres. Area 'e' is measured as the area up to a maximum of 30 metres from the front boundary with Anketell Street or Reed Street South f) in area 'f' - 31 metres. Area 'f' is measured as follows: <ul style="list-style-type: none"> i. the area a maximum of 30 metres from the front boundary for blocks adjoining the western side of Ankertell Street ii. the area a maximum of 30 metres from the front boundary of blocks adjoining Soward Way west of Ankertell Street iii. the area a maximum of 30 metres from the front boundary of blocks adjoining the eastern side of Athllon Drive iv. the area a maximum of 40 metres from the front boundary of blocks adjoining the western side of Athllon Drive. g) in area 'g' – 38 metres with a maximum of 12 storeys. <p>For this rule the building height excludes all of the following:</p> <ul style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<p>R9A</p> <p>This rule applies to area c shown on figure 1. The maximum height of building is shown on figure 2.</p>	<p>C9A</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) scale appropriate to the function of the use c) minimal detrimental impacts including overshadowing and excessive scale.
5.2 Active frontages	
<p>R10</p> <p>This rule applies to buildings fronting the hatched area shown in figure 1.</p> <p>Buildings incorporate display windows and shop fronts with direct pedestrian access at ground floor level.</p>	<p>C10</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) direct pedestrian access from main pedestrian areas b) avoid extensive lengths of blank walls unrelieved by doors, display windows or the like
<p>There is no applicable rule</p>	<p>C11</p> <p>This criterion applies to frontages to Lake Tuggeranong shown on figure 1.</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) an attractive frontage to the waterfront b) pedestrian activity along the waterfront
5.3 Setback to main streets and pedestrian areas and routes	
<p>R12</p> <p>This rule applies to the area shown in figure 1.</p> <p>Buildings maintain a continuous <i>building line</i> along main streets and pedestrian areas and routes.</p>	<p>C12</p> <p>Building alignment may include small spaces for active uses.</p>
5.4 Built form	
<p>R13</p> <p>This rule applies to the area shown in figure 1.</p> <p>Buildings include pitched roofs and awnings consistent with surrounding development.</p>	<p>C13</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) compatibility with existing development b) consistency with the <i>desired character</i>

Rules	Criteria
There is no applicable rule.	C13A Built form in the town centre achieves all of the following: <ul style="list-style-type: none"> a) consistency with the <i>desired character</i> b) roofs are articulated to reduce the bulk and scale of the building form c) responds to the street hierarchy d) minimizes blank walls e) creates attractive interfaces with the public domain.
R13B This rule applies to area 'l' shown in figure 4. The minimum ground floor level, floor to ceiling height is 3.6m	C13B Building achieve all of the following: <ul style="list-style-type: none"> a) consistency with <i>desired character</i> b) the ground floor level of buildings is adaptable for commercial uses.
5.5 Materials and finishes	
R14 This rule applies to the area shown in figure 1. Buildings incorporate all of the following: <ul style="list-style-type: none"> a) masonry materials of earth tones colours b) roofs are predominantly red c) block paving in pedestrian areas consistent with existing paving 	C14 Building colours, materials and finishes achieve compatibility with adjacent development.
5.6 Gateway buildings	
R15 This criterion applies to gateway buildings in locations shown on figure 1. Buildings address the intersection of Anketell Street and Soward Way.	This is a mandatory provision. There is no applicable criterion.
5.7 Building setbacks	
R16 This rule applies to buildings in area 'a' shown in figure 4 Buildings have a zero setback to Athllon Drive.	C16 Buildings achieve all of the following: <ul style="list-style-type: none"> a) are consistent with the <i>desired character</i> b) maintain a continuous building line along Athllon Drive c) frame the views of hills along Athllon Drive.

Rules	Criteria
<p>R17</p> <p>This rule applies to the front setbacks for buildings (excluding basements) in the areas shown on figure 4.</p> <p>The minimum front setbacks are as follows:</p> <ul style="list-style-type: none"> a) in area 'b' - 12 metres b) in area 'c' - 13 metres c) in area 'd' - 16 metres. 	<p>C17</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> a) are consistent with the <i>desired character</i> b) protect and enhance the views of hills, distant mountains and/or the Tuggeranong Town Park.
<p>5.8 Landscape areas</p>	
<p>R18</p> <p>This rule applies to landscape areas shown in figure 4</p> <p>Landscape areas are provided with the following minimum dimensions:</p> <ul style="list-style-type: none"> a) in area 'e' 26 metres wide and 40 metres deep b) in area 'f' 30 metres wide and 40 metres deep c) in area 'g' 52 metres deep from the north western apex of the block. d) In area 'h' 25 metres wide and 30 metres deep. 	<p>C18</p> <p>Landscaped areas achieve the following:</p> <ul style="list-style-type: none"> a) are consistent with <i>desired character</i> b) protect and enhance views of hills, distant mountains and key open spaces c) have no buildings or structures located within the area (excluding basements) d) are publicly accessible e) are landscaped f) receive reasonable solar access g) present a soft landscaped interface to the street.

