

Coombs Residential Estate

Development Amendment Report



Prepared for: Land Development Agency
Reference: 292347-10
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1 Introduction

Cardno has been engaged by the Land Development Agency (LDA) to design and document the Coombs Residential Estate Stages 1-3 (Project No. 292347). Our scope has been to detail design and document all civil engineering aspects of the project (i.e. roads, stormwater, sewer, water etc.) and to coordinate them with the Gas Reticulation (ZNX, *formally known as Jemena*), Electrical Reticulation (ActewAGL), Street Lighting (ActewAGL) and Communications Reticulation (TR – TransACT).

The project as a whole is generally consistent with the approved Notice of Decision ref 201120676, under Part 7 of the Planning and Development Act 2007.

Through the detail design of stages 1-3 of Coombs Residential Estate a number of changes have occurred that directly affected the approved EDP Plans. The changes to these plans include;

1. Introduction of a bridge on proposed Road C07 (Stage 2)
2. Amendments to vehicle accessways (Stages 1-3)
3. Retaining wall design extents (Stages 1-3)
4. Boundary amendment to Block CA (Primary School) site (Stage 2)
5. Boundary adjustments to Block AP & AQ (Stage 1)
6. Addition Traffic Calming on proposed Road C24 (Stage 3)

The above exceptions to the approved EPD Plans are detailed in this report as follows.

Parties to the Contract

Client:	Land Development Agency (LDA)
Developer:	Land Development Agency (LDA)
Project Manager:	Mark Towers
Project Director:	Mark Perry
Chartered Engineer:	John Foster
Specialist Consultants:	N/a
Engineering:	Cardno Young Pty Ltd
Landscape Architect:	Oxigen Pty Ltd (managed directly by LDA)
Surveyor:	Mail McDonald Barnsley
Geotech:	Douglas Partners
Principal contractor:	Stage 2 – Group One, Stages 1 & 3 - TBC

2 Detail Design Inclusions

It should be noted that the detail design of Coombs Residential Estate, stage's 1-3 generally complies with the TAMS design guidelines, ACTPLA Estate Development Guidelines, and other relevant Australian Standard's where required. The Estate Development Plan was approved in February 2012.

Current approvals granted by Territory and Municipal Services (TAMS) include;

- > Stage 1 Earthworks
- > Stage 2 Earthworks
- > Stage 2 Civil Works
- > Stage 3 Earthworks

Outstanding approvals currently lodged with TAMS include Stage 1 and 3 Civil Works packages, with an expectation that Stage 3 civil package will be approved within the next fortnight by TAMS Asset Acceptance.

Validation and verification of the detail design has been undertaken in house using Cardno Young's Quality System design verification and review procedures including design and drafting checklists.

Detailed consultation has been undertaken with key stakeholders during the design and documentation process including TAMS, and all service authorities.

As noted above a number of detail design changes have occurred that directly affected the approved EDP Plans which are detailed as follows.

2.1 Bridge on proposed Road C07 (Stage 2)

Through detail design of the proposed stormwater underpass located along proposed Road C07, a further assessment of the underpass was carried out to advise on possible treatment options and their likely costs to construct to enable the client to select a preferred option.

The design options included a 16m RTA spaced plank bridge, 4.2m x 3.0m precast box culverts, and 9.4m wide by 4.0m high precast arch underpass.

This review is included in **Appendix C** including the detail design plans for your information.

The bridge location has been identified on the following revised EDP Plans;

- > 292347-C-LUP-01, page 2, Rev 5
- > 292347-C-LUP-01, page 3, Rev 5
- > 292347-C-RHP-01, page 14, Rev 3
- > 292347-C-RDLS-10, page 32, Rev 3
- > 292347-C-TYP-03A, page 65A, Rev 1
- > 292347-C-PTP-01, page 74, Rev 5
- > 292347-C-OSP-01, page 78, Rev 3
- > 292347-C-WCP-01, page 82, Rev 3
- > 292347-C-BMP-03, page 88, Rev 3

- > 292347-C-FILL-01, page 91, Rev 2
- > 292347-C-RDP-07B, page 118B, Rev 1
- > 292347-C-SWP-01, page 123, Rev 4

2.2 Amendments to vehicle accessways (Stages 1-3)

Through detail design of the proposed vehicle accessways, the general alignments of these vehicle crossings were further reviewed with ease of vehicle egress to and from the residential blocks, including a review of the block grading.

A small number a vehicle accessways have been relocated to the low side of the block to enable the future owner of the site to locate the future garage on the low side of the block to maximise the use of the individual sites.

The follows tables identify those accessways amended through detail design and is presented in order of the proposed construction sequencing, with detailed vehicle turning movements included in **Appendix D** for your information.

Table A
Coombs Residential Estate – Stage 2
Vehicle Amendments

Section	Block	Change	Reason
BN	A	Skew driveway within 1:10 limit	1
	C	Move driveway from LH to RH side of block	2
	D	Move driveway from LH to RH side of block	2
	E	Move driveway from LH to RH side of block	2
	F	Move driveway from LH to RH side of block	2
	I	Move driveway from LH to RH side of block	2
	J	Move driveway from LH to RH side of block	2
BO	K	Move driveway from LH to RH side of block	2
	A	Skew driveway within 1:10 limit	1
	Q	Move driveway from LH to RH side of block	2
BP	R	Move driveway from LH to RH side of block	2
	A	Skew driveway within 1:10 limit	1
BQ	F	Skew driveway within 1:10 limit and move to NE boundary	1
BR	ag	Skew driveway within 1:10 limit	1
BS	ad	Skew driveway within 1:10 limit	1
	U	Move driveway from LH to RH side of block	2
BT	B	Skew driveway within 1:10 limit	1
BY	A	Skew driveway within 1:10 limit	1
BZ	A	Skew driveway within 1:10 limit	1

1. Acute angle between front and side boundary requires driveway to be offset the max 1:10 to facilitate car parking
2. Topography and gradient of site which will enable the garage to be located on the low side of site

Table B
Coombs Residential Estate – Stage 3
Vehicle Amendments

Section	Block	Change	Reason
BB	I	Skew driveway within 1:10 limit	1
BD	I	Skew driveway within 1:10 limit	1
	J	Skew driveway within 1:10 limit	1
BI	J	Skew driveway within 1:10 limit	1
BJ	H	Skew driveway within 1:10 limit	1

1. Acute angle between front and side boundary requires driveway to be offset the max 1:10 to facilitate car parking

Table C
Coombs Residential Estate – Stage 1
Vehicle Amendments

Section	Block	Change	Reason
BD	I	Move driveway from LH to RH side of block	2
BG	I	Move driveway from LH to RH side of block	2
BI	J	Skew driveway within 1:10 limit	1
BJ	H	Skew driveway within 1:10 limit	1

1. Acute angle between front and side boundary requires driveway to be offset the max 1:10 to facilitate car parking
2. Topography and gradient of site which will enable the garage to be located on the low side of site

The Vehicle accessway amendments have been identified on the following revised EDP Plans;

- > 292347-C-EDP-02, page 4, Rev 5
- > 292347-C-EDP-03, page 5, Rev 5
- > 292347-C-EDP-04, page 6, Rev 6
- > 292347-C-BDP-04, page 10, Rev 4
- > 292347-C-BDP-05, page 11, Rev 5
- > 292347-C-BDP-06, page 12, Rev 4
- > 292347-C-OSP-02, page 79, Rev 3
- > 292347-C-OSP-03, page 80, Rev 4
- > 292347-C-OSP-04, page 81, Rev 4
- > 292347-C-WCP-02, page 83, Rev 3
- > 292347-C-WCP-03, page 84, Rev 3
- > 292347-C-BMP-03, page 85, Rev 4
- > 292347-C-RDP-06A, page 117, Rev 3
- > 292347-C-RDP-07B, page 118B, Rev 1

2.3 Retaining Wall

Do the construction of the Actew Molonglo Trunk Sewer being constructed within the River Corridor; Actew has placed construction limitation over the main such that any works within 10.0m of the main requires additional approval.

As a result of this approval requirement, the intended retaining walls within Coombs Residential Estate have been designed to ensure that the estate works including the retaining walls and earthworks do not occur within the 10.0m wide limitation zone. This has resulted in an increase in height and or the introduction of additional walls.

The Retaining wall amendments have been identified on the following revised EDP Plans, with the detail design of these walls included in **Appendix E** for your information;

- > 292347-C-FILL-02, page 92, Rev 3
- > 292347-C-FILL-04, page 94, Rev 3

2.4 Boundary amendment to Block CA (Primary School) site (Stage 2)

The Land Development Agency (LDA) has recently negotiated with the Education Board the increase in block area to Block CA to facilitate the development of Coombs Primary Schools.

The boundary amendments to Block CA have been identified on the following revised EDP Plans;

- > 292347-C-LUP-01, page 2, Rev 5
- > 292347-C-EDP-01, page 3, Rev 5
- > 292347-C-RHP-01, page 14, Rev 3
- > 292347-C-CHP-01, page 19, Rev 3
- > 292347-C-PTP-01, page 74, Rev 5
- > 292347-C-OSP-01, page 78, Rev 3
- > 292347-C-WCP-01, page 82, Rev 3
- > 292347-C-BMP-03, page 88, Rev 3
- > 292347-C-FILL-01, page 91, Rev 2
- > 292347-C-SWP-01, page 123, Rev 4

In addition the above revised EDP Plan, Jurgen Lebang, Manager – New Schools (Schools Capital Works), has provide a letter of support for the proposed boundary amendment and is included in **Appendix F**.

2.5 Boundary adjustments to Block AP & AQ (Stage 1)

The boundary amendments to Block CA have been identified on the following revised EDP Plans;

- > 292347-C-BDP-02, page 8, Rev 4

2.6 Addition Traffic Calming on proposed Road C24 (Stage 3)

As result of Coombs Residential Estate detail design, Design Acceptance submission, TAMS have requested that addition traffic calming by way of a splitter island be included on proposed Road C24.

The traffic calming amendments have been identified on the following revised EDP Plans;

- > 292347-C-RHP-03, page 16, Rev 3

3 Summary

The inclusion of the amended detailed design elements described above will still provide a valuable asset to the Molonglo Valley and Weston Creek districts while maintaining the essence of the approved EDP Plan framework.

This report has been issued for circulation to key stakeholders prior to submission for this amended DA.

Cardno Young and LDA have carried out key stakeholders meetings to walk through the design changes through the course of the detail design as not to course any surprises.

It is our conclusion that though numerous physical elements have changed the key success criteria and intent of the original project scope have still been met and largely unchanged. Therefore the development is considered substantially the same as the development originally applied for making it suitable for Amended DA application.

Appendix A

Notice of Decision



Appendix B

Statement Against Criteria



Coombs Residential Estate – Statement against Criteria Development Amendment Report

Assessment of EDP against Residential Subdivision Code

Element 1: Neighbourhood Design

Intent:

To provide safe, convenient, accessible and attractive neighbourhoods that meet the diverse and changing needs of the community. This encompasses offering a wide choice in good quality housing and associated community and commercial facilities, providing for local employment opportunities, encouraging walking cycling and use of public transport, minimising energy and water consumption, and promoting a sense of place through neighbourhood focal points and the creation of a distinctive identity which recognises and, where relevant, preserves the natural environment.

