Dear Mr/s De Vries

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:	201629628
Site Details:	Unit: 136 Block: 4, Section: 41 Suburb: LYNEHAM, District: CANBERRA CENTRAL
Applicant Name:	Remco De Vries
Information Required:	SCriteria mentioned about a Traffic and Parking Report but the report is not included in the DA documents. Please provide the Traffic and Parking Report.
Further Information due date:	25/07/2016

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.

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 and Planning Directorate in relation to this proposal please contact Customer Services on (02) 6207 1923 or email EPDcustomerservices@act.gov.au

Customer
Services
Regulation
Services
Branch
Environment
and Planning
Directorate

Planning and Development Act 2007

Development Application

Application Number: **201629628**

Type of Application

The type of application you are applying for is Further Information - S141

Lease/Site Details

Site Number: 1

Suburb	Section	Block Number	Unit Number
LYNEHAM	41	4	136

Street Address
136 BRIGALOW STREET, LYNEHAM

Applicant Details

ACN or ABN
81091693350

Company Name	Position held / Title
SQC Architecture	Architect

Salutation	First Name	Surname
None	Remco	De Vries

Postal Address 1	Postal Address 2
9 Wrixon Street	

Postal Address 3

Suburb	State/Territory	Postcode	Country
Latham	ACT	2615	Australia

Phone Number	Fax Number	Mobile Number
0478184340		

Email
remco.alexander@gmail.com

Lessee (Property Owners) Details

Lessee Number: 1

Is the Lessee a

◉ Agency

Australian Business Number (ABN)
21100229669

Company Name
Brindabella Christian Education Limited

Position held / Title
Chair

Salutation
Mr

First Name
Greg

Surname
Zwajgenberg

Postal Address 1
136 Brigalow Street

Postal Address 2

Postal Address 3

Suburb
Lyneham

State/Territory
ACT

Postcode
2602

Country
Australia

Phone Number
62474644

Fax Number
62487940

Mobile Number

Email
gregz@wings-of-eagles.com

Describe the Additional Information Being Provided

Submission of further documentation - Parking report

Applicant Declaration

I/we declare that this application is accompanied by all of the required information or documents as requested by the Environment and Planning Directorate in accordance with Section 141 of the Planning and Development Act 2007;

I/we understand that the documentation provided via the electronic lodgment process will be considered to be the relevant documentation associated with this application. All development application documentation will be made available for public inspection including via the Internet unless exclusion has been approved;

I/we declare that all the information given on this form and its attachments is true and complete;

I declare that I am the person shown in this eDA form as the Applicant, and by clicking the ACCEPT button below I understand that this replaces my requirement to sign a hard copy of this application.

I accept the above declarations:

☑ Accept

Acceptance Date

12/07/2016

NORTHROP
2–6 Shea Street Phillip ACT 2606
T (02) 6285 1822 F (02) 6285 1863
E canberra@northrop.com.au

CR161724E01
09 June 2016

Sander De Vries
Project Architect
SQC Architecture
PO Box 4262
Hawker ACT 2614

Email: sander.devries@sqca.com.au

Dear Sander,

Re: Parking Assessment for Proposed Junior School
B4 S41 Lyneham (Brindabella Christian College)

This Parking Assessment is for the proposed Junior School extension of the Brindabella Christian College (BCC) development at Block 4, Section 41 Lyneham. This includes construction of 15 new classrooms, and associated communal areas within a 2-story building. The new building totals approximately 781m^2 GFA. These classrooms are to be constructed in the North Western Corner of the Block on what is currently a communal outdoor play area used by all students of the BCC.

We have been informed by SQC Architecture (Nicholas Goodwin & sander De Vries) that in additional to the construction of the new junior school, part of the existing junior school is to be demolished to make space for proposed auxiliary sporting facilities which will be used by all the students of BCC.

Block 4 Section 41 (18,112m^2) is located off Brigalow Street in Lyneham. In accordance with the Territory Plan this Block is designated as Land Use Zone CF: Community Facilities. The existing site and surrounding facilities of interest are highlighted below in Figure 1.

This report presents an assessment of existing and future parking demands, for the site and the surrounding schools.

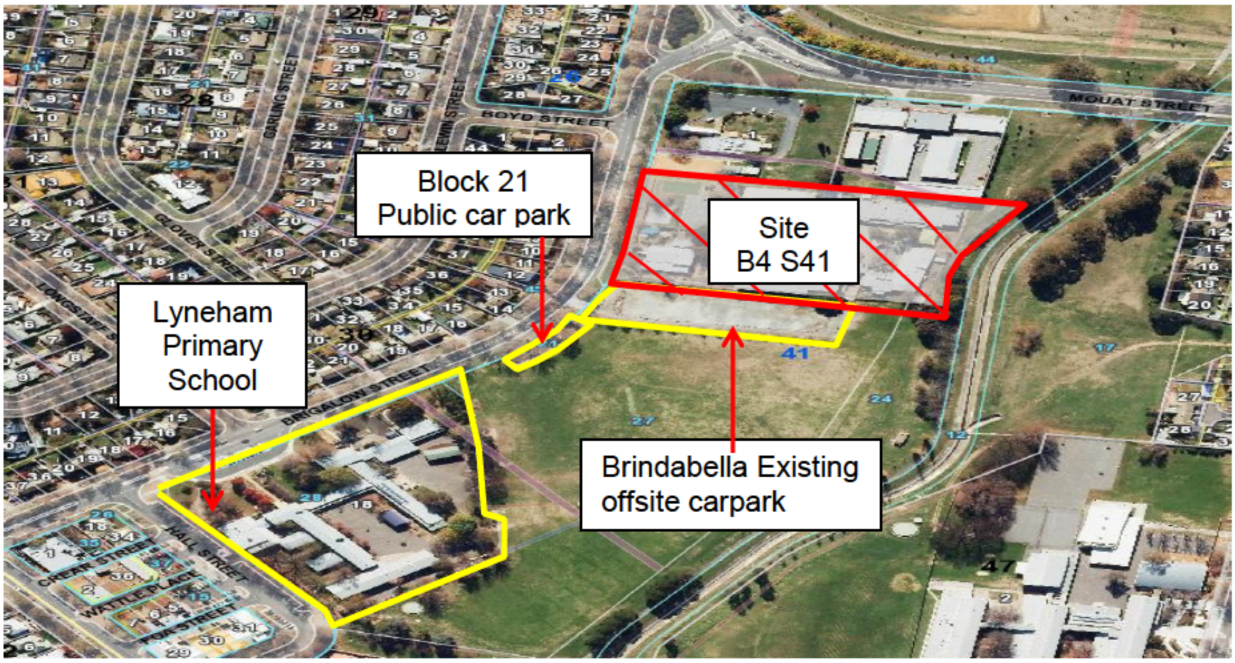

Figure 1 – Aerial of Site & surrounding features (ACTmapi June 2016)

1.0 Existing Site Conditions

The site at Block 4 is currently occupied by the operational BCC. In June 2015 Northrop was informed by the BCC that the school currently caters for:

- 42 early learning centre students (child care)
- 522 Pre-Secondary college students; and
- 88 Secondary college students;

The North Western corner of the site where the new classrooms are proposed is currently occupied by a communal open play space which is used only by the students of the school.

The BCC has limited parking on its own site, however south of the site on Block 23 there is an existing gravel carpark which is used by the BCC under a sublease agreement with Sport and Recreational Services, as such this parking can be considered as onsite parking for the BCC.

South-west of Block 23 is the Lyneham Primary School (LPS) on Block 18 section 41.

2.0 Parking Generation

The vehicular parking demand, generated from the proposed classroom extension and existing school, has been assessed against the requirements in the *Parking and Vehicular Access General Code* (3 October 2014).

2.1 Locational Parking Requirements

The locational requirements for long stay, short stay, operational and visitor parking are as follows (*Clause 3.6.4, Locational requirements, Community Facility Zone)*:

For all other developments in community facility zone:

- For long stay parking, on site or within 200m;
- For short stay parking, on site or within 100m;
- For operational parking, on-site; and
- For visitor parking, on site or within 100m

2.2 Parking Generation Rates

The following parking generation rates in the *Parking and Vehicular Access General Code were used for the existing BCC.*

For "Existing Child Care Centre":

- 1 long stay space/ centre + 2 spaces per 15 children;
- 3 short stay spaces/ 30-59 students or 4 short stay spaces >60 students; and
- And 1 short stay space per 10 students.

For "Existing Primary & High Schools":

- 0.8 spaces/10 students; and
- 0.4 set-down/pick-up spaces/10 students.

For "Existing Secondary College":

- 1.8 spaces/10 students; and
- 0.2 set-down/pick-up spaces/10 students.

For the proposed 15 classroom extension (pre-Secondary School Students)

- We have been informed that there will be an average of 32 students per classroom by AQC Architecture giving a total of 480 students.
- We have been informed by SQC architecture that 3 new teachers/ supporting staff will employed as part of the new Junior School (due to the part of the existing school being demolished for auxiliary sporting use). As such it is believed that the requirements of long stay parking (of 0.8 spaces/ 10 students) can be reduced if 3 new spaces are provided for new staff. With this proposal in mind the parking demand can be estimated as:
- 0.4 spaces/10 students; plus
- 3 spaces for new staff; and
- 0.4 set-down/pick-up spaces/10 students.

Table 1 – Existing Parking Generation from BCC

Space/type	Area/ No.	Rate	Parking Spaces Required	
Existing BCC Generation	522 Pre-Secondary college students	0.8 long stay spaces/ 10 students	42	long stay
		0.4 short stay spaces/ 10 students	21	short stay
	88 Secondary college students	1.8 long stay spaces/ 10 students	16	long stay
		0.2 short stay spaces/ 10 students	2	short stay
	42 Child Care students	1 long stay space/ centre + 2 spaces per 15 children	7	long stay
		3 short stay spaces/ 30-59 students + 1 short stay space per 10 students	8	short stay
Sub Total			65	long stay
			31	Short stay

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Table 2 –Parking Generation from Proposed Junior School

Space/type	Area/ No.	Rate	Parking Spaces Required
Proposed BCC Generation	480 Pre-Secondary college students	3.0 long stay spaces for staff 0.4 long stay spaces/ 10 students 0.4 short stay spaces/ 10 students	3 long stay 20 long stay 20 short stay
Sub Total			23 long stay 20 Short stay

Table 3 – Total Parking Generated from BCC in current proposal

Space/type	Parking Spaces
Existing BCC Generation	65 Long stay spaces 31 Short stay spaces
Proposed BCC Generation	23 Long stay spaces 20 Short stay spaces
Grand Total Parking Generated	**88 Long stay spaces** **51 Short stay spaces**

2.3 Disabled Space Parking Requirements

The ACTPLA *Parking and Vehicular Access General Code* (Clause 2.2.4) sets out requirements for the number of Disabled spaces to be provided. 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 the code.

Considering the total generation of parking spaces from the previous section is expected to be approximately 139 spaces a minimum of, (0.03*139) = (5) car parking spaces are required to be designated as disabled.

2.4 Motorcycle Parking Requirements

As per the requirements of *Clause 2.4, Parking for motorcycles and motor scooters, Parking and Vehicular Access General Code*, the provision rate for motorcycles is three (3) dedicated spaces per (100) vehicle parking spaces, with a minimum of one (1) space for car parks with a minimum of (30) parking spaces. These spaces are to be provided in addition to the number of car parking spaces required under this code.

Thus the minimum required number of spaces for motorcycles is (0.03*139) = (5) spaces. The motorcycles/scooters parking for long stay parking requires an on-site parking arrangement.

Electrical Environmental Civil Hydraulic Mechanical Structural Civil Hydraulic Mechanical Structural Electrical Environmental Structural Mechanical Electrical Environmental Civil Hydraulic

3.0 Existing Parking Provision within 200m of BCC

3.1 Brindabella Christian College

The BCC has limited parking on its own site. The college has a sublease agreement with Sport and Recreational Services to use the existing gravel carpark at the northern part of Block 23. The existing gravel carpark has in the order of (137) unmarked spaces, for the uses of BCC only

This current provision of vehicle parking spaces is slightly less than the codes requirements of (139) spaces, leaving a deficiency of (2) spaces.

3.2 On-Street parking in front of BCC

There is an existing on-street bus parking bay which can be used by up to (3) cars outside of school hours for short stay purposes.

3.3 Existing Carpark at Block 21 Section 41

There is an existing off-street carpark, adjacent to Block 23 on Block 21. This carpark currently has (27) spaces.

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4.0 Parking Survey

In May 2015, Northrop conducted surveys of parking in the surrounding area to make an assessment of the existing parking conditions. The times of the surveys were selected to correspond with expected peak operating times of BCC as noted below.

- School drop off and pickup times on a weekday (8am - 9am and 2.30pm - 4pm).

The existing parking facilities (marked 1-3), within 200m of the BCC are depicted on Figure 3.

A summary of the survey results is outlined in Tables 4 & 5.

Figure 3 – Existing Parking Facilities in Close Proximity (200m)

Northrop undertook a desktop study on the area surrounding the BCC to investigation if there have been any new developments constructed or have commenced construction since the survey was undertaken. This study was to determine in any developments have appeared since the parking study was undertaken which may have an adverse effect on the 3 existing parking areas observed during the study.

From this desktop study, it was confirmed that no new developments of substantial size have been constructed and as such the parking data collected is still valid and can be used in this parking statement without the need to obtained new parking results.

4.1 Weekday Morning Peak Parking Demand

The survey was conducted at the peak school drop-off time, approximately 8am - 9am. Refer to Table 4 below.

In summary it was observed that parking for BCC was at around 60-70% of its capacity during the peak period in which the observations were undertaken.

The total number of spaces available was not exceeded, with an excess in the order of 53 spaces at peak occupancy.

Table 4 - Weekday Morning Summary 8am - 9am, 8th May - 14th May

Area	Location	Capacity (No. Car Spaces)	Average No. Cars Observed	Max No. Cars Observed	Average Occupancy (%)	Max Occupancy (%)
1	On-street Bus zone	3	1	2	33	67
2	Off-street BCC carpark	137	81	91	60	67
3	Off-Street Public Carpark	27	18	21	67	78
	Total	**167**	**100**	**114**	**60**	**69**

4.2 Weekday Afternoon Peak Parking Demand

The survey was conducted at the peak school pick-up time, approximately 2.30pm - 4pm. Refer to Table 5 below.

Similarly to the morning peak, it was generally observed parking for the BCC was under utilised generally and reached a maximum capacity of 93%.

It was observed that the public carpark on Block 21 was briefly over capacity with 2 vehicles parking illegally.

The total number of spaces available was not exceeded, with an excess in the order of 9 spaces at peak occupancy.

Table 5 - Weekday Afternoon Summary 2.30pm - 3pm, 8th May - 14th May

Area	Location	Capacity (No. Car Spaces)	Average No. Cars Observed	Max No. Cars Observed	Average Occupancy (%)	Max Occupancy (%)
1	On-street Bus zone	3	1	2	33	67
2	Off-street BCC carpark	137	123	127	90	93
3	Off-Street Public Carpark	27	27	29	100	107
	Total	**167**	**151**	**158**	**90**	**95**

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6.0 Conclusions

It was concluded that:

- Based on the current *Parking and Vehicular Access Code*, the proposed Junior School at BCC requires 2 additional parking spaces to adequately meet in parking intent of the code, (without considering the proposed removal of other onsite junior classrooms).

- In peak pickup and drop-off times, the current leased parking arrangement between BCC and ACT Sport and Recreation (lease of the gravel carpark on Block 23) is adequately serving the parking demands of the school, with some excess capacity being generally observed.

- Based on the current requirements of the code, it is estimated that there will be deficiency of 2 parking spaces once the 15 new classrooms are constructed.

- The current proposal includes 15 additional junior classrooms, however given the advice provided about the future demolition of existing classrooms it has been confirmed by the BCC via SQC Architecture that once the new Junior School is constructed and the existing classrooms are demolished, the new parking demand for the school should be approximately the same as the existing parking demand i.e. relocation of students.

- From the parking observations undertaken, excess parking spaces were generally witnessed within the gravel carpark on Block 23. This excess suggests that once the new Junior School is constructed and the existing classrooms are demolished there should be adequate parking provided for BCC.

- (5) motorcycle parking spaces need to be included in the proposed design under the intent of the Code;

- (5) disabled parking spaces need to be included in the proposed design under the intent of the Code;

Based on the above, it is recommended that the proposed development (including the demolishing of the existing classrooms) be supported on parking grounds.

NORTHROP CONSULTING ENGINEERS

Sincerely,	Reviewed by:
Joey Wiltshire	David Field
Civil Engineer	Principal

From: Chadwick, Graham on behalf of DET School Planning
Sent: Thursday, 14 July 2016 5:03 PM
To: EPD, Customer Services
Cc: Chadwick, Graham; Gotts, Robert; Simon, Martin; Jones, CraigW
Subject: RE: REFERRAL-EDUCATION-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

Good afternoon

Please see below for the Education Directorate's response:

EDU Response to DEVELOPMENT APPLICATION NO: 201629628 BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

The Education Directorate wishes to submit the following comments and conditions in relation to DA 201629628:

1. The Education Directorate would like a construction traffic management plan prepared for the development.
2. The Education Directorate requests that access to Brigalow Street by construction vehicles associated with the works proposed in the DA be undertaken outside of the peak pick-up drop-off times of the school during school term (ie 8.30-9.30am and 3.00-4.00pm). This request is to ensure the safety of students travelling to schools along Brigalow Street and the functionality of Brigalow Street. Please consult with EDU if there are any issues regarding this request.
3. A temporary 1.8m high security fence be provided around the demolition/construction works, unless the construction is in a secured area. This is to ensure the safety of primary school students accessing Lyneham Primary School.
4. The Education Directorate would like information on where construction vehicles will access the site.
5. Proof of the provision of sufficient parking for the construction workers is to be provided to ensure there is no usage of car parking usually utilised by school staff, visitors or parents of students.
6. Ensure visibility for the entrance way of the construction works to ensure safety of students walking to school.
7. The Education Directorate request that a Traffic impact and parking assessment report be provided to show that the school's current parking arrangements and Brigalow Street can accommodate increased usage resulting from the proposed development.
8. Consideration of the noise impact on the Lyneham Primary School and Lyneham High School from 9-3pm (Monday to Friday). Building activities involving high noise levels should be minimised during school hours. Here is the link to the school calendar: http://www.det.act.gov.au/school_education/term_dates_and_public_holidays

Regards

Graham Chadwick | Assistant Manager
Phone: 6205 4865| |Email: graham.chadwick@act.gov.au
Planning & Analytics | Education | ACT Government
Level 1, 220 Northbourne Avenue|GPO Box 158 Canberra ACT 2601 | www.det.act.gov.au

From: EPD, Customer Services
Sent: Friday, 24 June 2016 8:32 AM
To: DET School Planning; Sullivan, Susan; Chadwick, Graham
Subject: REFERRAL-EDUCATION-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

LINK TO WEBSITE
MANDATORY REFERRAL

DEVELOPMENT APPLICATION NO: 201629628
BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

Description: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

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 **(15/07/2016)**.

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
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From: EPAPlanningLiaison
Sent: Tuesday, 26 July 2016 11:34 AM
To: EPD, Customer Services
Subject: RE: REFERRAL-EPA-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

Environment & Planning Directorate,

DA 201629628

BLOCK: 4	SECTION: 41	DIVISION: LYNEHAM

This DA has been assessed by the following:

Contaminated Lands	X
Hazardous Materials	X
Sediment and Erosion Control	X
Noise	X
Air quality	X
Water Regulation	X

And EPA provide the following:

No comments	
Recommend Conditions of Approval	X
Advice for the applicant	
Recommend Lease Conditions	
Recommend Not Supported	
Further Information/amendments Required	

Advice:

EPA records indicate that underground fuel storage facilities are located at the site.

Section 6 of the ACT Environment Protection Authority "Environmental Guidelines for Service Station Sites and Hydrocarbon Storage", 2014 requires "All decommissioned tanks must be removed unless there are specific operational or structural reasons as to why they must remain". Following the removal of the tanks an environmental assessment must be undertaken in accordance with the requirements of the Contaminated Sites Environment Protection Policy, ACT EPA 2009.

The EPA would support Development Application subject to the following conditions:

Conditions:

During demolition, if any, and prior to the commencement of new development works:
The underground fuel storage tank and related infrastructure must be removed in accordance with the WorkSafe ACT requirements;

The site and any off-site impacted areas (including groundwater, if necessary) must be assessed and remediated (if required) by a suitably qualified environmental consultant in accordance with the ACT Environment Protection Authority (EPA) Contaminated Sites Environment Protection Policy 2009, and associated guidelines;

A copy of the environmental site assessment report into the suitability of the site for its permitted uses must be provided to the EPA for review and endorsement within 15 days of completion of the report;

Any contaminated soil landfarmed on site must be approved by EPA prior to landfarming commencing;

Any soil disposed of from the site must be assessed in accordance with the requirements of EPA Information Sheet No.4 available at www.environment.act.gov.au.