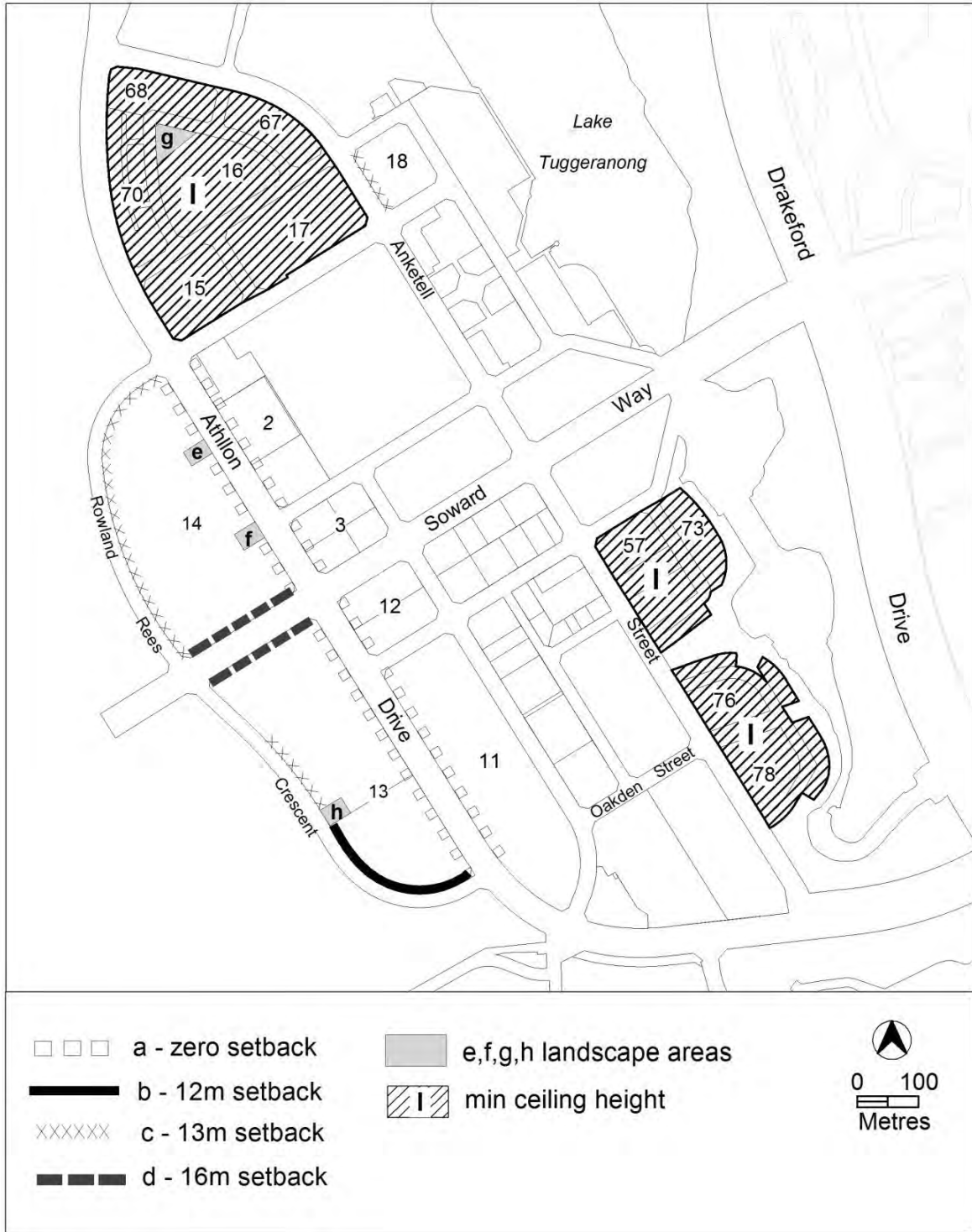


Figure 4 – setbacks and landscape areas

RC4 – Lake side residential

This part applies to blocks and parcels identified in area RC4 shown on the Greenway Precinct Map. RC4 includes the lake side residential land.

Element 5: Built form

Rules	Criteria
5.1 Height of buildings	
<p>R19 - RULE MET</p> <p>This rule applies to areas shown in figure 5. The maximum <i>height of buildings</i> in the areas shown on figure 5 are as follows:</p> <ul style="list-style-type: none"> a) in area 'a' - 9.5 metres b) in areas 'b1, b2, b3' - 13 metres. <p>For this rule:</p> <ul style="list-style-type: none"> a) the eastern edge of areas 'b1, b2 and b3' are located between 4metres and 10metres of the boundary with Drakeford Drive b) area 'b1' is measured from the northern most edge of the RZ4 medium density zone for a length of 165metres and a maximum depth of 20metres. c) areas 'b1' and 'b2' are separated by a minimum distance of 140metres d) area 'b2' is measured as 90metres and a maximum depth of 20metres. e) areas 'b2' and 'b3' are separated by a minimum distance of 30metres. f) area 'b3' is measured as 100metres long and a maximum depth of 20metres. <p>For this rule the building height excludes all of the following:</p> <ul style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

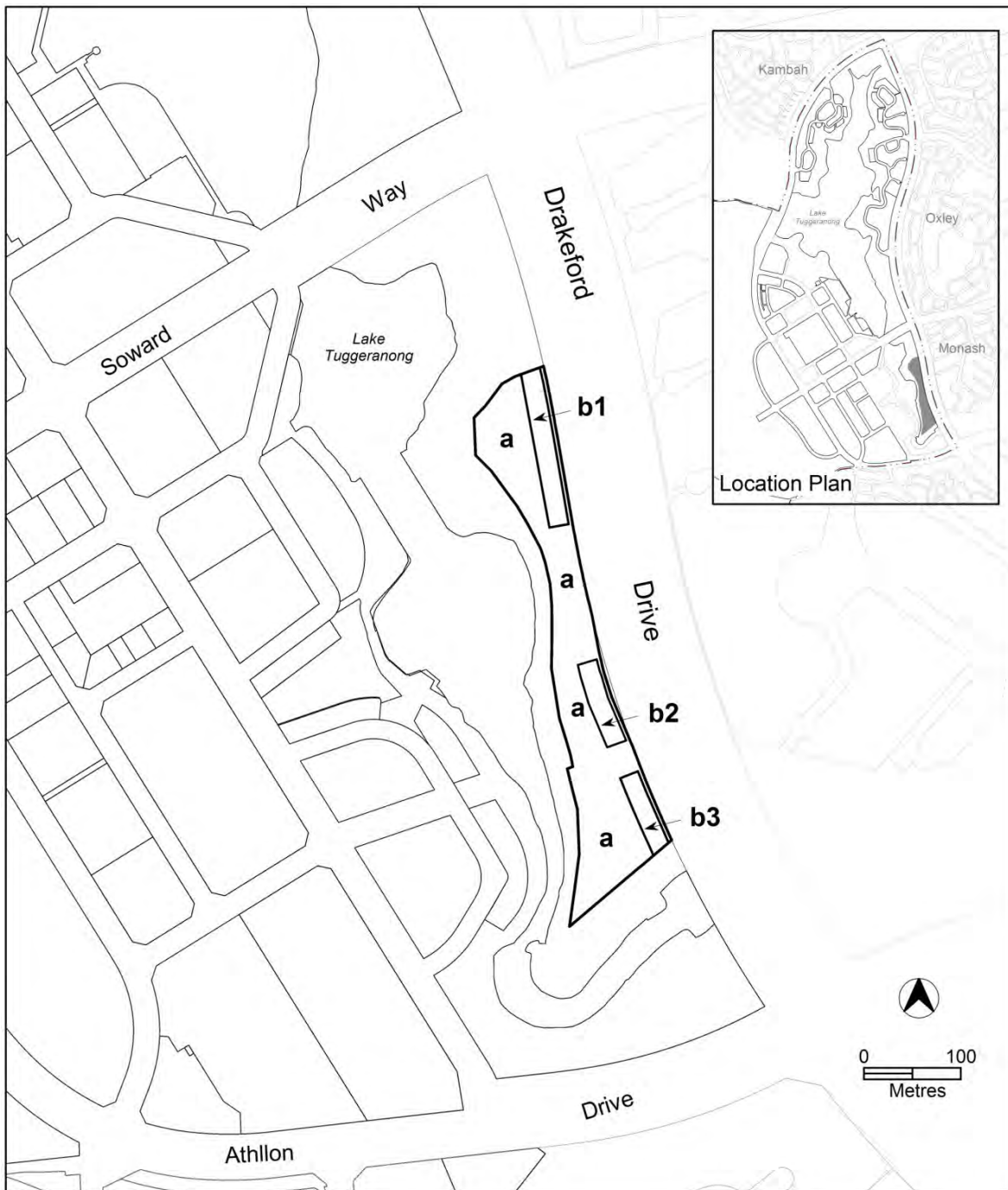


Figure 5 – building heights

RC5 – Medium density area

This part applies to blocks and parcels identified in area RC5 shown on the Greenway precinct map. RC5 includes the medium density area.