Element 2: Street Works

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>C1</p> <p>The street network has a clear structure and component streets conform to their function within the network.</p>	<p><i>Complies:</i></p> <p><i>The street network has a clear structure with roads conforming to their function in the network.</i></p> <p><i>Major and Minor Collectors Roads, Roads C03 and C04, form the main north south spines between the signalised intersections on John Gorton Drive and with East and West Coombs.</i></p> <p><i>Strong links between Roads C03 and C04 are provided within the road hierarchy by Roads C07 and C08, together with Road C20 on the eastern side of the main ridge in east Coombs (which also links east and west Coombs). These roads are higher order within the hierarchy, generally Local Access C or higher) and represent the main links carrying the majority of localised traffic. In addition these roads form the basis of the Public Transport Network through the estate.</i></p> <p><i>The higher order roads and main spine links throughout the estate are further supplemented by lower order roads (Local Access B) carrying a reduced number of vehicles typically derived from the lower density, RZ1 areas though in some isolated cases from higher density development. The lower order roads are part of a clear structure that link with the Major, Minor Collectors and Local Access C spine network and therefore provide efficient transport links to John Gorton Drive in the south.</i></p> <p><i>There are some Local Access A roads though consistent with the requirements of Table 4 from the Residential Subdivision Code these have only been nominated on roads where no through traffic can be reasonably expected.</i></p> <p><i>It is also noted that all streets link with other roads that are no more than two levels higher or lower in the hierarchy as defined by this Code with the exception of Road C28.</i></p> <p><i>Road C28 is a short (approximately 100m) street connecting Road C3 (major collector) at its western extent to Road C7 (minor collector) at its eastern extent. This access street has been geared as a local access B and is anticipated to facilitate approximately 400 vpd, of which the majority of trips are generated by MU site Section AT Block 'b' and further supplemented by traffic accessing the Local Centre. In order to deter through movements from utilising this connection, this street will be appropriately calmed through the incorporation of LATM measures such as road cushions and road narrowing's, with details to be provided at the detailed design stage.</i></p>	<p><i>Complies</i></p> <p><i>Road links between Coombs Stage 1 and 2 along Road C07 has been maintained irrespective of the introduction of the bridge in place of a culvert.</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p><i>The lower order category for Road C28, with traffic control measures, will be further developed at detailed design to provide synergy between the local centre and the open space area directly to the north.</i></p>	
<p>R2 The street network reflects the characteristics specified in Table 2.</p>	<p><i>Complies: The street network consists of Access Streets and Collector Streets which are based on the indicative traffic volumes and road characteristics notes in Table 2. There are a number of cases where the road characteristic notes determine the classification of the road instead of the indicative traffic volumes. e.g. Local Access A does not convey traffic from other areas, and the Coombs and Wright Concept Plan requires Road 3 to be a Collector Road.</i></p>	<p><i>Complies – No Change</i></p>
2.2 Corridors and Precincts		
<p>R3 Streets within any neighbourhood do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).</p>	<p><i>Complies: Externally generated traffic will be served by the John Gorton Drive, rather than through traffic movements in Coombs. The main external traffic destinations from the John Gorton Drive will generally be to the primary school precinct (including the adjoining community facilities), the Local Centre and the Molonglo River Corridor. These are not considered as through traffic routes.</i></p> <p><i>The exception to that noted above is the future link to North Weston as required by the Coombs and Wright Concept Plan. The proposed road network is consistent with the Coombs and Wright Concept Plan including the identification of key roads and their relationship to Precincts.</i></p>	<p><i>Complies – No Change</i> <i>At the request of TAMS Asset Approval Team and addition Traffic Calming device (splitter Island) has been introduced in Coombs Stage 3 Road C24.</i></p>
<p>R4 Connections between residential streets and arterial roads are in accordance with the requirements of Table 3.</p>	<p><i>N/A: The connections with John Gorton Drive are mandated in the Concept Plan and are to be constructed as part of the Capital Works Project</i></p>	<p><i>N/A – No Change</i></p>
<p>C5 Safe and convenient links are provided for pedestrians and cyclists across transport corridors.</p>	<p><i>Complies: Signalised intersections and pedestrian underpasses are part of the John Gorton Drive Capital Works project. These crossings will provide a safe and convenient link for pedestrians and cyclists at approximately every 400m. In addition pedestrian refuges will be provided at convenient locations for the crossing of major collector roads within the Coombs Estate.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R6</p> <p>Junctions between the external roads and the internal street network are located so as to minimise restriction of movement on the roads, and to avoid traffic volumes in excess of 6000 vehicles per day (vpd) on major collector streets and 3000 vpd on minor collector streets.</p>	<p><i>Complies: The spacing of junctions between external roads and the internal street network restricts traffic volumes to less than 6,000 vpd on Roads C03A, C03B and C04 and to less than 3,000 vpd on all other minor collector streets.</i></p> <p><i>All roads have been designed to comply with Ausroads and TaMS Standards.</i></p> <p><i>See Road Hierarchy Plan (Drawing RHP 01 to 04)</i></p>	<p><i>Complies – No Change</i></p>
2.3 Safety, Access and Convenience		
<p>R7</p> <p>Junctions are spaced as set out in Table 3.</p>	<p><i>Complies</i></p>	<p><i>Complies – No Change</i></p>
<p>C8</p> <p>The street network creates convenient movement for residents between their homes and higher order roads</p>	<p><i>Complies: The block layout complies with this criterion and the requirements of the Concept and Structure Plans. The only element of R8 the EDP does not comply with is the maximum 1200m distance between any dwelling and the arterial road and this is because the Territory Plan locates dwellings over 1300m (in a straight line) from the Arterial Road. Otherwise the driving distance from any dwelling to the nearest collector road complies with Rule 8 and the road network provides convenient movement for residents to all other higher order roads.</i></p>	<p><i>Complies – No Change</i></p>
<p>R9</p> <p>No more than three turning movements at intersections or junctions are required in order to travel from any home to the most convenient collector street or higher-order road.</p>	<p><i>Complies: Coomb's street design is a connective grid. This generally reduces the length of vehicle trips and requires 3 or less turning movements between all dwellings and the most convenient collector road.</i></p>	<p><i>Complies – No Change</i></p>
<p>R10</p> <p>Proposed housing development along a movement corridor does not have direct vehicle access to an arterial road, unless there are no suitable access alternatives, in which case vehicle access on to the corridor must be able to be made in a forward direction.</p>	<p><i>Complies: There is no direct access to the arterial road from dwellings. Access to dwellings is only permitted via the internal road network (individual dwellings) and service roads (limited to high density sites).</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
2.4 Traffic Impacts and Residential Amenity		
<p>R11 No more than 5% of dwellings have direct access to streets with the long-term maximum desirable traffic volume in excess of 3000 vpd.</p>	<p><i>Complies: No dwellings have direct driveway access to streets with traffic volumes greater than 3,000 vpd.</i></p>	<p><i>Complies – No Change</i></p>
<p>R12 An acoustic analysis identifies internal and external noise impacts.</p>	<p><i>Complies: GHD has undertaken a desktop assessment of the potential traffic noise impacts of the proposed John Gorton Drive on proposed adjacent residential areas.</i></p> <p><i>As stated in the EDP report the LDA is requesting a technical amendment to the concept plan to require the high density developments along John Gorton Drive to mitigate the predicted future traffic noise levels. A planning control plan that clearly identifies blocks requiring acoustic noise mitigation has been prepared and submitted as part of the EDP submission.</i></p>	<p><i>Complies – No Change</i></p>
2.5 Functions and Width		
<p>R13 The road cross-sections and location of utilities and driveways within verges maintain an alignment for the planting of street trees as required by Table 4.</p>	<p><i>Complies: Road reserves and driveway locations have been designed throughout the estate to accommodate all services and proposed large street tree planting in accordance with Table 4.</i></p>	<p><i>Complies: Increased vehicle access angles to and from future driveways and relocation of accessways maintain the Estate serviceability and streetscape in general accordance with Table 4.</i></p>
<p>R14 The road network caters for the efficient provision of public utility networks including water, sewerage, stormwater, electricity, telecommunications and gas, as demonstrated by certification by relevant authorities.</p>	<p><i>Complies: all services can be fully accommodated within the road verge to meet authority requirements. See typical cross sections (Drawings TYP 01 – 06).</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
2.4 Traffic Impacts and Residential Amenity		
<p>C15</p> <p>Street reserve width is sufficient to cater for all street functions, including:</p> <ul style="list-style-type: none"> a) Safe and efficient movement of all users b) Provision for parked vehicles c) Location, construction and maintenance of network utilities; d) Overland flow paths within depth and velocity safety criteria for pedestrian and vehicles e) Provision for water sensitive urban design f) Carriageway and pedestrian lighting are integrated with a tree management plan that maintains designed lighting levels over time g) Street tree planting h) Retaining walls i) Public lighting j) Pedestrian and cycle paths. 	<p><i>Complies: The proposed widths for all streets are sufficient to cater for all street functions noting:</i></p> <ul style="list-style-type: none"> a. <i>A minimum 1.5m wide footpath is proposed on both sides of streets generally to maximise pedestrian connectivity and efficiency of movements.</i> <i>On road cycle lanes have been provided along main desire lines such as Road C03 A&B and C04.</i> <i>In addition a 2.5m shared pathway is proposed on Roads C03 C&D, C07, C08 to efficiently convey cyclists and pedestrians to and from strong desire lines such as the school, local centre, River Corridor and open space areas such as North Weston Pond. 2.5m shared pathways are also nominated around the Mixed-Use Zones.</i> <i>The street network establishes a road hierarchy and traffic management that restrains vehicle speeds, deters through traffic and is appropriate for other road uses. Trafficable lanes have been designed in accordance with the Territory Plan and intersections have been designed in accordance with the relevant standards. In addition intersections along the bus routes have been designed to accommodate the requirements of ACTION buses.</i> b. <i>Indented parking has been provided in front of dwellings, along main traffic routes and adjacent to amenity. Lower order roads within the road hierarchy will accommodate informal parking within the road reserve in accordance with R32 and table 4. Parking has been provided at a rate of 1 space per 2 blocks <12.5m wide. Larger blocks with frontages greater than 12.5m accommodate visitor parking on block;</i> c. <i>Utility services, (shared trench, potable water, sewer and stormwater) have been designed with clearances nominated in keeping with the relevant standards;</i> d. <i>Road reserves have been designed to convey minor storm events via stormwater pit and pipe infrastructure. Major storm events up to and including the Q100 will be conveyed via a combination of pit and pipe and overland flow within the road reserve in keeping with the relevant standards regarding velocity depth and hazard;</i> 	<p><i>Complies – No Change</i></p> <p><i>Introduction of the Road C07 bridge has allowed an increased pedestrian access through the open space between John Gorton Drive & Road C07 and the future Primary School without the need for Children to access the School site by crossing Road C07 when travelling on foot from the Wright Estate via the open space.</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p>e. <i>The majority of the street verges are 7.5m wide, which allow for WSUD elements to be included in the streets. The design has included kerb watering of street trees, however the majority of WSUD measures, gross pollutant traps and bio retention areas are generally proposed at downstream discharge points and not within the road reserve;</i></p> <p>f. <i>Street trees and street lighting are proposed on a common alignment to provide an efficient verge configuration and consider clearances to services and other infrastructure. Street trees will be adequately spaced to maintain desired lighting levels and on consideration mature tree canopy; Street tree planting has been nominated in keeping with the relevant standards and consistent with the Territory Plan;</i></p> <p>g. <i>Retaining walls are proposed within the central median of Road C03 and Road C46. The road reserves are of sufficient width to accommodate retaining walls while still maintaining adherence to the relevant standards and Territory Plan. Other retaining walls along roads 9 and 20 are not located within the road reserve, but sited either in the public open space or on blocks;</i></p> <p>h. <i>All road reserves have been designed in keeping with the relevant standards in relation to public lighting and are of sufficient width in order to accommodate street lights and associated electrical infrastructure;</i></p> <p>i. <i>Street trees and street lighting are proposed on a common alignment to provide an efficient verge configuration and consider clearances to services and other infrastructure. Street trees will be adequately spaced to maintain desired lighting levels and on consideration mature tree canopy;</i></p> <p><i>In addition a 2.5m shared pathway is proposed on Roads C03 C&D, C07, C08 to efficiently convey cyclists and pedestrians to and from strong desire lines such as the school, local centre, River Corridor and open space areas such as North Weston Pond. 2.5m shared pathways are also nominated around the Mixed-Use Zones.</i></p>	<p><i>Retaining wall along Road 20 has been increased in length due to restriction placed over the Actew Sewer Trunk main down slope of Road 20. The road reserve and public access to the River Park Corridor has been maintained.</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R16</p> <p>Speed reduction devices are part of the design for the total street environment which demonstrates that:</p> <ul style="list-style-type: none"> a) Slow points, including either horizontal or vertical deflection, are designed to slow traffic to design speeds. b) Slow points and carriageway narrowing's are designed to take into account the needs of cyclists, by ensuring speed compatibility, adequate space for concurrent passage or off-street diversions. c) Landscape design, on-street parking and streetscape design are used to complement speed restriction measures. d) Speed restriction techniques and devices are not used in isolation and only exist as part of an integrated traffic management solution. e) The verge, when considered in conjunction with the horizontal alignment and permitted fence, wall and other property frontage treatments, provides safe sight distances, taking into account expected vehicle speeds and pedestrian and cyclist movements. f) Traffic control devices are designed in accordance with national standards that take into account the access requirements for emergency vehicles. 	<p><i>Complies: The street network incorporates numerous traffic calming measures including roundabouts, four way intersections and associated priority controls coupled with speed attenuation measures.</i></p> <p><i>Complies: The proposed street network accommodates 1.5m wide on street cycle paths on major and collector roads.</i></p> <p><i>Complies: On street parking is proposed (in areas) on collector streets to assist in maintaining a low speed environment.</i></p> <p><i>Complies: As stated above a suite of speed reduction devices are proposed to provide an integrated traffic management solution that clearly conveys vehicle speeds.</i></p> <p><i>Complies: Verge widths are generally greater than those nominated in Table 4 and provide safe sight distances for vehicle, pedestrian and cycle movements. The exception being adjacent to open space areas where a reduced verge is appropriate due to limited infrastructure allocation and considering increased view corridors.</i></p> <p><i>Also Road C46 proposes a 6.15m verge though Table 4 nominated 6.25m minimum. Again this is appropriate given the allocation within the verge and the desired urban outcome – a one-way large lot dress circle. An in principal agreement has been received from TaMS and all infrastructure clearances are in line with in principal agreements from Jemena and ActewAGL.</i></p> <p><i>Complies: The detail design will ensure all traffic control devices will be in accordance with access requirements for emergency vehicles.</i></p>	<p><i>Complies:</i></p> <p><i>At the request of TAMS Asset Approval Team and addition Traffic Calming device (splitter Island) has been introduced in Coombs Stage 3 Road C24.</i></p>
<p>R17</p> <p>The impact of measures intended to restrain traffic speeds and traffic volumes take account of the needs of other road users and adjoining dwellings, by avoiding:</p> <ul style="list-style-type: none"> a) unacceptable traffic noise to adjoining dwellings b) devices that reduce convenience or safety levels for cyclists and public transport. 	<p><i>Complies: No traffic control devices are proposed that are considered to have an unacceptable impact on adjoining dwellings through traffic noise or the convenience and safety of cyclists and public transport.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
R18 Shared Use Zones comply with AUSTRROADS requirements.	<i>Complies: There are no Shared Use Zones Roads proposed in Coombs.</i>	<i>Complies – No Change</i>
R19 Sight distances at pedestrian and cyclist crossings and at junctions and intersections are in accordance with <i>Part 5 Guide to Traffic Engineering Practice</i> or its successor.	<i>Complies: Sight distance for all intersections have been tested and comply.</i>	<i>Complies – No Change</i>
2.6 Site Access and Width		
R20 Motorists are able to enter or reverse from a block or site in a single movement.	<i>Complies: Blocks are generally perpendicular to streets and allow sufficient manoeuvring space to enter or reverse from a block in a single movement.</i>	<i>Complies: Increased vehicle access angles to and from future driveways and relocation of accessways has enhanced safe traffic movements and usability of the accessways</i>
R21 Driveways and direct vehicle access to major collector streets and other streets that carry more than 3000 vpd are designed to require forward entry and exit of vehicles from properties.	<i>Complies: No direct access is provided to lower density blocks from roads which exceed 3,000 vpd. Access from higher density developments are required by the Territory Plan to provide forward entry and exits (Multi-unit housing code Rule 76 (d))</i>	<i>Complies – No Change</i>
2.7 Geometric Design		
R22 Longitudinal gradient does not exceed the gradients specified in Table 4, and street pavement cross-fall is between 2.5% and 5%.	<i>Complies: Road gradients and pavement crossfalls are in accordance with Table 4. Where a priority road has a gradient greater than 5% the intersection grading as part of detailed design will ensure that the crossfall does not exceed 5%</i>	<i>Complies – No Change</i>
R23 Geometric design for intersections, roundabouts and slow points are consistent with the vehicle speed and maximum design vehicle envelop intended for each street and is consistent with AUSTRROADS Guidelines and in accordance with the <i>Australian Road Rules</i> .	<i>Complies: The design of all intersections, roundabouts and slow points are in accordance with AUSTRROADS guidelines and the Australian Road Rules.</i>	<i>Complies – No Change</i>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R24</p> <p>At intersections, turning vehicles are accommodated using AUSTRROADS <i>Design Vehicles and Turning Templates</i> to enable turns to be made in a single forward movement as follows:</p> <ul style="list-style-type: none"> a) For turns between a major collector and a minor collector or access street, the 'design articulated vehicle' provides a turning path radius of at least 15 m in accordance with the <i>Australian Road Rules</i>. b) For turns between a minor collector street and access streets, the 'design heavy rigid vehicle' provides a turning path radius of at least 15 m, using any part of the pavement, in accordance with the <i>Australian Road Rules</i>. c) For turns between access streets, the B99 'design car' provides a turning path radius of at least 7.5 m using the correct side of the pavement only. 	<p><i>Complies: All turning paths and vehicles comply with Australian road rules. Refer to vehicle turning path drawings submitted as part of the EDP.</i></p>	<p><i>Complies – No Change</i></p>
<p>R25</p> <p>Kerb radii do not exceed desirable kerb returns in Table 4, except when required to accommodate larger vehicle turning movements in accordance with the <i>Australian Road Rules</i>.</p>	<p><i>Complies: Kerb radii do not exceed desirable kerb returns in Table 4 except where required to allow safe design vehicle movements in accordance with the Australian Road Rules.</i></p>	<p><i>Complies – No Change</i></p>
<p>2.8 Laneways</p>		
<p>R26</p> <p>Laneways must serve one of the following purposes:</p> <ul style="list-style-type: none"> a) Run east–west and provide small-lot rear-parking access to maximise solar access to habitable areas; b) Access multi-unit housing; c) Rear access to lots fronting busy streets; or d) Service retail and commercial areas. 	<p><i>No laneways are proposed under the EDP however community title shared driveways in Sections AO, AN, BA and BB provide rear access to terrace blocks and perform a similar function. With regards R26 we confirm the following:</i></p> <ul style="list-style-type: none"> a. <i>The community title shared driveways generally run East/West and provide rear access to small lots and maximise solar access to habitable areas.</i> 	<p><i>No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>C27</p> <p>a) Good passive surveillance into, along and through lanes is provided;</p> <p>b) Continuous lines of garage doors and fences are avoided;</p> <p>c) Opportunities for privately maintained landscape areas are provided;</p> <p>d) Modifications to all code items to the satisfactions of Asset Acceptance at TAMS are addressed;</p> <p>e) Emergency Services Bureau supports the use of the rear lane as its primary access.</p>	<p><i>No laneways are proposed under the EDP however community title shared driveways in Sections AO, AN, BA and BB provide rear access to terrace blocks and perform a similar function. With regards C27 we confirm the following:</i></p> <p>a. <i>Surveillance rooms have been nominated on the northern side of all community titles shared driveways to provide good passive surveillance along and through the shared driveway as well as the community titled open space areas. In addition the lanes are straight and offer unrestricted sight lines;</i></p> <p>b. <i>Community titled shared driveways proposed under this EDP are all lineal elements provided rear access to terrace dwellings. The terraces are proposed in rows of no more than 6 dwellings with community titled open space areas to ensure the rear facades of dwellings are not continuous elements;</i></p> <p>c. <i>Community titled open space areas have been provided to all terrace sections within community titled shared driveways (total width of 2m landscaped verges);</i></p> <p>d. <i>The terrace configuration has been reviewed to the satisfaction of TAMS;</i></p> <p>e. <i>ESA has given its in principal support for the community titled shared driveways configuration with formal endorsement expected as part of this EDP submission.</i></p>	<p><i>No Change</i></p>
<p>2.9 Cul de-sac</p>		
<p>R28</p> <p>No more than 15% of lots across the entire sub division are served by cul-de-sac.</p>	<p><i>N/A: There are no cul-de-sac roads proposed within Coombs.</i></p>	<p><i>No Change</i></p>
<p>R29</p> <p>Cul-de-sacs are no longer than 100 m.</p>	<p><i>N/A: There are no cul-de-sac roads proposed within Coombs</i></p>	<p><i>No Change</i></p>
<p>R30</p> <p>Linking paths to adjoining areas for use by pedestrians and cyclists include lighting and allow for surveillance from the surrounding roads and private properties.</p>	<p><i>Complies: Paths through sections AK, BS, BR, AI and BM will be adequately lit and allow for surveillance from the surrounding roads and properties.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R31</p> <p>For turning movements at the head of a cul-de-sac, sufficient area is provided for the 'design refuse vehicle' (as advised by the relevant waste collection authority) to make a three-point turn.</p>	<p><i>N/A: There are no cul-de-sac roads proposed within Coombs</i></p>	<p><i>No Change</i></p>
<p>2.10 On-street Parking</p>		
<p>R32</p> <p>In streets where visitor parking is not provided on site, one car-parking space is provided for every two dwellings. These are located against the kerb if the carriageway width is sufficient, or in parking bays constructed within the verge and located within 60 m from the frontage of each dwelling.</p>	<p><i>Complies: See parking plan (PP01 – 05) which demonstrates the proposed parking complies with this rule and the requirements of Table 4 that requires one hard standing space per two block frontages less than 12.5m.</i></p>	<p><i>Complies – No Change</i></p>
<p>R33</p> <p>The dimensions of car spaces and access comply with the requirements of AS 2890.</p>	<p><i>Complies: All car spaces have been designed to comply with AS2890.</i></p>	<p><i>Complies – No Change</i></p>
<p>2.11 Water Sensitive Urban Design</p>		
<p>R34</p> <p>Water Sensitive Urban Design treatments are provided in accordance with the Water Ways: <i>Water Sensitive Urban Design General Code</i>.</p>	<p><i>Complies: The Water Sensitive Urban Design strategy proposed meets the requirement of Water Ways: Water Sensitive Urban Design General Code and the Concept Plan.</i></p>	<p><i>Complies – No Change</i></p>

Element 3: Pedestrians and Cyclist Facilities

Intent:

- a) To encourage walking and cycling by providing safe, accessible, convenient and legible movement networks to destinations within and beyond the neighbourhood

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
3.1 Location and Design		
R35 Footpaths and cycle paths are provided in accordance with Table 4.	<i>Complies: All footpath and cycle paths meet or exceed the requirements of Table 4. All Streets will have 1.5m footpath on both sides of the road. 2 – 2.5m paths are provided where higher use is foreseen, with 2.5m paths provided in high amenity areas in accordance with R37 c).</i>	<i>Complies – Increase pedestrian linkages created through open space between John Gorton Drive & Road C07 and the future Primary School without the need for Children to access the School site by crossing Road C07 when travelling on foot from the Wright Estate via the open space.</i>
R36 a) Lighting is provided to paths in accordance with AS/NZ 1158; and b) A tree management plan is provided demonstrating how required lighting levels can be maintained as tree canopies develop over time.	<i>N/A - Lighting design will be undertaken as part of the detailed design and will meet these requirements. The lighting design will fully consider the proposed landscape treatment within the verge.</i>	<i>No Change</i>
R37 a) For collector streets on which block access is provided, pedestrian or cycle paths are provided on either side of the street and separated from the carriageway pavement. b) Minor paths, where required, are a minimum width of 1.2 m and do not exceed 10% gradient, or the gradient is no greater than any adjacent street pavement. c) Minor paths are 2.5 m minimum width in the vicinity of meeting points, schools, shops and other activity centres. d) Minimum stopping sight distances at path intersections is in accordance with AUSTRROADS Guide to Traffic and Engineering Practice or its successor.	<i>Complies: pedestrian or cycle paths are provided on either side of the street and are separated from the carriageway pavement. Complies: All minor paths exceed the 1.2m minimum width and with a gradient that does not exceed the adjacent street pavement. Complies: Paths of 2.5m width are to be provided adjacent to shops and other activity centres. Complies: Minimum stopping sight distances at path intersections are in accordance with AUSTRROADS Guide to Traffic and Engineering Practice.</i>	<i>Complies – No Change</i>
3.2 Safe Crossings		
R38 Where traffic volumes exceed 3000 vpd or speeds exceed 50 km/h, safe crossings are created with the use of pedestrian refuges, slow points, thresholds or other appropriate mechanism.	<i>Complies: Pedestrian refuges are provided for all paths crossing streets where traffic volumes exceed 3000 vpd or speeds exceed 50 km/h.</i>	<i>Complies – No Change</i>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R39</p> <p>At potential conflict points or junctions on high-use facilities, paths are widened to a minimum width of 2.5 m to allow for passing of pedestrians and cyclists in opposite directions.</p>	<p><i>Complies: See rule 37 (c).</i></p>	<p><i>Complies – No Change</i></p>
<p>R40</p> <p>Safe street crossings are provided for all street users with sight distances, pavement markings, warning signs and safety rails (where appropriate for cyclists) in accordance with AUSTRROADS requirements.</p>	<p><i>Complies: Safe street crossing locations are to be fully incorporated into the EDP and detailed design of the estate. The EDP shows the general location of each crossing. The detailed design will further refine the designs to ensure the crossings fully comply with AUSTRROADS requirements.</i></p>	<p><i>Complies – No Change</i></p>
<p>R41</p> <p>Compliant pram and wheelchair crossings are provided where cycle and pedestrian paths intersect with kerbs.</p>	<p><i>Complies: The EDP shows pram crossings at each street intersection. Detail design process will ensure they comply with standards.</i></p>	<p><i>Complies – No Change</i></p>
<p>R42</p> <p>Markings and tactile aides are provided in accordance with the relevant Australian Standard to assist sight-impaired people, the elderly and children.</p>	<p><i>N/A - These will be incorporated into the detailed design.</i></p>	<p><i>Complies- Have been incorporated into Detail Design TCD plans</i></p>

Element 4: Public Transport

Intent:

- a) To increase opportunities for choice in mode of transport, and provide cost-effective and energy-efficient public transport services that are accessible and convenient to the community