No material is to be removed from site without EPA approval.

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.

Regards,

Robin Brown | A/g Manager Environmental Quality
Phone 02 6207 5642
Environmental Quality | Construction Environment & Workplace Protection | Access Canberra | **ACT Government**
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

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From: EPD, Customer Services
Sent: Friday, 24 June 2016 2:56 PM
To: EPAPlanningLiaison
Subject: REFERRAL-EPA-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

MANDATORY REFERRAL

DEVELOPMENT APPLICATION NO: 201629628
BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

Description: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

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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
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From: Wyatt, Tim
Sent: Tuesday, 2 August 2016 9:48 AM
To: Buddhadasa, Ajith
Cc: Essery, Ben
Subject: RE: COMM-TRANSPORT PLANNING-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

Hi Ajith, unfortunately Ben is away this week and I have no other staff members so I have made this a priority myself.

I believe that the key issue here is that Northrop has suggested "that the requirements of long stay parking (of 0.8 spaces/ 10 students) can be reduced by 50% if 3 new spaces are provided for new staff.
Further information is required regarding why this reduction is appropriate.

Thanks
Tim

From: Buddhadasa, Ajith
Sent: Tuesday, 2 August 2016 9:24 AM
To: Essery, Ben
Cc: Wyatt, Tim
Subject: RE: COMM-TRANSPORT PLANNING-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

Hi Ben

The comments below does not help me to assess the application.
What is required is Transport Planning to state clearly whether the proposal is supported by the Transport Planning or not. If not supported then what additional information required from the proponent in order to support the proposal by Transport Planning. Can you please provide comments accordingly?

Regards

Ajith Buddhadasa | Senior Development Assessment Officer
Phone 02 6205 1550 | Fax +61 2 6207 1856
Development Assessment Branch | Environment and Planning 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: Essery, Ben
Sent: Thursday, 14 July 2016 5:14 PM
To: EPD, Customer Services
Cc: Wyatt, Tim
Subject: COMM-TRANSPORT PLANNING-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

Dear Customer Services,

Thank you for the opportunity to provide advice in relation to DA201629628 – construction of new junior school building including 15 classrooms and large assembly space.

This referral has been assessed for:

Parking	X
Walking and Cycling	
Traffic	
Public Transport	
Freight	

Comment: Major projects and Transport has reviewed the information provided and note the following:

- The area is already under high parking pressure with the survey indicating that the car parks identified are at 90%+ capacity during peak periods.
- The DA officer may wish to request further information from the applicant to identify what alternative options and arrangements could be introduced to reduce the demand for car parking (ie. A workplace travel plan). The DA officer may also wish request information that indicates where short stay (pick up/ drop off spaces) and long stay spaces will be located.
- Northrop has suggested a reduction in long stay parking of 50% for the new development if 3 spaces are provided for teaching staff. It is unclear why this reduction is appropriate.
- The applicant has noted the requirement to provide motorcycle and disability parking, however has not indicated where these spaces will be located or how they will be differentiated from regular car spaces. The DA officer may wish to request this information.
- The application indicates that some of the existing buildings will be demolished following the completion of this development. The DA officer may wish to request further information about this. This information would be helpful to gain a better understanding of the likely future parking demand created by the school.

If you require clarification on these matters, please contact Tim Wyatt or myself.

Regards,

From: EPD, Customer Services
Sent: Friday, 24 June 2016 2:57 PM
To: EPD Transport Advice
Subject: REFERRAL-TRANSPORT PLANNING-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

MANDATORY REFERRAL

DEVELOPMENT APPLICATION NO: 201629628
BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

Description: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

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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.

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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
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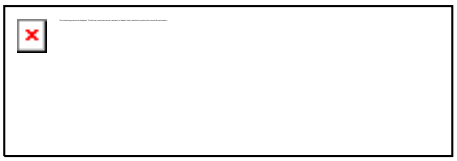

From: Chowdhury, Abu Sayem
Sent: Monday, 8 August 2016 12:32 PM
To: EPD, Customer Services
Cc: TAMS CIS ASG DA COORD; Bell, Jeff; Buddhadasa, Ajith; Pedersen, Andrew
Subject: COMM-TCCS-WATER-URBAN TREESCAPES-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]
Attachments: CR161724E03_Statement on student numbers.pdf

Dear App Sec,

Please replace our previous comments (sent 13/07/2016) on this development application (DA) with this one. Transport Canberra and City Services (TCCS) received attached Traffic Statement by Northrop Consulting Engineers which has been considered as a DA documentation.

DEVELOPMENT APPLICATION NO: 201629628

Project Description:
COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

BLOCK: 4	**SECTION: 41**	**SUBURB: Lyneham**

This DA has been assessed in regards to the following:

Traffic	**X**	**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		**Amendments/Additions/Alterations**	
Lease Variation		**Capital Works**	

X = Areas Assessed.

And our position is:

That It Is Supported	
That It Is Supported With Conditions	**X**
That It Is Not Supported	
That Further Information Is Required	

Conditions

1. This development application (DA 201629628) is supported based on the traffic statement (dated 15 July 2016) provided by Northrop Consulting Engineers. This traffic statement confirmed that an existing building will be demolished to keep existing capacity of the school and no traffic impact assessment is required. However no details of the demolition work and time frame have been mentioned in the traffic statement. The proponent must agree on the proposed demolition work and possible time frame with Environment and Planning Directorate (EPD) Merit Assessment Team.

2. A Temporary Traffic Management Plan (TTMP) approval must be obtained 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.

3. Landscape Management & Protection Plan (LMPP) approval must be obtained from the Senior Manager, Asset Acceptance, 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, Asset Acceptance, 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.

Regards

Abu Sayem Chowdhury
Senior Engineer - Development Assessment | Asset Acceptance
Phone 02 6205 9091 | Email: abusayem.chowdhury@act.gov.au
Strategy, Innovation and Customer Experience | Transport Canberra and City Services Directorate | **ACT Government**
12 Wattle Street, Lyneham | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Connected services for the people of Canberra

From: EPD, Customer Services
Sent: Thursday, 23 June 2016 1:30 PM
To: TAMS CIS ASG DA
Subject: REFERRAL-TAMS-WASTER-URBAN TREESCAPES-201629628-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

MANDATORY REFERRAL

DEVELOPMENT APPLICATION NO: 201629628
BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

Description: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

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 **(14/07/2016)**.

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

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

From: [redacted]
Sent: Sunday, 26 June 2016 9:07 PM
To: EPD, Customer Services
Cc: BARR
Subject: Problem with da 201629628

To whom it may concern,

I am seriously concerned that the premise of this plan is based on an incorrect survey. The survey document submitted states that all the buildings are single storey. The large L-shaped building is NOT single storey. I have been inside this building and there is a second floor. From the outside it is definitely a two storey structure.

I cannot understand such a fundamental error escaping the notice of those submitting plans and am concerned that presenting the existing site in this way may in some way advantage their application. Also, I note that the current placement of a demountable building on the eastern boundary with subsequent extension of boundary fence is also not displayed on existing survey or other plans.

In all, my confidence in the honesty and integrity of this submission is called into serious doubt by these two outstanding differences between reality and the submission's representation of existing conditions.

I suspect that on closer scrutiny I may discover further errors or omissions, but would prefer that once again, your Department take the time and care to ensure only correct and accurate submissions are allowed to proceed.

Please advise what action you are likely to take in regards my concerns,
[redacted]

From: [redacted]
Sent: Tuesday, 12 July 2016 2:23 PM
To: EPD, Customer Services
Subject: Development Application: 201629628 COMMUNITY FACILITY-EDUCATION

Hi EPD.
Writing as resident of Lyneham and daily pedestrian user of Brigalow Street.
Although I have no association with the College, I support ongoing evolution of the school and have no objection to the creation of a new building on the site. Also commend the attempt made to restore treescape.
Have concern, however, that landscape outcomes shown on 7 - LSCAPE-201629628-01 do not seem to acknowledge such matters as authority clearances around substation, footings for Architect's shade structures, or TaMS' broad resistance to plantings - trees in particular - where they will overhand unleased land.
The landscape outcomes presented seem fair – although no detail on character is given - and acknowledge the need for a degree of landscape character / streetscape quality for Brigalow Street, but unlikely to be achievable. It seems reasonable to suggest the applicant be asked to address these and other factors in their proposal.
I wish Brindabella well for their extension.
Kind regards,
[redacted]

From: [redacted]
Sent: Wednesday, 13 July 2016 8:52 PM
To: EPD, Customer Services
Subject: Feedback on Development Application 201629628 (Community facility education)

Hello

I would like to make a comment on DA 201629628. I am resident at [redacted] and my children attend Lyneham Primary School. We walk to school and the Brigalow Street pedestrian crossing is already too dangerous in my view. I would not like to see additional vehicle traffic on Brigalow Street as a result of an expanded Brindabella Christian College. If the school wishes to expand, I suggest that they consider building a new pick-up and drop-off area on Moat Street, so that all traffic from the school is diverted away from Brigalow Street (already the 20th most dangerous road in the ACT).

Warmest

[redacted]

><> ><> ><> ><> ><> ><>
Be the change you wish to see.
Mahatma Gandhi

CANBERRA CENTRAL - LYNEHAM

Development Application: 201629628
Address: 136 BRIGALOW STREET
Block: 4 **Section:** 41
Proposal: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.
Period for representations closes: 18/07/2016

From: [redacted]
Sent: Friday, 15 July 2016 6:03 PM
To: EPD, Customer Services
Subject: Re: Development Application: 201629628 - 136 Brigalow Street, Lyneham

To whom it may concern

I would like to register opposition to the development being proposed at 136 Brigalow Street, Lyneham, based on the Brindabella Christian College (BCC) continuing to push to increase the size of its school on land that is clearly too small for its current enrollment let alone additional enrollment.

Already the school is using community/public land for parking and not using it's own land. This is not a public school and so it should not be using public land to it's own gain. In addition, the public land that they currently use is not well maintained, such that it is dusty and has many potholes that are a trip hazard. Clearly the school is heavily car dependent and increasing the size of the school is only going to increase this.

Enlarging this school further has a serious impact on traffic flows within the suburb and on parking demands. Other developments that increase parking needs (such as apartment blocks) are required to provide off-street parking within the development footprint. If the current proposal is to be approved, BCC should be required to provide underground parking on their own land (block 4, section 41) to cater for both the current car parking needs and future car parking needs.

I request that a traffic and parking impact report be submitted with the proposal that demonstrates how traffic and parking will be managed, with a particular focus on how parking will be contained within their own land and not encroach further onto public land.

Once a traffic and parking impact report is submitted, the consultation process should be restarted to enable interested parties to fully consider the impact of the proposal.

Thank you.

[redacted]

From: [redacted]
Sent: Saturday, 16 July 2016 11:31 AM
To: EPD, Customer Services
Subject: Submission about DA 201629628
Attachments: DA-201629628 [redacted] submission.pdf

Please find attached personal submission.

[redacted]

Planning Delivery Division
Environment and Planning Directorate
ACT Government

Dear Sir/Madam,

Re: Development Application: 201629628 at
136 Brigalow Street, Lyneham

I wish to express my opposition to the proposed development 201629628. I am a resident of Lyneham, drive regularly along Brigalow Street, use Lyneham Oval and have a child at Lyneham Primary School. The proposed development therefore affects me directly.

The basis of my objection is the likely impact on traffic arising from the development and the failure of the application to provide any plan or response to the likely impact.

The proposal contains no traffic impact report and should not be considered further until one is submitted. Once a report is submitted, the consultation process should be restarted to enable interested parties to fully consider the impact of the proposal.

Traffic along Brigalow St has increased considerably in recent years, largely due to the increased enrolments at Brindabella Christian College (BCC), with most students living outside the area.

Management of traffic on Brigalow St is currently being considered by the traffic management area of TAMS and it would not be sensible to consider this development proposal without examining the traffic issues for the whole area.

The proposed BCC buildings are designed to accommodate a future major increase in enrolment at the school, which will further increase traffic and parking demands.

BCC's continuing push to increase the size of its school, on grounds which are too small even for its current enrolment, has a serious impact on traffic within the suburb, and yet their development proposal does not address the traffic issue.

The development application also ignores the increased parking requirements for the school arising from its expansion. Increased enrolment (to fill the new buildings) will increase the demand for parking at the school. BCC has already inappropriately encroached on the PRZ1-zoned Lyneham Neighbourhood Oval, using a portion of it as a private carpark.

Other developments which result in increased parking needs (such as apartment blocks) are required to provide off-street, underground parking, within the development footprint. If the current proposal is to be approved, BCC should be required to provide parking on their own land (block 4, section 41).

Yours sincerely,

From: [redacted]
Sent: Monday, 18 July 2016 7:15 AM
To: EPD, Customer Services
Subject: 201629628 Block 4 Section 41 LYNEHAM

LYNEHAM

Development Application: 201629628

Address: 136 BRIGALOW STREET

Block: 4 **Section:** 41

Proposal: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

Period for representations closes: 18/07/2016

Thank you for the opportunity to review the Development application (DA) for Brindabella Christian Education Limited trading as Brindabella Christian College (BCC).

In principle I do not object to the proposal provided that the proponent meets the required functional design, aesthetic and planning provisions for the site for educational uses. I am concerned that is not the case for all aspects of the project, primarily transport issues and parking. I note there was a lack of traffic planning information provided and this should be checked with the Education Directorate current census data for 2016 student enrolments for all the local area schools.

My comments:

- Student numbers at local schools are presently at peak demographically and BCC noted in the DA many of their students will require private transport: either due to car seat requirements for early learning children to age 8, and/or requirements for movement of school bags, musical instruments, computing equipment etc.
- Further BCC expansion will require more teaching and support staff, necessitating more all day parking.
- It is not articulated in the DA future uses for the dilapidated classrooms the new junior block is designed to replace. This does not give a clear understanding of BCC future expansions, and associated future transport needs.
- The local roads - designed in the 1920s and built circa 1959 - to sub-arterial road widths – are not coping with the 2 adjacent schools at capacity at the current levels of private transport to/from school together with other traffic.
- Lyneham PS (LPS) has been fast tracked for the new ACT Government active travel programs due to road congestion further down Brigalow St. This program is to include: student education, encouragement of walking and cycling to/from school, road traffic law enforcement, replanning of some parking and consideration of measures to enhance the safety of the two wombat crossings outside LPS. It is my understanding that the ACT Government seeks to prioritise locations where schools are co-located.
- I would like to see more use of bus transport for the Lyneham BCC campus and active transport for students living locally where this is practical for those families to help set a good example.

- BCC and LPS Parent parking: I frequently see students for local schools dropped off in hurry and parents/carers using St Ninian's and adjacent streets for kiss and drop and park and wait in the afternoons. Unfortunately, some drivers at both schools are disrespectful of ACT parking regulations; some make illegal U-turns, some park on the Brigalow St verges, including BCC families parking illegally on top of the high value AARNET line to BCC.
- For the new construction project to be successful BCC would need to run in-house parent education as their traffic behaviour is reflecting on the school and causing upset and grievances in the neighbourhood including elderly residents receiving advanced medical care in the home having restricted access issues during peak times which could impede ambulances. This is unacceptable. The LPS community is working on similar issues around the school and shopping precinct.
- If the DA is approved I am strongly concerned about the impact of the project on the adjacent St Ninian's Uniting church parish. The parish requires use of its parking at all times due to regular uses across the week and weekends, including regular uses for funeral services.
- My family attend this church and the congregation is very concerned about the impact of construction workers who in their experience park in the closest available space to worksites adding to the frustrations about BCC families making free with the car spaces in peak times which can be the times the church needs its parking for church purposes. I would encourage the BCC executive to carry out some observations morning and afternoons.
- The proximity of the BCC Junior school site to the St Ninian's parking will be a difficulty and likely to result in damage to the church's car park by heavy utes and commercial vehicles. I note on the plans for trucks to be routed east of the motel, but at a practical level workers find what suits them, not what they are directed to do.
- I have engaged cranes for site lifts during my career and understand the space imprint required to set up and operate them. Given the nature of the build site - should cranes be needed at any stage - the clearest site access is from the north and this project is being built virtually up to the northern boundary. Any temporary use of cranes would require negotiation with St Ninian's, strategic and proactive management of traffic would therefore be in the interests of the project team to keep all parties on side.

From: [redacted]
Sent: Monday, 18 July 2016 9:25 AM
To: EPD, Customer Services
Subject: DA 201629628 Brigalow St Lyneham

I am concerned with the BCC plans to create 15 new classrooms at their Lyneham campus. The expansion of their school can only put more pressure on the traffic on Brigalow st. This st is already under investigation to improve safety and it is at capacity. The traffic arrangements that have BCC parents routed to travel in front of LPS at drop off and pick up means any increase in cars to the area will only exacerbate the threat to local children's safety when walking or cycling to school.

Unlike the public school, which expands only by local demand/necessity, BCC is not required to increase their numbers. And because doing so will negatively impact on the safety and amenity of local residents, their application should be rejected.
Sincerely
[redacted]
Lyneham
--
Sent from my Android device with K-9 Mail. Please excuse my brevity.

ACTPLA
Challis St
Dickson ACT 2602

Re application for building at 136 Brigalow St Lyneham Block 4 Section 41

DA. 201629628

I write as a member of St. Ninian's Uniting Church, an immediate neighbor of Brindabella Christian College. These are my personal views, and not necessarily those of the Church.

See page 5 of the statement against relevant criteria: ELEMENT 4: TRAFFIC IMPACT.

The claim is made that ***"The traffic management as established for the entire school accommodates all traffic generated during drop off times and for permanent parking."*** (Note that this does not mention pickup in the afternoon) and that ***"A parking report has been submitted with this application for Development Approval."***

On Monday 4 July I visited the ACTPLA office in Dickson. Amongst other requests, I asked for a copy of the parking report. After a few minutes of searching the gentleman I spoke with told me that the parking report had not been submitted and that a request had been sent to the applicants and that when the reports had been received a variation notice would be sent out. I have seen nothing of that variation notice.

I would point out that with the approximate increase of 130 in enrolments at Brindabella Christian College this year, the current traffic at drop off and particularly pick up times has become much more difficult. Many parents ignore the obvious signs at the entrance to the adjacent St. Ninian's car park, which state "Parking for Church Purposes Only". The parking area at the Church was designed for very light traffic only and not for regular drop off and pick up on a 5 day a week basis. This will cause a rapid deterioration of the car park surface. Many parents ignore other requests not to park there. The fact that parents continue to use this facility shows that parking provided by Brindabella Christian College, and the surrounding residential streets, are hopelessly inadequate. This means that traffic in the area from approximately 3.00pm to 3.30pm on school days is **chaotic and dangerous**.

Brigalow Street was never designed to handle the traffic generated by two adjacent schools. As the school expects to continue increasing enrolments, the situation will only worsen.

Note also the comment on page 19 of the application at item "Public transport routes" where the applicants state ***"Due to the age of the student group for the Junior School, assumption can be made that the main mode of transport will be by drop off from the parents."***

A potential design problem with the building itself.

I note that the only entrance and exit for the building seem to be at the eastern end of the south wall, near the staff room. Both levels of the building are to be entranced and exited at this point. This seems to be hopelessly inadequate for normal movement of 360 students on a daily basis and especially so in case of an emergency. I hope that I am wrong but....

Now to the concept itself

This building is planned to be constructed on the present sports area which is used regularly during the day for sports activities and extensively during student breaks from classes. When the new building is under construction and obviously when completed, this space will not be available for these activities. Where are the students to go for their sports classes and during their breaks? The other play areas are already busy. Are there any regulations for schools to follow in relation to open space and the number of students. It seems to me that the school is simply trying to put too many students on this relatively small block. I have been informed that parts of the Lyneham oval are used by the school students during breaks, but this only reinforces that the school's own facilities are inadequate for the number of students enrolled and certainly so if the enrolment is increased.

Relationship with St. Ninian's Uniting Church during construction.

As the parking problem for parents is bad enough now, what arrangements will be made restricting the builders and their workers on where they may park their vehicles, for storage of material during construction and noise for students at the school and activities at St. Ninian's Church on week days? The buildings at St. Ninian's are used regularly by our own activities and also by the general public (play groups etc). Sunday worship will not want disruption from a noisy work site. Negotiations with St. Ninian's on these matters will be essential.

The local community, especially those living on the western side of Brigalow Street will also need consideration as to work hours, noise levels, access to their properties etc.

Prior to granting approval for the building please consider all of the issues I have raised.