Element 6: Site

Rules	Criteria
6.1 Site Access	
<p>R20 - RULE MET</p> <p>Vehicular access or egress to the site from Drakeford Drive is not permitted.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
6.2 Pedestrian access	
<p>R21 - RULE MET</p> <p>This rule applies to the area identified in figure 6. A public pedestrian footpath is provided and complies with all of the following:</p> <ul style="list-style-type: none"> a) is 5metres wide b) links the Drakeford Drive pedestrian underpass to the Lake Tuggeranong urban open space. 	<p>C21</p> <p>Public pedestrian access between the Drakeford Drive pedestrian underpass and the Lake foreshore is retained.</p>

Element 7: Built form

Rules	Criteria
7.1 Height of buildings	
<p>R22 - RULE MET</p> <p>This rule applies to areas shown in figure 6 The maximum <i>height of buildings</i> in the areas shown on figure 6 are as follows:</p> <ul style="list-style-type: none"> a) in area 'a' – 9.5metres b) in area 'b' – 13metres. Area 'b' is measured as a maximum depth of 27metres from the edge of the tree drip zone identified in figure 6. <p>For this rule the building height excludes all of the following:</p> <ul style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 8: Environment

Rules	Criteria
8.1 Trees	
<p>R23 - SEE TP ASSESSMENT FOR RESPONSE</p> <p>This rule applies to the drip zone area identified in figure 6.</p> <p>Building and construction works do not encroach on land within the drip zone plus 2.0m of the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive. This includes any basements.</p>	<p>C23</p> <p>The health of existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive is maintained.</p> <p>Compliance with this criterion is achieved by a report that has been prepared by a suitably qualified arborist and endorsed by the Conservator of Flora and Fauna.</p>
8.2 Landscape area	
<p>R24 - NOT APPLICABLE</p> <p>This rule applies to the landscape area identified in figure 6.</p> <p>No buildings or structures are located within the landscape area. This includes any basements.</p>	<p>C24</p> <p>The site is screened from the car park on Lewis Mortimer Drive through retention of existing vegetation and creation of a landscape area.</p>

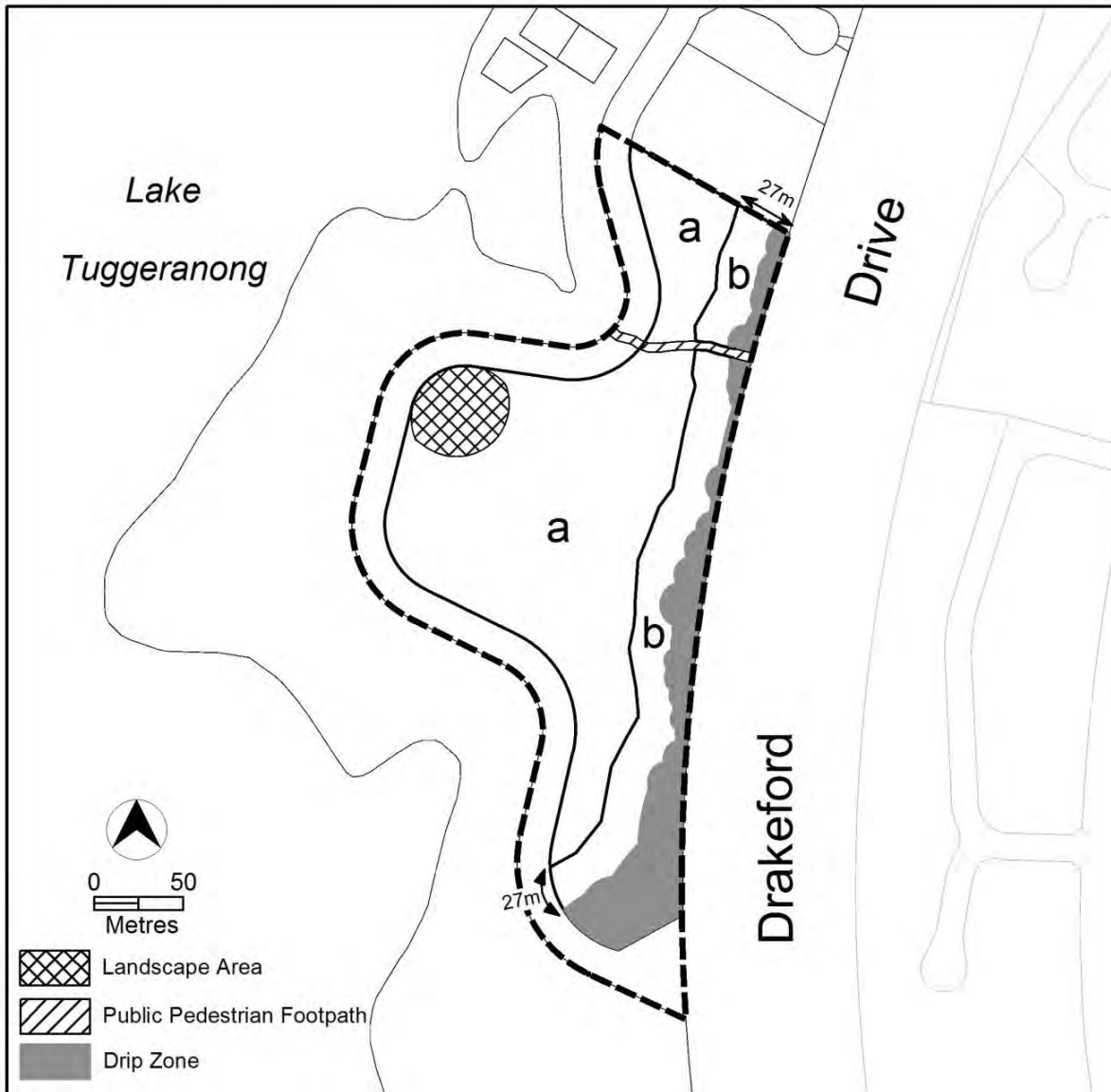


Figure 6 – Site, built form and environment

Form

Legislated Requirements Merit Track

ASSESSMENT REPORT

ASSESSMENT OFFICER: Mr Trent Varlow

APPLICATION NUMBER: 201732193

BLOCK: 5 SECTION: 28

DIVISION: GREENWAY

Zone: RZ4 Medium Density Residential Zone

The Planning and Development Act 2007

This document provides analysis of a development proposal in the Merit Track in relation to the legislated requirements of the Planning and Development Act 2007 (the Act), specifically Section 119 and Section 120.