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
4.1 Bus Stop Location and Design		
<p>R43</p> <p>a) At least 90% of dwellings are within 400 m safe walking distance from an existing or potential bus route, or 200 m safe walking distance from an existing or proposed demand-responsive or community bus service route. In addition, at least 90% of dwellings are within 500 m from the nearest existing and proposed bus stop.</p> <p>OR</p> <p>b) at least 90% of dwellings are within 750 m of a high frequency trunk service bus stop that has, or is projected to provide, a minimum of eight outbound buses an hour during the morning peak.</p>	<p><i>Complies: More than 90% of all dwellings are located within 400m walking distance of a proposed bus route and within 500m from the nearest bus stop.(refer to Public Transport Network & Off Road Movement Systems Plan).</i></p> <p><i>In addition more than 90% of dwellings are located within 750m of a high frequency trunk service bus stop on the arterial road.</i></p>	<p><i>Complies – No Change</i></p>
<p>R44</p> <p>The siting of bus stops is related to the pedestrian path network.</p>	<p><i>Complies: The proposed bus stops fully consider the pedestrian path network and linkage with open space. The street grid network provides great pedestrian permeability and a variety of routes to bus stops.</i></p>	<p><i>Complies – No Change</i></p>
<p>R45</p> <p>Bus stops are located within 400 m of sporting, community, retail and educational facilities.</p>	<p><i>Complies: The bus stops within Coombs are located within 400m of sporting, community, retail and educational facilities, and the mixed use sites along John Gorton Drive are adjacent to high frequency stops.</i></p>	<p><i>Complies – No Change</i></p>
<p>R46</p> <p>Bus stops are in accordance with <i>Disability Access Standards for Public Transport</i>.</p>	<p><i>NA: Bus stops are shown on the road hierarchy plan and the detailed design will ensure they comply with the design standards.</i></p>	<p><i>Complies – No Change</i></p>
<p>R47</p> <p>Bus stops are designed in accordance with TaMS Design Guidelines.</p>	<p><i>NA: These requirements will be incorporated in the detailed design. Locations are shown in the EDP.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R48</p> <p>The geometry of streets identified as bus routes are suitable for turning, stopping sight distance, grade and parking requirements of buses (as determined from appropriate design documents) has a carriageway width of 7.5m or within ranges specified in Tables 4 and 5.</p>	<p><i>Complies: Bus routes meet the requirements of this rule including the use of Tag Steer buses as shown on the vehicle turning path diagrams.</i></p> <p><i>In addition, indented on street parking has been provided along the bus routes to ensure parking does not restrict bus movements. As roundabouts have an impact on block locations the EDP demonstrates that the roundabouts comply with a Tag Steer bus. Additional detail will be provided at detail design.</i></p>	<p><i>Complies – No Change</i></p>
<p>C49</p> <p>a) Convenient connections to adjoining areas and other public transport routes (including future routes), provide for ease of movement of buses between neighbourhoods, and link activity centres within and external to the neighbourhood.</p> <p>b) Buses are able to safely gain access to the neighbourhood and cross arterial roads without complicated turning manoeuvres when travelling between neighbourhoods.</p>	<p><i>Complies: The proposed bus routes have been discussed with Action. The location of the bus routes provide Action with the opportunity to extend the Duffy route into Wright, Coombs and North Weston or provides access directly off John Gorton Drive.</i></p> <p><i>NA - Two signalised intersections connect Coombs with John Gorton Drive. These intersection are not part of Coombs EDP but are included in the Capital Works Program</i></p>	<p><i>Complies – No Change</i></p>

Element 5: Public Open Space and Sporting Facilities

Intent:

- a) To provide public open space and sporting facilities as formative elements in the neighbourhood layout that meet community requirements for safe and accessible outdoor recreational space and that contribute to the community identity through landscaping, heritage and biodiversity protection.

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
5.1 Size and landform		
<p>R50 Local neighbourhood parks must have a minimum size of 0.5 ha, unencumbered by utilities infrastructure, to provide sufficient size for amenity, recreation and environmental purposes.</p>	<p><i>Complies: Local neighbourhood parks have an unencumbered area greater than 0.5ha.</i></p>	<p><i>Complies – No Change</i></p>
<p>R51 Pedestrian parkland serving multiple purposes (e.g. for community paths, bikepaths, stormwater, utilities and the like) achieves minimum widths as described in Table 4 and TaMS Design Standards.</p>	<p><i>Complies: The parkland in and around Coombs serves a variety of functions, including stormwater management, recreational use. The parklands also contain bikepaths and footpaths that link dwellings, river corridor, school, etc.</i></p> <p><i>Only minimum widths of paths are included in Table 4. Path widths comply with Table 4 and the construction details will comply with TaMS design standards.</i></p>	<p><i>Complies – No Change</i></p>
<p>R52 Open space in watercourses and drainage swales are inundated only in a storm event of greater than two-year average recurrence interval and do not present a safety hazard.</p>	<p><i>Complies: WSUD principles adopted across the site allow swales to carry low flows. These however do not present a safety hazard as all recreational open space areas associated with water courses are above 2 year storm events.</i></p>	<p><i>Complies – No Change</i></p>
<p>R53 Drainage swales are contoured, unfenced, grassed, and landscaped.</p>	<p><i>Complies: The Landscape Masterplan shows that the drainage swales are unfenced, grassed and landscaped.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
5.2 Accessibility		
<p>R54</p> <p>Fully compliant pedestrian and cycle paths are provided to be contiguous with the on-road and off-road trunk network and achieve access through and to the open space. Service vehicle access and public parking is provided in accordance with TaMS design standards.</p>	<p><i>Compliant pedestrian and cycle paths are provided throughout the estate with on-road cycle paths provided on the main collectors.</i></p> <p><i>Service vehicle access to open spaces will be resolved as part of the detailed design.</i></p>	<p><i>Complies – No Change</i></p>
<p>R55</p> <p>Barriers and integrated landscape design prevent motor vehicle trespass onto open space in accordance with TaMS design standards</p>	<p><i>NA – This is a detailed design issue as it does not relate to land take, however, a combination of kerb types (Barrier and Castellated Kerbs) and landscape treatments (including stock fencing along the river corridor) will be provided to prevent vehicular access onto open spaces.</i></p>	<p><i>Complies – No Change</i></p>

Element 6: Block Layout and Building Envelope Plans

Intent:

- a) To ensure the layout and orientation of blocks achieves required energy standards and provides for attractive and safe streets and public open space

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
6.1 Section Size		
<p>C56</p> <p>a) Street and block layouts are pedestrian-friendly and provide for perimeter buildings fronting a perimeter street around sections.</p> <p>b) Where sections depths are less than 50m, details are provided about housing types, urban design and affordability objectives.</p>	<p><i>Complies: Street and block layouts are pedestrian friendly with the street layout in a preamble grid and paths on both sides of the road. Perimeter buildings front street around sections.</i></p> <p><i>Complies: No sections are less than 50m deep.</i></p>	<p><i>Complies – No Change</i></p>
<p>R57</p> <p>The estate includes a combination of multi-unit sites and single and two-storey attached and detached residential dwellings.</p>	<p><i>Complies: The dwelling types and range complies with the concept plan requirements and provides a variety of housing products.</i></p>	
<p>R58</p> <p>Smaller blocks and blocks capable of supporting higher density are located in sections adjacent to commercial centres, public transport, or high amenity areas such as parks.</p>	<p><i>Complies: Smaller blocks and higher density development are located adjacent to public transport, commercial centres and parks.</i></p>	<p><i>Complies – No Change</i></p>
6.2 Solar Efficient Subdivisions		
<p>R59</p> <p>An energy audit carried out in accordance with <i>Energy Audits of Subdivisions – Detached Residential Blocks</i> (Appendix C) achieves the following:</p> <p>a) a minimum of 75% of blocks have an energy rating of three stars or above</p> <p>b) all blocks have a minimum rating of one star.</p>	<p><i>Complies: 75.9% of blocks are 3 stars or higher; the remaining 24.1% have a 2 star rating. The 2 star blocks are principally made up of attached terrace house, facing north/south with rear access. The current rating scheme is not designed to rate attached house products.</i></p>	<p><i>Complies – No Change</i></p>
<p>C60</p> <p>By applying the current building setbacks it is impossible to ensure all dwellings will not be overshadowed by their neighbour. LDA request additional setbacks from ATPLA's draft Solar Code are applied to protect solar access. All blocks comply with this document however on block controls need to be applied to ensure solar access.</p> <p>a) Demonstrate that energy efficiency and amenity considerations are achieved.</p> <p>b) Demonstrate that the private open space receives sufficient sunshine to support its intended uses, including outdoor eating, clothes drying, and growth of plants.</p>	<p><i>Complies: All detached blocks within the estate can achieve north-facing, habitable rooms with a minimum of 3 hours direct sunlight onto the floor or wall of the main daytime living area, and to 50% of the POS, between 9.00am and 3.00pm on 21 June.</i></p> <p><i>LDA requested additional building envelopes (R62 and R63) to be included in the Concept Plan to ensure neighbours do not overshadow their southern neighbour more than the 1.8m high boundary fence at 12 noon winter solstice (21 June).</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p><i>In addition LDA has designed all blocks to comply with the Draft Territory Plan Variation 306 (Single Residential Block Compliance Tables) which are designed to ensure all block achieved solar access.</i></p> <p><i>With the application of these new requirements all detached and attached blocks within the estate can achieve north-facing, habitable rooms with a minimum of 3 hours direct sunlight onto the floor or wall of the main daytime living area, and to 50% of the POS, between 9.00am and 3.00pm on 21 June. Refer to Building Envelope Plans for indicative footprints and POS location and shadow diagrams for terrace blocks.</i></p>	
6.3 Multi-unit Sites		
<p>R61</p> <p>Multi-unit sites are located within 200m of a commercial zone, public transport node, or public open space.</p>	<p><i>Complies. Multi units are located within 200m of commercial zone, public transport node or public open spaces.</i></p>	<p><i>Complies – No Change</i></p>
<p>R62</p> <p>Sites for multi-unit development sit within a public road layout that provides similar address and frontage opportunities as the urban structure for single residential blocks.</p>	<p><i>Complies: All multi-unit sites sit within a public road layout that provides similar address and frontage opportunities as single residential blocks.</i></p>	<p><i>Complies – No Change</i></p>
<p>R63</p> <p>When providing access to more than four attached dwellings, shared driveways run east-west and maximise solar access to dwellings.</p>	<p><i>Complies: the attached dwellings driveways run east west and the dwellings north south. On higher density sites basement parking will be required. All dwellings are sited to ensure living areas and private open spaces achieve good solar access.</i></p>	<p><i>Complies – No Change</i></p>
<p>R64</p> <p>Units address public streets or open space. Continuous rear fencing along public roads is avoided.</p>	<p><i>Complies: The blocks have been designed to comply with current Territory Plan requirements for multi unit sites. The intention plans show how units can be designed to provide an internal open space with units addressing the streets. All fencing is to be in accordance with the Territory Plan, which does not permit continuous rear fencing along public roads.</i></p>	<p><i>Complies – No Change</i></p>
<p>R65</p> <p>Where internal private roads maintained by the body corporate accommodate more than 300 vehicle movements a day, the roads are developed with the same opportunities for on-street parking, pedestrian paths, verge</p>	<p><i>Complies: The provision of internal roads in multi unit sites is subject to the design of each site and a separate development application from this EDP. The development intention plans show</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>landscaping and Water Sensitive Urban Design as the public roads described in Table 4.</p>	<p><i>indicative layouts for multi unit sites and indicative driveway cross sections of internal driveways. These internal roads combine opportunities for on street parking, pedestrian paths, verge landscaping and WSUD with the multi unit code driveway requirements. In addition the estate has been designed to provide extensive on street parking adjacent to multiunit sites.</i></p> <p><i>The only other private road which has over 300VPD is the lane at Section AN. The amenity of the public lanes per Table 4 is less than the EDP's private lane as Table 4 does not permit lanes to provide landscaping, street trees, on-street parking, footpaths,etc. All of the private lanes have significant areas of landscaping (at the entrances and in the middle) to provide slow points and to avoid continuous lines of garage doors and fencing.</i></p>	
6.4 Security, Surveillance, Safety, and Amenity		
<p>R66</p> <p>Where blocks adjoin streets with traffic volumes in excess of 3000 vpd, the block layout achieves one or more of the following:</p> <ul style="list-style-type: none"> a) Incorporates service roads or rear lane access adjacent to busier arterial roads; b) Uses battle-axe blocks to provide vehicle access from a side or rear street; c) Provides pedestrian access to the busy road where vehicle access is not provided; d) Arranges blocks to side onto busier streets with vehicle access from a side street; e) Where road safety standards are met, on-street parking is provided; f) Provides for forward exit from garages and driveways for larger blocks; or g) Incorporates shared driveways to garages at the rear of the blocks to facilitate exit in a forwards direction. 	<p><i>Complies: Two roads (part only C03 & C04) have predicted daily traffic volumes in excess of 3000 vpd. All road sections with predicted daily traffic volumes in excess of 3000 vpd are fronted by multi unit / mixed use sites or open space. No direct vehicular access is proposed in these locations, though appropriate pedestrian linkages and crossing points are proposed.</i></p>	<p><i>Complies – No Change</i></p>
<p>R67</p> <ul style="list-style-type: none"> a) Blocks front streets or public open space. b) Where blocks abut public open space the principles described in Figure 4 are applied. 	<p><i>Complies: All single and multi unit blocks have their primary address fronting roads, however 2 multi unit blocks that also abut parks.</i></p> <p><i>While Figure 4 generally relates to single dwelling blocks the principles of having edge streets around the rest of the park has been applied.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p><i>In addition the Concept Plan has detail built from requirements to ensure the multi unit dwellings address the parks and open spaces (C60).</i></p>	
<p>R68 Battle-axe blocks are used only where they:</p> <ul style="list-style-type: none"> a) front parks, natural areas or recreation areas such as golf courses b) provide frontage to major roads. c) are necessary to provide vehicle access to sloping sites. 	<p><i>Complies: Battle-axe blocks are necessary to provide vehicular access from sloping sites and to eliminate dangerous access points near the roundabouts on major roads.</i></p>	<p><i>Complies – No Change</i></p>
6.5 Compact blocks (defined as blocks having a site area less than 250m²)		
<p>R69 Compact blocks are located:</p> <ul style="list-style-type: none"> a) Opposite parkland open space; or b) Within 100m of parkland open space; or c) Adjacent to a minimum 10m wide verge. 	<p><i>Complies: All compact blocks are within 100m of open space or parkland or alternatively are adjacent to verges of a minimum 10m width.</i></p>	
<p>R70</p> <ul style="list-style-type: none"> a) Where vehicle access is provided to the front of the block the block frontage is to a local road, and not a major collector. b) Where a block has rear laneway access it may front a collector road. 	<p><i>Complies. All compact blocks are serviced by a rear lane / shared private driveway.</i></p>	<p><i>Complies – No Change</i></p>
<p>R71 Compact blocks provide opportunities for north facing living areas that can be achieved through such measures as:</p> <ul style="list-style-type: none"> a) East - west running ends of sections b) East – west running culs de sac or minor access roads. 	<p><i>Complies: Compact blocks are located with east/west running sections and achieve acceptable solar orientation in accordance with the Territory Plan solar access requirements.</i></p>	<p><i>Complies – No Change</i></p>
<p>R72 Road and services infrastructure achieves all operational requirements for waste collection, utilities service access and overland flow protection applicable to standard residential blocks.</p>	<p><i>Complies. The compact blocks have been sited close to parklands and on topographic that minimise grade issues that may impact on services, etc. Waste collections will be via the street and gravity services will be provided in the private lane or in the street.</i></p>	<p><i>Complies – No Change</i></p>

Element 7: Utilities, Waste Management and Sediment and Erosion Control

Intent:

- a) To ensure that residential areas are adequately serviced with sewerage, water, stormwater, fire-fighting, electricity, gas, street lighting and communication services in a timely, cost-effective, coordinated and efficient manner that supports sustainable development practices and asset maintenance needs and to promote the use of road verges or other public land for the provision of reticulated services where topography and other site constraints allow.