Regards

16 July 2016

From: [redacted]
Sent: Monday, 18 July 2016 11:07 AM
To: EPD, Customer Services
Subject: Response to DA 201629628
Attachments: BCEL DA 201629628 response [redacted] pdf

Please find attached my response to DA **201629628**

Regards

[redacted]

[redacted] (Lyneham Resident) Response to Development Application 201629628

of the Brindabella Christian College
at 136 Brigalow Street, Lyneham

Planning Delivery Division
Environment and Planning Directorate

epdcustomerservices@act.gov.au

Position Statement

I oppose DA 201629628 due to the effect of the development on local traffic and parking. I note the lack of information in the application on these and other issues.

Background

Brindabella Christian College has over 830 students enrolled in 2016. This is a 400% increase over a decade and they are still building classrooms and sports facilities. Their stated intention is to continue to grow the number of enrolled students of the school.

In 2008, the College chose to construct a new building on its carpark funded with a Building Education Revolution grant. This decision left the school without a carpark. The College successfully applied to the ACT Government for a 20-year lease of an area of the PRZ1 zoned Lyneham Community Oval. The LCA knows of no community consultation regarding the granting of that lease.

In 2014 the College submitted a DA to construct a new Sports Hall and classrooms plus a new large carpark on the Lyneham Community Oval (PRZ1 land). The Lyneham Community objected strongly to the DA, resulting in its withdrawal in 2015.

Basis of the DA objection

There is no parking or traffic survey in the DA, yet in the statement of criteria 4.1 says they are included. No Verge Management and adequate water management plans are included.

Car Parking

The existing carpark (on PRZ1 land leased for a further 13 years from sports & recreation) is already beyond capacity. Regular school parking occurs on St Ninian's carpark, despite the church's request to cease this parking on their land. The growing school population will inevitably increase pressure for more parking. The school intends to expand from two to three streams which will proportionally increase the demand for parking. If the school keeps building they will need to try again for more parking to be a functioning school. There is no room for a carpark on the BCC land unless existing buildings are demolished for the purpose of building sufficient car parking. BCC are currently undertaking upgrade works on the leased carpark.

The only foreseeable option is for the College to build more car parking on the Lyneham Community Oval taking even more of the community PRZ1 land.

The Lyneham Community has already resoundingly opposed any further land grabs by the College at the expense of the current and soon to be much larger Lyneham population, resulting from increased housing density along the Northbourne Corridor.

Traffic increase

BCC continues to increase the size of its school, on grounds which are too small for its current enrolment, let alone its projected enrolment. Traffic flows within the suburb are already having a serious deleterious impact on the safety and amenity of the suburb, particularly along Brigalow St. The ACT Government Traffic Warrants System (TWS) rates Brigalow St as 7th in the top 20 hot spots residential streets in the 2016 TWS. The DA does not even address the traffic increase resulting from BCC's projected enrolment and its associated parking requirements.

Construction Traffic Impacts and Verge Management.

The DA indicates that construction access will be from Moat St, along the eastern side of the Lyneham Motel beside Sullivans Creek to the college grounds. The proposed new building is on the western side of the College. Construction vehicle parking is not addressed. Nothing in the application addresses the safety of pedestrians and cyclists whose paths cross the proposed access route.

No Verge Management appears in the DA. Sediment and erosion Control is only addressed for the construction site but not the access and construction parking requirements where erosion/water management problems are likely to occur.

Conclusion

BCEL has tried previously (successfully with the carpark lease) to obtain PRZ1 land when they eliminated their own carpark by building on it and then crying to the government that they can't function because they have no carpark. The College is a shareholder owned entity and should not be treated any differently to any other entity that submits a development proposal.

Other developments which result in increased parking needs (such as apartment blocks) are required to provide adequate off-street parking within the development footprint. I submit that the DA in its current form should not be considered further until the proponents (BCEL) provide comprehensive impact reports for traffic, parking, verge management, sediment and erosion control, and construction access.

Once the missing reports are supplied the consultation process should be restarted to enable interested parties to fully consider the impact of the proposal on the Lyneham community.

Monday, 18 July 2016

From: [redacted]
Sent: Monday, 18 July 2016 11:09 AM
To: EPD, Customer Services
Subject: Development Application: 201629628 Brindabella College [SEC=UNCLASSIFIED]

UNCLASSIFIED

To whom it may concern

I'm writing to comment on the **Development Application:** 201629628, **Address:** 136 BRIGALOW STREET, **Block:** 4 **Section:** 41, **Proposal:** COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

The proposed development concerns me chiefly because of the number of cars which increased enrolment at the school will bring to the area.

- The school has already taken up public land for its private parking. This is far less than optimal use of public land. Increased enrolment, a corollary of new classrooms, will put further pressure on the limited space for car parking in the area.
- The traffic down Brigalow Street is already over capacity with bumper to bumper crawls traffic common at peak hour, making a right hand turn into Brigalow St almost impossible. Unlike the local primary school, children attending Brindabella College are overwhelmingly out of area. The vast majority of these out of area children are dropped off and picked up at school by their parents. I am already obliged to go the long way around to use the Wattle St roundabout to cross Brigalow (rather than attempt to turn right into it at business peak and school peak times). This demonstrates the existence of a significant traffic flow problem.
- The noise issues are a concern. The traffic noise in Lyneham is already high from Mouat St, Ginninderra Drive, Brigalow St and Northbourne Ave.
- Safety issues extend to adjacent streets and as far as Longstaff, MacKennal and Dryandra Sts as commuters use residential streets as 'rat runs'. These short cuts are taken to avoid traffic on Brigalow and Northbourne and are often taken at high speeds

Brindabella College has started an operation which is too big for the size of the land which it owns in Lyneham. On the site of a former small primary school they have mounted a child care centre, primary school, high school and senior college. It has happened at the cost of the local neighbourhood as it is the residents who have to tolerate the increased traffic and the loss of safe enjoyment of our streets.

I recommend that you reject Development Application 201629628 and stop the uncontrolled expansion of businesses such as Brindabella College. As the planning body which regulates development in the area you need to make a stand to protect the resident community and the long term quality of life in Lyneham.

Regards

[redacted]

UNCLASSIFIED

If you have received this transmission in error please notify us immediately by return e-mail and delete all copies. If this e-mail or any attachments have been sent to you in error, that error does not constitute waiver of any confidentiality, privilege or copyright in respect of information in the e-mail or attachments.

From:
Sent: Monday, 18 July 2016 12:28 PM
To: EPD, Customer Services
Subject: Brindabella Christian School development application - Lyneham

To whom it may concern

The primary concern, to the extent relevant, is that the application should not worsen and preferably improve the already extremely congested traffic flow on Brigalow Street during school drop off and pick up times.

Perhaps a precondition that adequate parking and traffic controls should also be included as a condition of approval for the new school building should also be considered. There is plenty of space on their grounds, surely they can construct a larger car park and drop off area (given there appears to be no will, funding or possibility of obtaining approval to do so at Lyneham Primary School as a means to ease congestion on Brigalow Street).

Otherwise, no in-principle objection to the new building.

I am available on should you wish to discuss further.

Regards
(parent of Lyneham Primary School child and frustrated Brigalow Street driver).

Sent from my iPhone

From: [redacted]
Sent: Monday, 18 July 2016 12:41 PM
To: EPD, Customer Services
Subject: DA#201629628 submission

Hi

I would like to make a submission for DA#201629628.

I would like to add my voice on

1. Traffic condition of Mount St and Brigalow St. It is pretty congested at the moment during peak hours, blocking traffic access to Brigalow St and at least one lane on Mount St. With the increase of extra 480 students (excluding teachers), the traffic will get worst.
2. Lyneham has at least 6 schools supporting local education needs, what is the need of Brindabella College expanding? If we are drawing students from other suburbs, this will increase unnecessary traffic and deplete the capabilities of other schools. How are you supporting DET's "**Schools for All**"?
3. Locals and visitors currently are not able to use the public carpark next to Brindabella College. What is the college strategy to resolve limited parking issue? I recommend to put up "**Pay Parking Meter**" to ensure appropriate control supply & demand of car park spaces and funding for maintenance of this public space. This is implemented near ANU, I cannot see why this cannot be done here.

Regards,

[redacted]

From: [redacted]
Sent: Monday, 18 July 2016 12:46 PM
To: EPD, Customer Services
Subject: Proposed development for Brindabella College next to Lyneham oval
Attachments: DA-201629628 [redacted] submission.docx; ATT00001.txt

Planning Delivery Division
Environment and Planning Directorate
ACT Government

Dear Sir/Madam,

Objection to Development Application: 201629628 at 136 Brigalow Street, Lyneham

I wish to express my opposition to the proposed development 201629628. I am a resident of Lyneham, drive regularly along Brigalow Street and use the Lyneham Oval. The proposed development therefore affects me directly.

My objection is based on the likely impact on traffic arising from the development and the failure of the application to provide any plan or response to the likely impact.

The development application contains no traffic impact report and should not be considered further until one is submitted.

Once a traffic report has been submitted, the public consultation process for this development should be restarted to enable interested parties to properly consider the impact of the proposal.

Traffic along Brigalow St has increased considerably in recent years, largely due to the increased enrolments at Brindabella Christian College (BCC), with most students living outside the area.

Management of traffic on Brigalow St is currently being considered by the traffic management area of TAMS and it would not be sensible to consider this development proposal without examining the traffic issues for the whole area.

The proposed BCC buildings are designed to accommodate a future major increase in enrolment at the school, which will further increase traffic and parking demands.

BCC is continuing to increase the size of its school, on grounds which are too small even for its current enrolment. This has had a serious impact on traffic within the suburb, and yet their development proposal does not address the traffic issue.

The development application also ignores the increased parking requirements for the school arising from its expansion. Increased enrolment (to fill the new buildings) will increase the demand for parking at the school. BCC has already inappropriately encroached on the Lyneham Neighbourhood Oval, using a portion of it as a private carpark.

If the current proposal is to be approved, BCC should be required to provide further parking on their own land and not encroach further onto the neighbouring oval.

Yours sincerely,

From: [redacted]
Sent: Monday, 18 July 2016 1:11 PM
To: EPD, Customer Services
Subject: Brindabella Expansion

The proposed Brindabella expansion which would add 15 classrooms and an assembly area will substantially and adversely impact the safety of families at Lyneham Primary School. We are already struggling with safety issues due to the left turn only from Brindabella's parking lot, which has increased traffic across our crosswalks dramatically. Hundreds of children cross here daily and there is a steady stream of cars coming primarily from Brindabella during school arrival and departure hours. Adding classrooms will add to the safety risk we are already trying to reduce. I have a year 3 child at the school and 2 younger children who will attend Lyneham, so this affects us directly. I am a member of the P&C committee and have spoken to numerous parents who share these concerns for our children's safety.

Kindest regards,

[redacted]

From: [redacted]
Sent: Monday, 18 July 2016 2:11 PM
To: EPD, Customer Services
Subject: FW: DA 201629628 submission from LCA
Attachments: DA submission from LCA 18-07-2016.pdf

Importance: High

Please find attached the submission from the Lyneham Community Association regarding DA 201629628

Regards

[redacted]

From [redacted]
Sent: Monday, 18 July 2016 1:58 PM
To: 'epdcustomerservices@act.gov.au' <epdcustomerservices@act.gov.au>
Subject: DA 201629628 submission from LCA

Please find attached the submission from the Lyneham Community Association regarding DA 201629628

Regards

[redacted]

Chair; Lyneham Community Association
[redacted]
Email: Chair@lyneham.org.au

Lyneham Community Association Response to Development Application 201629628

of the Brindabella Christian College at 136 Brigalow Street, Lyneham

Planning Delivery Division
Environment and Planning Directorate

epdcustomerservices@act.gov.au

Position Statement

The Lyneham Community Association (LCA) opposes DA 201629628 due to the effect of the development on local traffic and parking. We note the lack of information in the application on these and other issues.

Background

Brindabella Christian College has over 830 students enrolled in 2016. This is a 400% increase over a decade and they are still building classrooms and sports facilities. Their stated intention is to continue to grow the number of enrolled students of the school.

In 2008, the College chose to construct a new building on its carpark funded with a Building Education Revolution grant. This decision left the school without a carpark. The College successfully applied to the ACT Government for a 20-year lease of an area of the PRZ1 zoned Lyneham Community Oval. The LCA knows of no community consultation regarding the granting of that lease.

In 2014 the College submitted a DA to construct a new Sports Hall and classrooms plus a new large carpark on the Lyneham Community Oval (PRZ1 land). The Lyneham Community objected strongly to the DA, resulting in its withdrawal in 2015.

Basis of the DA objection

There is no parking or traffic survey in the DA, yet in the statement of criteria 4.1 says they are included. No Verge Management and adequate water management plans are included.

Car Parking

The existing carpark (on PRZ1 land leased for a further 13 years from sports & recreation) is already beyond capacity. Regular school parking occurs on St Ninian's carpark, despite the church's request to cease this parking on their land. The growing school population will inevitably increase pressure for more parking. The school intends to expand from two to three streams which will proportionally increase the demand for parking. If the school keeps building they will need to try again for more parking to be a functioning school. There is no room for a carpark on the BCC land unless existing buildings are demolished for the purpose of building sufficient car parking. BCC are currently undertaking upgrade works on the leased carpark.

The only foreseeable option is for the College to build more car parking on the Lyneham Community Oval taking even more of the community PRZ1 land.

The Lyneham Community has already resoundingly opposed any further land grabs by the College at the expense of the current and soon to be much larger Lyneham population, resulting from increased housing density along the Northbourne Corridor.

Traffic increase

BCC continues to increase the size of its school, on grounds which are too small for its current enrolment, let alone its projected enrolment. Traffic flows within the suburb are already having a serious deleterious impact on the safety and amenity of the suburb, particularly along Brigalow St. The ACT Government Traffic Warrants System (TWS) rates Brigalow St as 7th in the top 20 hot spots residential streets in the 2016 TWS. The DA does not even address the traffic increase resulting from BCC's projected enrolment and its associated parking requirements.

Construction Traffic Impacts and Verge Management.

The DA indicates that construction access will be from Moat St, along the eastern side of the Lyneham Motel beside Sullivans Creek to the college grounds. The proposed new building is on the western side of the College. Construction vehicle parking is not addressed. Nothing in the application addresses the safety of pedestrians and cyclists whose paths cross the proposed access route.

No Verge Management appears in the DA. Sediment and erosion Control is only addressed for the construction site but not the access and construction parking requirements where erosion/water management problems are likely to occur.

Conclusion

Other developments which result in increased parking needs (such as apartment blocks) are required to provide adequate off-street parking within the development footprint. The Lyneham Community Association submits that the DA in its current form should not be considered further until the proponents (BCC) provide comprehensive impact reports for traffic, parking, verge management, sediment and erosion control, and construction access.

Once the missing reports are supplied the consultation process should be restarted to enable interested parties to fully consider the impact of the proposal on the Lyneham community.

Chair, Lyneham Community Association
lynehamcommunity@gmail.com

Monday, 18 July 2016

Lyneham Community Association Inc.

From: [redacted]
Sent: Monday, 18 July 2016 2:24 PM
To: EPD, Customer Services
Cc: [redacted]
Subject: BCC DA 201629628

Attention:
Applications Secretariat

I wish to lodge a concern regarding the Brindabella Christian College Development Application 201629628.

I have perused the DA as thoroughly as possible given the timeframe allowed for concerns, however, the information pertaining to the Road and parking information is not readily available for scrutiny. There are several references to "Northrop Consulting Engineers' " for example in the Statement Against Claims: document number 18 - SCRITERIA-201629628-01.pdf, 6.0 Parking and Vehicular Access Study by Northrop Consulting Engineers, there is only a reference to the study and no further details.

Lyneham Primary School, approximately 250m down the road, has extensive traffic control and parking problems. I don't consider BCC to be any different, even though they imply they are immune from such difficulties, even though the road narrows considerably outside their school. As a pedestrian, with children in tow, in the area at school drop off and pick up times I have found the traffic coming into and out of the BCC carpark to be hectic, pedestrian unaware and dangerous. Additional school and construction traffic are only going to exacerbate an already dangerous situation.

I don't feel BCC has adequately made available the traffic flow information as part of their DA, nor have they allowed it to be available for public scrutiny. More thought is required just how much the increase in vehicular traffic for school business is going to impact on the local roads.

Yours sincerely
[redacted]

From: [redacted]
Sent: Monday, 18 July 2016 3:56 PM
To: EPD, Customer Services
Subject: Development Application: 201629628

Sir/Madam,

In response to the DA noted in the subject line;

Essential criteria noted in section 4.1 of the summary, namely a traffic and parking analysis, has not been included in this DA submission.

Therefore this DA should be withdrawn as it is incomplete.
The DA should be resubmitted with all relevant documentation addressing the criteria and the notification period should commence again.

Regards
[redacted]

Development Application: 201629628

Address: 136 BRIGALOW STREET

Block: 4 Section: 41

Proposal: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

From: [redacted]
Sent: Monday, 18 July 2016 10:29 PM
To: EPD, Customer Services
Subject: Re: Development Application 201629628

In regards to the above Development Application at 136 Brigalow Street, Lyneham.
Block: 4 Section: 41
Proposal: community Facility- Education, Construction of new junior school building including 15 classrooms and large assembly space.

I have concerns regarding the size of this development in this residential area. Brigalow street has a large number of vehicles during the morning peak time. There is also Lyneham Primary School on this same road and the traffic situation in the morning and at school pick up is currently an issue.

1) What plans are in place to cope with the increase traffic situation on Brigalow Street? Currently there is too much traffic on Brigalow Street and this development will only add to the congestion. At present there is no traffic management plan as supported by the DA and this development will certainly add to the problem.

2) The pedestrian crossing that is currently located near Brindabella College is not currently well marked and on a number of occasions I have witnessed near misses as people fail to slow down. The lighting in the evening on this crossing is also inadequate.

[redacted]

From: [redacted]
Sent: Monday, 18 July 2016 11:55 PM
To: EPD, Customer Services
Subject: comment on DA number 201629628

I wish to make the following comments on DA number 201629628 for Junior School buildings on the Brindabella Christian School campus on Brigalow St in Lyneham.

1. This development is 2 floors high on two boundaries of the property, with an even higher roof line. This building height will be imposing within the adjacent residential residential area and will appear as a large solid block adjacent to and overpowering the adjacent historical church of St Ninians. It also creates a large, continuous and solid building mass across the front property boundary along Brigalow St. The signage as shown on the image on the plan cover sheet is not included in the DA, however the logo impression in the window screening is part of this DA and is a solid, imposing and dark mass directly across the road from a number of residential properties. All of these aspects of the proposed building will have a negative impact on the area, particularly due to the lack of building setback on Brigalow Street and adjacent to St Ninians.
2. This proposal requires the removal of a number of significant trees which are integral to and compliment the urban streetscape along Brigalow St. This will have a negative impact on the area, and no replacement landscaping is proposed to provide a similar aspect within the urban streetscape.
3. The proposed building will replace 1.5 netballs courts of play area for the school, on a site which is already largely developed and covered with existing built forms. Where are these courts being replaced, as this is not show in this proposal? Also what area of outside play area will remain within the school site? What square metre area requirements per student are required to be provided for schools as on site outside play space within their site (noting that this site is being used as an early learning facility through to a college)? Not having this space within the site will be a large negative impact on the school community in an era where sport and active children is essential, and appears to assume that a replacement area is available elsewhere, presumably off site. Have these arrangements been made and if so why are they not included as part of this proposal?
4. The services drawings by Sellick refer to this development as a Sports Hall Development, but the rest of the proposal refers to the development as a Junior School building or Primary/Secondary classrooms. What is the purpose of this development? These inconsistencies in definition/labelling make it unclear.
5. Parking and traffic movements associated with the school before, during and after school already have a negative impact on Brigalow St and the surrounding residential area. How are parking provisions for construction workers and construction deliveries going to be managed on such a constrained site (presumably adjacent to an operational school)? This is not outlined in the application, and traffic safety in Brigalow St (including this section) is already a concern for all users. The proposed construction site will be adjacent to the school's bus parking bay, the pedestrian crossing and a footpath used by a number of students walking and cycling to adjacent schools, so safety and potential vehicle/pedestrian clashes are a very real concern to those using the area. Additionally this street is very busy during the morning peak and again between 3-5pm, as it is part of the rat run route for vehicles between Gungahlin and the city.

Regards,
[redacted]

From: [redacted]
Sent: Monday, 18 July 2016 4:31 PM
To: EPD, Customer Services
Subject: Fwd: DA 201629628
Attachments: Representation Regarding Development Application 201629628.pdf

Apologies if this is a duplicate - re sending as i missed some upper case characters in the email address.

attached is my representation regarding this development.
Thanks
[redacted]

Representation Regarding
Development Application: 201629628
Period for representations closes: 18/07/2016

Thank you for the opportunity to comment on this development application. I understand and respect that the proponent has a desire to enhance its facilities on this site. I am however concerned that in the process of planning this development the impacts of this DA on the neighbourhood have been overlooked.