Planning and Development Act 2007 - Section 119

In deciding a Merit Track development application, the decision maker must ensure the application meets the following four items numbered S119 (1)(a) to (c) and S119 (2). Approval of an application in the Merit Track must not be given unless the application meets the Section 119 requirements.

<p>S119 (1)(a) The relevant code</p> <p>NB: Refer to form Territory Plan Code Requirements Merit Track to complete this question</p>	<p>The relevant code(s) for the development proposal are:</p> <table border="1"> <tr> <td>Precinct Code:</td> <td>Greenway Precinct Map and Code</td> </tr> <tr> <td>Development Code:</td> <td>Multi Dwelling Development Code</td> </tr> <tr> <td>General Code:</td> <td>Parking and Vehicular Access General Code</td> </tr> <tr> <td>General Code:</td> <td>Bicycle Parking General Code</td> </tr> <tr> <td>General Code:</td> <td>Access and Mobility General Code</td> </tr> <tr> <td>General Code:</td> <td>Crime Prevention Through Environmental Design General Code</td> </tr> <tr> <td>General Code:</td> <td>Signs General Code</td> </tr> </table> <p>The proposal is consistent with the above code(s) for reasons identified in <u>Form – Territory Plan Code Requirements – Merit Track</u>.</p>	Precinct Code:	Greenway Precinct Map and Code	Development Code:	Multi Dwelling Development Code	General Code:	Parking and Vehicular Access General Code	General Code:	Bicycle Parking General Code	General Code:	Access and Mobility General Code	General Code:	Crime Prevention Through Environmental Design General Code	General Code:	Signs General Code
Precinct Code:	Greenway Precinct Map and Code														
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General Code:	Access and Mobility General Code														
General Code:	Crime Prevention Through Environmental Design General Code														
General Code:	Signs General Code														
<p>S119 (1)(b) Any land management agreement for the land (for proposed development relating to land comprised in a rural lease)</p>	<p>The proposal is not for a proposed development relating to land comprised in a rural lease.</p>														

<p>S119 (1)(c) the advice of the Conservator of Flora and Fauna in relation to the proposal (if the proposed development will affect a registered tree or declared site)</p> <p>NB: In accordance with Section 119(3)(a), the application must not be approved unless the approval is consistent with the advice of the Conservator of Flora and Fauna in relation to a proposal that will affect a registered tree or declared site.</p> <p>NB: Section 119A may affect the operation of this section for proposals relating to Light Rail. Assessment should be included here where relevant. Section 119A does not apply to a proposal involving a protected matter. In most cases it cannot be used for a DA subject to an ESO.</p>	<p>The proposal is not for a proposed development that will affect a registered tree or declared site though there is regulated trees on the subject site that have been approved for removal in previous DA 201731192 under section 119 of the Planning and Development Act 2007.</p>
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<p>S119 (2) Consistency with advice given by an entity to which the application was referred under division 7.3.3 of the Act.</p> <p>NB: Under Section 119 (2) of the Act, development approval must not be given for a development proposal in the merit track if approval would be inconsistent with any advice given by an entity to which the application was referred under division 7.3.3 unless the person deciding the application is satisfied that –</p> <p>(a) the following have been considered:</p> <ul style="list-style-type: none"> (i) any applicable guidelines; (ii) any realistic alternative to the proposed development, or relevant aspects of it; and <p>(b) the decision is consistent with the objects of the Territory Plan</p> <p>NB: Section 119A may affect the operation of this section for proposals relating to Light Rail. Assessment should be included here where relevant. Section 119A does not apply to a proposal involving a protected matter. In most cases it cannot be used for a DA subject to an ESO.</p>	<p>The decision is inconsistent with advice given by an entity to which the application was referred under division 7.3.3 of the Act. The justification for the departure against s119 (2) of the Act, is addressed in the Notice of the Decision.</p>
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Planning and Development Act 2007 - Section 120

In deciding a Merit Track development application, a decision maker must consider the following six items numbered S120 (a) to S120 (g).

S120 (a) Zone Objectives	<p>The development is proposed to take place in the RZ4 zone.</p> <p>The application meets all objectives of the zone</p>
S120 (b) Suitability of the Land	<p>The proposed development seeks approval to use the land or a building or structure of the land for the purpose(s) of Multi Unit Housing</p> <p>The proposed use is listed as an assessable development in the RZ4 – Medium residential zone table, and is therefore determined to be a permissible use for the land.</p> <p>The proposed development is not in accordance with the provisions of the Crown Lease as there is no registered Crown Lease.</p> <p>The land is suitable for the development proposed.</p>
S120 (c) Environmental Significance Opinion	<p>An Environmental Significance Opinion (ESO) is not in force for the development proposal</p>
S120 (d) Representations	<p>Representations received are addressed in the Notice of Decision.</p> <p>Major issues raised include:</p> <ul style="list-style-type: none"> • Parking for dog park across the road • Access to Mortimer Lewis drive from site and access to site from Mortimer Lewis drive • Traffic generation to Mortimer Lewis drive • Exit from Mortimer Lewis to Drakeford drive

<p>S120 (e) advice given by an entity in accordance with section 149 of the Act</p> <p>NB: Under Section 150 of the Act, if entity advice is not received within 15 working days, the entity is taken to have given advice in support of the application.</p>	<p>Entity advice received is addressed in the Notice of Decision.</p> <p>Comments provided by the referral entities include:</p> <ul style="list-style-type: none"> • ACTEW AGL GAS - SUPPORTED • ACTEW AGL ELECTRICITY - SUPPORTED • TCCS • ICON WATER – NOT SUPPORTED • CONSERVATOR – NOT SUPPORTED • EPA - SUPPORTED
<p>S120 (f) the plan of management for the land (if the proposed development relates to land that is Public Land)</p>	<p>The proposal is not for a proposed development relating to land that is public land.</p>
<p>Proposal for development on land reserved under S315 for the purpose of wilderness area, national park, nature reserve, or special purpose reserve.</p>	<p>The proposal does not occur on land that is reserved under S315 of the Act for the purpose of wilderness area, national park, nature reserve, or special purpose reserve.</p>
<p>S120 (g) the probable impact of the proposed development, including the nature, extent and significance of probable environmental impacts.</p>	<p>Based on the matters to be considered by the relevant Code there are no probable environmental impacts of significance associated with the proposed development.</p>
<p>Site Inspection (Although not a legislative requirement as such, a site inspection may assist with the assessment of the proposal against the provisions of S120)</p>	<p>A site inspection was conducted on 8 September. Photos saved in DA file. Accompanied by: Andrew Anthony</p>