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
7.1 Viability of Services		
<p>R73 Land development occurs only where adequate stormwater, sewerage and water supplies for domestic and fire-fighting purposes can be provided and maintained in accordance with utility codes and standards made under or in accordance with ACT law.</p>	<p><i>Complies: Service availability for the development is dependent on ACTPLA's capital works projects and the Actew sewer main project. The timing of these projects is currently consistent with the completion of the development.</i></p>	<p><i>Complies – No Change</i></p>
7.2 Utility Services on Leased and Unleased Land		
<p>R74 a) Utility services comply with utility standards. b) Subject to agreement between the land manager and utility provider, water, electricity, gas and communication services are located within road reservations or other Territory Land that is, and is to remain, unleased. c) Subject to agreement between the proponent and the utility provider, and for the purpose of maximising land utilisation, preference is given to locating sewage and stormwater services within road reservations, or other Territory Land that is, and is to remain, unleased.</p>	<p><i>Complies: Proposed utility services comply with design standards.</i> <i>Complies. Water, electrical, gas and technical services are located in the public street verges.</i> <i>Complies: Sewer and stormwater are located within road reserves wherever topography allows. Where this cannot be achieved due to topography. The services have been located at the rear of a block where the setbacks allow for the required side access easement. In principle support from the utility provider has been received.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R75</p> <p>a) Where utility standards require sewerage and stormwater services to be located within leased blocks, those services:</p> <ul style="list-style-type: none"> i) are contained within service reservations and accessed by means of utility, emergency or maintenance access routes complying with Figures 5 and 6 and Table 7 ii) are on a block of sufficient size to accommodate service reservations and utility access routes, whilst providing comparable building footprint area to similar but unencumbered blocks iii) where possible, are located in service reservations directly accessible from unleased Territory Land iv) where possible, are co-located with private open space to maximise land utilisation 	<p><i>Complies: Sewer and stormwater are located within road reserves wherever topography allows. Where this cannot be achieved due to the topography the services have been located at the rear of a block where the setbacks allow for the required side access easement. This is generally on blocks greater than 500m², however functional size houses can still be achieved on blocks approx 450m².</i></p>	<p><i>Complies – No Change</i></p>
7.3 Shared Trenching		
<p>R76</p> <p>Compatible minor service reticulation in the road verge may be located in shared trenching where permitted by utility standards.</p>	<p><i>Complies: Shared trenching has been designed in accordance with agency standards.</i></p>	<p><i>Complies – No Change</i></p>
<p>R77</p> <p>Written acceptance of service reservation alignments has been provided by Territory and Municipal Services (TaMS) and other relevant utility providers.</p>	<p><i>N/A: Written support cannot be obtained until the detailed design submission is received by the agencies, however in principle support has been received from TAMS, ActewAGL and Jemena for shared trench arrangement and proposed verge configuration.</i></p>	<p><i>No Change</i></p>
7.4 Width of Service Reservations and Service Access Elements		
<p>R78</p> <p>All sewerage and stormwater reticulation on land that is to be leased is located in a service reservation. The widths of service reservations are agreed by the utility provider and comply with the relevant section of Table 6. More than one easement may be required, as is shown in Figure 6.</p>	<p><i>Complies: the proposed easement and access requirements are in accordance with agency standards. (refer to rule 75 above)</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
7.5 Width of Service Reservation and Emergency Access to Minor Service Reticulation		
<p>R79</p> <p>Where service reservations for sewerage reticulation cannot be adequately accessed directly from public land, maintenance and emergency access routes are provided on each affected leased block to provide obstruction-free access from public land to the service reservation.</p>	<p><i>Complies - Sewer services are located within road reserves or open space as far as possible. Where services lie within blocks the design of easements has been carried out in accordance with agency guidelines. (refer to rule 75 above)</i></p>	<p><i>Complies – No Change</i></p>
<p>R80</p> <p>The widths of maintenance and access routes are approved by the utility provider and comply with the relevant section of Table 6.</p>	<p><i>Complies. Refer to 3.7 of Report</i></p>	<p><i>Complies – No Change</i></p>
<p>R81</p> <p>Where corner blocks require service reservations in the rear corner, the service reservation is extended along a side boundary to link with the road verge as shown in Figure 5 and 6.</p>	<p><i>Complies. Easements to be extended for stormwater access to link with road verge</i></p>	<p><i>Complies – No Change</i></p>
7.6 Separation of Private and Utility Services		
<p>R82</p> <p>Where the permissible footprints of buildings are located adjacent to a service reservation, the relevant service provider determines and provides written approval of the extent and width of a private service zone required for private stormwater and sanitary drains, electricity and communication cables, gas, water and irrigation pipes associated with the development of the lease. This zone is documented in the EDP to provide adequate separation of private services from utility assets, and to prevent damage to private services when the utility is repairing or replacing its assets (see Figure 5). More than one private service zone may be required.</p>	<p><i>Complies: See diagram showing access to utility sewerage and stormwater services in rear of blocks in 3.7. The detailed design of the estate will fully incorporate these requirements.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
7.7 Recording Utility Access Requirements in Leases		
<p>R83</p> <p>Where services are proposed to be included in leased land the proponent:</p> <p>a) consults with each utility service provider during the preparation of the EDP and obtains written confirmation that the provider's service reservations and maintenance and emergency access route requirements are included</p> <p>b) provides a written undertaking that all designated service reservations, maintenance and emergency access routes, and utility pipe protection envelopes are recorded on the Deposited Plans that will be referred to in the subsequent leases in the manner shown in Appendix B</p> <p>c) includes in the EDP the standard lease clauses applying to service reservations, maintenance and emergency access routes and utility pipe protection envelopes.</p>	<p>Consultation undertaken with all service providers. Providers' service reservations, emergency, and maintenance access and private service zones are detailed in 3.7 and these will be fully incorporated into the hydraulic masterplans and the detailed design.</p> <p>Written Support to be obtained as part of agency circulation process of EDP prior to Development approval. Consultation to date has indicated in principal support for the service and maintenance reservations.</p>	<p>No Change</p>
Rules / Criteria	Compliance	
7.8 Design and Construction Qualifications		
<p>R84</p> <p>Sewerage facilities, water supply mains, stormwater, electricity, communications services, gas and street lighting are designed by persons who are qualified by reference to codes and standards made under or in accordance with ACT law.</p>	<p><i>Complies: The detailed design will be undertaken and/or verified by a Chartered Professional Engineer or agencies with appropriate experience.</i></p>	<p><i>Complies – No Change</i></p>
7.9 Overland Flow Paths for Sewage and Stormwater Spillage		
<p>R85</p> <p>Overland flow paths must be provided to ensure that surcharge of sewage or stormwater from utility network overflow points (such as manholes) or future residential sanitary drain overflow relief gullies, will not be obstructed by proposed building footprints and will comply with utility and residential plumbing standards.</p>	<p><i>Complies: Stormwater overland flowpaths are located to prevent discharge through leased land.</i></p> <p><i>The locations of sewer manholes are in accordance with the appropriate standards.</i></p> <p><i>The detail design process will refine the block grading and stormwater and sewer designs.</i></p> <p><i>All buildings are subject to a separate development application.</i></p>	

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
7.10 Location of Sewage and Stormwater Connections		
<p>R86</p> <p>Unless specifically approved by the utility provider, the sewer and stormwater ties are at the low point of the block in accordance with utility standards.</p>	<p><i>Complies: The majority of sewer and stormwater ties are located at the low point of the block. Where this cannot be met adequate depth will be provided to ensure the lowest point of the block can drain into the service (this will be approved by Agencies)</i></p>	<p><i>Complies – No Change</i></p>
<p>R87</p> <p>a) Subject to agreement between the proponent and the utility provider, the sewer and stormwater ties may be located away from the low point.</p> <p>b) Written approval is provided by TaMS and other utility service providers, and any special requirements imposed by the service authorities are incorporated in the design.</p>	<p><i>Complies - See above.</i></p> <p><i>Noted.</i></p>	<p><i>Complies – No Change</i></p>
7.11 Clearance Between Utility Equipment and Landscape Elements		
<p>R88</p> <p>The location of and accessibility to meters, control valves, manholes and utility connections are acceptable to service providers and determined in accordance with utility standards to minimise conflict with proposed driveways, fencing, courtyard walls or other permanent paving, vegetation or structures mandated by the development.</p>	<p><i>Complies: Service locations are designed in accordance with TAMS Design Standards for Urban Infrastructure and service authority requirements.</i></p>	<p><i>Complies – No Change</i></p>
Rules / Criteria	Compliance	
7.12 Noise and odour buffer zones		
<p>R89</p> <p>Buffer zones complying with utility requirements are provided between dwellings and utility service equipment such as sewer vents or pump stations to protect residential amenity from odour and noise nuisance. This buffer zone is agreed with the utility provider and documented in the EDP.</p>	<p><i>N/A.</i></p> <p><i>No sewer or water pump stations are to be provided as part of this development. Sewer vents are not part of this EDP but part of the trunk sewer main which has been design to allow residential development in accordance with the Territory Plan land use zones.</i></p>	<p><i>No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
7.13 Waste management		
<p>R90</p> <p>Waste management is in accordance with the latest version of the <i>Development Control Code for Best Practice Waste Management in the ACT</i>, TaMS 2006.</p>	<p><i>Complies: See waste management plan (WCP 01-04).</i></p>	<p><i>Complies – No Change</i></p>
<p>R91</p> <p>In accordance with the <i>Development Control Code for Best Practice Waste Management in the ACT</i> (TaMS 2006), garbage collection vehicle access is provided as follows:</p> <p>a) to mobile garbage bins for all single unit dwellings and multi unit and cluster developments up to and including 10 units.</p> <p>b) to garbage hoppers in an approved structure for multi-unit sites in excess of 10 dwellings.</p>	<p><i>Complies. All single dwelling blocks have street garbage collection within 60m of the dwelling.</i></p> <p><i>Complies. The multi unit blocks are an adequate size to allow the future development to have internal garbage collection.</i></p>	<p><i>Complies – No Change</i></p>
<p>R92</p> <p>Demolition waste leaving the site is diverted to a recycling or reprocessing operator for the particular type of waste material. Evidence of proper recycling, reprocessing or disposal is obtained and kept for 12 months after practical completion of the project.</p>	<p><i>Complies. The majority of the waste on this site will come from the removal of the existing pine trees, which will be chipped and used as mulch in the Arboretum or on site.</i></p> <p><i>Generally no other demolition waste will be generated from this development.</i></p> <p><i>All waste generated as part of the construction will be subject to a separate waste management plan developed by the civil and landscape contractors.</i></p>	<p><i>Complies – No Change</i></p>
7.14 Sediment and Erosion Control Plan		
<p>R93</p> <p>A Sediment and Erosion Control Concept Plan satisfies the requirements of the Environment Protection Authority.</p>	<p><i>Complies. The EDP submission contains a Sediment and Erosion Control Concept Plan. See drawing (EMCP-01 and 02).</i></p>	<p><i>Complies – No Change</i></p>

4. Compliance with the Coombs and Wright Concept Plan

The Coombs and Wright Concept Plan became effective on January, 2010 and have been amended several times with the latest amendment dated 29 October 2010.

The following section demonstrates compliance with the provisions of Parts A and B of the Plan including with the purpose of the Plan and with the “desired planning outcomes” contained in the Plan.

Part C has been excluded as it relates to development undertaken following EDP approval.

Only Rules/Criteria relevant to Coombs have been assessed in this report. Compliance with the provisions as they relate to Wright were covered in the Wright EDP report.

Part A – Land use

Notes:

1. Precincts referred to in this part are shown on figure 2, subject to element 2.
2. Roads referred to in this part are shown on figure 3, subject to element 3.
3. Signalised intersections on the north-south arterial road (*referred to in this EDP report as John Gorton Drive*) are shown on figure 3, subject to element 3.
4. Sections referred to in this part are shown on figure 4, and they are located by cross sections lines.

Land use plan		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>Note: Desired planning outcomes relevant to this element are: (a), (b), (c), (e), (f), (g), (h), (j), (k), (o), (p) and (q).</p>		
<p>C1</p> <p>Precinct A</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct A,</p> <p>a) RZ1, consistent with desired planning outcome (a)</p> <p>b) PRZ1, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(a) Provide diverse housing types, block sizes, densities and affordability to meet the changing needs of households and to encourage the formation of a diverse community;</p>	<p><i>Complies as follows:</i></p> <p>a) <i>The location of precinct A in the EDP is consistent with figure 2 in the concept plan and all residential development in the precinct is permitted by the Territory Plan RZ1 Land Use policies.</i></p> <p><i>In accordance with planning outcome (a), R37 & R51 of the concept plan (density controls), a variety of low density (less 20 dwellings / ha) block sizes have been provided. Overall the desired planning outcome (a) is achieved by providing a range of housing products and block sizes across the estate in a number of different precincts of which precinct A contribute the low density suburban product.</i></p>	<p><i>Complies – No Change</i></p>
<p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>The public open space (PRZ1) and enlarged road reserves provided in Precinct A retain the significant features of the site including, views to the Molonglo River, surrounding hills, Black Mountain and the existing Eucalyptus trees on the ridge. These trees, together with the proposed plantings will be the highest element in Precinct A and will provided a landscape back drop so the housing does not break the skyline.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p><i>The location of the open space in the Concept Plan (northwest of the ridge) was originally proposed to retain moderate quality Pink-tailed Worm Lizard (PTWL) potential habitat.</i></p> <p><i>This potential habitat has since been reassessed by a PTWL expert for ACTPLA and the Commonwealth has downgraded it to low quality (EPBC determination 16 April 2010). As the site does not contain significant site features and R26 (concept plan) and the EPBC determination do not require the area to be retained and the area has been proposed for development.</i></p> <p><i>The EDP has provided an alternative open space centrally located (adjacent to section BR) on the eastern side of the ridge in accordance with Table 7 (Description and prime management purpose of urban parks and sportsgrounds) of the Residential Subdivision Development Code. Together with the Holdens Creek Pond open space the provision of this park will guarantee residents of both the east and west sides of the ridge will have centrally located open space for recreational purposes.</i></p> <p><i>At this time the Strategic EPBC Assessment for the Molonglo Valley (including the River Corridor) has not been completed, and there is no guarantee that the Commonwealth will permit recreational facilities (playgrounds, etc) within the River Corridor EDP.</i></p>	

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>C2</p> <p>Precinct B</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct B,</p> <ul style="list-style-type: none"> a) RZ5, not less than 6.5ha, consistent with desired planning outcome (b) b) RZ4, not less than 2ha, consistent with desired planning outcome (b) c) PRZ1, following the watercourse, consistent with desired planning outcome (h) d) RZ1, consistent with desired planning outcome (a) over the balance <p>Desired planning outcomes:</p> <ul style="list-style-type: none"> (a) Provide diverse housing types, block sizes, densities and affordability to meet the changing needs of households and to encourage the formation of a diverse community; (b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route; (h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety. 	<p>Complies as follows:</p> <ul style="list-style-type: none"> a) A total of 17.5ha of RZ5 is provided, thus exceeding the minimum 6.5ha required in the Concept Plan; The EDP complies with Desire planning outcome (b) for the following reasons: <ul style="list-style-type: none"> - RZ5 is a high density area with the minimum density for each block in accordance with R49 of the Concept Plan (1 dwelling for each 200m²); - the height of buildings will be controlled by the Territory Plan provisions (minimum 2 storeys, maximum 6 storeys); and - The location of RZ5 in the EDP is consistent with figure 2 in the Concept Plan, which places high density housing along the arterial road and around the mixed use area of Coombs. b) A total of 3.2ha of RZ4 is provided thus exceeding the minimum 2ha required in the EDP; The EDP complies with Desire planning outcome (b) for the following reasons: <ul style="list-style-type: none"> - RZ4 is a high density area with the minimum density for each block in accordance with R49 of the Concept Plan (1 dwelling for each 200m²); - the height of buildings will be controlled by the Territory Plan provisions (maximum 3 storeys); and - The location of RZ4 in the EDP is consistent with figure 2 in the concept plan, which places it adjacent to the high amenity area of Holdens Creek Pond. 	<p>Complies – No Change</p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p>c) <i>The PRZ1 area provided is consistent figure 2 of the Concept Plan with desired planning outcome (h) in that it:</i></p> <ul style="list-style-type: none"> • <i>is part of an open space network which is proposed to continue south of John Gorton Drive into the adjoining suburb of Wright</i> • <i>will retain the existing watercourse and natural elements of the site where possible, in a landscaped parkland setting, noting however, that the water course alignment, topography and configuration will be impacted on by the construction and proximity of John Gorton Drive – however, landscape elements can be utilised to reinstate and enhance the original landscape (particularly water) features</i> • <i>will directly adjoin John Gorton Drive allowing opportunities for a highly visible and accessible public space which, through landscaping and urban design elements (such as public art), can contribute to 'place making' by helping to establish the desired character for Coombs</i> • <i>will directly adjoin a multi unit site which can be developed to effectively extend the public realm features of the park into the site and which will provide passive surveillance to assist with public safety for park users. Furthermore, the park will provide a high level of amenity for residents of the surrounding higher density developments which adjoin on 1 side ensuring that the park is likely to be well utilised. It is also likely</i> 	

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p><i>the adjacent developments will be themed and marketed to capitalise on the amenity and attributes offered by the park; and</i></p> <p>d) <i>The balance of the precinct comprises RZ1 housing products permitted by the Territory Plan RZ1 Land Use policies and provides a variety of block sizes and housing, while complying with the RZ1 density rules (R37 & R51) of the Concept Plan. Overall the desired planning outcome (a) is achieved by providing a range of housing products and block sizes across the estate in a number of different precincts of which precinct A contribute the low density suburban product.</i></p>	
<p>C3</p> <p>Precinct C</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct C, CZ5, not less than 0.4ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p><i>Complies: Precinct C comprises a total of 0.67ha of CZ5 adjacent to the edge road and Holden’s Creek, thus exceeding the minimum 0.4ha required area of CZ5. The CZ5 zoning has been located in accordance with bushfire requirements for edge streets and C27 of the Concept Plan. The sight is consistent with Figure 2 in the Concept Plan and locates the mixed used area adjacent to the high amenity open space of Holdens Creek Pond.</i></p>	<p><i>Complies – No Change</i></p>
<p>C4</p> <p>Precinct D</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct D, consistent with desired planning outcome (b),</p> <p>a) CZ4 on the south eastern side of road 3, not less than 1.4ha</p> <p>b) CZ5, not less than 0.9ha.</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher</p>	<p><i>Complies as follows:</i></p> <p>a) <i>A total of 1.4ha of CZ4 is provided on the south eastern side of road 3 thus meeting the minimum 1.4ha required to be provided in the Concept Plan;</i></p> <p><i>The EDP complies with Desire planning outcome (b) for the following reasons:</i></p> <ul style="list-style-type: none"> - <i>CZ4 is a high density area with the minimum density for each block in accordance with R50 of the Concept Plan (1 dwelling for each</i> 	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p>150m²);</p> <ul style="list-style-type: none"> - the height of buildings will be controlled by R56 of the Concept Plan (minimum 3 storeys, no maximum restriction); and - The location of CZ4 in the EDP is consistent with figure 2 in the concept plan, which places the local centre at the main entrance to Coombs adjoining the arterial road (south east of road 3); and <p>b) A total of 1.64ha of CZ5 is provided, thus exceeding the minimum 0,9ha required to be provided in the Concept Plan.</p> <p>The EDP complies with Desire planning outcome (b) for the following reasons:</p> <ul style="list-style-type: none"> - CZ5 is a high density area with the minimum density for each block in accordance with R50 of the Concept Plan (1 dwelling for each 150m²); - the height of buildings will be controlled by R53 in the Concept Plan (minimum 3 storeys, no maximum restriction); and - The location of CZ5 in the EDP is consistent with figure 2 in the concept plan, which places the mixed use along the arterial road and adjoining the local centre. 	
<p>C5</p> <p>Precinct E</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct E, RZ5, not less than 1ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport</p>	<p><i>Complies: Precinct E comprises a total of 2.43ha of RZ5, thus exceeding the minimum 1ha of RZ5 required. The dwelling yield is consistent with R49 and it provides higher density housing close to the arterial road and the local centre / mixed use precinct, consistent with planning outcome b and figure 2 of the Concept Plan.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>route;</p> <p>C6</p> <p>Precinct F</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct F a minimum overall area of 17ha, comprising,</p> <ul style="list-style-type: none"> a) CFZ, not less than 6ha, to accommodate at a minimum, an educational establishment (primary school), community activity centre and child care centre, consistent with desired planning outcome (b) b) PRZ1, not less than 0.3ha at the junction of roads 3, 7 and 8 consistent with desired planning outcome (h) c) PRZ1 and NUZ4, in the balance to accommodate Coombs urban open space corridor specified in R23) and C23). <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p> <p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>Complies: Precinct F is 17ha inclusive of roads (in accordance with ACTPLA pre-application meeting advice 6/12/2010);</i></p> <ul style="list-style-type: none"> a) <i>The area of CFZ is 6ha which meets the minimum area required for the various community facilities – ie primary school, community activity centre, and child care centre; The location of the CFZ land use is consistent with Figure 2 of the Concept Plan which locates community facilities adjacent to high amenity areas and close to the arterial road and mixed use areas in accordance with planning outcome b;</i> b) <i>The area of PRZ1 provided at the junction of roads 3, 7 and 8 is 0.5ha which exceeds the minimum 0.3ha required. The location of the park is consistent with Figure 2 of the Concept Plan. This park will form an external plaza abutting the local centre and is part of the open space system that connects east and west Coombs. The park will also retain a number of existing pine trees, to reflection of the former use of the site. Pine trees are a significant natural element that currently dominates the site, but will only be retained in 2 parks within Coombs. The retention of the pine trees is consistent with the desired planning outcome (h).</i> c) <i>The balance of the precinct comprises PRZ1 and NUZ4 and accommodates the Coombs urban space corridor – refer C23.</i> 	<p><i>Complies – No Change</i></p>
<p>C7</p> <p>Precinct G</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in</p>	<p><i>Complies as follows:</i></p> <ul style="list-style-type: none"> a) <i>The area of RZ5 provided in precinct G is 3.9ha which exceeds the minimum 2.7ha required. The dwelling yield is consistent</i> 	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>precinct G,</p> <p>a) RZ5, not less than 2.7ha, consistent with desired planning outcome (b)</p> <p>b) PRZ1, following the watercourse, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p> <p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>with R49 and it provides higher density housing close to the arterial road and the local centre / mixed use precinct, consistent with planning outcome b and figure 2 of the Concept Plan; and</i></p> <p>b) <i>The PRZ1 area provided is consistent figure 2 of the Concept Plan and with desired planning outcome (h) in that it:</i></p> <ul style="list-style-type: none"> • <i>is part of an open space network which is proposed to continue south of John Gorton Drive into the adjoining suburb of Wright</i> • <i>will retain the existing watercourse and natural elements of the site where possible, in a landscaped parkland setting, noting however, that the water course alignment, topography and configuration will be impacted on by the construction and proximity of John Gorton Drive – however, landscape elements can be utilised to reinstate and enhance the original landscape (particularly water) features</i> • <i>will directly adjoin John Gorton Drive allowing opportunities for a highly visible and accessible public space which, through landscaping and urban design elements (such as public art), can contribute to 'place making' by helping to establish the desired character for Coombs</i> • <i>will directly adjoin a multi unit site which can be developed to effectively extend the public realm features of the park into the site and which will provide passive surveillance to assist with public safety for park users. Furthermore, the park will provide a high level of amenity for residents of</i> 	