Limited information provided.
It seems that the proponent has only included in this application a part of further development plans. This is their prerogative but in leaving out other related development plans this DA becomes difficult to interpret.
For example, The DA presents classroom facilities for circa 500 extra students and is the only reliable information we have so in assessing the DA for parking facilities and traffic generation for example we have to assume that the needs of the facilities shown in the DA are additional to existing facilities. If I look beyond the DA there are mixed messages about further development, and possible demolition of old classrooms but also growth plans that involve the school student numbers growing by 50%. The proponent chose, for whatever reason, to leave out their other plans but without that information and using the limited information provided in this DA there are a number of areas where this DA doesn't comply with the relevant code in the Territory Plan.

The DA documentation is missing some important context around the growth plans of this business but as some of this information is in the public domain I think it is reasonable to be aware of these when reading this DA.

http://www.canberratimes.com.au/act-news/brindabella-christian-college-plans-15-million-lyneham-upgrade-20160629-gpug1u.html

http://www.canberratimes.com.au/act-news/brindabella-christian-college-bursting-at-the-seams20160323-gnpneg.html

http://www.bcc.act.edu.au/latest-news/2016-hall-plans

http://www.education.act.gov.au/publications_and_policies/publications_a-z/census

The combined information in these documents give a rough sketch of the planned direction for this business on this site. The direction includes 4 stages of development planned but not all described, an increase in enrolment of 131 students this year as part of a quadrupling of

enrolments over the last decade, a plan to move from double to triple streaming which will result in student numbers around 150% of 2015 figures.

The school has already added 6 demountable classrooms this year and this DA includes 15 more classrooms. It's not clear if the demountable are staying or going. In fact because none of this information is included in the DA it is not possible to know which if any of these ideas is likely to occur. If we take the DA as presented we have to assume these are 15 additional classrooms accommodating up to 500 additional students beyond the existing enrolment.

All of the above points to a business undertaking a plan of rapid growth and this development is step one of a forward plan to continue that growth. On a suitable site I would be supportive of such plans but this business already generates very high peak traffic volumes twice a day that is unsuitable for the surrounding residential street network. The result of this is:

- Congestion along the length of the street from Mouat St to Lyneham Shops
- An overfull right turning lane on Mouat St into Brigalow St resulting in a lane being blocked on Mouat St, a main arterial road
- Dangerous conditions for pedestrians and cyclists on both pedestrian crossings on Brigalow St and at parking entry points.
- Govt spending is likely to be required to install signals on pedestrian crossing (a recent report from Roads ACT recommended signals on the crossing outside Lyneham Primary School on the basis of peak traffic counts)
- U turns being performed in private driveways and footpaths along Brigalow St
- Difficulty for residential access to properties
- Illegal parking is becoming increasingly common on verges in this area and blocking residential driveways and footpaths
- Pressure on parking availability at Lyneham Primary School as the proponents' clients seek parking further afield.

As a result this development application and the part it plays in the growth of this business will have an unacceptable adverse impact on amenity of surrounding residential areas and this is directly contrary to the Community Facility Zone Objectives (item f)

When viewed on its own this DA seems to be deficient in the information it has provided, when viewed in the context of other available information the DA gives cause for concern about its impact. In the section below I will detail the specific areas that I see the DA is deficient and where I see cause for concern in the broader context.

Specific issues I have identified with the DA:

1) WSUD
    a) The DA document covering Water Sensitive Urban Design uses an incorrect definition of "site". The Territory Plan definition of site is clear that the entire block is the "site". Therefore the response to criteria for element 5.1 R15,R16 and R17 are in error and these rule must apply and are not met by the design presented.

b) Additionally if the smaller definition of “site” used in the documentation is acceptable then it should be considered as part of the much larger development the proponent is commencing. It seems not in the spirit of the WSUD rules to break a development down into smaller parts to avoid the requirements.

2) Tree protection:
    a) The response to R21 asks to remove the trees for “development reasons” and gives reasons why there are no other viable locations for the development. However it is clear that the proponent has additional development and demolition plans so the presence of other viable locations on site seems likely and has not been fully explored by this DA.
    b) It would be unfortunate to see mature trees removed, as quite a number have been removed from the streetscape on this site in the last decade.
    c) It's not clear to me in the landscaping plan where the replacement trees are going. My understanding is landscaping is DA exempt so the idea of ‘replacement trees’ is only a possibility.

3) Sediment and erosion control:
    a) While not shown on the DA the existing carpark used by the site, on the neighbouring block forms part of the ‘site’. The carpark is likely to be utilised during construction. For those reasons its production of sediment should be considered in assessing the impact of the DA.
    b) This carpark is a significant sediment source. During rainfall events highly turbid water can be seen flowing through an open drain and across the bike path as the rear of the site into Sullivan’s Creek. Additionally traffic from the carpark carries sediment out onto Brigalow St where it builds up on the road and washes into the gutters. The gutters along this section or road has deposits of both course and fine sediments that will eventually be transported into Sullivan’s Creek. In dry weather wind erosion is common with large clouds of dust a regular occurrence due to high wind and/or traffic movement.
    c) Current reshaping work on the carpark to improve drainage is unlikely to rectify this situation as it is designed to increase runoff from the unsealed surface. The result is likely a similar concentration of suspended sediment in runoff and an increased level of polluted runoff.
    d) This carpark has been in place since 2009 as part of previous building works. It is effectively a temporary construction carpark that has been kept in poor condition well beyond the end of construction. The proponent has had years to seal and landscape this carpark as promised to local residents in 2009. This DA does not include plans to improve this situation and I am concerned it will continue indefinitely.

4) Parking during construction: I do not see any provision made for parking and construction site access during construction.
    a) The existing parking facilities are fully utilised and unable to accept additional construction traffic.
    b) The building location is adjacent to a pedestrian crossing and a bus zone. Access to the location for construction deliveries is likely to be problematic. I would like to see some planning around verge management and maintaining public safety during construction.

5) Traffic Generation. The response to Element 4.1C1 is not satisfactory. The referred to parking report has not been included in the DA available to the public. A copy was obtained on request.
    a) The referred to traffic report does not consider traffic generation. It only considers parking. So the DA does not assess traffic generation at all.
    b) There is plenty of evidence that the road network cannot and currently does not accommodate the traffic generated by the proponents' clients. Evidence includes:
        - A recent Roads ACT report recommending an extensive upgrade to a pedestrian crossing on Brigalow St due to the high levels of peak traffic. The majority of this traffic is clearly generated by the proponents' clients.
        - Congestion at peak times along the length of Brigalow Street from Mouat St to Lyneham shops
        - At peak times an overfull right turning lane on Mouat st into Brigalow St resulting in a lane being blocked on Mouat St, a main arterial road.

6) Parking and Vehicular Access General Code:

a) The DA does not provide the required motorcycle or disabled parking spaces as required by the parking assessment. In fact no parking plan is provided. The existing gravel carpark is poorly maintained does not meet the standards required.

b) In the response to the General Location Guidelines - Public Transport Routes the proponent states "assumption can be made that main mode of transport will be by drop off from parents". Experience on site agrees with this and care needs to be taken to check any assumptions about use of other modes of transport when assessing parking needs.

c) The response provided to this code was "Parking assessment from Northrop Consulting engineers provided in response to this code". This document was not included in the DA. The community cannot appraise this DA without it. I emailed the planning team to rectify this situation and it wasn't fixed, although a copy was emailed to me. The community should not have to ask to see it. Without this document the DA does not respond adequately to the Parking and Vehicular Access General Code

d) The Parking assessment has numerous flaws:
    - The Existing BCC Generation estimate in the Parking Assessment is based on student enrolment data from June

2015, over a year out of date, and it is clear that the school has considerably increased enrolments in that time with at least 131 new student's reported.

- The report seeks to reduce the requirement for new parking based on information from the architect that "part of the existing school being demolished". There is no mention of this demolition elsewhere in the DA, no demolition plan is provided, without the DA showing the proponents plans they can't be included in the assessment as it is hard to know how likely it is to occur. Additionally it is not clear how the consultants came about determining a method to decide by how much they could reduce the parking allocation.
- Existing Parking Provision. Parking on Block 23 is open for public use, not sole use of BCC, as I understand it the proponents' sublease of this land does not grant exclusive use. Parking on Block 21 would also be counted by Lyneham Primary School in such a parking assessment so should not be fully counted as available to the proponents' clients.
- The parking survey is a year out of date and is also subject to the aforementioned increase in enrolment. The report's authors say they did a desktop study to determine if the parking data is still valid. They have overlooked the increasing enrolments, recently installed classroom facilities and reconfiguration of the carpark that looks to have reduced available spaces. This makes their conclusion that the parking results are still valid….. Invalid.
- Despite being out of date it is useful to extrapolate from the old data.
    - The parking generation estimate in 2015 required 96 spaces
    - However up to 158 cars spaces were used in 2015 - this is over 160% of the estimate showing us that the estimation technique used isn't realistic for this site and its usage pattern.
    - The student population has since grown by at least 131 students about a 20% increase
    - Therefore It is likely that parking demand is already about 190 spaces. (20% increase on 158)
    - This is well over the number of spaces available.

- In 2015 the school had 2 classes of students in each year. This year the Canberra Times reported the school was moving to 3 classes in each year. If this is the case then a 50% increase in student numbers and therefore traffic can be anticipated over that observed in 2015 within the next few years, possibly a demand for in excess of 230 parking spaces at peak times.

- As I have just demonstrated the conclusions drawn by the parking assessment are not based on current data or reliable projections of demand and therefore the conclusions are incorrect. The carparks can currently be observed during term time operating at or beyond capacity. In summary there are serious flaws in the assumptions made around the parking needs and additionally the DA points to a significantly growing student and staff population. Current parking is inadequate for the existing student population even without further growth due to this development. The current parking situation is already contrary to most of the objectives for Amenity, safety, efficiency and access for the community facility zone set out in the Parking and Vehicular Access General Code.

7) Street frontage:
   a) I am concerned that the scale and bulk from the street combined with the low setback will appear overly imposing.
   b) I am also concerned that the metal screening applied to the facade will give an appearance of an industrial looking blank wall and that the design on it will be clear enough that it amounts to a very large sign.
   c) It would be nice to see the minimum 6m setback applied from Element 2.2 R8 as it is in a street that is mostly residential and open space. It doesn't seem to be an insurmountable design challenge to increase the setback without compromising the program, the design or the surrounding circulation spaces and not be as imposing on the street.
   d) I would like to see a more sympathetic approach to the existing streetscape as set out in Element 3 C10, C11, C12 and C13.

8) zone objectives
   a) Community facility zone objectives item (f) aims: "To safeguard the amenity of surrounding residential areas against unacceptable adverse impacts including from traffic, parking, noise or loss of privacy. " This development application has

failed to adequately address the issues around traffic and parking that are impacting on the surrounding residential areas.

In conclusion, I think it is abundantly clear that the DA has overlooked many issues and not adequately assessed many more. As a result this DA should be rejected.

The negative impacts on the surrounding residential areas from increased traffic generated by this site are already evident and will only be exacerbated if the development went ahead. If this DA is approved it will lead, over time, to a further breakdown in the safety and functioning of surrounding streets, streetscape and amenity of the neighbourhood. Indeed I hope that the proponent may be able to see that there are some external limits to the capacity of their site to continue growing.

Thanks once again for the opportunity to comment.

From: [redacted]
Sent: Monday, 18 July 2016 3:47 PM
To: EPD, Customer Services
Subject: DA 201629628
Attachments: BCC-DA-Response.pdf

Please find attached a submission in response to DA 201629628.

Planning Delivery Division
Environment and Planning Directorate

epdcustomerservices@act.gov.au

Dear Sir/Madam,

Re: Development Application: 201629628
136 Brigalow Street, Lyneham

I wish to register opposition to the proposed development, on the following grounds.

The proposal contains no traffic impact report, and should not be considered further until one is submitted. Once a report is submitted, the consultation process should be restarted to enable interested parties to fully consider the impact of the proposal.

Traffic along Brigalow St has increased considerably in recent years, largely due to the increased enrolments at Brindabella Christian College (BCC), with some 75% of current students living out of area. Enrolments 10 years ago were about 200, compared to over 800 currently.

The proposed buildings are to accommodate a future increased enrolment at the school, which will again increase traffic and parking demands.

BCC's continuing push to increase the size of its school, on a site which is too small for its current enrolment, has a serious impact on traffic flows within the suburb, and yet their development proposal does not even address the traffic issue. Local residents should not be forced to pay for the ambitions of BCC through loss of amenity caused by the increased traffic. BCC and the local community would be better off if BCC took the opportunity to find a suitable block (perhaps in a new suburb) which had more accommodating transport infrastructure and more room for their future growth.

Also ignored in the development application is any mention of increased parking requirements. Increased enrolment (to fill the new buildings) will increase the demand for parking at the school. BCC has already inappropriately encroached on the PRZ1-zoned Lyneham Neighbourhood Oval, leasing a portion of it to use as a private carpark. It is not acceptable for BCC to build new classrooms now, and later (as they've done before) ask for community land to accommodate their parking needs.

Other developments which result in increased parking needs (such as apartment blocks) are required to provide off-street, underground parking, within the site. If the current proposal is to be approved, BCC should be required to provide underground parking on their existing block (block 4, section 41).

Sincerely,

From: EPD, Customer Services
Sent: Thursday, 21 July 2016 3:51 PM
To: 'studio@sqca.com.au'; 'gregz@wings-of-eagles.com'
Subject: CLOSE OF PUBLIC CONSULTATION PERIOD-201629628-01 [SEC=UNCLASSIFIED]

Dear Sir/Madam,

CLOSE OF PUBLIC NOTIFICATION
BLOCK **4** SECTION **41** SUBURB **LYNEHAM**
DEVELOPMENT APPLICATION NUMBER **201629628**

The public Notification period for DA **201629628** has now closed.

Attached for your information is a copy of all representations received by the Environment and Planning Directorate during the public notification period.

The assessment of your application will now be finalised taking into consideration the representations that have been received. You will be advised in writing of the decision as soon as the DA has been determined.

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

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.

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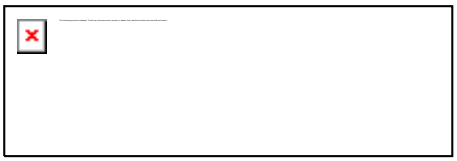

From: Buddhadasa, Ajith
Sent: Tuesday, 2 August 2016 12:07 PM
To: 'studio@sqca.com.au'
Subject: 4/41 Lyneham DA 201629628 applicant's response to representations [SEC=UNCLASSIFIED]

Dear Remco

I understand that you have now received copies of representations to the subject DA.
Please provide your response to each of the issues raised in each of the representations.

Regards

Ajith Buddhadasa | Senior Development Assessment Officer
Phone 02 6205 1550 | Fax +61 2 6207 1856
Development Assessment Branch | Environment and Planning Directorate | **ACT Government**
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

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Planning and Development Act 2007

Development Application

Application Number: **201629628**

Type of Application

The type of application you are applying for is Further Information - S141

Lease/Site Details

Site Number: 1

Suburb	Section	Block Number	Unit Number
LYNEHAM	41	4	136

Street Address
136 BRIGALOW STREET, LYNEHAM

Applicant Details

ACN or ABN
81091693350

Company Name	Position held / Title
SQC Architecture	Architect

Salutation	First Name	Surname
None	Remco	De Vries

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Postal Address 3

Suburb	State/Territory	Postcode	Country
Latham	ACT	2615	Australia

Phone Number	Fax Number	Mobile Number
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Email
remco.alexander@gmail.com

Lessee (Property Owners) Details

Lessee Number: 1

Is the Lessee a

◉ Agency

Australian Business Number (ABN)
21100229669

Company Name
Brindabella Christian Education Limited

Position held / Title
Chair

Salutation
Mr

First Name
Greg

Surname
Zwajgenberg

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Describe the Additional Information Being Provided

Architect's response to further information request by EPD and to the public representations following from the Public notification term

Applicant Declaration

I/we declare that this application is accompanied by all of the required information or documents as requested by the Environment and Planning Directorate in accordance with Section 141 of the Planning and Development Act 2007;

I/we understand that the documentation provided via the electronic lodgment process will be considered to be the relevant documentation associated with this application. All development application documentation will be made available for public inspection including via the Internet unless exclusion has been approved;

I/we declare that all the information given on this form and its attachments is true and complete;

I declare that I am the person shown in this eDA form as the Applicant, and by clicking the ACCEPT button below I understand that this replaces my requirement to sign a hard copy of this application.

I accept the above declarations:

☑ Accept

Acceptance Date

8/08/2016

ARCHITECTS RESPONSE TO S141 REQUEST FOR INFORMATION AND TO ALL REPRESENTATIONS RECEIVED BY THE ENVIRONMENT AND PLANNING DIRECTORATE DURING THE PUBLIC NOTIFICATION PERIOD.

DA NUMBER: 201629628
SITE DETAILS: BLOCK 4, SECTION 41, LYNEHAM
DATE: 08 AUGUST 2016

REQUESTED INFORMATION FROM TAMSD

1. The proponent needs to submit a traffic impact assessment (TIA) report to support the proposed expansion of the school. This report must analyse any impact on public road network including safe entry / exit (gap analysis, que length, storage capacity etc) of all road users in particular during school peak hours. Adequacy of the bus bays of the expanded school must be demonstrated. This report also needs to recommend appropriate mitigation measures for the traffic impacts (if there any) due to the proposed development. A recent traffic volume count by Roads ACT on the frontage road has been attached for information and consideration in the traffic analysis. However the traffic report should consider future traffic volume on this road after completion of light rail and potential densification of the area.

   In 2014 Brindabella Christian College's decision to Triple-Stream the College saw the College expand in student numbers, these students have already been introduced and integrated into the College; with enrolments for Term 1 of 2017 already placing the school at close to full occupancy under this decision. This is totally irrespective of the current Development Application. The term "expansion" is purely a speculative argument and does not represent reality. The students are either already active in the College and have been for some time or, in the case of some 15-20 students enrolled for 2017, in the College and active well before this project's completion timeline in late 2017; any previous student growth therefore having nothing to do with the speculative term "expansion" or new buildings.

   More specifically 14 of the classrooms that relate to the 15 new classrooms and the students that occupy them defined by this DA already exist on the current site. Once the Junior School Building is complete 10 of the old classrooms, known on the College site as D-Block which represent 40-50 year old demountable classrooms, will be demolished to make way for the College's new Sports Hall and Performing Arts Centre. The remaining 4 classrooms are currently defined by 4 new demountable classrooms on the College site that will eventually be occupied by the College Administration.

   N.B. The Brindabella Christian College following the Commonwealth BER Funding rounds, as were other schools in the ACT, became DA exempt if buildings were fully compliant structures. The sole purpose of lodging this DA is to gain approval to remove 3 regulated trees which require approval for development reasons, otherwise this building is a fully compliant building that would pass through the BA process without issue.

   The proposed new Junior School building will therefore not lead to any significant increase of students if any at all, as the vast majority of the students which will occupy the new Junior School are now currently located in 'D-Block'.

Clearly it is safe to assume that any minor increase in students specifically attributed the completion of the Junior School will NOT provide any adverse/additional "impact" effect on the volume of traffic, especially considering other further mitigating parameters such as; car sharing, walking/ cycling distances to the College.

A traffic impact statement of itself should not be required over and above this overview and supporting statement by the Traffic Engineer engaged on this project already forwarded to EPD; in addition to the Parking Assessment originally supplied. The Traffic Engineer statement has been provided to you by email, after a request from TAMSD was passed on to us.

2. The proponent needs to submit an waste management plan in accordance with the Development Control Code for Best Practice Waste Management in the ACT (Waste Code) 2014 for the construction activity and post construction arrangement of the school. If waste collection is proposed on the adjacent land then status of the license arrangement must be mentioned. TCCS Asset Acceptance would be happy to work with the proponent to resolve above issues. Comments from Transport Planning: - The area is already under high parking pressure with the survey indicating that the car parks identified are at 90%+ capacity during peak periods. - Need to identify what alternative options and arrangements could be introduced to reduce the demand for car parking (ie. A workplace travel plan). Need to indicate where short stay (pick up/ drop off spaces) and long stay spaces will be located. - Northrop has suggested a reduction in long stay parking of 50% for the new development if 3 spaces are provided for teaching staff. It is unclear why this reduction is appropriate. - The applicant has noted the requirement to provide motorcycle and disability parking, however has not indicated where these spaces will be located or how they will be differentiated from regular car spaces. - The application indicates that some of the existing buildings will be demolished following the completion of this development (need further information about this). This information would be helpful to gain a better understanding of the likely future parking demand created by the school.

As advised the proposed Junior school will not lead to a significant increase of students. As a matter of fact 14 of the 15 classrooms have already been allowed for on the current site. All the students and staff inhabiting these classrooms will be relocated in the new building. Most of the students are currently located in 'D-Block' which will be demolished upon completion of this building. Obviously the number of students and staff that COULD be housed in addition to the student and staff already available on site, would be those possibly inhibiting the one additional class room. The logic that follows is that an addition of 25 students and 1 teacher would hypothetically make up the potential increased demand on resources. Following the logic it is safe to assume that this will not provide any substantive adverse effect on waste generation, especially considering other parameters such as; the pre-existence of a significant number of bins on campus, , the pre-existence of a waste enclosure, the pre-existence of recycling and garbage collection systems throughout the College campus and the pre-existence of the waste management/ hopper collection contract already in place.