Form

Territory Plan Code Requirements Merit Track

ASSESSMENT REPORT

**RZ4 - Medium Density Residential
Zone**

ASSESSMENT OFFICER: Mr Trent Varlow

APPLICATION NUMBER: 201732193

BLOCK: 5 SECTION: 28

DIVISION: GREENWAY

Territory Plan Code Requirements

This document provides analysis of a development proposal in relation to the relevant codes contained in the Territory Plan. The proposal meets all rules of the code(s) that are relevant to the development with the exception of those either identified in the statement against relevant criteria submitted for the proposal or, listed in the tables below. The statement against relevant criteria demonstrates the proposal meets all relevant criteria that are, either:

- the applicable criterion to a relevant rule that is not met; or,
- the criterion is relevant and there is no applicable rule,

with the exception of those listed in the tables below.

1. Assessment of Compliance with Multi Unit Housing Development Code

The Multi Unit Housing Development Code is a Code relevant to this proposal. The comments for the criterion or rule identified in the tables below are provided where it is considered warranted to clarify why a particular criterion or rule is either met or not met.

Sub-Element: 4.4 Landscape design	
<p>There is no applicable rule.</p>	<p>C40 Landscape and site design achieves all of the following:</p> <ul style="list-style-type: none"> a)planting of trees of semi-mature stock b)planting of trees with a minimum mature height of 4m c)a contribution to energy efficiency by providing substantial shade in summer, especially to west-facing windows and open car-parking areas, and admitting winter sunlight to outdoor and indoor living areas, especially to the north d)reasonable residential amenity e)reasonable visibility along paths and driveways f)visual interest in pavement materials and finishes g)species with appropriate growth habits and mature height in relation to site conditions.
<p>The proposal meets the criterion or rule because the landscape design adherers to all of the outlined criteria as detailed in the planting schedule and landscape plan.</p>	

Sub-Element: 4.7 External facilities	
There is no applicable rule.	<p>C43</p> <p>The following external facilities or equipment are screened or adequately separated from public areas:</p> <ul style="list-style-type: none"> a)external storage areas b)water tanks c)waste storage enclosures d)mechanical services (including air conditioners and hot water storage units) e)clothes drying areas.
<p>The proposal meets the criterion or rule because External storage areas and clothes drying facilities are located in private spaces directly associated with individual dwellings. These are all enclosed by a fence or screened by a courtyard wall and landscaping. This maintains visual amenity both from the street and also from the public areas within the site. The waste enclosures are located centrally on the site, enclosed by courtyard walls and screened with landscaping.</p>	

Sub-Element: 4.7 External facilities	
There is no applicable rule.	<p>C44</p> <p>Mailboxes are located for convenient access by residents and deliverers with passive surveillance from the street or from active uses.</p> <p>To demonstrate compliance with this criterion a site plan is submitted with the application showing the location and design of mail boxes.</p>
<p>The proposal meets the criterion or rule because the mailbox banks are proposed to the south of both driveways. This location is easily accessible by residents and is visible from both the accessible dwellings and the street for passive surveillance. The letterbox banks sit on hardscape material to allow for a continual path of access.</p>	

Sub-Element: 6.7 Storage	
<p>R65</p> <p>This rule applies to <i>dwellings</i> without an associated <i>garage</i>. An enclosed storage area complying with all of the following is provided for each <i>dwelling</i>:</p> <ul style="list-style-type: none"> a)at least 2m in height and 0.6m internal dimension b)an area of not less than - <ul style="list-style-type: none"> i)in RZ1 and RZ2 - 4m² ii)in all other zones -1.5m² c)one of the following - <ul style="list-style-type: none"> i)accessible externally from the <i>dwelling</i> ii)adjacent to a dedicated car space. 	<p>C65</p> <p>For buildings containing 3 or more <i>dwellings</i>, dwelling layouts are to ensure natural ventilation is provided to <i>habitable rooms</i> by cross or stack effect ventilation by maximising separation between opening windows.</p>
<p>The proposal meets the criterion or rule because all ground floor dwelling have allocated storage sheds, the upper floor units have space within the PPOS to use for storage.</p>	

Sub-Element: 6.8 Natural Ventilation	
There is no applicable rule.	<p>C66</p> <p>For buildings containing 3 or more <i>dwellings</i>, dwelling layouts are to ensure natural ventilation is provided to <i>habitable rooms</i> by cross or stack effect ventilation by</p>

	maximising separation between opening windows.
The proposal meets the criterion or rule because all apartment blocks are comprised of four dwellings over two levels. Each habitable room has access to opening windows to provide natural ventilation. The wet areas are stacked on top of each other with a riser located adjacent to the bathroom and another that can be built into the laundry joinery as required to vent to atmosphere.	

Sub-Element: 7.3 Internal driveways	
There is no applicable rule.	<p>C76 Internal driveways are designed to be safely used by both pedestrians and vehicles, including emergency vehicles. Measures to reduce vehicle speed on internal driveways will be considered when determining compliance with this criterion, including one or more of the following:</p> <ul style="list-style-type: none"> a)changes in pavement materials b)the lack of kerb and gutters c)difference in height to adjacent streets d)avoiding long lengths of driveway e)suitable planting f)signage.
The proposal meets the criterion or rule because The design of the internal driveway incorporates short straight sections, changes in pavement materials, adjacent planting and a difference in height to adjacent roadway.	

Sub-Element:9.1 Post occupancy waste management	
There is no applicable rule.	<p>C94 Post occupancy waste management achieves all of the following:</p> <ul style="list-style-type: none"> a)consistency with the <i>desired character</i> b)reasonable levels of residential amenity for <i>dwellings</i> and their associated <i>private open space</i> on the subject site c)reasonable levels of amenity for <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i>.
The proposal meets the criterion or rule because post occupancy waste management involves collecting waste from allocated site waste areas in accordance with the requirements of the ACT Waste Management Code. The post occupancy waste strategy achieves consistency with the desired character and reasonable levels of amenity for both residents and adjacent property owners..	

2. Assessment of Compliance with Greenway Precinct Map and Code

The Greenway Precinct Map and Code is a Code relevant to this proposal. The comments for the criterion or rule identified in the tables below are provided where it is considered warranted to clarify why a particular criterion or rule is either met or not met.

Part A

Sub-Element: 8.1 Trees	
R23 This rule applies to the drip zone area identified in figure 6. Building and construction works do not encroach on land within the drip zone plus 2.0m of the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive. This includes any basements.	C23 The health of existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive is maintained. Compliance with this criterion is achieved by a report that has been prepared by a suitably qualified arborist and endorsed by the Conservator of Flora and Fauna.
The proposal meets the criterion or rule because in the previous DA it was approved to remove trees located within the drip zone, this area has now decreased and now has minimal work within the drip zone of trees.	