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
	<p><i>the surrounding higher density developments which adjoin on 1 side ensuring that the park is likely to be well utilised. It is also likely the adjacent developments will be themed and marketed to capitalise on the amenity and attributes offered by the park.</i></p>	
<p>C8</p> <p>Precinct H</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct H, RZ1, consistent with desired planning outcome (a).</p> <p>Desired planning outcomes:</p> <p>(a) Provide diverse housing types, block sizes, densities and affordability to meet the changing needs of households and to encourage the formation of a diverse community;</p>	<p><i>Complies: Precinct H comprises RZ1. The location of precinct H in the EDP is consistent with figure 2 in the concept plan and all residential development in the precinct is permitted by the Territory Plan RZ1 Land Use policies (including the park).</i></p> <p><i>In accordance with planning outcome (a), R37 & R51 of the concept plan (density controls), a variety of low density (less 20 dwellings / ha) block sizes have been provided. Overall the desired planning outcome (a) is achieved by providing a range of housing products and block sizes across the estate in a number of different precincts of which precinct A contribute the low density suburban product.</i></p>	<p><i>Complies – No Change</i></p>
<p>C9</p> <p>Precinct I</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct E, RZ5, not less than 5.9ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p><i>Complies: Precinct I comprises a total of 6.65ha of RZ5, thus exceeding the minimum area of RZ5 required to be provided in the EDP.</i></p> <p><i>The dwelling yield is consistent with R49 and it provides higher density housing close to areas of higher amenity, consistent with planning outcome b and figure 2 of the Concept Plan.</i></p>	<p><i>Complies – No Change</i></p>
<p>C10</p> <p>Precinct J</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in</p>	<p><i>Complies: Precinct J contains 3ha of CZ5, thus exceeding the minimum 2ha area of CZ5 required to be provided in the precinct.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>precinct J, CZ5, not less than 2ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p><i>The EDP complies with Desired planning outcome (b) for the following reasons:</i></p> <ul style="list-style-type: none"> - CZ5 is a high density area with the minimum density for each block in accordance with R50 of the Concept Plan (1 dwelling for each 150m²); - the height of buildings will be controlled by R53 in the Concept Plan (minimum 3 storeys, no maximum restriction); and <p><i>The location of CZ5 in the EDP is consistent with figure 2 in the concept plan, which places the mixed use at the entrance to the estate on the southeast side of road 4 at the intersection with the arterial road and consistent with R27 of the concept plan.</i></p>	
<p>C11 to C22</p>	<p><i>Not relevant to Coombs EDP</i></p>	
<p>C23</p> <p>Coombs urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Coombs urban open space corridor, PRZ1 and NUZ4, consistent with desired planning outcome (h) that,</p> <p>a) follows the unnamed water course from Wright to its confluence with Molonglo River</p> <p>b) includes a neighbourhood park, oval, cycleway and stormwater measures.</p>	<p><i>Complies: The EDP accommodates the Coombs urban open space corridor (PRZ1 and NUZ4 zones), consistent with desired planning outcome (h) in that,</i></p> <p>a) <i>it follows the unnamed water course from Wright to its confluence with Molonglo River;</i></p> <p>b) <i>the corridor will include a neighbourhood park, oval, cycleway and stormwater measures.</i></p> <p><i>In addition the location of the PRZ1 and NUZ4 are consistent with figures 2 & 4 in the concept plan and the EDP has been coordinated with the ACTPLA Capital Works Project that is constructing these facilities.</i></p>	<p><i>Complies – No Change</i></p>
<p>C24</p> <p>Weston Creek urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Weston Creek urban open space corridor, PRZ1, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(h) retain the landscape setting and significant</p>	<p><i>Complies: This park is principally a Capital Works Project separate to the Coombs EDP, however LDA will provide a local play ground within the park to comply with desired planning outcome (h).</i></p> <p><i>The Weston Creek urban open space will provide a high level of public access, amenity and safety and</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>responds to the natural topography of the area.</i></p>	
<p>C25</p> <p>Holdens Creek urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Holdens Creek urban open space corridor, PRZ1 and NUZ4, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>Complies: This park is principally a Capital Works Project separate to the Coombs EDP, however LDA will provide a local playground within the park to comply with desired planning outcome (h).</i></p> <p><i>The Holdens Creek urban open space will provide a high level of public access, amenity and safety and responds to the natural topography of the area.</i></p>	<p><i>Complies – No Change</i></p>
<p>R26</p> <p>The land use plan submitted with an EDP includes PRZ1 to incorporate a buffer not less than 20 metres wide (where measure wholly outside the habitat areas) around areas of moderate and high quality Pink-tailed worm lizard (<i>Aprasia parapulchella</i>) habitat, as shown on Figure 5 and section viii.</p>	<p><i>Complies: The EDP does not propose any development within 20 metres of any area of moderate or high quality Pink-tailed worm lizard (<i>Aprasia parapulchella</i>) habitat as shown in Figure 5 and more recent PTWL habitat surveys.</i></p> <p><i>The river corridor (including PTWL potential habitats) will be separated from the construction site by stock proof fencing, (see landscape master plan) This fencing will be handed over to TaMS at the end of the project and is likely to be retained until the River Park Concept Plan develops an alternative.</i></p> <p><i>The EDP complies with Section viii for the following reasons:</i></p> <ul style="list-style-type: none"> - <i>The Capital Works Trunk Sewer is in accordance with the typical section minimum 20m distance to PTWL habitats; and</i> <p><i>House blocks in the EDP are located almost twice the distance from PTWL habitats compared to that shown in section viii (50m instead of 30m). This is due to the detailed bushfire mitigation plan, inner asset protection zones recommendations and compliance with the Coombs EPBC management requirements for PTWL.</i></p>	<p><i>Complies – No Change</i></p>

1.1 Precincts		
Note: Desired planning outcomes relevant to this element are: (b) and (c).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
27 Subject to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP identifies precincts with the following characteristics: a) precinct A is bounded by Holdens Creek urban open space corridor, Molonglo River corridor, road 8 and precinct B b) precinct B is bounded by precinct C, Holdens Creek urban open space corridor, precinct A, road 3 and precinct D and the north-south arterial road (<i>John Gorton Drive</i>) c) precinct C is bounded by Holdens Creek urban open space corridor and precinct B, and may adjoin precinct A d) precinct D is part of the Coombs/Wright local centre. It is bounded by precinct B, road 7, precinct E and the north-south arterial road (<i>John Gorton Drive</i>). It is transacted by road 3 e) precinct E is bounded by precinct D, road 7, the urban open space corridor draining to Coombs pond and the north-south arterial road (<i>John Gorton Drive</i>) f) precinct F is the Coombs community facilities precinct. It is bounded by road 3, road 8, Molonglo River corridor, Coombs urban open space corridor and road 7 g) precinct G is bounded by the urban open space corridor draining to Coombs pond, road 7, road 4, and the north-south arterial road (<i>John Gorton Drive</i>) h) precinct H is bounded by Coombs urban open space corridor, Molonglo River corridor, the urban open space surrounding the proposed Weston Creek pond, precinct I and road 7 i) precinct I is bounded by precinct H, Weston Creek urban open space corridor road and road 7 j) precinct J is bounded road 4, road 7, Weston Creek urban open space corridor road and the north-south arterial road (<i>John Gorton Drive</i>). k) precinct K is the site of the ACT Forestry Depot. It is bounded by Weston Creek urban open space corridor and the north-south arterial road l) precinct L is bounded by Molonglo River corridor, Holdens Creek urban open space corridor, precinct M and the existing water supply easement m) precinct M is bounded by the north western boundary of Coombs, precinct L, Holdens Creek	<i>Complies: All precincts generally comply with the following characteristics listed below.</i> <i>A copy of the EDP precinct boundaries is contained in Appendix B.</i> a) <i>Complies: Precinct A is bounded by Holdens Creek urban open space corridor, Molonglo River corridor, road 8 (C08E) and precinct B</i> b) <i>Complies: precinct B is bounded by precinct C, Holdens Creek urban open space corridor, precinct A, road 3 (Road C03A and C03B) and precinct D and the north-south arterial road (John Gorton Drive)</i> c) <i>Complies: precinct C is bounded by Holdens Creek urban open space corridor and precinct B.</i> d) <i>Complies: precinct D is part of the Coombs/Wright local centre. It is bounded by precinct B, road 7 (C07), precinct E and the north-south arterial road (John Gorton Drive). It is transacted by road 3 (Road C03/C0D)</i> e) <i>Complies: precinct E is bounded by precinct D, road 7 (C07), the urban open space corridor draining to Coombs pond and the north-south arterial road (John Gorton Drive)</i> f) <i>Complies: precinct F is the Coombs community facilities precinct. It is bounded by road 3 (C03), road 8 (C08E), Molonglo River corridor, Coombs urban open space corridor and road 7 (C07)</i> g) <i>Complies: precinct G is bounded by the urban open space corridor draining to Coombs pond, road 7 (C07), road 4, and the north-south arterial road (John Gorton Drive)</i> h) <i>Complies: precinct H is bounded by Coombs urban open space corridor, Molonglo River corridor, the urban open space surrounding</i>	<i>Complies – No Change</i>

<p>urban open space corridor and the north-south arterial road. It is transected the existing water supply easement</p> <p>n) precinct N is bounded by Holdens Creek urban open space corridor, the north-south arterial road, precinct O, precinct R and Road</p> <p>o) precinct O is part of the Coombs/Wright local centre. It is bounded by precinct N, north-south arterial road, precinct P and 6. It is transected by road 5</p> <p>p) precinct P is bounded by precinct O, the north-south arterial road, Coombs urban open space overland flow corridor and road 6</p> <p>q) precinct Q is bounded by Coombs urban open space overland flow corridor, the north-south arterial road, Cotter Road and road 6</p> <p>r) precinct R is the balance of Wright south of Holdens Creek. It is bounded by precinct N, road 6, the north-south arterial road, Cotter Road and Uriarra Road</p> <p>s) precinct S is bounded by the northern boundary of Wright, the north-south arterial road, precinct T, the existing water supply easement, precinct V and Uriarra Road</p> <p>t) precinct T is bounded by the north-south arterial road, the existing water supply easement and precinct S</p> <p>u) precinct U is bounded by the existing water supply easement, the north-south arterial road, Holdens Creek urban open space corridor and Uriarra Road. It is transected by road 1</p> <p>v) precinct V is bounded by Uriarra Road, precinct S and precinct U</p> <p>w) Coombs urban open space corridor, i. follows the unnamed water course from Wright to its confluence with Molonglo River; and ii. includes a neighbourhood park, oval, shared paths and stormwater measures</p> <p>x) Weston Creek urban open space corridor contains the proposed Weston Creek pond and surrounding urban open space and stormwater measures</p> <p>y) Holdens Creek urban open space corridor follows Holdens Creek from Uriarra Road to its confluence with Molonglo River and includes a pond, shared path and a section of the Bicentennial National Trail</p>	<p><i>the proposed Weston Creek pond, precinct I and road 7 (C07)</i></p> <p>i) <i>precinct I is bounded by precinct H, Weston Creek urban open space corridor road and road 7 (C07)</i></p> <p>j) <i>precinct J is bounded road 4 (C04), road 7 (C07), Weston Creek urban open space corridor road and the north-south arterial road (John Gorton Drive).</i></p> <p>k) <i>precinct K is to be developed on the site of the ACT Forestry Depot. It is bounded by Weston Creek urban open space corridor and the north-south arterial road</i></p> <p>l) <i>N/A Not part of this EDP</i></p> <p>m) <i>N/A Not part of this EDP</i></p> <p>n) <i>N/A Not part of this EDP</i></p> <p>o) <i>/A Not part of this EDP</i></p> <p>p) <i>N/A Not part of this EDP</i></p> <p>q) <i>N/A Not part of this EDP</i></p> <p>r) <i>N/A Not part of this EDP</i></p> <p>s) <i>N/A Not part of this EDP</i></p> <p>t) <i>N/A Not part of this EDP</i></p> <p>u) <i>N/A Not part of this EDP</i></p> <p>v) <i>N/A Not part of this EDP</i></p> <p>w) <i>Complies: Coombs urban open space corridor,</i></p> <p>x) <i>i. follows the unnamed water course from Wright to its confluence with Molonglo River</i> <i>ii. includes a neighbourhood park, oval, shared paths and stormwater measures</i></p> <p>y) <i>Complies: Weston Creek urban open space corridor contains the proposed Weston Creek pond and surrounding urban open space and stormwater measures</i></p> <p>z) <i>Complies: Holdens Creek urban open space corridor follows Holdens Creek from Uriarra Road to its confluence with Molonglo River and includes a pond, shared path and a section of the Bicentennial National Trail</i></p>	
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Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>Desired planning outcomes:</p> <p>(a) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p> <p>(b) provide safe, compact, walkable residential precincts with convenient vehicular, pedestrian, cycle and public transport access to recreational, retail/commercial and community facilities</p>	<p><i>DPO (b) The provision of the different precincts which will deliver a range of dwelling densities and building heights complies with desired planning outcome (h)</i></p> <p><i>DPO (c) The school, community facilities sites and the local centre are located in the heart of the estate. Together with the street grid network, the estate provides extensive permeability for vehicles and pedestrians</i></p>	

Identification of key roads		
Note: Desired planning outcomes relevant to this element are: (d), (f) and (n).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
R28 The land use plan submitted with an EDP complies with the location and configuration of the north-south arterial road (<i>John Gorton Drive</i>), including lanes, underpasses, entry points, junctions and signals as shown on figure 3.		<i>Complies – No Change</i>
C29 and C30		
C31 Road 3 Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 3, the principal collector road to the Coombs low density residential area (precinct A) from signalised intersection 2.		<i>Complies – No Change</i>
C32 Road 4 Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 4, which links signalised intersection 1 with north Weston via a proposed road bridge and embankment at the northern extremity of the proposed Weston Creek pond.		<i>Complies – No Change</i>
C33 and C34		
C35 Road 7 C2Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 7, which links roads 3 and 4, and forms the boundary between the medium and high density residential and mixed use zones abutting the north south arterial (<i>John Gorton Drive</i>) and the balance of Coombs. Its key function is to provide a convenient link between abutting land uses and the signalised intersections on the north-south arterial (<i>John Gorton Drive</i>). C3Desired planning outcomes: C4(d) provide a legible and permeable road network that integrates safe and adequate pedestrian and cycle access to the precinct and connectivity to surrounding suburbs, facilities and features such as Stromlo Forest Park, Molonglo River corridor and Duffy Primary School and the urban open space network		<i>Complies – No Change</i>

<p>C5(f) encourage walking, cycling and the use of public transport</p> <p>C6(n) provide for a street and pedestrian movement network with a legible hierarchy and function that integrates safe and adequate pedestrian and cycle access and connectivity</p> <p>C7</p>		
<p>C36</p> <p>Road 8</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 8, which links road 3 with the edge road to Molonglo River corridor, and forms the boundary between Coombs CFZ (precinct F) and Coombs RZ1 (precinct A).</p>		<p><i>Complies – No Change</i></p>

Part B – Subdivision

Notes:

1. This part is applicable to the preparation and assessment of estate development plans (EDP). It should be read in conjunction with other relevant codes.
2. Precincts referred to in this part are as defined in Part A and shown on the relevant land use plan submitted for a development application where an EDP is required.
3. Sections referred to in this part are shown on figure 4, and they are located by cross sections lines.

1.2 Block sizes

Note: Desired planning outcomes relevant to this element are: (a) and (b).

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R37</p> <p>RZ1 in each precinct,</p> <p>a) has a maximum of 50% of blocks less than 500m², and</p> <p>b) a maximum of 20% of blocks are less than 250m².</p> <p>Note: The 20% in b) is a subset of the 50% in a). This rule applies to each precinct, independently, i.e. without reference to proposed subdivision of RZ1 in other precincts.</p>	<p><i>Complies: Precinct A (RZ1 zone) within the EDP has:</i></p> <p>a) <i>maximum of 30% of blocks less than 500m² and</i></p> <p>b) <i>0% of blocks less than 250m².</i></p> <p><i>Complies: Precinct B (RZ1 zone) within the EDP has:</i></p> <p>a) <i>maximum of 21% of blocks less than 500m² and</i></p> <p>b) <i>0% of blocks less than 250m².</i></p> <p><i>Complies: Precinct H (RZ1 zone) within the EDP has:</i></p> <p>a) <i>Maximum of 32% of blocks less than 500m², and</i></p> <p>b) <i>18.2% of blocks less than 250m².</i></p> <p><i>No other precinct contains RZ1 blocks</i></p>	<p><i>Complies – No Change</i></p>

1.3 Multi-unit housing

Note: Desired planning outcomes relevant to this element are: (a) and (b).