For the reasons stated it is also our belief and expectation that the insignificant levels of 'possible' growth in student numbers, as limited by a single vacant classroom, would NOT lead to any significant growth of waste generation as a result of the development of the proposed Junior School building. A waste management plan beyond what already exists should therefore not be required.

Noting that the Construction Stage Waste will be separately addressed by the Construction Contractor.

REQUESTED INFORMATION FROM ETD

1. The Education Directorate would like a construction traffic management plan prepared for the development.

   The Construction Contractor will be responsible for preparing a Traffic Management Plan for TAMS approval before commencing construction work, as is normally the case.

2. The Education Directorate requests that access to Brigalow Street by construction vehicles associated with the works proposed in the DA be undertaken outside of the peak pick-up drop-off times of the school during school term (ie 8.30-9.30am and 3.00-4.00pm). This request is to ensure the safety of students travelling to schools along Brigalow Street and the functionality of Brigalow Street. Please consult with EDU if there are any issues regarding this request.

   The Construction Contractor will be using an entry point on Brigalow Street adjacent to the site for construction delivery. Tenderers for the project were briefed that all deliveries/ truck movements must be outside of peak traffic periods for the schools. This requirement will be enforced.

3. A temporary 1.8m high security fence be provided around the demolition/construction works, unless the construction is in a secured area. This is to ensure the safety of primary school students accessing Lyneham Primary School.

   It is a mandatory requirement for the Contractor to provide a 1.8m security fence around the construction site for the entire period of construction works.

4. The Education Directorate would like information on where construction vehicles will access the site.

   Construction vehicles are proposed to enter the site at two points:
   1) **Adjacent to the boundary with St. Ninian's, and**
   2) **North of Early Learning Centre playground**

   Access will be controlled and adequate barriers, traffic controllers with signs will be used (compliant to TAMS regulations).

3) Proof of the provision of sufficient parking for the construction workers is to be provided to ensure there is no usage of car parking usually utilised by school staff, visitors or parents of students.

   It is proposed that the Construction Contractor will make arrangements with the relevant authorities to establish construction worker parking on land east of the school and Motel beyond land owned or sub-leased by the College. Access will be via Moat Street and the College Car-Park. The area will be fenced and barricaded and will be restored upon completion.

4) Ensure visibility for the entrance way of the construction works to ensure safety of students walking to school.

   All necessary precautions will be taken to control construction traffic and ensure the safety of students and public road users on Brigalow Street. Where necessary this will include manning the entrance with traffic marshal's (stop/go) when non-standard construction vehicles are moving through the entrances/fenced areas.

5) The Education Directorate request that a Traffic impact and parking assessment report be provided to show that the school's current parking arrangements and Brigalow Street can accommodate increased usage resulting from the proposed development.

A parking assessment was included with the DA. A further response has been provided to TAMS as to their request for a Traffic Impact Assessment; stating it was not considered necessary due to minimal or no increase in student numbers directly related to the Junior School construction.

6) Consideration of the noise impact on the Lyneham Primary School and Lyneham High School from 9-3pm (Monday to Friday). Building activities involving high noise levels should be minimised during school hours. Here is the link to the school calendar: http://www.det.act.gov.au/school_education/term_dates_and_public_holidays

The ultimately successful Construction Contractor (all tenderers) have been briefed, that noisy activities is required to be, as far as possible, outside that of school hours. We do not consider that any of the regular construction activities will generate any noise that would impact on the schools mentioned, specifically as the nearest schools building is approximately 230m away, all other buildings are over 250m away from where the building site will be, not to mention the noise abatement created by the existing Brindabella buildings in the direct path of any noise travelling in the direction of either school. Not that realistically there would be any significant noise generated. The construction of the two-storey Senior Building on the College site saw little if any construction noise disturb any Brindabella educational activity during construction and the Junior School building is of similar design and mass.

REQUESTED INFORMATION FROM ACTEW ELECTRICAL

1. Location of the substation need to be identified.

Following further negotiations with ACTEW AGL it has been decided that the substation will remain in its existing location as shown on the attached plan.

ARCHITECT'S RESPONSE TO REPRESENTATIONS

CATEGORISED BY TOPIC - ALL RESPONSES ARE ADDED IN BOLD BLUE

As the architects engaged on this project we have taken note of all 23 representations, providing positive comments and raising concerns. With this statement we have summarized all raised concerns, and responded to all of them in a careful and serious manner. We are architects with a primary focus on Community Architecture and we regularly deliver: aged care projects; churches; community complexes; educational facilities; and early childhood centres. We always pursue the best solutions for our clients, and in this case we designed a building in order to provide safe, fun and creative learning spaces. We will never forget about the community and how the buildings we design impact on the urban quality of the neighbourhood.

INFORMATION PROVIDED

1. Survey does not recognise the Margaret Sargent Building as a partially double storey building

   The survey, as provided for this Development Application, is in support of the proposed development of the Junior School building located at the upper left corner of the site. The information as shown for the future site is to the best of our knowledge and that of the Surveyor correct.

   The southern part of the L-shaped building (Margaret Sargent Building) is a double storey building, however, due to the distance between this building and the proposed construction, it is our opinion this error does not inadvertently affect the proposed development in any way. Nor does the proposed development impact on this building in any way.

2. Survey does not recognise demountable building on the eastern boundary

   The omission of the recently erected demountable structure is found in the fact that the survey was conducted prior to the Junior School building design being placed in its position.

   Understandably, there are constant changes to any site that cannot always be picked up in real time. However, the location of the demountable structure in no way affects the proposed development and is of no actual concern to this Development Application.

3. The DA does not provide a clear understanding of Brindabella Christian College future expansions, and associated future transport needs

   Brindabella Christian College should not be expected to conceptualize their future expansions plans based on this Development Application as times change and supply & demand is effected by more than just the intent of one single school in the area (the proposed Lyneham Motor Inn development providing over 300 units a case in point, where the proponent is not required to advise either St. Ninian's or the Brindabella Christian College of their plans for DA submission).

   Any future expansion plans are to be assessed on its merits as and when they actually take place; and should not be taken into account while assessing this DA.

4. Availability of the Parking report

   The Parking report was provided to the ACT Government EPD for assessment with the submission.

5. No verge management appears in the DA

   For the purpose of this DA we are not proposing any works in the Verge. A Verge Management Plan is therefore not required. However, if during construction access to the site via the verge is required at some point (UNKNOWN AT THIS STAGE), all statutory requirements will be taken into account, as well as negotiations with any person or organisation it would reasonably affect.

6. The services drawings by Sellick Consultants refer to this development as a Sports Hall development

   This is an erroneous description of the building as the College has been engaged in simultaneous discussions with consultants for both the Junior School Building and their Sports & Performing Arts Hall to be sited on the D-Block siting. However, all the other drawings and documents provided refer to the building NOT as a Sports Hall, but the proposed Junior School, therefore, it would be safe for the Department to draw the conclusion that this was a honest mistake – as is the case.

7. The plan to move from double to triple streaming will result in student numbers around 150% of 2015 figures

   The College's move from Double to Triple Streaming, and what effect it has on the student numbers, has no bearing on the proposed development as the dramatic increase in students has already occurred. As architects we are not in a position to hypothesis about what future growths would be, nor is the statement made in itself accurately applied in this context.

   As advised it is our, and the client's expectation that the development of the proposed Junior School building will NOT lead to a significant increase of students. As a matter of fact 14 of the 15 have already been allowed for on the current site. All these classrooms will be relocated in the new building. Also as advised most of the students are currently located in 'D-Block' which will be demolished on completion of this building.

8. It is not clear if the demountable classrooms are staying or going

   This is not part of the Development Approval and should not be a consideration.

   However we restate that the aging demountable classrooms defined as D-Block will be demolished on completion of this building to make way for the future Sports & Performing Arts Hall.

9. The DA document covering WSUD uses an incorrect definition of site.

   As is the norm for any part-development on a larger site across Australia, only the development area is taken into account in regards to the WSUD. This is also applicable to the development of the proposed Junior School building; it would be unrealistic to assess the full College site.

10. No demolition plan is provided

    No demolition is actually proposed in this Development Application, any mention to future demolition of D-Block is part of future plans; and as such will be dealt with at such time as it comes to pass.

BUILDING DESIGN

1. The only entrance and exit for the building seem to be at the eastern end of the south wall, near the staff room. Both levels of the building are to be entranced and exited at this point. This seems to be hopelessly inadequate for normal movement of 360 students on a daily basis

   There are multiple entrances and exits for the proposed building. The south façade contains a large stacker sliding door, and includes a double swing door. On the upper floor again there is a large stacker sliding door and a double swing door. The eastern façade also contains a large sliding door and a double swing door on the ground floor. The design of the building has been designed to open up the internal areas to the outside, and fully complies to the requirements of fire egress.

2. Siting of the proposed building is on top of the present sports area, which is used regularly during the day for sports activities and extensively during student breaks from classes. During and at completion of the construction this space will no longer be available. Where are students to go?

   This is not part of the Development Application and should not be a consideration. It is for the Brindabella Christian College to coordinate and manage outdoor areas, sports activities and other uses.

3. The proposed building will replace 1.5 netballs courts of play area for the school, on a site which is already largely developed. Where are these courts being replaces, as this is not shown in this proposal.

   This is not part of the Development Application and should not be a consideration. Future courts, if they are returned to site, are proposed to be relocated to land to the east of the current carpark which is under sub-lease for 20 years. When the current carpark is finally sealed, part of this carpark will be line-marked for use as courts between 9.00 & 15.00. The school will also continue to use Lyneham Oval for formal and informal recreation; continuing the existing arrangement with the Department of Sport and Recreation.

4. The development is 2 floors high on two boundaries of the property. The building height will be imposing within the adjacent residential area and will appear as a large solid block adjacent to and overpowering the historical church of St. Ninians.

   We have sought to design a building that is sympathetic to the site, referencing materials and forms that are found on the Brindabella Christian College campus. The height of the building is a result of the compactness of the site, and the brief. The form language provides a disconnection in materials and textures to counter the impact of the buildings height – which in itself is fully compliant and within the specified height limitations. In addition we have provided further articulation of the building in the form of a shade screen. This brings the façade into a 3 dimensional scene, rather than simply a 2 dimensional plane.

   As stated the height of the building sits within the requirements as set in the Territory.

5. The signage as shown on the image on the cover sheet is not included in the DA

   This is in fact correct, the cover sheet provides the following note:

   NOTE: SIGNAGE AS SHOWN ON THIS DRAWING IS NOT PART OF THE DEVELOPMENT APPLICATION. THIS IMAGE IS FOR 3D VISUALISATION PURPOSES ONLY

   The signage as visualised is not applicable to this Development Application.

6. This proposal requires the removal of a number of significant trees which are integral to and compliment the urban streetscape along Brigalow Street. No replacement landscaping is proposed.

   Only three of the seven trees that we propose to demolish are regulated. Only one of the regulated trees is located near Brigalow Street. NONE of the trees reside in the verge making up the streetscape; with is therefore not affected by this Development Application.

   We sincerely tried to maintain any tree where reasonably possible. In this case no reasonable adjustment to the location or siting of the proposed development could keep these tree out of the proposed building line given the Colleges highly compressed footprint. To make up for the loss of the trees we propose to replant a large number of trees and shrubs around the site and across the campus.

7. It is clear that the proponent has additional development and demolition plans so the presence of other viable locations on site seems likely and has not been fully explored by this DA

   This Development Application deals with the College's current situation, in which there is no other location available on-site for this building, which has been strategically placed based on significant master-planning and student flows; in particular the Junior School placement adjacent the College's Early Learning Centre. Any future developments and demolitions are not part of the Development Approval and should not be a consideration.

8. I am concerned that the metal screening applied to the façade will give an appearance of an industrial looking blank wall and that the design on it will be clear enough that it amounts to a very large sign.

   We have sought to design a building that is sympathetic to the site, referencing materials and forms that are found on the Brindabella Christian College campus. The "metal screening" is part of the design seeking further articulation of the street facades of the building. It brings the façade in a 3 dimensional scene, rather than just a 2 dimensional plane. At no point do we desire to create an industrial looking blank wall. This "subjective assessment" does not find footing in our objectives for this design nor do we or the College agree with it.

   Additionally the design of the wave motion is supposed to be delicate and just comprehensible. The blades are of the same material, with only the slightest colour difference. It will not be an in your face look, and will most definitely not be a disguised sign.

   The main aim of the shade structure are to provide sun shading in order to achieve well-lit great learning spaces for the students alongside providing privacy to the class rooms.

9. It would be nice to see the minimum 6m setback applied from Element 2.2 R8 as it is in a street that is mostly residential and open space.

   We agree!

   R8 - Minimum setback of buildings to boundaries of blocks in a residential zone is 6m

   N.B.: The proposed development is actually located in excess of 6m from any residential zone boundary. Noting this rule is not applicable here.

10. I would like to see a more sympathetic approach to the existing streetscape.

We have sought to design a building that is sympathetic to the site, referencing materials and forms that are found on the Brindabella Christian College campus. The height of the building is a result of the compactness of the site, and the brief. The form language provides a disconnection in materials and textures to counter the impact of the buildings height. In addition we have provided further articulation of the building in the form of a shade screen. This brings the façade in a 3 dimensional scene, rather than just a 2 dimensional plane. We are of the opinion that this design is very sympathetic to the existing streetscape, but understand that matters of design are often open for differences of opinion.

A "subjective assessment" should not be a consideration for this Development Application.

SITE DENSITY

1. The proposed building is increasing the site density beyond the limit fitting for the block.

We like to point out that this is a "subjective" argument with no quantifiable parameters.

The parameters that we actually developed the design to, are provided to us in the Territory Plan. We can confirm that the plot ratio applicable for this site is not yet reached. We would also like to point out that looking at a site plan does not always give someone the correct perspective. We are of the opinion that all the buildings are placed in a rich well balanced urban landscape. Obviously every school would like unlimited space to work with; but such is the limitation of a suburban school in a developed area.

2. The proposed building is designed to accommodate a future major increase in enrolment

We haven't designed the building to accommodate projected future increase in enrolment. Nor is this Development Application required to consider possible future buildings. We designed the building to provide great learning spaces for all the students currently on site. Any increase in student enrolments is the result of supply and demand and the appropriate management of student growth/loss is an issue well outside the scope of this application.

STUDENT NUMBERS/ ENROLMENTS

1. Student numbers at local schools are presently at peak demographically

As architects we are not in a position to hypothesis about what peak demographics are. The appropriate management of student growth/loss is an issue well outside the scope of this application.

2. Due to the age of the student group for the junior school, assumption can be made that the main mode of transport will be by drop off from the parents.

This is an assumption that depends on many other parameters/influences than simply the age of the student group. Other factors impacting on this are siblings, vicinity to the school and mode of transport.

A subjective assessment should not be a consideration for this Development Application.

LANDSCAPE DESIGN

1. Authority clearances around substation

   Latest advice from ACTEW is that the current substation is serviceable ongoing and that its replacement is not required. For this reason it will remain in the current location, and the concerns raised for authority clearances around the substation are no longer relevant to this DA.

2. Planting overhanging unleased land

   We have taken this advice on board and it is our intention that our design complies with all requirements, the FOR CONSTRUCTION documentation will reflect this position.

3. It would be unfortunate to see mature trees removed.

   We agree that it is unfortunate to see mature trees removed, luckily only three of the seven trees that we propose to demolish are regulated. We sincerely try to maintain any tree where reasonably possible. In this case no reasonable adjustment to the location or siting of the proposed development could keep these trees out of the proposed building line. To make up for this loss we propose to replant a large number of trees and shrubs around the site and across the campus.

4. It is not clear to me in the landscape plan where the replacement trees are going. And if they will actually be planted after DA approval.

   The landscape plan shows intent and commitment. Approval of the Development Application will include approval of the landscape drawing and therefore a requirement to implement the landscape works proposed. Where exactly these trees are planted is of no concern to this Development Application, what can be relied on is the commitment.

TRAFFIC

1. Traffic safety on Brigalow Street, and surrounding streets

   We agree that Brigalow Street is a busy street and that child safety is extremely important. We suggest that all schools currently occupying this street have an overt responsibility in keeping everybody safe. As do all other inhabitants of public roads.

2. Traffic increase impacts on traffic flows

   14 of the classrooms that relate to the 15 new classrooms and the students that occupy them defined by this DA already exist on the current site. Once the Junior School Building is complete 10 of the old classrooms, known on the College site as D-Block which represent 40-50 year old demountable classrooms, will be demolished to make way for the College's new Sports Hall and Performing Arts Centre. The remaining 4 classrooms are currently defined by 4 new demountable classrooms on the College site that will eventually be occupied by the College Administration

   For this reason it is also our position that NO significant growth in traffic numbers should be a result of the development of the proposed Junior School building. A Traffic Impact Statement is not applicable as it would not provide a different picture to what has been articulated.

3. Traffic increase along Brigalow St in recent years, largely due to the increased enrolments at Brindabella Christian College

   A subjective assessment should not be a consideration for this Development Application.

4. Management of traffic is currently being considered by the traffic management area of TAMS and it would not be sensible to consider this development proposal without examining the traffic issues for the whole area

   We are not aware that the Traffic Management Area of TAMS is currently considering the management of traffic on Brigalow Street nor would this have any effect on the proposed development for the above reasons. However, our traffic engineer has provided a Traffic Impact Statement in response to a TAMS request during the DA process, which has endorsed our opinion on this.

5. I would like to see more use of bus transport for the Lyneham Brindabella Christian College campus

   A subjective assessment should not be a consideration for this Development Application.

6. Frequently students of the local schools are dropped off at St. Ninian's and adjacent streets

   This is a speculative argument, Brindabella Christian College actively discourages parents of students to park as is suggested. No proof is given that this is Brindabella Christian College driven, nor that their parents are the sole offenders.

   A speculative argument should not be a consideration for this Development Application.

7. Brindabella Christian College should run in house parent education on traffic behaviour, as it is reflecting badly on the school and causes upset and grievances in the neighbourhood.

   This is a speculative argument, Brindabella Christian College cannot be held responsible for the actions of an individual. No proof is given that these actions are Brindabella Christian College driven, nor that their parents and staff are the sole offenders.

   A speculative argument should not be a consideration for this Development Application.

8. The traffic noise in Lyneham is already high from Mouat Street, Ginninderra Drive, Brigalow Street and Northbourne Avenue

   This is a speculative argument, Brindabella Christian College cannot be held responsible for the traffic noise of all the traffic in and around Lyneham.

   A speculative argument should not be a consideration for this Development Application.

9. The pedestrian crossing that is currently located near Brindabella Christian College is not well marked, the lighting in the evening on this crossing is also inadequate

   We are not aware of the specific detail for this pedestrian crossing, nor do we think it should be a consideration for this Development Application. However any concerns regarding the pedestrian crossings are serious and should be passed on to the relevant authorities.

   As architects we support road safety and are extremely supportive of appropriate signage, marking and lighting at every crossing.

PARKING

1. The school is using community land for parking purposes

   This is an agreement between the relevant authority and the Brindabella Christian College and has no effect on the proposed development.

2. The current car parking is not well maintained

   The car parking, and the quality of maintenance is not part of this DA and should not be a consideration for this Development Application. However the school has spent a significant amount of money on the carpark surface over this past school holiday period to mitigate the issues raised in some of the representations. In the Masterplan there is a proposal to bitumen seal the carpark if further agreements can be obtained on the existing carpark arrangements.

3. Increase in size of the school leads to need for more car parking spaces

   14 of the classrooms that relate to the 15 new classrooms and the students that occupy them defined by this DA already exist on the current site. Once the Junior School Building is complete 10 of the old classrooms, known on the College site as D-Block which represent 40-50 year old demountable classrooms, will be demolished to make way for the College's new Sports Hall and Performing Arts Centre. The remaining 4 classrooms are currently defined by 4 new demountable classrooms on the College site that will eventually be occupied by the College Administration

   The proposed building subject to this Development Applicant is not providing a significant increase in the size of the school, but rather it allows Brindabella Christian College to bring all Junior student already available in the school together in one building.

   For this reason it is also our belief that no significant growth in parking requirements should be a result of the development of the proposed Junior School building. However, a Parking Assessment has already been provided, and is supportive of this assessment. Noting all required car parking spaces are allowed for on-site.

4. The school should be required to provide underground parking on their own land.

   An expensive and impossible to construct, due to significant site constraints.

   A subjective assessment should not be a consideration for this Development Application.