3. Assessment of Compliance with Access and Mobility General Code

The Access and Mobility General Code is a Code relevant to this proposal. The proposal meets all rules of this Code that are relevant to the development, with the exception of those listed in the tables below. The criterion identified in the tables below is, either the applicable criterion to a relevant rule that is not met or the criterion is relevant and there is no applicable rule.

Part A

Sub-Element: 3.1 Doorways and Doors	
R9 There is no applicable rule.	C9 Automatic doors for public entrances should be installed in high use commercial and public buildings.
The proposal meets the criterion or rule because the development is not of high commercial or public buildings.	

Sub-Element: 1.1 Building Design	
R11 There is no applicable rule.	C11 In multi-unit residential complexes, adaptable dwellings are required to be distributed in the development and be representative sample of sizes provided.
The proposal meets the criterion or rule because there is a distribution of adaptable dwellings.	

3. Assessment of Compliance with Parking and Vehicular Access General Code

The Parking and Vehicular Access General Code is a Code relevant to this proposal. The proposal meets all rules of this Code that are relevant to the development, with the exception of those listed in the tables below. The criterion identified in the tables below is, either the applicable criterion to a relevant rule that is not met or the criterion is relevant and there is no applicable rule.

There is no applicable rule.	Meet the requirements of the parking code or provide sufficient parking for residents and visitors.
The proposal meets the criterion or rule because there is sufficient parking on site to accommodate the residents and visitors. Parking is located in a manner that suits the development with access from all buildings.	

3. Assessment of Compliance with Bicycle Parking General Code

The Bicycle Parking General Code is a Code relevant to this proposal. The proposal meets all rules of this Code that are relevant to the development, with the exception of those listed in the tables below. The criterion identified in the tables below is, either the applicable criterion to a relevant rule that is not met or the criterion is relevant and there is no applicable rule.

There is no applicable rule.	Meet the requirements of the bicycle parking code for places to store bikes.
The proposal meets / does not meet the criterion or rule because...	

4. Assessment of Compliance with Crime Prevention Through Environmental Design General Code

The Crime Prevention Through Environmental Design General Code is a Code relevant to this proposal. The proposal meets all requirements of this Code that are relevant to the development, with the exception of those listed in the tables below.

Sub-Element: 2.1 General Code	
There is no applicable rule.	C2 The development described in Table 1 meet the Crime Prevention Through Environmental Design General Code.
Criterion satisfied. Table 1 identifies the development type as a multi unit housing which triggers the requirement for an assessment against the CPTED General Code. The design for this block meets the Code as outlined in this assessment.	

Sub-Element: 3.1 Open Space and Community (Shared) Areas	
There is no applicable rule.	C3 Natural surveillance of open space and community areas is provided by: a)locating to adjacent activity centres; b)encouraging pedestrian (or cyclist)movement through the space; c)ensuring clear site lines from, and between, buildings and open space areas: community areas; and d)designing out any entrapment spaces.
All dwellings and dwelling access points have lines of sight to the common property driveways and verge area. This also provides a clear line of sight to the areas of the development that are not directly associated with an individual dwelling. There are also direct lines of sight across the site from the street and adjacent public open space.	

Sub-Element: 3.1 Open Space and Community (Shared) Areas	
There is no applicable rule.	C4 Natural access is considered, providing clear entry and exit points and a legible, accessible route through the space.
Clear entry and exit points are delineated by verge crossings and the driveway clearly delineates access through the site.	

Sub-Element: 3.1 Open Space and Community (Shared) Areas	
There is no applicable rule.	C5 Planting in public spaces do not obscure views along paths and streets, or to entrances and should not create secluded, hiding areas.
Proposed landscaping has been considered to allow for clear sight lines along paths of travel, whilst minimising the potential for entrapment and concealment.	

Sub-Element: 3.1 Open Space and Community (Shared) Areas	
There is no applicable rule.	C6 Selection of plant material are sturdy and in areas of high crime, to make it difficult to snap main growing stems, heavy standard (140-160mm girth) or semi-mature trees (200-270mm girth) should be used to increase their chance of survival.
Few new trees are proposed as the site has excellent existing trees that will be retained as part of the development. Where new trees are proposed, hardy species have been selected that will have sturdy trunks when matured.	

Sub-Element: 3.1 Open Space and Community (Shared) Areas	
There is no applicable rule.	C7 Plant material, such as creepers or low hedges may be used to deter to access and limit the opportunity for graffiti on fences and walls.
Areas of garden beds can have low plantings along the fence line and building façade.	

Sub-Element: 3.1 Open Space and Community (Shared) Areas	
There is no applicable rule.	C8 Hard landscape features such as low walls, bollards are used to delineate movement areas from semi-private areas.
Proposed boundary fencing around individual courtyards are considered to deter entry into these areas whilst providing visibility through the fencing to enable an outlook onto the surrounding area.	

Sub-Element: 3.3 Lighting	
There is no applicable rule.	C10 Provide a schedule of lighting showing that lighting complies with each of the following: a)Australian Standard AS1158 Lighting for Roads and Public Spaces Part 3.1:Pedestrian Area (Category P) Lighting –Performance and Design Requirements b)Australian Standard AS1158: Lighting for Roads and Public Spaces Part 2: Computer Procedures for the Calculations of Light Technical Parameters for Category V and Category P Lighting c)Australian Standard AS4282: The Control of Obtrusive Effects of Outdoor Lighting, in the case of security lighting
Please refer to Lighting Plan included with this submission which shows that lighting meets Australian Standards.	

Sub-Element: 3.3 Lighting	
There is no applicable rule.	C11 Legitimate users and activities at night are encouraged by lighting: a)spaces evenly and consistently (except where accent/feature lighting is necessary) b)inset spaces, entries/exits and paths c)to reduce the casting of shadows that could hide

	intruders d)directional signage e)building entries f)exterior to interior spaces evenly to allow for surveillance
All driveways and visitor parking areas will be appropriately lit for safety. Each dwelling will also have individual external lighting control.	

Sub-Element: 3.3 Lighting	
There is no applicable rule.	C12 Areas that are not intended for night time are not lit and are closed off to pedestrians.
Not applicable	

Sub-Element: 3.3 Lighting	
There is no applicable rule.	C13 Damage to light fixtures are minimised by selecting vandal-resistant, high mounted light fixtures. All light bulbs are protected with a suitable lantern bowl.
Proposed external lighting is vandal resistant and mounted at high level on an external wall or a freestanding pole.	