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R38</p> <p>In addition to the maximum number of dwellings on multi-unit blocks, an EDP identifies the minimum number of dwellings on multi-unit blocks, in accordance with Part C.</p>	<p><i>Complies: For multi unit blocks, the EDP identifies the minimum and maximum number of dwellings proposed by way of a range for each block. Generally the maximum is limited to 100 dwellings/ha. and the minimum complies with R49 and R50 (see block detail plans).</i></p>	<p><i>Complies – No Change</i></p>

1.4 Open space		
Note: Desired planning outcomes relevant to this element are: (a), (b), (c), (d), (e), (f), (g) and (p).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>C39</p> <p>Edge Streets are provided to the common boundary between blocks in urban zones (other than single residential blocks and precinct C), and PRZ1 and NUZ4 to achieve the following:</p> <p>a) Ease of access to urban open space corridors</p> <p>b) Surveillance of urban open space corridors</p> <p>c) Avoidance of rear boundary fencing at the common boundary to PRZ1 and NUZ4</p> <p>d) Ground floor dwelling address to urban open space where there is no edge street.</p>	<p><i>Complies.</i></p> <p>a. <i>Parks generally have a minimum 75% edge streets including 100% edge street to the Molonglo River Corridor (NUZ4). The exception to this is Section CA. The adjoining open space provides the oval for the school. It is undesirable, for reasons of amenity and public safety, to divide the school and the oval with a public road. However the urban open space corridor is easily accessible;</i></p> <p>b. <i>The master plan has been developed considerate to surveillance of the urban open space corridors. North Weston Pond, Coombs Pond and the Molonglo River Corridor benefit from view corridors largely unrestricted from adjacent street and urban development;</i></p> <p>c. <i>No rear boundary fencing at the common boundary to PRZ1 and NUZ4 is proposed under this EDP;</i></p> <p>d. <i>Single unit residences have street frontage as required by the Territory Plan. Where MU sites abut open space, future development will be subject to compliance with the relevant sections of the Territory Plan and including aspects relating to the built form.</i></p>	<p><i>Complies – No Change</i></p>
<p>R40</p> <p>There is no common boundary between a single residential block and PRZ1 or NUZ4. Edge streets are provided to the common boundary between single residential blocks and PRZ1 or NUZ4.</p>	<p><i>Complies: there are no common boundaries proposed between PRZ1/NUZ4 zones and single residential blocks. They are all separated by road reservations (streets).</i></p>	<p><i>Complies – No Change</i></p>
<p>R41 and R42</p>	<p><i>Not relevant to Coombs EDP</i></p>	
<p>R43</p> <p>Continuous edge roads are provided along the boundary between urban development and Molonglo River corridor and associated urban open space.</p>	<p><i>Complies: there are edge roads between all urban boundaries and the river corridor (and its associated urban spaces) in Coombs in accordance with figure 4 of the Concept Plan.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>C44</p> <p>Coombs urban open space overland flow corridor:</p> <ul style="list-style-type: none"> a) follows the unnamed water course from Wright to its confluence with Molonglo River b) includes a neighbourhood park, oval, cycleway and stormwater measures. 	<p><i>Complies: the open space corridor follows the unnamed water course from Wright to the river and will include a variety of community facilities including parks, the oval, cycleways and appropriate stormwater measures.</i></p>	<p><i>Complies – No Change</i></p>

1.5 Shared paths		
Note: Desired planning outcomes relevant to this element are: (c), (d), (e), (f), (h), (l), (n), (o) and (q).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>C45</p> <p>An off-road network of cycleways and pedestrian paths to link key community and urban open space destinations in the neighbourhood subject to element 1 is provided including:</p> <p>a) a trunk cycleway following Molonglo River corridor</p> <p>b) a trunk cycleway following road 8 from Molonglo River corridor trunk cycleway to the local centre adjoining precinct F</p> <p>c) links to parks and neighbourhood facilities including shops and schools</p> <p>d) an underpass under the John Gorton Drive to provide access to Molonglo River corridor from:</p> <p>i. (relates to North Wright)</p> <p>ii. (relates to Wright)</p> <p>iii. Coombs urban open space corridor, to road 6 cycle path system network</p> <p>iv. (relates to Weston Creek)</p> <p>e) a continuous primary pedestrian path along both sides of the length of the north-south arterial road (<i>John Gorton Drive</i>) of:</p> <p>i. a minimum 2 metres wide on the Coombs side of the road</p> <p>ii. (Wright).</p>	<p><i>Complies: The EDP complies with the major pedestrian path and cycleway network shown in figure 4 of the concept plan.</i></p> <p><i>However the design and construction of the majority of these paths are not part of the EDP but included in various capital works projects. The following is a list of paths being provided by the EDP and Capital works projects:</i></p> <ul style="list-style-type: none"> - <i>Coombs EDP will construct the main 1.5m wide pedestrian paths along the arterial road and the link between the arterial road and the community facility land. Otherwise the rest of the paths will be designed and constructed as part of the following are Capital Works Projects::</i> - <i>The river park concept plan will provided the cycleways within the river corridor,</i> - <i>the North Western Creek Pond will provide the cycleways that link the arterial road with the river corridor to the east of Coombs</i> - <i>The Holdens Creek Pond open space will provided the cycleway within Holdens Creek;</i> <p><i>Coombs pond will provided the design for the link between the river corridor and the community facility site.</i></p> <p><i>Complies: An off-road network of cycleways and pedestrian paths has been provided as shown in Drawings PTP 01 to 04 to link key community and urban open space destinations in Wright and Coombs (ie parks, neighbourhood facilities and shops) noting however, that Capital Works will provide:</i></p> <ul style="list-style-type: none"> ✓ <i>the John Gorton Drive underpasses and associated linkages;</i> ✓ <i>the Coombs urban open space underpass under John Gorton Drive; and</i> ✓ <i>a continuous primary pedestrian path of a minimum 1.5 metres</i> 	<p><i>Complies – No Change</i></p>

	<i>wide along the Coombs side of John Gorton Drive.</i>	
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1.6 Road Network		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>C46</p> <p>The road network provides:</p> <p>a) access to development adjoining the north south arterial road (<i>John Gorton Drive</i>) limited to the locations indicated with,</p> <p>i. additional access permitted from the service streets</p> <p>ii. signalised intersections 1-3 on figure 3</p> <p>iii. uncontrolled right turns between signalised intersections 1-3</p> <p>iv. uncontrolled right turn south of signalised intersection 1 to the site for the ACT Forestry Depot</p> <p>b) a minimum of one access point to Wright from Uriarra Road</p> <p>c) a minimum of one access point to Wright from Cotter Road.</p>	<p><i>Does not comply</i></p> <p><i>LDA request ACTPLA vary the Concept Plan via a technical amendment.</i></p> <p><i>The Coombs EDP connections to John Gorton Drive have been designed to comply with ACTPLA's detailed design for the John Gorton Drive which supersede the indicative design that was included in figures 3 & 4 of the Concept Plan and are subject to a separate DA approval.</i></p> <p><i>The intersections of JGD are subject to separate DA approval sought by other parties.</i></p> <p><i>Stage 1A of John Gorton Drive has been approved and is currently under construction. A left in / left out intersection south of intersection 1 is part of the works under construction. This intersection does not comply with C46. The detail design for the arterial road locates the uncontrolled right turn into the ACT forestry depot south of the indicative location shown in Figure 4. The constructed location will be on the other side of the creek to the Coombs EDP and outside of the EDP works.</i></p> <p><i>Stage 1D of John Gorton Drive is currently being designed and includes a left in / left out intersection adjacent to Holdens Creek. This proposed intersection does not comply with C46.</i></p> <p><i>In both cases Coombs edge street have been designed to connect into these intersection.</i></p>	<p><i>No Change</i></p>

Stormwater		
Note: Desired planning outcomes relevant to this element are: (g), (h), (k), (l), (m) and (p).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement against Criteria
<p>R47</p> <p>Stormwater treatment ponds and overland flow paths are provided as indicated on figure 4 and sections i, ii, iii, iv, v, vii, ix, x, xi and xii for the purpose of stormwater management.</p>	<p><i>Complies – The stormwater treatment ponds and over land flow paths have been provided consistent with figure 4.</i></p> <p><i>As stated in the rule the stormwater treatment and flow paths (minimum open space widths) have been provided in accordance with the sections x and xi. The locations of the rest of the sections in figure 4 are not applicable to the Coombs EDP.</i></p>	<p><i>Complies – No Change</i></p>
<p>R48</p> <p>Molonglo surge protection line is provided in Coombs as indicated on figure 4. No leases (other than holding leases) are to be issued down-slope of this line until it is demonstrated that Scrivener Dam meets flood safety and operational requirements, based on the applicable Australian National Committee on Large Dams (ANCOLD) guidelines.</p>	<p><i>Complies:</i></p> <p><i>Bulk filling of the edge road and adjacent blocks is proposed as an appropriate mitigation measure against the Molonglo surge protection line. The “Molonglo Catchment and Scrivener Dam Flood Hydrology” commissioned by ACTPLA demonstrates this to be the case. Refer also Section 1.4 of this report.</i></p> <p><i>All blocks proposed under this EDP are above the impact of the Molonglo surge protection line.</i></p>	<p><i>Complies – No Change</i></p>

Appendix C

Coombs Bridge Underpass Initial
Option Review Report & Detail
Design Plans



Appendix D

Vehicle Access: Typical Turning
Movements



Appendix E

Retaining Wall Detail Design Plans



Coombs Residential Estate

Development Amendment Report Multi Unit Site Services



Prepared for: Land Development Agency
Reference: 292347-10 – Multi Unit Amendment
Date: 22 June 2015



ACT
Government
Economic Development

 Land
Development
Agency
CANNBERRA FIRST

Document Information

Prepared for: Land Development Agency
Project Name: Coombs Residential Estate: Development Amendment Report – Multi Unit Site Services
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Rev.	Date	Author	Authorised by:
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Appendices

A – Notice of Decision

B – Coombs Residential Estate - Statement against Criteria

1 Introduction

Cardno and SPACELAB (*formerly JEA*) has been engaged by the Land Development Agency (LDA) to design and document the Coombs Residential Estate Stages 1-3 (Project No. 292347). Our scope has been to detail design and document all civil engineering aspects of the project (i.e. roads, stormwater, sewer, water etc.) and to coordinate them with the Gas Reticulation (ZNX, *formerly known as Jemena*), Electrical Reticulation (ActewAGL), Street Lighting (ActewAGL) and Communications Reticulation (TR – TransACT).

The project as a whole is generally consistent with the approved Notice of Decision ref 201120676, under Part 7 of the Planning and Development Act 2007.

Through the recent consultation of the Land Development Agency (LDA) with the Community Services Directorate (CSD), it has been identified that Section 2, Section 3, Section 12, Section 37, Section 39 and Section 41 are to be subdivided to allow for more manageable sized blocks.

General context of the proposed changes to the Coombs Concept Plan – Effective 20 June 2014 includes the following:

1. In Section 2, the existing block boundary between Blocks 1 and 2 is proposed to be moved to the east by 42.1m creating Block “a” and Block “b”. The Community Services Directorate has expressed interest to develop Block “a” and zoned as RZ5. Block “b” is to be zoned CZ5 to satisfy Criteria 10 of the Coombs and Wright Concept Plan. The easement currently running through Block 1 will no longer be required, and shall be replaced with the new 3.5m wide easement running along the northern boundary of Block 3. This proposed change has also resulted in the redistribution of dwelling yields affecting Block 3.
2. Block 1, Section 3 currently zoned as RZ5 will be subdivided evenly into two individual blocks. This proposed change has also resulted in the redistribution of dwelling yields affecting Block 3 and Block 4. Both blocks “a” and “b” are intended to be used as Multi-Unit Developments by CSD.
3. Block 1, Section 12 currently zoned as RZ5 will be subdivided at a distance of 54 metres (approx.) from Woodberry Avenue creating Block “a” and “b”. Both blocks are intended to be used as Multi-Unit Developments by CSD.
4. Block 1, Section 37, currently zoned as RZ5 will be subdivided into two separate leases at a distance of 44.0 metres from the northern boundary at Fairhall Street and 67.07m south along the Blackmore street boundary. Block “a” is intended use as Multi-Unit Developments by CSD.
5. Block 1, Section 39 currently zoned as RZ5 will be subdivided at a distance of 60.90 metres north from Colbung Street creating blocks “a” and “b”. Block “b” is intended for Multi-Unit Developments by CSD.
6. For Section 41, it is intended to relocate the block boundary further east to reduce the RZ5 area of the section to CSD’s preferred 0.42Ha for its intended use. This in turn increases the area of Block “b” (CZ5) in Precinct C.

The above exceptions to the approved EPD Plans are detailed in this report as follows.

Parties to the Contract

Client:	Land Development Agency (LDA)
Developer:	Land Development Agency (LDA)
Project Manager:	Gerard Zafico
Project Director:	Mark Perry
Chartered Engineer:	John Samoty
Engineering:	Cardno Young Pty Ltd
Landscape Architect:	SPACELAB
Surveyor:	Mail McDonald Barnsley
Geotechnical Engineers:	Douglas Partners
Principal contractor:	GroupOne (Stage 1 and 2)/BMD (Stage 3)

2 Detail Design & Construction Status

It should be noted that the detail design of Coombs Residential Estate, Stages 1-3 generally complies with the TAMS design guidelines, ACTPLA Estate Development Guidelines, and other relevant Australian Standards where required. The Estate Development Plan was approved in February 2012.

Current approvals granted by Territory and Municipal Services (TAMS) include;

- > Stage 1 Earthworks
- > Stage 2 Earthworks
- > Stage 2 Civil Works
- > Stage 3 Earthworks
- > Stage 3 Civil Works
- > Stage 1 Civil Works

No outstanding civil detail design approvals are with TAMS Asset Acceptance.

Validation and verification of the approved detail designs have been undertaken in house using Cardno's Quality System design verification and review procedures including design and drafting checklists.

Detailed consultation has been undertaken with key stakeholders during the design and documentation process including TAMS, and all service authorities.

The following civil construction stages of the Coombs Estate have been completed in field and currently under the nominated 12 months defects period by TAMS Asset Acceptance, and include;

- > Stage 1A-1, 1A-2, 1A-3, 1A-4, 1B, 1C
- > Stage 2
- > Stage 3A, 3B, 3C

3 Section Subdivision and Rezoning

Consultation between the Land Development Agency (LDA - Greg Burghardt) and Chief Minister, Treasury and Economic Development Directorate's (CMTEDD) Public Housing Renewal Taskforce – Spencer Wright, has been carried out to establish the requirements to enable the rezoning and subdivision to facilitate and address the need for Multi-Unit Developments in the newly constructed suburb of Coombs.

It is understood from the consultation between LDA and CMTEDD that any proposed Development Amendment, should include all relevant plans that require changes including where required the;

- > Estate Development Plan – showing the revised land uses dwelling yields and access arrangements
- > Block Details Plan – showing the additional and revised block area calculations
- > Land Use Plan – showing the revised land uses in accordance with the technical amendment
- > Planning Control Plan – nominating any revisions to ongoing provisions on the affected blocks
- > Development Intentions Plan – to indicatively demonstrate how the proposed new blocks will be developed
- > Landscape Master Plan – (if required) reflecting changes to tree locations and access arrangements
- > Waste Collection Plan – (if required) nominating waste collection methods for the new/revised blocks
- > On-street Parking Plan – (if required) for any changes to on street parking locations; and
- > Sewer, Water and utility services plans if any changes to the services for the sites are proposed.
- > Any other drawing that displays block boundary locations.

3.1 Section 2, Blocks “a” and “b” and Block 3

3.1.1 Current Zoning

The area of Block “a” will be reduced as it is subdivided, however the block will remain zoned as RZ5. The remaining section of Block “a” (currently zoned as RZ5) will be rezoned to CZ5, as it consolidates into a single block with Block “b”, which is currently zoned as CZ5.

3.1.2 Location

Section 2 is located in south Coombs bounded by John Gorton Drive to the south, Pearlman Street to the east, Cornelius Street to the west and Woodberry Avenue to the north. The section forms part of Precinct J as indicatively shown on Figure 2 of the Coombs and Wright Concept Plan.

3.1.3 Function

Block “a” has been earmarked for high density residential dwellings to be utilised by CSD for Multi-unit Developments and in keeping with RZ5 zoning. The proposed dwelling density for Block “a” will be changed from 38-75 to 24-26. Block “b” is intended to be utilised for mixed used development in accordance with the CZ5 zoning. The proposed dwelling density for Block “b” will be changed from 40-59 to 66-100.

Due to the proposed dwelling densities for blocks “a” and “b”, it is also proposed to change the dwelling yields for Block 3 from 42-83 to 55-88 as high density residential dwellings (RZ5) and Block 4 from 44-65 to 44-69 mixed use (CZ5).

3.2 Section 3, Blocks “a” and “b” and Blocks 2, 3 and 4

3.2.1 Current Zoning

All the blocks on Section 3 are currently zoned RZ5 (High Density Residential – Multi Unit development).

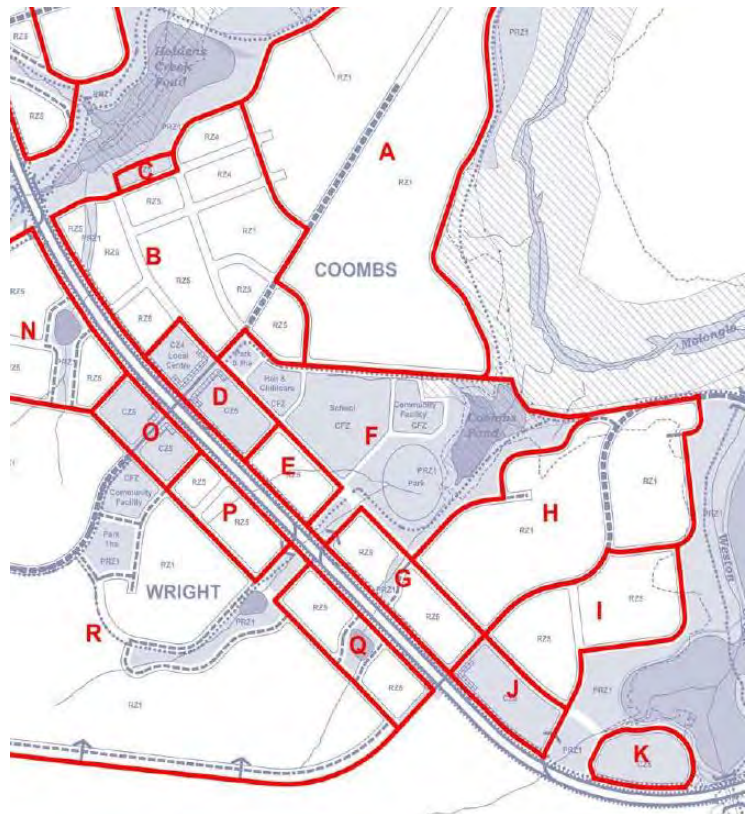
3.2.2 Location

The section is located in south Coombs and is bounded by Woodberry Avenue to the south, Pearlman Street to the east, Cornelius Street to the west and Taggart Terrace to the north. The section forms part of **Precinct I** as shown indicatively on Figure 2 of the Coombs and Wright Concept Plan.

3.2.3 Function

All the blocks within the section are all intended for high density residential developments with blocks “a” and “b” intended for Multi-unit Developments. The proposed dwelling density for Blocks “a” and “b” will be 16-20.

Due to the proposed development intentions for blocks “a” and “b”, it is also proposed to redistribute the dwelling yields on blocks 2, 3 and 4 from 31-61 to 31-69.



3.3 Section 12, Blocks “a” and “b”

3.3.1 Zoning

All the blocks on Section 12 are currently zoned RZ5 (High Density Residential – Multi Unit development).

3.3.2 Location

The block is located in south Coombs and is bounded by John Gorton Drive to the south, Terry Connolly Street to the west, Woodberry Avenue to the north and Harold White Avenue to the east. The section forms part of **Precinct G** of the Coombs and Wright Concept Plan.

3.3.3 Function

All the blocks within the section are intended for high density residential developments with block “a” intended for Multi-unit Developments. Block “a” will have a dwelling density of 16-18, and block “b” will have a dwelling density of 21-44. Due to the proposed development intentions for blocks “a” and “b”, it is also proposed to redistribute the dwelling yields on block 2 will change from 49-98 to 49-105.