5. Concerns around unauthorised use of St. Ninian's car parking

   This is a speculative argument, Brindabella Christian College actively discourages parents of students to park as suggested. No proof is given that this is Brindabella Christian College driven, nor that their parents are the sole offenders.

   A speculative argument should not be a consideration for this Development Application.

6. There is plenty of space on their grounds, surely they can construct a larger car park and drop off area

   A subjective assessment should not be a consideration for this Development Application.

   We would like to note that not every respondent nor the College agrees with this. 'Plenty of space' cannot be measured, however there is significant limited space on the Brindabella Christian College site, NO open space available on site would offer reasonable space for safe parking.

   N.B.: We would also like to impress the fact that car parking sizes, car circulation space, driveways, and drop of area's are all set in the Australian Standards, and take up more space than is normally expected.

7. What is the Brindabella Christian College strategy to resolve limited parking issue? I recommend to put up 'Pay parking meters' to ensure appropriate control of supply & demand of car parking spaces and funding for maintenance

   There is no strategy to resolve the limited parking issue. The parking assessment undertaken by the Traffic Engineer engaged on this project has demonstrated an adequate number of car parking spaces (see point 3. For feedback on numbers of car parking spaces).

   We as the architect engaged on this project have no problems with pay parking meters, but have the feeling that it might attract resistance from the public. We are of the opinion that this proposal is not feasible at this moment in time.

8. Current reshaping work on the carpark to improve drainage is unlikely to rectify this situation.

   This is not relevant to this Development Application. A subjective assessment should not be a consideration for this Development Application.

9. The proponent had years to seal and landscape the carpark. This DA does not include plans to improve this.

   This is not relevant to this Development Application. A subjective assessment should not be a consideration for this Development Application.

10. The DA does not provide the required motorcycle or disabled parking spaces as required by the parking assessment, in fact no parking plan is provided.

    These are available in main carpark and included in the parking assessment as provided to this Development Application.

DURING CONSTRUCTION

1. Concerns for construction workers parking in unauthorised spaces.

   It is proposed that the Construction Contractor will make arrangements with the relevant authorities to establish construction worker parking on land east of the school and Motel beyond land owned or sub-leased by the College. Access will be via Moat Street and the College Car-Park. The area will be fenced and barricaded and will be restored upon completion.

2. Site access during construction could affect St. Ninian's car park.

   It is for the Brindabella Christian College and the future Construction Contractor (who has not yet been selected) to manage construction traffic. And we are confident that this will be done in full accordance with TAMS regulations and best practice site management. Where necessary it will also involve consultation.

3. Use of cranes during construction would require negotiation with St. Ninian's. Strategic and pro-active management of traffic would be in the interest of the project team to keep all parties on side.

   It is for the Brindabella Christian College and the future Construction Contractor (who has not yet been selected) to manage construction traffic, and the use of cranes. And we are confident that this will be done in full accordance with TAMS regulations and best practice site management. Where necessary it will also involve consultation.

4. Consideration as to work hours, noise levels, access to neighbouring properties

   The Construction Contractor (tenderers) have been briefed, that noisy activities need to be as far as possible outside school hours and not be at times that reasonably might impact on neighbouring properties. We are aware that any construction site brings with it a certain amount of noise; impact on the community will be limited to what is reasonable to the general public.

5. This street is very busy during the morning peak and again between 3-5pm

   All necessary precautions will be taken to control construction traffic and ensure the safety of students and public road users on Brigalow Street. This will likely include manning the entrance with Traffic Marshal's (stop/go) when non-standard vehicles are moving through the entrances and into the fenced areas.

Yours faithfully,

SQC ARCHITECTURE

Nicholas Goodwin AIA
Director \\ Snr Architect
08 August 2016

Sander de Vries AIA
Project architect
08 August 2016

NORTHROP
2–6 Shea Street Phillip ACT 2606
T (02) 6285 1822 F (02) 6285 1863
E canberra@northrop.com.au

CR161724E03
15 July 2016

Sander de Vries
Project Architect
SQC Architecture
PO Box 4262, Hawker ACT 2614

Email: sander.devries@sqca.com.au

Dear Sander,

Re: Traffic Comment for Proposed Junior School
B4 S41 Lyneham (Brindabella Christian College)

This Traffic Commentary is regarding the proposed Junior School building of the existing Brindabella Christian College (BCC) development at Block 4, Section 41 Lyneham.

These proposed works includes construction of 15 new classrooms, and associated communal areas within a 2-story building. The new building totals approximately 781m^2 GFA. These classrooms are to be constructed in the North Western Corner of the Block on what is currently a communal outdoor play area used by all students of the BCC.

We have been informed by the BCC via SQC Architecture (Nicholas Goodwin & Sander de Vries) that in addition to the proposed construction of the new junior school, the building housing most of the existing junior school is to be demolished, as part of a separate project to make space for the proposed auxiliary sporting facilities which will be used by all the existing students of BCC.

Block 4 Section 41 (18,112m²) is located off Brigalow Street in Lyneham. In accordance with the Territory Plan this Block is designated as Land Use Zone CF: Community Facilities. The existing site and surrounding facilities of interest are highlighted below in Figure 1.

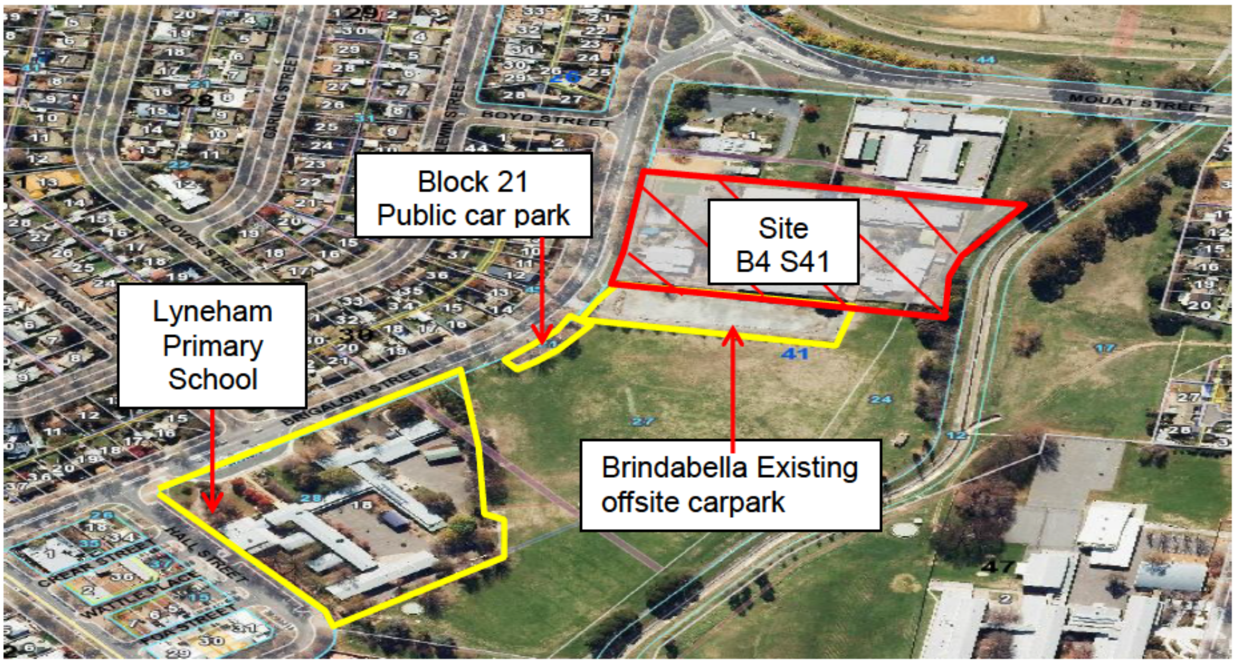


Figure 1 – Aerial of Site & surrounding features (ACTmapi June 2016)

Given the fact that;

- The proposed works are for the relocation of existing students from an existing building to a new building
- The existing building is to be demolished to make way for sporting facilities for the existing students (subject to a separate planning, design and construction process)
- The school expects no increase in the number of students on site as a result of the works proposed under this current approval process

It is Northrop Engineers assessment that no significant increase in the existing traffic generation or change to existing patterns of traffic movements can be reasonably expected.

NORTHROP CONSULTING ENGINEERS

Sincerely,

Joey Wiltshire
Civil Engineer

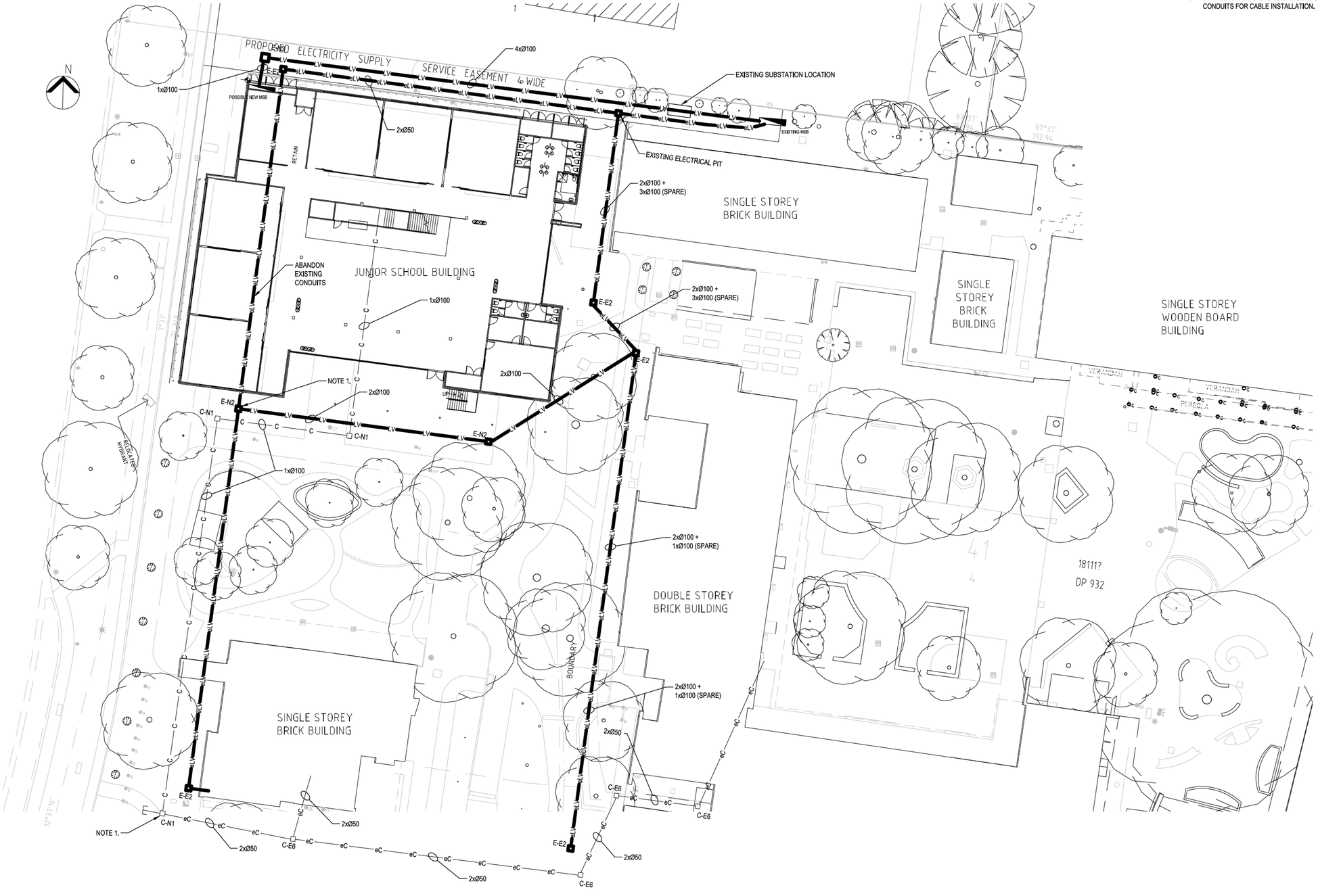
Reviewed by:

David Field
Principal

SITE PLAN ELECTRICAL SERVICES

NOTES:

1. INSTALL PIT AROUND EXISTING CONDUITS. BREAK INTO CONDUITS FOR CABLE INSTALLATION.



Rev.	Date	Details and Status	By	Rev.	Date	Details and Status	By
01	18.07.16	ISSUE FOR FSP	MO				

SCALEBAR FOR 1:250

FOR LEGEND REFER TO DRAWING 166175-E001

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Website: www.rudds.com.au

Designed	Reviewed / Date	Approved / Date
M. O'Connor	A. Bencke 18.07.16	A. Bencke 18.07.16
Drawn	AutoCAD Drawing	
M. O'Connor	166175-E100 [01]	

Client: SQC ARCHITECTURE

Project: BCC LYNEHAM CAMPUS NEW JUNIOR SCHOOL BUILDING

Drawing Title: SITE PLAN ELECTRICAL SERVICES

Scale	Sht.Size	Drawing No.	Rev.
1:250	A1	166175-E100	01

166175-E100 [01]

From: EPD, Customer Services
Sent: Tuesday, 9 August 2016 1:34 PM
To: EPD Transport Advice
Subject: REFERRAL-TRANSPORT PLANNING-201629628-S141A & 141B-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]
Attachments: SITE-201629628-S141B-ELECTRICAL-01.obr; APP-201629628-S141A-01.obr; APP-201629628-S141B-01.obr; SUPP-201629628-S141B-ARCHITECTS RESPONSE-01.obr; SUPP-201629628-S141B-STATEMENT-01.obr; TRAFFICREPORT-201629628-S141A-01.obr

MANDATORY REFERRAL

DEVELOPMENT APPLICATION NO: 201629628 S141A & S141B
BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

Description: FURTHER INFORMATION TO: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

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 **(30/08/2016)**.

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

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

From: EPD, Customer Services
Sent: Thursday, 11 August 2016 10:20 AM
To: 'devapp@actewagl.com.au'
Subject: REFERRAL-ACTEWAGL-ELECTRICITY-201629628-S141A & 141B-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]
Attachments: SITE-201629628-S141B-ELECTRICAL-01.pdf; APP-201629628-S141A-01.pdf; APP-201629628-S141B-01.pdf; SUPP-201629628-S141B-ARCHITECTS RESPONSE-01.pdf; SUPP-201629628-S141B-STATEMENT-01.pdf; TRAFFICREPORT-201629628-S141A-01.pdf

MANDATORY REFERRAL

DEVELOPMENT APPLICATION NO: 201629628 S141A & S141B
BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

Description: FURTHER INFORMATION TO: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

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 **(1/09/2016)**.

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

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Phone 02 6207 1923
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From: developmentapplications@iconwater.com.au
Sent: Friday, 12 August 2016 8:57 AM
To: EPD, Customer Services
Subject: Icon Water Application Decision. Application - 156837. Lyneham - 4/41
Attachments: Conditional Acceptance156837.pdf; APP-201629628-S141A-01.pdf; APP-201629628-S141B-01.pdf; SITE-201629628-S141B-ELECTRICAL-01.pdf; SUPP-201629628-S141B-ARCHITECTS RESPONSE-01.pdf; SUPP-201629628-S141B-STATEMENT-01.pdf; TRAFFICREPORT-201629628-S141A-01.pdf

Icon Water

Approval ID : 156837, Lyneham 4 /41

Your application has been assessed against Icon Water's water and sewerage network access and asset protection requirements.

Please find attached an Icon Water DECISION STATEMENT together with your stamped plans.

A failure to comply with decision statement conditions will invalidate the approval and will expose the land-holder to prosecution under the Utilities Act 2000.

Non-compliant submissions must be rectified and resubmitted to Icon Water for approval prior to construction commencing. A decision to proceed with construction using unapproved drawings will expose the land-holder to prosecution under the Utilities Act 2000.

Please note: Separate decision statements are required from other utilities (eg: electricity, gas, stormwater and communications)

Future applications

Icon Water has introduced an online planning application process for obtaining utility clearances prior to submitting a development application or seeking building approval.

This revised application process consists of an electronic form available here. By using the online form applicants will no longer need to complete the respective Water/Sewerage and Electricity/Gas application forms.

When an application is submitted it will be assessed against the water, sewerage, electricity and gas networks.

Icon Water requests that organisations register their details if they regularly submit applications. Registration will reduce the time it takes to lodge an application. To register, send a return email including the organisation's name, a contact name, phone number and email address.

Regards

Eddie Gonzalez
Building Approvals and Network Protection
Icon Water

Telephone 02 6248 3111
Facsimile 02 6242 1459
Email developmentapplications@iconwater.com.au

GPO Box 366 Canberra ACT 2601
www.iconwater.com.au

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STATEMENT OF CONDITIONAL ACCEPTANCE

Application No: 156837 **Suburb:** Lyneham **Block/Section** 4 / 41

Applcn Type: Non residential/New Construction Inclusions : with Other

Attached Plans
APP-201629628-S141A-01.pdf
APP-201629628-S141B-01.pdf
SITE-201629628-S141B-ELECTRICAL-01.pdf
SUPP-201629628-S141B-ARCHITECTS RESPONSE-01.pdf
SUPP-201629628-S141B-STATEMENT-01.pdf
TRAFFICREPORT-201629628-S141A-01.pdf

Conditions of Acceptance
Other
STATEMENT TO BE READ IN CONJUNCTION WITH PREVIOUS APP No. 155808 (29 JUNE 2016)

Please Note:

- Separate applications are required for ActewAGL electricity and gas networks.
- Any failure to accurately show existing or proposed structures may result in damage and costs for which the property owner will be liable. Damage to network assets must be reported to Icon Water.
- Utility conditions may also apply to minor structures and landscaping works that may not have been depicted in this document. Consultation with Icon Water is advised if such structures and landscaping are planned.
- Icon Water recommends setbacks provided for equipment access to water or sewerage network assets are kept free of obstruction by the property owner.
- Construction of works without the approval of Icon Water may result in connection to Icon Water's water and sewerage networks being denied and /or action being taken to require the property owner to remove non-compliant services (e.g. sanitary drains) or structures.

WARNING
Failure to comply with these conditions is likely to result in interference with an Icon Water sewer or water asset. Part 5 of the Utilities (Technical Regulation) Act 2014 applies, which indicates a person who interferes with a utility asset may be subject to prosecution. The current maximum penalty is 200 penalty units, imprisonment for two years, or both. In addition the land-holder can be ordered at their expense to stop the interference, which may involve removal of the building work or that part of the building work that is causing, or is likely to cause interference.

Comments:

Signed Eddie Gonzalez **Date** 12 Aug 2016

For further information please phone Icon Water 6248 3111.

From: Steve Donnelly
Sent: Monday, 15 August 2016 8:23 AM
To: EPD, Customer Services
Subject: COMM - Jemena - 201629628 - Block 4 SEction 41 Lyneham
Attachments: 15082016092335-0001.pdf

Steve Donnelly
Network Development Manager
Jemena
Unit 1, 5-7 Johns Place, Hume, ACT 2620
www.jemena.com.au

From: basubmission_electricity@actewagl.com.au [mailto:basubmission_electricity@actewagl.com.au]
Sent: Friday, 12 August 2016 11:14 AM
To: Steve Donnelly
Subject: ActewAGL - Notification of Building Application - Application ID : 156859 (Email 2 of 2)

ACTEWAGL - ELECTRICITY NETWORKS DIVISION

A new Development Application has been raised for ActewAGL Electricity Networks and has been sent for your review. **(Application ID : 156859)**

Application is at **136 136 Brigalow Street, Lyneham** Block/Section **41 /4**
Application Type **Non residential**
Development Type **New Construction**
Inclusions **with Landscaping**
Application Received **12 Aug 2016**
Applicant Contact Details **ACT Planning and Land Authority, Linda Southwell, 02 62050060,** EPDcustomerservices@act.gov.au
Please find attached all submitted documents.

Regards

ActewAGL Electricity Networks Division

Telephone
Facsimile 02 6293 5762
Email devapp@ACtewAGL.com.au
GPO Box 366 Canberra ACT 2601
www.ActewAGL.com.au

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ActewAGL

Gas Networks

STATEMENT OF

CONDITIONAL COMPLIANCE

For Non-residential and High Rise Residential

Application N°: 20162962 8 **Drawings in set** _____

Block: 4 **Section:** 41

Suburb: LYNEHAM

This application has been assessed against legislation protecting ActewAGL's gas infrastructure and access to it.