Sub-Element: 4.1 Interface between buildings and public realm	
There is no applicable rule.	C17 Building entrances are easily identified, providing easy access to all users, affording visibility to and from the street and minimising the potential for hiding spots.
Where building entrances are shared between dwellings they are delineated through materiality, setback and lighting.	

Sub-Element: 4.1 Interface between buildings and public realm	
There is no applicable rule.	C18 Provide clear sightlines from the building foyer so that occupants can see the nearest pedestrian area/car park before leaving the building.
Where building entrances are shared between dwellings to create a foyer space there are clear sightlines provided to allow access to car parks.	

Sub-Element: 4.1 Interface between buildings and public realm	
There is no applicable rule.	C19 Recessed sections in the building elevation/façade are detailed and located so as that there is opportunity for natural surveillance, for spill lighting and the potential for hiding is minimised.
Recessed sections in the face that are not part of dwelling PPOS directly face a public space such as a driveway. These are well lit, open areas with passive surveillance.	

Sub-Element: 4.1 Interface between buildings and public realm	
There is no applicable rule.	C20 Buildings are detailed in a manner that deters scaling (climbing) the building to access balconies from the ground and/or access between individual balconies.
Balconies cantilever over the dwellings below to minimise climbing options.	

Sub-Element: 4.1 Interface between buildings and public realm	
There is no applicable rule.	C21 Where buildings are set back from the street and/or pedestrian path, the area is developed to minimise hiding and entrapment spots.
The area between the street and dwellings has passive surveillance form the accessible dwellings. There is also low planting to maintain surveillance and minimise hiding spots	

Sub-Element: 4.2 Materials and finish	
There is no applicable rule.	C22 Building materials and finishes are of an appropriate quality and detailed in a manner to: a)reduce opportunities for graffiti and vandalism b)facilitate cleaning and replacement c)avoid facilitating illegal access to the building and to services
Materials include blockwork, brickwork and sheet cladding. These have been selected as they deter vandalism and graffiti, minimising ongoing maintenance requirements for the development.	

Sub-Element: 7.2 Local Waste Storage Facilities	
There is no applicable rule.	C39 Screening does not provide entrapment or hiding spots and safe access and adequate lighting is provided near the waste storage areas.
The waste storage area is enclosed and only open when in use. There is also adequate access and lighting to these areas.	

Sub-Element: 7.2 Local Waste Storage Facilities	
There is no applicable rule.	C40 Air conditioning plants, meter boxes and other service points are mounted within a secure building / enclosure for protection.
Electrical meter panels will be installed in secure enclosure. There is no air conditioning plant.	

From: Pooley, Natalie on behalf of EPD, Customer Services
Sent: Tuesday, 17 October 2017 9:14 AM
To: info@arpm.net.au
Subject: Communication-201732193-Further Information Request-01 [SEC=UNCLASSIFIED]

Dear Mr/s Pogas

In accordance with section S141 of the *Planning and Development Act 2007*, before this application can be determined, the Directorate requires the information below to be lodged by the period stated:

DA Number: 201732193
Site Details: Block: 5, Section: 28
Suburb: GREENWAY, District: TUGGERANONG
Applicant Name: Annette Pogas

Information Required:

DA 201732193 Block 5 Section 28 Greenway – Additional information request Transport Canberra and City Services: An assessment of the DA information to date has raised the following issues: 1. The truck turning template (TTT) must be reproduced with a 12.5m truck. Please respond to the above matters. Refer to the general advice below in regards to procedures for lodgement. General Advice: We request that additional information will need to be lodged with an accompanying application in edevelopment. If any details of the proposed development are to be modified, please ensure the new information is submitted as a S144 application. If only additional information is to be provided consistent with the current design (no amendments), please submit this as a S141 additional information application. For assistance with edevelopment, please contact EPSDD Customer Services on epdcustomerservices@act.gov.au or 02 6207 1923. Note that this information can only be lodged through edevelopment.

Further Information due date: 13/11/2017

If you cannot provide your response within the required timeframe, it is recommended you write to the Directorate prior to the expiration of the period stated above and seek an extension of the prescribed period for providing the information.

Please note, Section 141 (4) of the *Planning and Development Act 2007* provides that only one such extension may be granted.

If there is any change to the proposal as a result of responding to the further information request, the amended proposal is required to be submitted pursuant to S144 of the *Planning and Development Act 2007*. Please note the amended proposal will need to go through assessment and the due date will be extended as a consequence of submission pursuant to S144 of the *Planning and Development Act 2007*.

You are advised that if some or all of the information has not been provided in accordance with this request, Section 142 of the *Planning and Development Act 2007* provides that the Directorate may refuse the application under Section 162.

This email was automatically generated - **please do not respond**. If you need to contact the Environment, Planning and Sustainable Development Directorate in relation to this proposal please contact Customer Services on (02) 6207 1923 or email EPDcustomerservices@act.gov.au

Customer
Services
Environment,
Planning and
Sustainable
Development
Directorate

From: Adams, Courtney
Sent: Friday, 27 October 2017 4:20 PM
To: TCCS_CW DRCDA
Subject: REFERRAL-TCCS-201732193-S141A-5/28 GREENWAY-01 [SEC=UNCLASSIFIED]
Attachments: S141A Plans.obr; S141A- Supporting Docs.obr

DEVELOPMENT APPLICATION NO: 201732193-S141A

BLOCK: 5 SECTION: 28 DIVISION: GREENWAY

Description: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice (**17/11/2017**).

In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services – EPDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Kind Regards,
Courtney Adams
Customer service Officer
Access Canberra | ACT Government
Environment, Planning and Land Building Services
16 Challis Street, Dickson | 8 Darling Street, Mitchell
Phone: 02 6207 1923 | Email: EPDCustomerServices@act.gov.au
GPO Box 158, Canberra City ACT 2601 | www.act.gov.au/accessCBR



From: Upreti, Sushma
Sent: Tuesday, 14 November 2017 9:58 AM
To: EPD, Customer Services; Varlow, Trent
Cc: TCCS_CW DRCDACCOORD; Chowdhury, Abu Sayem
Subject: RE: COMM-TCCS-201732193-S141A- Block 5 Section 28 GREENWAY-01 [SEC=UNCLASSIFIED]
Attachments: C060 C.PDF; C040 C.pdf; C041 B.pdf; 170606 -Waste Recycling and Management Plan Form.pdf; 170606 -Waste Recyclign and Management Plan Form -Attachment A.PDF

Hello Trent,

I had asked the consultant to provide additional information for clarification and have attached within to be included in the project folder. Below is TCCS response.