3.4 Section 37, Block 1

3.4.1 Current Zoning

All the blocks on Section 37 are currently zoned RZ5 (High Density Residential – Multi Unit development).

3.4.2 Location

The block is located in west Coombs and is bounded by John Gorton Drive to the south, Blackmore Street to the east, Fairhall Street to the north and Block 2 Section 37 (Open Space) to the west. The section forms part of **Precinct B** of the Coombs and Wright Concept Plan.

3.4.3 Function

All the blocks within the section are intended for high density residential developments with block “a” earmarked for Multi-unit Developments by CSD. Block “b” shall also be developed as high density multi-unit residential dwellings with a dwelling density of 45-109, and Block “a” having a dwelling development of 24-26.

3.5 Section 39, Blocks “a” and “b”

3.5.1 Current Zoning

All the blocks on Section 39 are currently zoned RZ5 (High Density Residential – Multi Unit development).

3.5.2 Location

The section is located in west Coombs and is bounded by the Colbung Street to the south and west, Arthur Blakely Way to the north and Fairhall Street to the east. The section forms part of **Precinct B** of the Coombs and Wright Concept Plan.

3.5.3 Function

All the blocks within the section are all intended for high density residential developments with blocks “a” and “b” earmarked for multi-unit developments by CSD. Block 2 shall also be developed as high density multi-unit residential dwellings with dwelling yields changing from 42-84 to 42-95. Block “a” will have a dwelling density of 17-40, and block “b” will have a dwelling density of 24-26.

3.6 Section 41, Blocks “a” and “b”

3.6.1 Current Zoning

Block “a” Section 41 is currently zoned as RZ5 (High Density Residential – Multi Unit development) while Block “b” Section 41 is zoned partly as CZ5 (Mixed Use) and partly RZ5.

3.6.2 Location

The section is bounded by Edgeworth Parade to the northwest, Colbung Street to the west, Arthur Blakeley Way to the south, and Fairhall Street to the east. It is intended that the boundary between blocks “a” and “b” become the new precinct boundary for **Precinct B** and **Precinct C**.

3.6.3 Function

It is intended to develop Block “a” as high density residential dwellings by CSD in keeping with the RZ5 zoning while Block “b” is to be developed as CZ5. The proposed shift in the precinct boundary will still satisfy the criteria set out in the Coombs and Wright Concept Plan as demonstrated in **Appendix B**. Block “a” will have a dwelling density of 20-26, and block “b” will have a dwelling density of 45-103.

4 Summary

The proposed changes to the Concept Plan are as follows:

Section	Proposed Changes
2	<ul style="list-style-type: none"> • Relocation of existing boundary between Blocks 1 and 2 further east to create Blocks “a” and “b” Section 2. • In keeping with the Coombs and Wright Concept Plan, Block “b” is proposed to be zoned as CZ5 (Mixed Use) with a dwelling yield of 66-100 units. • Block “a” is proposed to be zoned as RZ5 (High Density Residential) with a dwelling yield of 24-26 residential units. • Due to the redistribution of dwelling yields for Precinct J, It is also proposed to change the dwelling yield for Block 3 from 42-83 units to 55-88 units. Block 4 will change its dwelling yield from 44-65 to 44-69. • Removal of existing services easement between Blocks 1 and 2. • Creation of an easement on the northern boundary of block 3 section 2.
3	<ul style="list-style-type: none"> • Subdivision of Block 1, Section 3 to two independent leases, Blocks “a” and “b”. • Both Blocks “a” and “b” are to be maintained as RZ5 in accordance with the Coombs and Wright Concept Plan. • The proposed dwelling yield for both Blocks “a” and “b” is 16-20 units. • Due to the proposed development intentions for blocks “a” and “b”, it is also proposed to redistribute the dwelling yields on Blocks 2, 3 and 4 from 31-61 to 31-69.
12	<ul style="list-style-type: none"> • Subdivision of Block 1, Section 12 to two independent leases, Blocks “a” and “b”. • Both Blocks “a” and “b” are to be maintained as RZ5 in accordance with the Coombs and Wright Concept Plan. • The proposed dwelling yields for Blocks “a” and “b” are 16-18 units and 21-44 units respectively. Block 3 will have a dwelling yield of 49-105 changing from the original 49-98.
37	<ul style="list-style-type: none"> • Subdivision of Block 1, Section 37 to two independent leases, Blocks “a” and “b”. • Both Blocks “a” and “b” are to be maintained as RZ5 in accordance with the Coombs and Wright Concept Plan. • The proposed dwelling yields for Blocks “a” and “b” are 24-26 units and 45-109 units respectively.

39	<ul style="list-style-type: none"> • Subdivision of Block 1, Section 39 to two independent leases, Blocks “a” and “b”. • Both Blocks “a” and “b” are to be maintained as RZ5 in accordance with the Coombs and Wright Concept Plan. • The proposed dwelling yields for Blocks “a” and “b” are 17-40 units and 24-26 units respectively.
41	<ul style="list-style-type: none"> • Relocation of the existing block boundary between Blocks 1 and 2 further east and the creation of Blocks “a” and “b” Section 41. • Relocation of the precinct boundary between Precincts B and C, increasing the size of Precinct C to 1.4Ha. • Block “a” is proposed to be zoned as RZ5 (High Density Residential) with a dwelling yield of 20-26 residential units as part of Precinct B. • In keeping with the Coombs and Wright Concept Plan, Block “b” is proposed to be zoned as CZ5 (Mixed Use) with a dwelling yield of 45-103 units.

Appendix A

Notice of Decision





ACT
Government

Environment and
Sustainable Development

Notice of decision

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

Impact track

DA NO: 201120676		DATE LODGED: 20/09/11
DATE OF DECISION: 1/12/2011		
BLOCK: part 1171	SECTION: -	DISTRICT: WESTON CREEK
BLOCK: part 1179	SECTION: -	DISTRICT: WESTON CREEK
BLOCK: part 1196	SECTION: -	DISTRICT: WESTON CREEK
BLOCK: part 1	SECTION: 48	SUBURB: HOLDER
STREET NO AND NAME: Cotter Road		
APPLICANT: Land Development Agency		
LESSEE: Unleased Land		

THE DECISION

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

I, Clinton Cashen, delegate of the ACT Planning and Land Authority, pursuant to section 162 of the Act, hereby **approve subject to conditions** the proposal for:

- **the subdivision of land to create 651 single dwelling blocks, 21 multi unit residential blocks for a maximum of 1982 dwellings, 5 mixed use blocks for a maximum of 378 dwellings, one local centre block for a maximum of 101 dwellings, 3 community facility blocks, 4 private lane blocks, 11 open space blocks, and associated public open spaces, roads, infrastructure works, landscaping and other site works**

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

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

PART 2 sets out the Reasons for the Decision

PART 3 is Public Notification and Entity Advice.

PART 4 contains administrative information relating to the determination.

DELEGATE

Clinton Cashen
Delegate of the ACT Planning and Land Authority
Environment and Sustainable Development Directorate
1/12/2011

CONTACT OFFICER

Mr Clinton Cashen
Phone: (02) 6205 4498
Email: clinton.cashen@act.gov.au

PART 1 CONDITIONS OF APPROVAL

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

A ADMINISTRATIVE / PROCESS CONDITIONS

Design and Siting

Note: The following conditions must be satisfied prior to the release of approved plans to the proponent. These conditions may result in changes to plans or changes to documents associated with plans which will be stamped by the Authority.

- A1. Within 28 days from the date of this decision, or within such further time as may be approved in writing by the ACT Planning and Land Authority, the applicant shall lodge with the ACT Planning and Land Authority for approval:
- a) A revised on-street parking plan depicting additional car spaces on roads C07 and C08E near section CA and the child care facility and hall sites. The location of the additional spaces must be consistent with a completed road safety audit.
 - b) A revised Landscape masterplan using a tree species other than *Pistacia chinensis* on any streets or roads that form an edge road of the estate and are adjacent to an open space area. The plan must be consistent with bushfire and TAMS requirements.

Community Information, Consultation and Involvement

- A2. That prior to the commencement of construction works on site, the proponent shall ensure that the following are available for community enquiries and/or complaint during the construction phase of the project:
- (a) A telephone number on which complaints about construction activities at the site can be registered;
 - (b) A postal address to which written complaints may be sent; and
 - (c) An email address to which electronic complaints can be transmitted.
- A3. The telephone number, the postal address and the email address shall be displayed on the signs, placed in appropriate locations. A register of complaints must be made available for inspection by ESDD upon request.

B PRIOR TO CONSTRUCTION AND/OR DEMOLITION

Environment Protection and Water Regulation

- B1. That prior to the commencement of any work on the site, the following requirements be submitted to and approved by the Environment Protection Agency (EPA):
- (a) A Waterways Works licence under the provision of the *Water Resources Act 2007* for the proposed alteration of a designated waterway;
 - (b) Environment Protection Agreement with the EPA for the proposal to undertake a Class B Activity under Schedule 1 of the *Environment Protection Act 1997*;

- (c) Two copies of an erosion and sediment control plan, submitted as part of the above Agreement

NOTE: Contact the Environment Protection and Water Regulation Unit, ESDD for more information on the above conditions (telephone 132281).

Asset Acceptance and Works on Unleased Territory Land

B4. That prior to the commencement of any work on the site, the following requirements be submitted to and approved by Territory and Municipal Services Directorate (TAMSD):

- (a) A Temporary Traffic Management Plan for approval by the Manager, Traffic Management & Safety, Roads ACT, Roads and Public Transport Division, TAMSD. 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.
- (b) A Landscape Management & Protection Plan (LMPP) for approval from the Manager, Asset Acceptance, Operational Support, Directorate Services, TAMSD. This plan is to be implemented before the commencement of works, including demolition on the site and is to be in accordance with City Management Guidelines for the Protection of Public Landscape Assets Adjacent to Development Works-REF-04.
- (c) A Notice of Commencement of Construction for approval by the Manager, Asset Acceptance, Operational Support, Directorate Services, TAMSD, one week prior to the commencement of construction works on site. Notice shall also include the confirmation of any protective measures installed in accordance with the approved LMPP and programmed implementation of the Temporary Traffic Management Plan.
- (d) An application to use road verges and other unleased Territory land for carrying out works, including storage of materials or waste in accordance with the *Roads and Public Places Act 1937*
- (e) An application for a Certificate of Design Acceptance to the Senior Manager, Asset Acceptance, Operational Support, Directorate Services, TAMSD. The Certificate of Design acceptance will be issued for all off-site works or its updated version approved by ACTPLA.

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

- (f) A Waste Management Plan in accordance with the Development Control Code for Best Practice Waste Management in the ACT.

C. DURING CONSTRUCTION AND/OR DEMOLITION

Use of Verges and Unleased Territory Land

- C1. At all times during construction the verge and unleased Territory land that does not form part of the application must be managed in accordance with the approval issued by TAMSD.

Traffic Management

- C2. Any work being undertaken on the site and surrounds shall be managed in accordance with the approved Temporary Traffic Management Plan.

Landscape Management and Protection Plan

- C3. That during construction, all existing vegetation (trees, shrubs and grass) located on the verge and unleased Territory land immediately adjacent to the development must be managed, protected and maintained in accordance with the approved LMPP.

Contaminated Sites

- C4. All potential contamination and unexpected finds must be managed in accordance with Environment Protection Unit endorsed management plan for the site titled "Short Term Environmental Management Plan, Former Pine Plantation, Block, 1204 Weston Creek, ACT" dated November 05, 2009 prepared by SMEC Australia Pty Ltd.

The requirements of this management plan must be referenced in the contractor's Construction Environmental Management Plan (CEMP).

Heritage

- C5. The development must comply with all of the following reports endorsed by the ACT Heritage Council and prepared by Cultural Heritage Management Australia:
- (a) Coombs, Wright and Environs Detailed Heritage Assessment Report (10/1/09)
 - (b) Coombs, Wright and Environs Salvage of Aboriginal Site MCW1 Addendum Report (4/10/10)
 - (c) Coombs, Wright and Environs: Recent European Cultural Heritage Investigations (20/2/10)
 - (d) On-site meeting to discuss Issues Related to North-Weston and Coombs Wright (25/8/10)

Heritage - Unanticipated Discovery Plan (UDP)

- C6. The development is subject to the UDP included in 'Coombs, Wright and Environs Detailed Heritage Assessment Report (10/1/09)'. Development in the vicinity of site MCW1 must comply with the UDP in 'Coombs, Wright and Environs Salvage of Aboriginal Site MCW1 Addendum Report (4/10/10)'.

D POST CONSTRUCTION AND/OR DEMOLITION

Certificate of Operational Acceptance

- D1. A Certificate of Operational Acceptance on completion of the works is required from the Senior Manager, Asset Acceptance, Land Management and Planning, TAMS, prior to the issue of a Certificate of Occupancy.

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

Easements and Access Routes

- D2. All designated easements as shown on the Block Details Plans are to be recorded on the Deposited Plans for the relevant blocks.

Final Survey Plan

- D3. A final survey for the estate must be lodged with the Environment and Sustainable Development Directorate detailing the as constructed contour levels once the roads and blocks have been created.

E ADVISORY NOTES

This application is approved with the following advisory notes. It is recommended that careful consideration be given to advisory notes prior to commencing work.

Compliance with the Water Resources Act 2007

- E1. The proposal must be compliant with the requirements of the *Water Resources Act 2007* (including, but not limited to, applying for and being issued with appropriate licences for sourcing non-potable water, disturbance to waterways, construction of dams, alterations of existing ponds etc). Works affecting waterways or works requiring taking of non-potable water may not commence until necessary licences have been issued by the Environment Protection Authority. Contact the Environment Protection Authority (Water Resources) for more information.

Non-potable water for short term use

- E2. Water may be taken from non-potable sources (including onsite sediment erosion control ponds, or potentially off-site sources) for the purpose of short term construction activities, however the proponent will need to apply for and be granted an Exemption from the requirement for Licence to take water, before any non-potable water may be taken. Contact the Environment Protection Authority (Water Resources) for more information.

Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

- E3. The matters for consideration under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (Commonwealth) referral decision (2009-5050) apply to the land and surrounding lands which this development is proposed.

Emergency and Incident Response Management Plan

- E4. The applicant/lessee is advised of the requirements under the *Work Safe Act 2008* and the *Work Safety Regulations 2009* (Division 7.13) in relation to the development and implementation of an Emergency and Incident Response Management Plan. More information is available through contacting Worksafe ACT or searching the Worksafe ACT web page for relevant legislation http://www.worksafe.act.gov.au/health_safety

Refer to Appendix 1 for information about approvals that may be required for construction and/or demolition.

PART 2 REASONS FOR THE DECISION

The application satisfactorily meets the requirements for approval. The application was approved because, based on the documentation and in the form modified by the imposed conditions, it was considered to meet:

- the relevant code, being the Coombs and Wright Concept Plan and the Residential Subdivision Development Code;

The key issues identified in the assessment included the adequacy of on street parking in the vicinity of section CA and the proposed adjoining community facility zoned blocks and the adequacy and appropriateness of the bushfire protection measures proposed for the estate. All matters have been addressed and impacts on surrounding land considered. Conditions have been imposed to address the key issues and ensure that the proposal is consistent with the Territory Plan and the *Planning and Development Act 2007*.

EVIDENCE

Application No. 201120676

File No. 1-2011/16810

The Territory Plan zone – RZ1, TSZ1, RZ5, CZ4, NUZ4, CFZ, PRZ1 zones. Future Urban Area also applies to the land.

The Development Code – Residential Subdivision Development Code

The Precinct Code – Coombs and Wright Concept Plan

Current Crown Lease – Unleased Territory Land

Representations – Mr Kershaw, Ms Le Couteur, Friends of Grasslands (Mr Fitzgerald), Conservation Council ACT Region Inc. (Mr Hibberd)

Entity advice: ACT Health, ActewAGL (water and electrical division), Territory and Municipal Services Directorate (including ACTION buses), Environment and Sustainable Development Directorate (Conservation Planning and Research, Environment Protection, Heritage, Infrastructure Policy, Transport Planning and Strategy), Emergency Services Agency, National Capital Authority.

PART 3 PUBLIC NOTIFICATION AND ENTITY ADVICE

PUBLIC NOTIFICATION

Pursuant to Division 7.3.4 of the Act, the application was publicly notified from 29 September 2011 to 31 October 2011. Four (4) written representations were received during public notification.

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

- (a) Adequacy of the pedestrian, cyclist and public transport network
- (b) Safety of residents in the event of a bushfire and adequacy of bushfire measures
- (c) Number of documents in the notification material and the limited time to respond to the issues
- (d) Provision of community gardens
- (e) Provision of non-potable water via a pipeline for use by individual households
- (f) When the land will be offered for sale
- (g) Control and exclusion of domestic animals in the estate and surrounding river corridor
- (h) Management of recreation, bushfire hazards and conservation values within the riparian zone and river corridor including the *Aprasia sp.* habitat
- (i) Appropriateness of species selected for street trees
- (j) Excessive earthworks and inappropriate design of the estate
- (k) The environmental impacts of the estate and the inappropriateness of the development

Note: The issues raised in the submissions received were referred to relevant entities for consideration and input. The issues and responses are attached at Appendix 2 of this decision.

ENTITY ADVICE

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

Conservator of flora and fauna

On 26 September 2011 advice was received from the Conservator of Flora and Fauna in relation to the proposal. The advice states that locating edge roads within the river corridor was not supported, though it is noted that these works will not cause further ecological damage.

Matters raised have been incorporated as either conditions of approval or advice.

Territory and Municipal Services Directorate

On 19 October 2011 advice was received from Territory and Municipal Services in relation to the proposal. The advice states that the application was supported. The advice also contained details of conditions required to be imposed as part of the development application approval.

These conditions were standard for the scale and type of development proposed and related to:

- the protection and repair of Territory assets;
- temporary traffic management;
- operational and design acceptance;
- activities on Territory land; and
- notice of commencement of construction.

Matters raised have been incorporated as either conditions of approval or advice.

ActewAGL (water division)

On 4 October 2011 advice was received from ActewAGL water division in relation to the proposal. The advice states that the application had been assessed and complies with the water and sewerage requirements.

Matters raised have been incorporated as either conditions of approval or advice.

ActewAGL (electricity division)

On 18 October 2011 advice was received from ActewAGL electricity division in relation to the proposal. The advice states that the application had been assessed and ActewAGL Distribution is now satisfied with the typical sections that previously did not depict electricity services. It also includes advice on the requirement to relocate a substation that was located on a residential block that was previously an open space area.

Matters raised have been incorporated as either conditions of approval or advice.

National Capital Authority

On 20 September 2011 the DA was referred to the National Capital Authority (NCA).

The advice received states that the NCA has no specific comments on the proposal provided it is consistent with the relevant provisions of the National Capital Plan. The advice also noted the NCA had previously provided endorsement for the estate development plan on 11 July 2011

Matters raised have been incorporated as either conditions of approval or advice.

ACT Health

On 14 October 2011 advice was received from Health Protection Service in relation to the proposal. The advice states that Health Protection Services has no comments on the development based on the information received.