This application is approved subject to compliance with the following conditions:

- ☑ The location and area allocated for gas regulating and metering equipment is to comply with ActewAGL Gas Service and Installation Rules. The latest version of these rules can be downloaded from:
  http://www.actewagl.com.au/About-us/The-ActewAGL-network/Natural-gas-network.aspx
- ☑ Development is to comply with minimum separation requirements to underground assets
  - 300mm minimum clearance from major plastic and steel gas mains and steel gas services
  - 150mm minimum clearance from other plastic gas mains and services
- ☑ A metering equipment upgrade may be required. A licensed gas fitter should verify loads and metering equipment capacities.
- ☑ If a meter relocation or service pipe relocation is required in order to comply with ActewAGL standards, please contact your gas retailer and book a meter relocation. Only people accredited by ActewAGL can carry out this work.
- ☐ Other:

Please note:

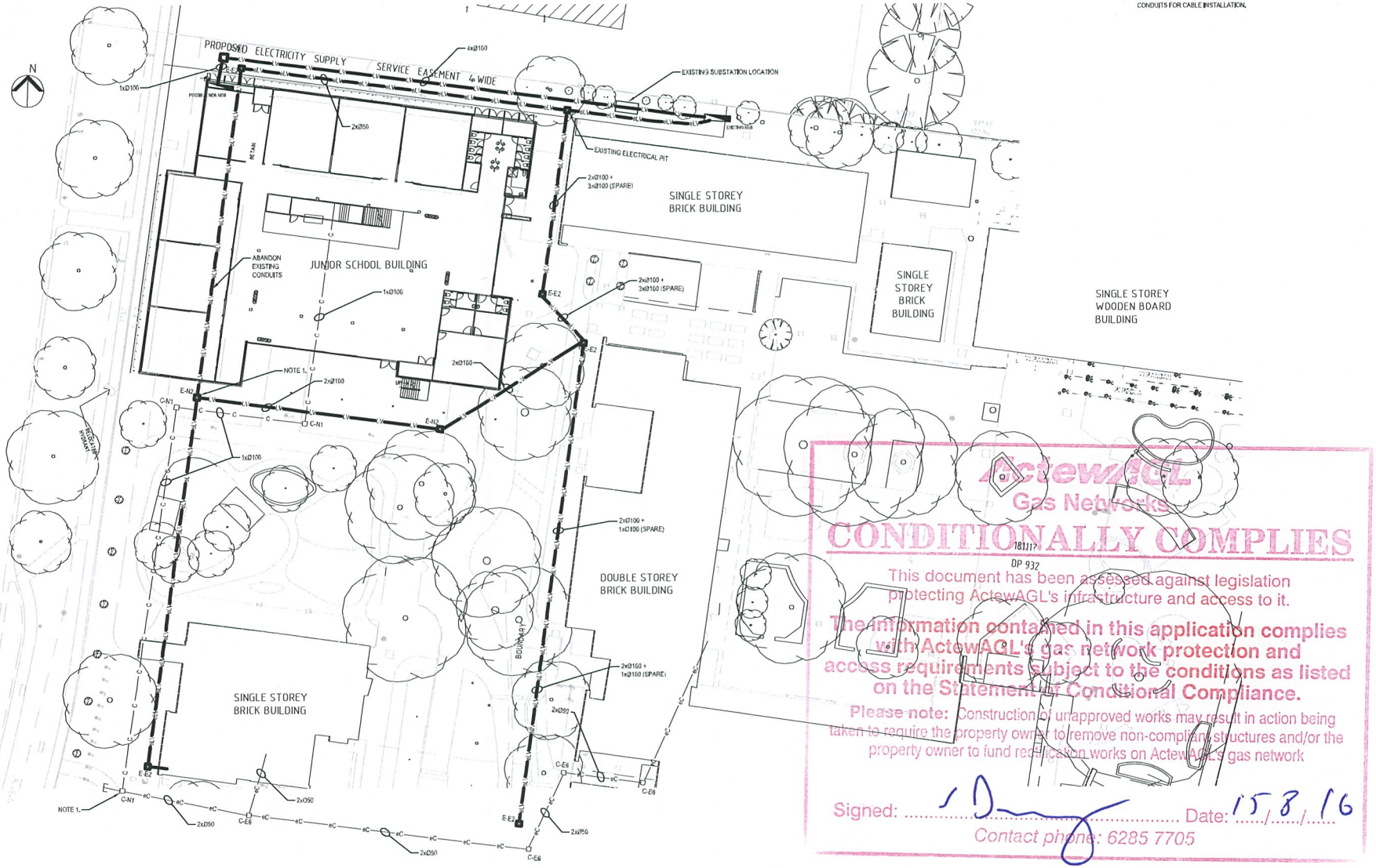
- WARNING: ActewAGL underground gas pipes may be in or adjacent to this block. ActewAGL Asset Location Advice may be required. Call 1100.
- Development and Building Applications will need to include any proposed ActewAGL works
- If ActewAGL approval conditions are not met, a breach of the law may result.
- Separate applications are required for water & sewerage, electricity and communication network services.
- Construction of unapproved works may result in action being taken to require the property owner to remove non-compliant structures and/or the property owner to fund rectification works on ActewAGL's gas network
- Any attached reticulation or servicing plan is preliminary only. Contact ActewAGL for final plans prior to the commencement of any construction activity

Signed S Donnelly Date 15 / 8 / 16

For further information please phone Steve Donnelly – Jemena 6203 0640

NOTES:

1. INSTALL PIT AROUND EXISTING CONDUITS, BREAK INTO CONDUITS FOR CABLE INSTALLATION.



ActewAGL Gas Networks

CONDITIONALLY COMPLIES

181117

DP 932

This document has been assessed against legislation protecting ActewAGL's infrastructure and access to it.

The information contained in this application complies with ActewAGL's gas network protection and access requirements subject to the conditions as listed on the Statement of Conditional Compliance.

Please note: Construction of unapproved works may result in action being taken to require the property owner to remove non-compliant structures and/or the property owner to fund rectification works on ActewAGL's gas network

Signed: ..... Date: 15/8/16

Contact phone: 6285 7705

Rev.	Date	Details and Status	By	Rev.	Date	Details and Status	By
01	18.07.16	ISSUE FOR FSP	MO				

SCALE BAR FOR 1:250

FOR LEGEND REFER TO DRAWING 166175-E001

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Website: www.rudds.com.au

Designed	Reviewed / Date	Approved / Date
M. O'Connor	A. Bencke 18.07.16	A. Bencke 18.07.16
Drawn	AutoCAD Drawing	
M. O'Connor	166175-E100 [01]	

Client: SOC ARCHITECTURE

Project: BCC LYNEHAM CAMPUS NEW JUNIOR SCHOOL BUILDING

Drawing Title: SITE PLAN ELECTRICAL SERVICES

Scale	Art Size	Drawing No.	Rev.
1:250	A1	166175-E100	01

166175-E100 [01]

From: basubmission_electricity@actewagl.com.au
Sent: Monday, 15 August 2016 11:28 AM
To: EPD, Customer Services
Subject: ActewAGL Application Decision. Application - 156859. Lyneham - 4/41
Attachments: Conditional Approval Electricity156859.pdf; SITE-201629628-S141B-ELECTRICAL-01.pdf; TRAFFICREPORT-201629628-S141A-01.pdf; Minimum Clearances Guidelines.pdf; 3832_018.pdf

ACTEWAGL - ELECTRICITY NETWORKS DIVISION

Approval ID : 156859, Lyneham 4 /41

Please note that your application has been assessed for compliance with ActewAGL's Electricity Network and conditionally complies with our Electricity Networks requirements.

Please find attached, your stamped plans together with a conditional statement of compliance.

Separate compliance statements may be required from other entities.

Regards

[redacted]
ActewAGL Electricity Networks Division

Telephone [redacted]
Facsimile 02 6293 5762
Email devapp@ActewAGL.com.au
GPO Box 366 Canberra ACT 2601
www.ActewAGL.com.au

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Electricity Networks

STATEMENT OF

CONDITIONAL COMPLIANCE

Application No: 156859 **Suburb:** Lyneham **Block/Section** 4 / 41

Applcn Type: Non residential/New Construction Inclusions : with Landscaping

Attached Plans
SITE-201629628-S141B-ELECTRICAL-01.pdf
TRAFFICREPORT-201629628-S141A-01.pdf

This application is approved subject to compliance with the following conditions:

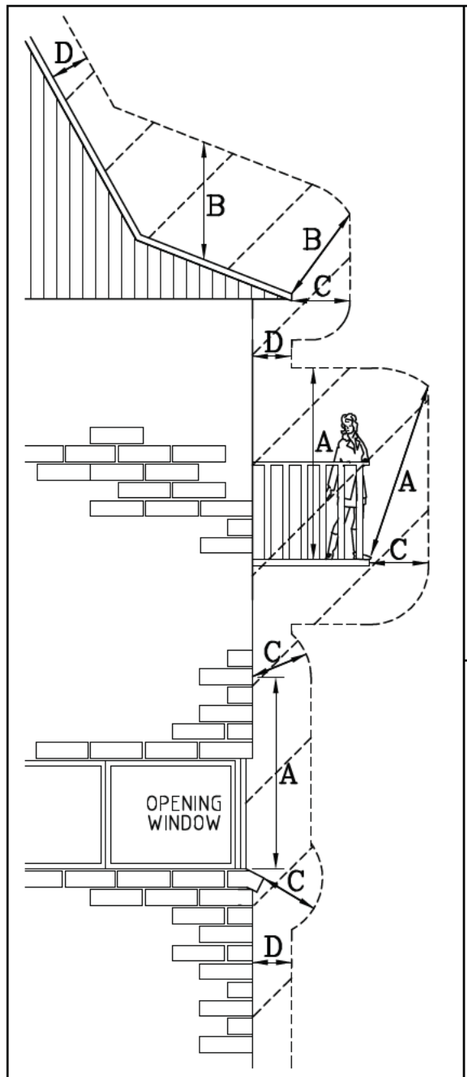
Conditions
A Minimum of 1.0M clearance is required for the proposed or existing Meter Box.
Development is to comply with minimum 1.5m clear machinery access to assets within block.
Development is to comply with minimum clearances to overhead conductors and poles. Ref ActewAGL Drawing 3811-004
Development is to comply with minimum separation requirements to underground assets. Ref ActewAGL Drawing 3832-018
Installation of electrical conduits (on or off block) will be the responsibiltiy of the proponent.
The location of the proposed or existing Point of Entry/ Meter Box is to comply with ActewAGL's Service and Installation rules.
Based on PNA 20003457

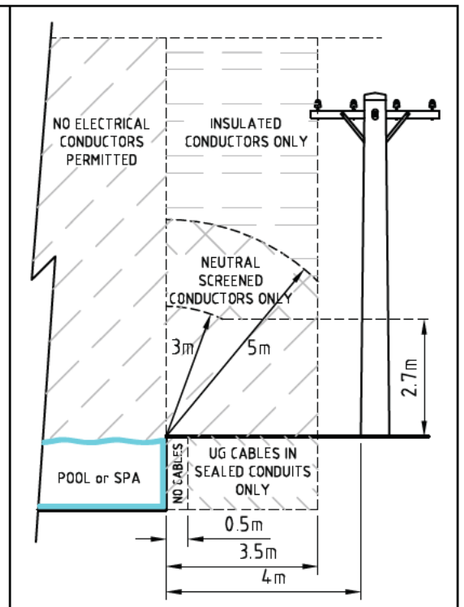
Please Note

- WARNING ActewAGL underground cables may be in or adjacent to this block. It is your responsibility to ascertain the location of such assets.
- Development and Building Applications will need to include any proposed ActewAGL works
- If ActewAGL approval conditions are not met, a breach of the law may result.
- Separate applications are required for water & sewerage, and communication network services.
- Construction of unapproved works may result in action being taken to require the property owner to remove non-compliant structures and/or the property owner to fund rectification works on ActewAGL's electricity network.
- Any attached reticulation or servicing plan is preliminary only. Contact ActewAGL for final plans prior to the commencement of any construction activity.
- A failure of this application to show accurately located electricity assets may result in damage and costs for which the proponent will be liable. Damage to network assets must be reported to ActewAGL.

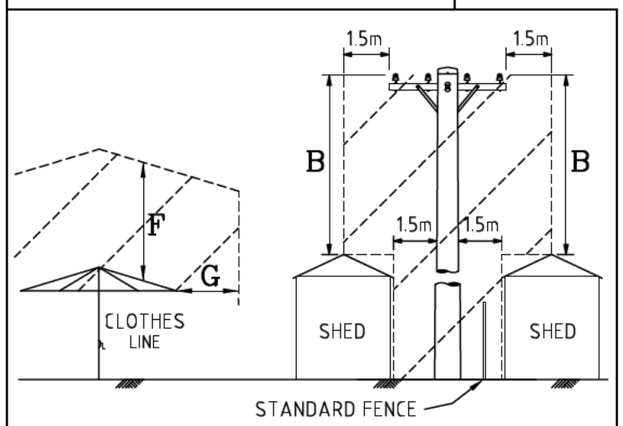
Comments:

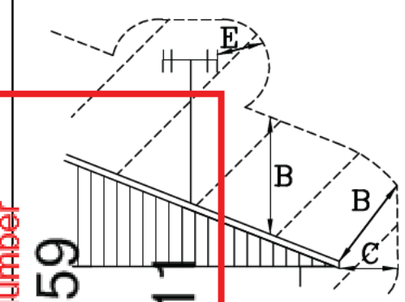
Signed Khush Arak **Date** 15 Aug 2016



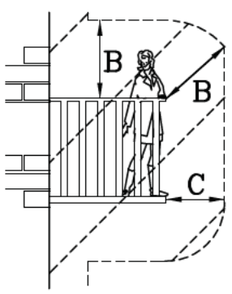


SWIMMING POOLS





THE ILLUSTRATION APPLIES IF THE HEIGHT OF THE RAILING (OR SIMILAR) PLUS THE DISTANCE 'B' IS GREATER THAN 'A'



OVERHEAD CONDUCTORS MUST NOT COME WITHIN THE SHADED AREA

TABLE 1 – GROUND CLEARANCE
(OTHER THAN INSULATED SERVICE CONDUCTORS)

LOCATION	DISTANCE TO GROUND IN ANY DIRECTION		
	U<1kV	1kV<U<33kV	33kV<U<132kV
OVER LAND WHICH DUE TO ITS STEEPNESS OR SWAMPINESS IS NOT ABLE TO BE TRAVERSED BY VEHICLES.	4.5m	4.5m	5.5m
OVER LAND OTHER THAN THE CARRIAGEWAY OF ROADS.	5.5m (note 4)	5.5m	6.7m
OVER THE CARRIAGEWAY OF MINOR ROADS	6m	6.7m	8m
OVER THE CARRIAGEWAY OF MAJOR ROADS	6.7m (note 5)	6.7m	9m

TABLE 2 – GROUND CLEARANCE
(INSULATED SERVICE CONDUCTORS)

LOCATION	DISTANCE TO GROUND IN ANY DIRECTION
OVER THE CENTRE OF A ROAD.	5.5m
OVER ANY OTHER PART OF A ROAD.	4.6m
OVER A FOOTWAY OR LAND THAT IS LIKELY TO BE USED BY HEAVY VEHICLES	4.6m
OVER A FOOTWAY OR LAND THAT IS NORMALLY USED ONLY BY MOTOR CARS OR VEHICLES OF SIMILAR HEIGHT	3.0m
ELSEWHERE.	2.7m

TABLE 3 – CLEARANCE FROM STRUCTURES

	LOCATION	CONDUCTOR		
		INSULATED U<1kV	BARE or COVERED U<1kV	BARE or INSULATED 1kV<U<33kV
A	VERTICALLY (AND NEAR VERTICALLY), FROM ANY PART OF THE STRUCTURE NORMALLY ACCESSIBLE TO PEOPLE	2.7m	3.7m	4.6m
B	VERTICALLY (AND NEAR VERTICALLY), FROM ANY PART OF THE STRUCTURE NOT NORMALLY ACCESSIBLE TO PEOPLE BUT ON WHICH A PERSON CAN STAND	1.2m	2.7m	3.7m
C	ANY DIRECTION (OTHER THAN VERTICALLY), FROM THOSE PARTS OF THE STRUCTURE NORMALLY ACCESSIBLE TO PERSONS, OR FROM ANY PART NOT NORMALLY ACCESSIBLE TO PERSONS BUT ON WHICH A PERSON COULD STAND.	1.5m (note 3)	2.0m	2.7m
D	ANY DIRECTION (OTHER THAN VERTICALLY), FROM ANY PART OF THE STRUCTURE NOT NORMALLY ACCESSIBLE TO PERSONS.	0.3m (note 3)	1.5m	2.7m
E	ANY DIRECTION, FROM AN OUTDOOR WIRELES OR TELEVISION AERIAL OR PART OF A STAY WIRE FOR THE AERIAL	1.5m	1.5m	1.5m
F	VERTICALLY FROM ANY PART OF A FULLY EXTENDED CLOTHES LINE	1.8m	3.7m	4.6m
G	ANY DIRECTION (OTHER THAN VERTICALLY), FROM ANY PART OF A FULLY EXTENDED CLOTHES LINE	1.8m	3m	3m
H	ANY DIRECTION, FROM THE OUTER EDGE OF THE WATER CONTAINER OF A SWIMMING POOL OR SPA OR THE MAXIMUM WATER LEVEL OF THE POOL (FIGURE IN BRACKETS INDICATES THE REQUIRMENT FOR A NEUTRAL SCREENED CABLE)	5.0m (3.0m)	See Pool Note 3	See Pool Note 3

GENERAL NOTES:

1. THE MINIMUM DISTANCE FROM ANY PART OF AN AERIAL LINE IS TO BE MEASURED FROM THE NEAREST POINT TO WHICH THE LINE SAGS OR SWINGS. FOR SAG THIS IS AT THE MAXIMUM DESIGN OPERATING TEMPERATURE (NORMALLY 65°C FOR DISTRIBUTION LINES and 120°C FOR TRANSMISSION LINES). FOR SWING THIS IS AT THE MAXIMUM DESIGN WIND LOADING (500Pa WIND)
2. COVERED CONDUCTORS TO BE TREATED AS BARE CONDUCTORS
3. THIS CLEARANCE CAN BE FURTHER REDUCED TO ALLOW FOR TERMINATION AT THE POINT OF ATTACHMENT
4. LOW VOLTAGE CONDUCTORS CONSTRUCTED PRIOR TO 1998 REQUIRE ONLY 4.6m GROUND CLEARANCE OVER LAND OTHER THAN ROADS
5. MAJOR ROADS ARE DEFINED AS ROADS WITH DUAL CARRIAGEWAYS OR 100kph (or GREATER) SPEED LIMIT. ALL OTHER ROADS SHALL BE CONSIDERED AS MINOR ROADS

SWIMMING POOL NOTES:

1. NEW AERIAL SERVICE LINES ARE NOT TO BE INSTALLED OVER AN OPEN AIR SWIMMING POOL OR SPA AND NEW SWIMMING POOLS OR SPAS ARE NOT PERMITTED UNDER EXISTING AERIAL SERVICE LINES
2. INSULATED AERIAL SERVICE CONDUCTORS SHALL HAVE AT LEAST 5.0 METRES CLEARANCE TO THE EDGE OF THE SWIMMING POOL OR SPA. (3.0 METRES FOR NEUTRAL SCREENED AERIAL SERVICES)
3. BARE CONDUCTORS ARE NOT PERMITTED ABOVE SWIMMING POOLS OR SPAS OR ABOVE THE AREA WITHIN 3.5m OF THE EDGE OF A SWIMMING POOL OR SPA
4. POLES SHALL NOT BE LOCATED WITHIN 4m OF THE EDGE OF A SWIMMING POOL OR SPA
5. UNDERGROUND CABLES ARE NOT PERMITTED WITHIN 3.5m OF THE EDGE OF AN INGROUND SWIMMING POOL OR SPA. THIS CAN BE REDUCED TO 0.5m PROVIDED THE CABLE IS INSTALLED IN A PLASTIC NON CONDUCTIVE PIPE AND ANY JOINS IN THE PIPE ARE MADE WATERPROOF WITH A NON CONDUCTIVE ADHESIVE.