Dear App Sec,

DEVELOPMENT APPLICATION NO: 201732193-S141A

Project Description:

PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

BLOCK: 5	SECTION: 28	SUBURB: Greenway
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This DA has been assessed in regards to the following:

Traffic		Driveways	X
On Street / Public Parking Facility		LMPP/Street Trees	X
Public Transport		Street Lighting	X
Waste Management	X	Pedestrian Footpath	X
Stormwater	X	Service / Access Easement	
Demolition		Estate Development Plan (EDP)	
Further Information	X	Amendments/Additions/Alterations	
Lease Variation		Capital Works	

X = Areas Assessed.

And TCCS' position is:

That It Is Supported	
That It Is Supported Subject to Compliance With The Following Conditions	X
That Further Information Is Required	
That It Is Not Supported	

Conditions

1. The driveways must be constructed in accordance with TCCS Design Standards.
2. Any infrastructure assets such as street lighting, mini-pillars, signage etc must be a minimum of 1.5m away from the closest edge of the driveway.
3. A clear sight triangle must be provided in accordance with the section 3.2.4 of the Australian Standard for Parking facilities AS 2890.1 Off-street Car Parking.
4. The proponent must complete all the off-site works in accordance with the approved EDP Plans (footpath, pram crossings etc).
5. The developer will be held responsible for the correctness of the design and construction of waste enclosure to accommodate all the hoppers required for the development in accordance with the Waste

and Recycle Management Code for the ACT (Waste Code) 2016 or its latest version. The civil consultant must provide a certification of compliance with supporting documents to Development Review Coordination section of TCCS at the Design Review stage. The supporting documents must include a fully dimensioned floor plan of the enclosure showing the actual arrangements of hoppers / bins within the waste enclosure.

Standard Conditions

Following general conditions will apply as appropriate for Works on and Use of Territory Land in addition to the above:

In accordance with the Public Unleased Land Act 2013 no work is to be undertaken on road verges and other unleased Territory Land without the approval of the Territory. Such approval must be obtained from the Senior Manager, Development Review and Coordination, TCCS by the ways of:

1. A Letter of Design Review prior to the commencement of any work; and
2. A certificate of Operational Acceptance on completion of all works to be handed over to TCCS.

Design Review and Operational Acceptance

A Letter of Design Review is required for all off-site works from the Senior Manager, Development Review and Coordination, TCCS, prior to the construction.

In order to obtain the Letter of Design Review, fully detailed drawings (civil, landscape) prepared by suitably qualified persons for all off-site works including roads, driveways, footpaths, street lighting, storm water, landscaping (and any other issues that may be found by audit of the plans) and a design report in accordance with Ref No 06: "Requirements for Design Review Submissions", must be certified by a Chartered Engineer/Landscape Architect and submitted to the Senior Manager, Development Review and Coordination, TCCS.

A Certificate of Operational Acceptance on completion of the works is required from the Senior Manager, Development Review and Coordination, TCCS, prior to the issue of a Certificate of Occupancy.

Similarly a Chartered Engineer/Landscape Architect should certify compliance with TCCS Ref No 08: "Requirements for Works as Executed Quality Records Requirements" when the request for Operational Acceptance is made to the Senior Manager, Development Review and Coordination, TCCS on completion of all off-site works

A Waste Management Plan in accordance with the Development Control Code for Best Practice Waste Management in the ACT should also be included if not approved at the Development Application stage.

Temporary Traffic Management (TTM)

A TTM plan approval from the Manager, Traffic Management & Safety, Roads ACT, TCCS. All times during construction the site and surrounds shall be managed in accordance with a Temporary Traffic Management Plan, prepared by a suitably qualified person and approved by the Manager, Traffic Management & Safety. This plan is to address, as a minimum, measures to be employed during construction to manage all traffic, including construction traffic, in and around the site, provision of safe pedestrian movement around the site, the provision of parking for construction workers, and associated traffic control devices.

Landscape Management & Protection Plan (LMPP)

LMPP approval from the Senior Manager, Development Review and Coordination, TCCS. During construction, all existing vegetation (trees, shrubs and grass) located on the verge and unleased Territory land immediately adjacent to the development shall be managed, protected and maintained in accordance with the Landscape Management Protection Plan (LMPP) approved by the Senior Manager, Development Review and Coordination, TCCS. This plan is to be implemented before the commencement of works, including demolition on the site and is to be in accordance with TCCS Guidelines for the Protection of Public Landscape Assets Adjacent to Development Works-REF-04.

Use of Verges or other Unleased Territory land

In accordance with the Public Unleased Land Act 2013, road verges and other unleased Territory land must not be used for carrying out of works, including storage of materials or waste, without prior approval of the Territory. Such approval can be obtained from Licensing and Compliance, City Services, Parks and Territory Services, TCCS.

Repair of Damage to Public Assets

The applicant/lessee is held responsible for all damages to ACT Government assets (including footpaths) caused by the development and they must properly repair any damages to those assets. Before work commences, they should notify TCCS of any existing damage to public facilities.

Notice of Commencement of Construction

Notice of Commencement for the Works in Unleased Territory Land shall be submitted to the Senior Manager, Development Review and Coordination, TCCS one week prior to the commencement of works. The Notice shall also include the confirmation of any protective measures installed in accordance with the approved LMPP and the programmed implementation of TTM.

Additional Comments (as advice to EPSDD only, and not to be included in the Notice of Decision)

- 1. The proponent has provided an updated plan (Site Works Plan C040 v C) including construction of 2.0m wide footpath and two pram crossings in front of the dog park on south of the block accordance with the EDP. This must be consistent across all plans of this DA proposal.**

Thank you.

Regards,
Sushma Upreti

From: EPD, Customer Services

Sent: Friday, 27 October 2017 4:20 PM

To: TCCS_CW DRCDA <TCCS.DA@act.gov.au>

Subject: REFERRAL-TCCS-201732193-S141A-5/28 GREENWAY-01 [SEC=UNCLASSIFIED]

DEVELOPMENT APPLICATION NO: 201732193-S141A

BLOCK: 5 SECTION: 28 DIVISION: GREENWAY

Description: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice (**17/11/2017**).

In accordance with Section 150 of the Planning and Development Act 2007 If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to [Customer Services](#) –

EPDcustomerservices@act.gov.au

Please use the following format in the subject line of the email when providing advice:
COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01
Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards

Kind Regards,
Courtney Adams
Customer service Officer
Access Canberra | ACT Government
Environment, Planning and Land Building Services
16 Challis Street, Dickson | 8 Darling Street, Mitchell
Phone: 02 6207 1923 | Email: EPDCustomerServices@act.gov.au
GPO Box 158, Canberra City ACT 2601 | www.act.gov.au/accessCBR



Land titles and revenue services are moving to Dame Pattie Menzies House, 16 Challis Street, Dickson and will be co-located with the Access Canberra Environment, Planning and Land Shopfront. These services will be available at this new location from 1 December 2016. For more information visit www.act.gov.au/accessCBR