ActewAGL

Application Number 156859
Sheet 10 of 11

No	REVISION	DATE	CKD	AUTH
F	ROW H OF TABLE 1 REVISED AND POOL NOTES REVISED	5-6-02	GA	DH
K	HV GROUND CLEARANCE ABOVE MAJOR ROADS REVISED IN TABLE 1	26-7-07	GA	GA
J	NOTE 1 AMENDED TO INCLUDE TRANSMISSION LINE DESIGN TEMP.	13-8-03	GA	SF
H	GENERAL NOTE 3 AND POOL NOTE 5 REVISED	1-4-03	GA	GA
G	SWIMMING POOLS ADDED	31-10-02	GA	DH

Drawn: G SMITH
Designed:
Project Officer:
Design Authority:
Manager Networks: I FREEBODY 18-10-99

ActewAGL

MINIMUM CLEARANCES INSULATED & BARE OVERHEAD CONDUCTORS

Scale: NTS
Date: 7-12-98
Sheet No:
File:
Tender No:
CADD File Name: M811-004

A3 3811-004 Rev K

ActewAGL

Application Number 156859

Sheet 11 of 11

MINIMUM SEPARATION REQUIREMENTS

FROM ANY PART OF:	TO NEAREST PART OF:	SEPARATION (m) SEPARATE EARTHING	SEPARATION (m) CMEN & COMBINED EARTHING SITUATIONS
PADMOUNT SUBSTATION	-BUILDING	1.5 (NOTE 3)	1.5 (NOTE 3)
	-PROPERTY BOUNDARY	1.5	1.5
	-ABOVE GROUND OBJECTS	1.5	1.5
	-DRIVEWAYS & ROADS	1.5	1.5
	-COMMS CABLES, GAS & WATER PIPES, SEWER LINES	1.5 (NOTE 12)	1.5 (NOTE 12)
	-DESIGNATED HAZARDS	NOTE 5	NOTE 5
	-NON FIRE RATED PARTS OF BUILDINGS	3 (NOTE 3)	3 (NOTE 3)
	-BUILDINGS & STRUCTURES	1.2 (NOTE 8)	1.2 (NOTE 8)
MINI PILLAR	-PROPERTY BOUNDARY	1.2 (NOTE 8)	1.2 (NOTE 8)
	-ROADS	1.2	1.2
	-DRIVEWAYS	1.5	1.5
	-SHRUBS AND SMALL TREES	1.2 (NOTES 8 & 10)	1.2 (NOTES 8 & 10)
HV CABLES (1kV < U ≤ 22kV)	-WATER PIPES	0.5 (H) (NOTE 12)	0.5 (H)(NOTE 12)
	-SEWER PIPE LINES & STORMWATER PIPE LINES	0.6 (H), (NOTES 1 &12)	0.6 (H), (NOTES 1&12)
	-COMMUNICATIONS CABLES	0.3	0.3
	-GAS PIPES	0.3	0.3
	-HV CABLES (22kV < U ≤ 132kV)	0.75 (NOTE 11)	0.75 (NOTE 11)
	-EDGE OF INGROUND SWIMMING POOLS OR SPAS	3.5 (NOTE 9)	3.5 (NOTE 9)
	-HV CABLES (1kV < U ≤ 22kV)	0.2 (MIN)	0.2 (MIN)
LV CABLES (≤ 1kV) SERVICE MAINS CABLE PITS	-WATER PIPES	0.5 (H)	0.5 (H)
	-SEWER PIPE LINES & STORMWATER PIPE LINES	0.6 (H), (NOTES 1 &12)	0.6 (H), (NOTES 1&12)
	-COMMUNICATIONS CABLES	0.15	0.15
	-GAS PIPES	0.15	0.15
	-EDGE OF INGROUND SWIMMING POOLS OR SPAS	3.5 (NOTE 9)	3.5 (NOTE 9)
	-HV CABLES (1kV < U ≤ 22kV)	0.09	0.09

	HV EARTH RESISTANCE				
	30Ω	10Ω	5Ω	3Ω	
HV EARTHING ELECTRODE(S) HV EARTH CONDUCTORS (NOTE 6)					
- IN GROUND SWIMMING POOLS, SPAS & CHILDRENS METAL PLAYGROUND EQUIPMENT (NOTE 4)	30	20	15	12	4 (NOTE 4)
- TELECOMMUNICATIONS PITS, PILLARS, JOINTS, EXCHANGES & PABX EQUIPMENT	15	10	8	6	4
-UG UNINSULATED METALWORK AND METAL PIPES	4	3	2	2	2
-METAL FENCING OR METAL CLAD BUILDINGS	4	3	2	2	2
-LV EARTHING ELECTRODE(S)	4	3	2	2	0
-BARE UG LV EARTH CONDUCTORS	4	3	2	2	0

BARE UG LV EARTH CONDUCTORS (INCL. STEEL & CONCRETE POLES) BARE UG LV EARTH CONDUCTORS (NOTE 7)	-UG UNINSULATED METALWORK AND METAL PIPES	2	2
	-CONCRETE REINFORCING BONDED TO HV EARTH	SEE HV ELECTRODE	N/A
	- INGROUND SWIMMING POOLS, SPAS & CHILDRENS METAL PLAYGROUND EQUIPMENT	4	4
	-COMMUNICATIONS EARTH STAKE	0.5	4

RECOMMENDED BURIAL DEPTHS FOR UNDERGROUND LINES (FROM SURFACE TO THE TOP OF THE CABLE)

TYPE OF UNDERGROUND LINE	DIRECT BURIED WITH NO ADDITIONAL MECHANICAL PROTECTION (NOTE 5) NOMINAL (MINIMUM) (mm)	DIRECT BURIED AND COVERED WITH A MECHANICAL COVER NOMINAL (MINIMUM) (mm)	ENCLOSED IN A HEAVY DUTY PIPE OR CONDUIT (NOTE 4) NOMINAL (MINIMUM) (mm)
LV SERVICE LINE	750 (600)	600 (450)	550 (450)
LV MAINS	750 (600)	750 (600)	750 (600)
1kV < U ≤ 22kV	850 (750)	850 (600)	750 (600)
22kV < U ≤ 132kV	NOT PERMITTED	1000 (1000)	1000 (1000)

BURIAL NOTES:

1. FIGURES IN BRACKETS INDICATE MINIMUM REQUIREMENT
2. ALL CABLES INSTALLED UNDER ROADWAYS SHALL HAVE A MINIMUM BURIAL DEPTH OF 750mm
3. MAXIMUM TRENCH DEPTH FOR INSTALLATION OF CABLES IS 1.5 METRES
4. HEAVY DUTY CONDUITS TO AS2053.2 AND CLASS 12 PRESSURE PIPES TO AS1477 MAY BE CONSIDERED SUITABLE FOR THE HEAVY DUTY CATEGORY. (CORFLO TYPES ARE NOT ACCEPTABLE)
5. THIS CATEGORY ALSO INCLUDES CABLES INSTALLED IN CONDUITS THAT ARE NOT RATED AS HEAVY DUTY (FOR EXAMPLE CONDUITS INSTALLED BY UNDERGROUND BORING)

SEPARATION NOTES:

1. CROSSOVER CLEARANCES: SEWER & STORMWATER PIPE LINES – LV CABLES 150mm
   SEWER & STORMWATER PIPE LINES – HV CABLES 300mm
2. (H) – HORIZONTAL CLEARANCE REQUIRED
3. ANY PART OF A BUILDING WITHIN 3 METRES OF THE SUBSTATION SHALL HAVE A ONE HOUR FIRE RATING
4. SUBSTATIONS WITH SEPARATE EARTHING SYSTEMS ARE NOT PERMITTED IN SPECIAL LOCATIONS. LOCATIONS WITHIN 100m OF SCHOOL GROUNDS, CHILDREN'S PLAYGROUND, SWIMMING POOL OR IN A PUBLIC THOROUGHFARE ARE GENERALLY CLASSIFIED AS SPECIAL LOCATIONS.
5. SUBSTATIONS ARE NOT PERMITTED IN HAZARDOUS AREAS. REFER AS2381 OR HB13
6. INCLUDES GRADING RINGS AND EXCLUDES DEEP ELECTRODES
7. BARE UG LV EARTH CONDUCTORS ALSO INCLUDES EARTHS ASSOCIATED WITH MINIPILLARS AND ANY OTHER LV EQUIPMENT THAT IS EARTHED
8. THIS FIGURE CAN BE REDUCED ON ONE SIDE ONLY (NOT THE FRONT) TO 300mm
9. THIS FIGURE CAN BE REDUCED TO 500mm PROVIDED THE CABLE IS INSTALLED IN A HEAVY DUTY PLASTIC NON CONDUCTIVE PIPE AND ANY JOINS IN THE PIPE ARE MADE WATERPROOF WITH A NON CONDUCTIVE ADHESIVE
10. THIS FIGURE SHOULD BE INCREASED FOR TREES THAT WILL GROW TO A HEIGHT IN EXCESS OF THREE METRES AT MATURITY
11. NO STRUCTURES OR SERVICES ARE PERMITTED WITHIN 750mm OF THE VERTICAL PROJECTION OF ANY 132KV CABLES
12. REFER TO THE PROXIMITY GUIDELINES (DM#468024) AS THERE ARE ADDITIONAL REQUIREMENTS FOR WATER, SEWER AND ELECTRICITY ASSETS WITHIN LEASED LAND.
13. SUBSTATION EARTHING DESIGN SHALL COMPLY WITH THE FOLLOWING STANDARDS
    - ENA EG-0 (2010): POWER SYSTEM EARTHING
    - ENA EG-1 (2006): SUBSTATION EARTHING GUIDE
    - AS7000: OVERHEAD LINE DESIGN (FORMERLY ENA C(b)1)

No	REVISION	DATE	CKD	AUTH
K	MINIPILLAR - DRIVEWAY CHANGED TO TAMS DS4-03	08-10-10	AC	BB
J	NOTE 12 ADDED	24-5-10	GA	GA
H	NON FIRE RATED PARTS ADDED, NOTE 8 REVISED	26-08-08	AC	GA
M	NOTE 4 AMENDED	06-02-14	CD	BS
L	HV-HV & HV-LV SEPARATIONS ADDED. NOTES AMENDED	11.04.13	EA	BS

ActewAGL

Drawn: GA
Designed: gcsmith
Checked:
Branch Engineer: G ASTBURY
Branch Manager: D. Howe

SEPARATION AND COVER REQUIREMENTS FOR CABLES AND PLANT

Scale: NA | Date: | Sheet No:
File: | Tender No:

A3 | 3832-018 | Rev M

CADD File Name: \\SEAPPSPRD38\am\VAULT,D=DRWELECDBP,P=AMCONTEXT_1\Mains\Design_Data\Alignment\3832_018.dwg

From: Buddhadasa, Ajith
Sent: Friday, 19 August 2016 7:57 AM
To: Essery, Ben
Cc: Wyatt, Tim; Cilliers, George; Teasdale, Jonathan
Subject: FW: 4/41 Lyneham Transport Planning clarification [SEC=UNCLASSIFIED]
Attachments: REFERRAL-TRANSPORT PLANNING-201629628-S141A & 141B-4_41 LYNEHAM-01.obr

Importance: High

Hi Ben

Further to attached referral, please find below explanation from the applicant in relation to the issues raised by Transport Planning. Your earliest advice would be much appreciated as the DA will be presented to MPRG next week (on 24/08/2016) as an urgent matter.

Regards

Ajith

Ajith Buddhadasa | Senior Development Assessment Officer
Phone 02 6205 1550 | Fax +61 2 6207 1856
Development Assessment Branch | Environment and Planning Directorate | **ACT Government**
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

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From: Nicholas Goodwin [mailto:Nicholas.Goodwin@sqca.com.au]
Sent: Thursday, 18 August 2016 5:09 PM
To: Buddhadasa, Ajith
Cc: Sander de Vries; Greg Zwajgenberg; [redacted] Ric Small
Subject: RE: 4/41 Lyneham Transport Planning clarification [SEC=UNCLASSIFIED]
Importance: High

Ajith,
Further to our phone discussion this morning, please find below the explanation from our traffic Engineers as to the basis of their assessment of Parking requirements associated with the Junior School Building.

Please forward to the requisite persons as soon as possible and let me know if you require any further advice.

Hi Nicholas, Sander and Greg,

As part of the background to our response to your email of the 18th August 2016 we note:

> *Northrop were provided advice by SQC Architecture that once the new Junior School is constructed and the existing classrooms are demolished, the new parking demand for the school should be substantially the same as the existing parking demand i.e. a simple relocation of existing students from one location to another.*

Northrop prepared the parking assessment on the reasonable assumption that the long stay parking outlined for pre-Secondary School students in the "Parking & Vehicular Access General Code" is for staff and support staff of students rather than the students themselves. As Northrop was informed by SQC Architecture that only 3 new staff would be employed as a result of the works, we assessed that a provision of parking for those new staff in conjunction with the existing parking supply would meet the intent of the code.

Our comment on halving the rate provided in the code was to provide for parking over and above that already satisfactorily functioning staff at the school. This would allow for any reasonable future growth in the number of teachers/ support staff of the pre-secondary classrooms in excess of our assessment of the existing & currently known proposed demand. This provision was intended as a "future proofing" assessment.

Regards,

[redacted]
Civil Engineer
Northrop Consulting Engineers Pty Ltd
T: 02 6285 1822
[redacted]
2 Shea Street
Phillip ACT 2606
www.northrop.com.au

If you have any questions please do not hesitate to call

Kind Regards,

NICHOLAS GOODWIN
DIRECTOR \\ SNR ARCHITECT \\ CONSERVATION ARCHITECT \\ ACCESS CONSULTANT
MBEnv BArch, RAIA, Registered Architect ACT 858 QLD 5020

SQC ARCHITECTURE
Suite 4 Hawker Professional Centre, Hawker Place, Hawker ACT
T 02 6278 8500 **M** 0406 379 729
E nicholas.goodwin@sqca.com.au
sqca.com.au

Primary nominee: R. Small ACT 933, NSW 9354, F. Olbrich VIC 16775, N. Goodwin QLD 5020

From: Buddhadasa, Ajith [mailto:Ajith.Buddhadasa@act.gov.au]
Sent: Thursday, 18 August 2016 10:35 AM
To: Nicholas Goodwin
Subject: 4/41 Lyneham Transport Planning clarification [SEC=UNCLASSIFIED]

..... that the key issue here is that Northrop has suggested “that the requirements of long stay parking (of 0.8 spaces/ 10 students) can be reduced by 50% if 3 new spaces are provided for new staff.
Further information is required regarding why this reduction is appropriate.

Ajith Buddhadasa | Senior Development Assessment Officer
Phone 02 6205 1550 | Fax +61 2 6207 1856
Development Assessment Branch | Environment and Planning Directorate | **ACT Government**
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au

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From: Nicholas Goodwin <Nicholas.Goodwin@sqca.com.au>
Sent: Monday, 22 August 2016 3:24 PM
To: Buddhadasa, Ajith
Cc: Sander de Vries; Greg Zwajgenberg; Ric Small
Subject: Re: 1506.06 - Block 4 Section 41 Lyneham CLarification of wording use in Response to representations

Ajith,
Further to your telephone enquiry this morning, I am writing as promised to provide some clarification of the wording used in some of our responses to the S141 Request for Information and Representations received from the Public Notification of this project.

You have pointed out that on a couple of occasions, (Pg6 – Information Provided: Point 7 and Pg9 – Student Number / Enrolments : Item 1), we have used the term:
".. As Architects we are not in a position to hypothesise…" as part of our response to the point of concern raised. We wish to point out that we are not being dismissive of the issue being raised. What we are saying that we believe the issue raised does not have a direct bearing on the design of the building which is the subject of the Development Application. We think it important to focus on the basic premis for the design and construction of this building being to re-house the Junior Section of the School in a single new building because they are currently located in two buildings, one of which is beyond its effective life and contains hazardous materials. The project is not to facilitate a future growth strategy as the 15 classrooms accommodation it provides are already provided for on the site. Therefore the fact that the school might be growing in the coming years is not influenced directly by the Development Application. Nor is the level of occupancy in local schools, which was raised on page 9.

We have used similar wording in other parts of our response where we felt that a Representation was making a ***subjective or speculative comment*** about an issue which we feel was either, incorrect, not directly related to the works covered by the Development Application building project, or was beyond the schools responsibility to manage (e.g Traffic noise in Lyneham). Our response to these comments has been that we accept the point raised, but as it is speculative, it does not respond to the facts or details of the DA and therefore we do not consider further consideration / response is required.

I trust this explanation will give you greater clarity of our response to these points within the representations

If you have any questions please do not hesitate to call

Kind Regards,

NICHOLAS GOODWIN
DIRECTOR \\ SNR ARCHITECT \\ CONSERVATION ARCHITECT \\ ACCESS CONSULTANT
MBEnv BArch, RAIA, Registered Architect ACT 858 QLD 5020

SQC ARCHITECTURE
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T 02 6278 8500 **M** 0406 379 729
E nicholas.goodwin@sqca.com.au
sqca.com.au

From: Essery, Ben
Sent: Monday, 22 August 2016 4:31 PM
To: Buddhadasa, Ajith
Cc: Wyatt, Tim
Subject: FW: 4/41 Lyneham Transport Planning clarification [SEC=UNCLASSIFIED]

Importance: High

Ajith

We have no issues with the proposal. In relation to the further information it appears that the applicant has satisfactorily addressed the previous comment. The DA officer should ensure that motorcycle and disability parking is provided in accordance with PVAGC.

If you require clarification on these matters, please contact Tim Wyatt or myself.

Regards,

From: Buddhadasa, Ajith
Sent: Friday, 19 August 2016 7:57 AM
To: Essery, Ben
Cc: Wyatt, Tim; Cilliers, George; Teasdale, Jonathan
Subject: FW: 4/41 Lyneham Transport Planning clarification [SEC=UNCLASSIFIED]
Importance: High

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Ajith

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From: Nicholas Goodwin [mailto:Nicholas.Goodwin@sgca.com.au]
Sent: Thursday, 18 August 2016 5:09 PM
To: Buddhadasa, Ajith
Cc: Sander de Vries; Greg Zwajgenberg; [redacted] Ric Small

Subject: RE: 4/41 Lyneham Transport Planning clarification [SEC=UNCLASSIFIED]
Importance: High

Ajith,
Further to our phone discussion this morning, please find below the explanation from our traffic Engineers as to the basis of their assessment of Parking requirements associated with the Junior School Building.

Please forward to the requisite persons as soon as possible and let me know if you require any further advice.

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As part of the background to our response to your email of the 18th August 2016 we note:

> *Northrop were provided advice by SQC Architecture that once the new Junior School is constructed and the existing classrooms are demolished, the new parking demand for the school should be substantially the same as the existing parking demand i.e. a simple relocation of existing students from one location to another.*
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> *Northrop prepared the parking assessment on the reasonable assumption that the long stay parking outlined for pre-Secondary School students in the "Parking & Vehicular Access General Code" is for staff and support staff of students rather than the students themselves. As Northrop was informed by SQC Architecture that only 3 new staff would be employed as a result of the works, we assessed that a provision of parking for those new staff in conjunction with the existing parking supply would meet the intent of the code.*
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> *Our comment on halving the rate provided in the code was to provide for parking over and above that already satisfactorily functioning staff at the school. This would allow for any reasonable future growth in the number of teachers/ support staff of the pre-secondary classrooms in excess of our assessment of the existing & currently known proposed demand. This provision was intended as a "future proofing" assessment.*

Regards,

[redacted]
Civil Engineer
Northrop Consulting Engineers Pty Ltd
T: 02 6285 1822
[redacted]
2 Shea Street
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www.northrop.com.au

If you have any questions please do not hesitate to call

Kind Regards,

NICHOLAS GOODWIN
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SQC ARCHITECTURE
Suite 4 Hawker Professional Centre, Hawker Place, Hawker ACT
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E nicholas.goodwin@sqca.com.au
sqca.com.au

Primary nominee: R. Small ACT 933, NSW 9354, F. Olbrich VIC 16775, N. Goodwin QLD 5020

From: Buddhadasa, Ajith [mailto:Ajith.Buddhadasa@act.gov.au]
Sent: Thursday, 18 August 2016 10:35 AM
To: Nicholas Goodwin
Subject: 4/41 Lyneham Transport Planning clarification [SEC=UNCLASSIFIED]

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Further information is required regarding why this reduction is appropriate.

Ajith Buddhadasa | Senior Development Assessment Officer
Phone 02 6205 1550 | Fax +61 2 6207 1856
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From: Chadwick, Graham on behalf of DET School Planning
Sent: Tuesday, 23 August 2016 10:34 AM
To: EPD, Customer Services
Cc: Buddhadasa, Ajith; Chadwick, Graham; Simon, Martin
Subject: RE: REFERRAL-EDUCATION-201629628-S141A & 141B-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

Good morning

The Education Directorate supports Development Application 201629628 for Block 4 Section 41 Lyneham.

We note that the proponent has addressed our comments relating to the proposed development's impact on car parking and the local street network and student safety.

Regards

Graham Chadwick | Assistant Manager
Phone: 6205 4865| |Email: graham.chadwick@act.gov.au
Planning & Analytics | Education | ACT Government
Level 1, 220 Northbourne Avenue|GPO Box 158 Canberra ACT 2601 | www.det.act.gov.au

From: EPD, Customer Services
Sent: Tuesday, 9 August 2016 1:37 PM
To: DET School Planning; CECA; Sullivan, Susan; Chadwick, Graham
Subject: REFERRAL-EDUCATION-201629628-S141A & 141B-4/41 LYNEHAM-01 [SEC=UNCLASSIFIED]

MANDATORY REFERRAL

DEVELOPMENT APPLICATION NO: 201629628 S141A & S141B
BLOCK: 4 SECTION: 41 DIVISION: LYNEHAM

Description: FURTHER INFORMATION TO: COMMUNITY FACILITY-EDUCATION. Construction of new junior school building including 15 classrooms and large assembly space.

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 **(30/08/2016)**.

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.

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