Matters raised have been incorporated as either conditions of approval or advice.

Infrastructure Policy (ESDD)

On 21 September and 13 October 2011 advice was received from Infrastructure Policy in relation to the proposal. The advice states that the surge protection line is acceptable from the perspective of flooding and there were no further issues with the estate.

Matters raised have been incorporated as either conditions of approval or advice.

Emergency Services Agency (ESA)

On 17 October 2011 advice was received from the ESA in relation to the proposal. The advice includes comments on the application and outlines requirements for elements such as:

- water supply proposed for the estate;
- street furniture, landscaping and tree planting;
- building access requirements;
- construction requirements and bushfire risk; and
- notification of interruption to water supply.

The advice states the ESA has no other special considerations or objections at this time.

Matters raised have been incorporated as either conditions of approval or advice.

Transport Planning and Strategy (ESDD)

On 15 November 2011 advice was received from Transport Planning and Strategy. The advice states the assessment raised no major concerns. The advice also reinforced the importance of identifying blocks that will be impacted by noise from John Gorton Drive.

Matters raised have been incorporated as either conditions of approval or advice.

Environment Protection Unit (ESDD)

On 5 October 2011 advice was received from the Environment Protection Unit in relation to the proposal. The advice included standard conditions to be imposed in the notice of decision.

These related to the following items:

- management of the site in accordance with the requirements of the short term environmental management plan dated 5 November 2009
- compliance with the *Water Resources Act 2007*
- the requirement for a waterway works licence
- non-potable water usage requirements

Matters raised have been incorporated as either conditions of approval or advice.

ACT Heritage Council

On 12 October 2011 advice was received from the ACT Heritage Council. The advice states there are no perceived heritage issues with the application and there are no remaining heritage constraints on the area designated for the future suburb of Coombs.

The advice identified two reports prepared by Cultural Heritage Management Australia and endorsed by the Heritage Council as fulfilling the heritage requirements for Aboriginal heritage in the proposed development zone. They are:

- Coombs, Wright and Environs Detailed Heritage Assessment Report (10/1/09)
- Coombs, Wright and Environs Salvage of Aboriginal Site MCW1 Addendum Report (4/10/10)

The advice identified two reports prepared by Cultural Heritage Management Australia and endorsed by the Heritage Council as fulfilling the heritage requirements in relation to European heritage in the proposed development zone. They are:

- Coombs, Wright and Environs: Recent European Cultural Heritage Investigations (20/2/10)
- On-site meeting to discuss Issues Related to North-Weston and Coombs Wright (25/8/10)

The advice states also states the works will be the subject of unanticipated discovery plans.

Matters raised have been incorporated as either conditions of approval or advice.

ACTION Buses

On 5 October 2011 advice was received stating all concerns raised by ACTION Buses had been addressed.

Matters raised have been incorporated as either conditions of approval or advice.

PART 4 ADMINISTRATIVE INFORMATION

DATE THAT THIS APPROVAL TAKES EFFECT

This approval takes effect 20 working days after the day this notice of decision is given to every person who made a representation on the application. The effective date for development applications approved subject conditions could be adjusted if the approval is reconsidered by the ACT Planning and Land Authority or if an application is made to the ACT Civil and Administrative Tribunal.

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

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

Conditional Approval

This approval will expire if, in accordance with Section 165(3)(d) of the Act, a condition has deferred the effect of the development approval **and** imposed a time frame during which another approval must be revoked, amended or given, and the time frame has expired.

Under section 184 of the Act, the applicant may apply to the ACT Planning and Land Authority to extend the prescribed period to finish the development, but such an application must be made within the original period specified for completion.

A development approval, to which section 184 of the Act applies, continues unless the approval ends under sections 184, 185, 186 or 187 of the Act.

INSPECTION OF THE APPLICATION AND DECISION

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

RECONSIDERATION OF THE DECISION

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

Application forms and further information about reconsideration are available from the ACT Planning and Land Authority's website and Customer Service Centres. The delegate of the Authority reconsidering the decision must be different from, and senior to, the original decision maker. An application for reconsideration does not prevent an application for a review of the same decision being made to the ACT Civil and Administrative Tribunal.

REVIEW BY THE ACT CIVIL AND ADMINISTRATIVE TRIBUNAL (ACAT)

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

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

APPENDIX 1

CONTACT DETAILS OF RELEVANT AGENCIES

Health Directorate - health protection	Website: www.health.act.gov.au Telephone: (02) 6205 1700
Environment and Sustainable Development Directorate <i>ACT Planning and Land Authority</i> - list of certifiers for building approval - demolition information - asbestos information <i>Environment Protection Authority</i> - environment protection - water resources - asbestos information <i>Conservation, Planning and Research</i> - threatened species/wildlife management	Website: www.actpla.act.gov.au Telephone: (02) 6207 1923 Website: www.environment.act.gov.au Telephone: (02) 6207 6251 Website: www.environment.act.gov.au Telephone: (02) 6207 1911
Territory and Municipal Services Directorate - tree damaging activity approval - use of verges or other unleased Territory land - works on unleased Territory land - design acceptance - damage to public assets	Website: www.tams.act.gov.au Telephone: 132 281 Telephone for asset acceptance: (02) 6207 7480
Utilities - Telstra (networks) - TransACT (networks) - ActewAGL - Electricity reticulation	Telephone: (02) 9397 2090 Telephone: (02) 6229 8000 Telephone: 1100 Telephone: (02) 6293 5738

ADVICE TO APPLICANT

SUBMISSION OF REVISED DRAWINGS AND DOCUMENTATION

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

- With a completed application Form 1I for Section 144 & 197 Amendments and Satisfying Conditions of Approval (S.165) or Form 1E Development application – estate development plan, Satisfying Conditions of Approval (S.165) for Estate Development Plans; or
- Submitting the documentation online using edevelopment. More information on edevelopment can be found at http://www.actpla.act.gov.au/tools_resources/e-services/edevelopment

For further information regarding the lodgement of this information please contact Customer Service Centre by Phone: (02) 6207 1923, Fax: (02) 6207 1925 TTY: (02) 6207 2622, Email: actpla.customer.services@act.gov.au or on the ACT Planning and Land Authority website at www.actpla.act.gov.au.

FURTHER APPROVALS FOR CONSTRUCTION

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

BUILDING APPROVAL

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

PERMITTED VARIATIONS TO APPROVED DEVELOPMENT

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

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

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

"TREE DAMAGING ACTIVITY" APPROVAL

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

USE OF VERGES OR OTHER UNLEASED TERRITORY LAND

In accordance with the *Roads and Public Places Act 1937*, road verges and other unleased Territory land must not be used for the carrying out of works, including the storage of materials or waste, without prior approval of the Territory. Approval can be obtained from the Territory and Municipal Services Directorate.

WORKS ON UNLEASED TERRITORY LAND – DESIGN AND OPERATIONAL ACCEPTANCE

In accordance with the *Roads and Public Places Act 1937*, no work can be undertaken on unleased Territory land without the approval of the Territory. Such approval must be obtained from the Manager Asset Acceptance, Asset Services Group, TAMSD by way of:

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

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

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

CONSTRUCTION REQUIREMENTS

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

DEMOLITION AND ASBESTOS MANAGEMENT

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

ENVIRONMENT PROTECTION

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

REPAIR OF DAMAGE TO PUBLIC ASSETS

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

UTILITY ASSETS RETENTION

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

WATER RESTRICTIONS AND FILLING OF NEW POOLS, PONDS AND FOUNTAINS

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

DRAINAGE

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

BUSHFIRE MITIGATION MEASURES

A number of blocks are located in an area where a bushfire risk assessment has identified that mitigation measures are required to reduce the impact of bushfires. The mitigation measures in this approval are to be maintained for the life of the subsequent residence. Special care needs to be exercised by the lessee to ensure that any future building works and modifications to the dwelling and additional landscaping does not compromise the mitigation measures imposed.

REVIEW OF THE DECISION

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

CONTACT DETAILS

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

Location	Contact details
ACT Civil and Administrative Tribunal Level 4, 1 Moore Street CANBERRA CITY ACT 2601	Website: www.courts.act.gov.au Email: tribunal@act.gov.au Telephone: (02) 6207 1740 Facsimile: (02) 6205 4855 Post: GPO Box 370, CANBERRA, ACT, 2601 Document exchange: DX 5691

POWERS OF THE ACAT

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

APPLICATIONS TO THE ACAT

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

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

TIME LIMITS FOR APPLICATIONS

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

FEES

Applications to the ACAT, including an application to be joined as a party to a proceeding, require payment of a fee of not less than \$184 (the Tribunal Registry will advise of the current fee), unless you are receiving legal or financial assistance from the ACT Attorney-General. You can apply to have the fee waived on the grounds of hardship, subject to approval (refer to section 22T of the *ACT Civil and Administrative Tribunal Act 2008*). Decisions to grant assistance are made on the grounds of hardship and that it is reasonable, in all the circumstances, for the assistance to be granted. Write to: The Chief Executive, Justice and Community Safety Directorate, GPO Box 158, CANBERRA ACT 2601. Ask the ACAT for more details.

TIME LIMITS FOR REVIEWS OF DECISIONS

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

FORMS OF LEGAL, FINANCIAL AND OTHER ADVICE AND ASSISTANCE

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

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

AWARDING OF COSTS

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

ACCESS TO DOCUMENTS ABOUT THE DECISION

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

PROCEDURES OF THE ACAT

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

TRANSLATION AND INTERPRETER SERVICES

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

APPENDIX 2

Extracts and response for submissions made on DA 201120676 Weston Creek

Ms Le Couteur

(a1) The public notification material would have been easier to find if it was notified under Coombs or Molonglo rather than Weston Creek

Response: Noted. However, at the time the application was lodged no urban blocks or sections had been created in the Coombs Division

(b1) The bicycle highway concept does not appear to be integrated with the plans for the Coombs EDP. John Gorton Drive is an ideal opportunity to provide on road cycling.

Response: The bicycle highway is not a requirement of the *Planning and Development Act 2007* or the Territory Plan which this application is being assessed against. The North south arterial road has been approved as part of a separate development application process and includes major on-road cycle paths.

The 'cycle highway' is being considered as an integral part of Molonglo trunk cycle network planning. It is currently shown on the final draft of the River Park Concept Plan connecting the Stromlo Forest Park, the Group Centre and opportunities for links to Central Canberra commuter destinations at Civic and Barton. At Coombs and Wright the cycle highway is likely to follow Holden's Creek. A trunk cycle path is planned to follow the urban perimeter at Coombs and then across the river.

(c1) The *Aprasia sp.* habitat is still incorporated as part of the Outer Asset Protection Zone around the river, at the Northern tip of Coombs. It is still unclear how the land management for this zone will allow for the enhancement of the habitat.

Response: Land management of *Aprasia* habitat including fuel reduction in Outer Asset Protection Zones (OAPZ) has been investigated through the River Park Concept Plan process. A small proportion of the river corridor adjoining Coombs contains *Aprasia* habitat. Where asset protection zones overlap habitat, native grasslands will be managed in accordance with the Pink-tailed Worm-Lizard Fuel and Fire Suppression Guidelines (TAMS 2011) with the addition of specific ecological advice. The fire management principles have been developed in consultation with ESA and TAMSD, and take into account ecological thresholds. The inherently rocky nature of Pink-tailed Worm Lizard habitat is considered to be a relatively low and manageable fire threat.

A decision under the EPBC Act for this area must also be complied with as part of developing the area.

(d1) The houses at the northern tip of Coombs are simply too close to the river – 150m does not allow enough area for habitat protection, fire management zones and recreational use of the urban open space.

Response: The width of the River Corridor reserve at the northern tip of Coombs varies from around 200m to 600m, allowing space for a range of habitat and management functions to occur. The majority of this area was pine plantation prior to the 2003 fires, so consequently the ecological values are relatively low. The draft River Park Concept Plan proposes an extensive program of weed removal and native vegetation restoration works, and takes into account habitat protection, fire management and recreation use of the urban open space.

The location of the blocks and edge roads is consistent with the Territory Plan including the Coombs and Wright Concept Plan.

(e1) Community gardens do not appear to be part of the plans (unless we have missed a crucial page in amongst the hundreds of pages in the DA documentation).

Response: The provision of community gardens is not a requirement of the *Planning and Development Act 2007* or the Territory Plan which the application is being assessed against.

The draft River Park Concept Plan includes a site for a community garden in close proximity to the Coombs development which will be further investigated through the Plan of Management process. The need for community gardens will be considered in context with other community gardens in the area once the suburb is established. For instance, there is an existing community garden in Holder that can be expanded. There are a number of blocks in the Coombs development where a community garden is permissible if there is a desire to establish one in the future.

The applicant has advised they intend on including a community garden in Coombs. A number of sites are under investigation in consultation with TAMSD, ESDD, and Canberra Organic Growers Society.

(f1) Community title for compact blocks will be necessary to allow for roads, laneways and paths to be effectively constructed between the dwellings.

Response: the compact blocks proposed are serviced by laneways that will form part of a community title. These are shown in the Block Details Plan.

(g1) There is a mention of a "possible non-potable water" (purple) pipeline, however, it is unclear how many houses this will be available to, or even whether it will be installed or not at all. The Greens would be very pleased to see Coombs be used as a trial for a purple pipeline to houses, as an option for delivering the "third pipeline for non-potable water" item of the Labor-Greens Parliamentary Agreement.

Response: The provision of a non-potable pipeline is not a requirement of the *Planning and Development Act 2007* or the Territory Plan which the application is being assessed against.

The applicant advises the non-potable option was investigated for Molonglo Valley Stage 1. These options are being implemented through the provision of stormwater reuse from the new ponds being constructed as Capital Works for irrigation of local sports fields. In addition, Coombs has been designed to allow future non-potable infrastructure to be installed in the future.

(h1) The level of earthmoving involved in the development of Coombs has not been factored in as part of the carbon accounting for the suburb's development.

Response: Noted. This information is not a requirement of the Planning and Development Act or the Territory Plan which the application is being assessed against.

(i1) The multi-unit housing should be available for sale and development in the early stages, to help the viability of public transport from an early stage.

Response: Noted. The timing for offering land for sale is beyond the scope of the matters considered as part of the development application process.

(j1) The active transport targets in the Government's recently released Transport Strategy should be able to be easily reached by new residents, through good path networks.

Response: Noted. The path network has been assessed as meeting the Territory Plan requirements.

(k1) I am pleased to see that the building requirements are more stringent for houses in higher bushfire risk areas.

Response: Noted.

(l1) I am pleased to see Coombs will be a cat containment area. We hope that all purchasers of land – past and future – are well advised of this decision, and that it be included as part of the lease conditions for future purchasers.

Response: This is not an item that is included in the lease and is not a requirement of the *Planning and Development Act 2007*. This is controlled under the *Domestic Animals Act 2000* which is administered by TAMSD.

The applicant advises they are in the process of writing the sales documents for Coombs which will advise purchasers that the area is in a cat containment area.

(m1) Sustainable building is part of the Coombs development requirements, and this also needs to be clear in the lease conditions.

Response: This current development application does include dwellings. Future dwellings constructed in Coombs will need to meet the requirements of the *Planning and Development Act 2007*, the Territory Plan, the *Building Act 2004*, and the Building Code of Australia.

(n1) The terrace housing will achieve higher density living, but hopefully through giving future residents more dwelling type options.

Response: Noted.

(o1) The LDA will be showcasing a 7 * EER sustainable multi-unit development.

Response: Noted.

Friends of Grasslands

(b1) Bushfire Risk Assessment Report

We welcome the inclusion of the Bushfire Risk Assessment Report with this development application, particularly as no information on bushfire risk has been previously made publicly available. While generally we support the report's recommendations, we note with concern the following:

- a) The assumption that it is acceptable for the whole of the Outer Asset Zone (OAZ) to be within the riparian corridor, extending over the other side of the river in some areas. FOG does not support the OAZ being within the river corridor. FOG does not believe that bushfire mitigation works will be able to be undertaken within the riparian corridor in such a way that conservation values will be retained (recognising as stated in the report that grassland does require biomass management to retain values). As stated on many occasions, FOG believes that intensive bushfire mitigation works will compromise conservation values, including reduction in habitat values for the Pink-tailed Worm Lizard, general habitat disturbance and increased weed invasion. We do not support using stock grazing along the corridor to reduce biomass. We believe that in this location grazing will reduce water quality, spread weeds, create tracks which will become recreation tracks, and increase erosion.

Response: A plan of management and operational plans are being prepared to ensure that fire management takes into account habitat protection. The majority of the River Corridor adjoining Coombs (upstream from the peninsula) was pine plantation prior to the 2003 fires, and is now extremely degraded and weed infested. The draft River Park Concept Plan provides for an extensive program of weed removal and native vegetation restoration works, and takes into account habitat protection, fire management and recreation use of the urban open space.

The fire management strategy for the River Park responds to potential fire risk, particularly exposure from the north-west. Risk classifications have been undertaken for the urban edge in accordance with the ACT Strategic Bushfire Management Plan Version 2, (SBMPv2) and Asset Protection Zones (APZ's) have been identified accordingly. New recreation areas have also been identified, potentially including irrigated grassland, which will serve to break up the potential path of a bushfire coming along the valley. These will be combined with additional Strategic Landscape Advantage Zones, to provide discontinuities at intervals along the corridor, and are generally located in areas of low environmental significance. The fire management principles have been developed in consultation with ESA and TAMSD, and take into account ecological thresholds.

Detailed operational plans will be prepared in the next phases of implementation in conjunction with preparation of the Plan of Management to ensure consideration of environmental conservation requirements. Where APZ's for fire management overlap important habitat, native grasslands will be managed in accordance with the Pink-tailed Worm-lizard Fuel and Fire Suppression Guidelines (TAMS 2011) with the addition of specific ecological advice. A discontinuous tree canopy, typically 10-30% cover in grassy woodland areas, will be maintained by judicious planting and thinning so that the canopies of individual trees or small groups of trees are appropriately separated. In principle, the inherently rocky nature of Pink-tailed Worm Lizard habitat is considered to be a relatively low and manageable fire threat. Fire management will be undertaken in conjunction with a program of ecological monitoring and adaptive management principles, with reference to ecological expertise. The concept plan provides a network of trails for fire fighting, emergency egress and routine fuel management. All estates will have edge streets to the river corridor, forming part of an inner APZ and providing a clear line of demarcation between urban activities and the River Park for management. Housing at edges will be constructed in accordance with Bushfire Attack Level (BAL) ratings.

- b) FOG disagrees with the recommendation in the report that the riparian area does not become a reserve. While no reasons for this lack of support are given, we assume it is because the authors of the Bushfire Risk Assessment Report believe managing the riparian corridor as a nature reserve would compromise bushfire management actions. FOG fully supports the

establishment of a nature reserve along the entire length of the Lower Molonglo Corridor (see below).

Response: The final draft of the River Park Concept Plan recommends that the River Corridor be upgraded to Nature Reserve with smaller Special Purpose Reserves embedded within it for intensive recreation in areas of low environmental significance.

(b2) Urban open space within Coombs

There is a lack of detail on how open spaces within the suburb of Coombs and in the inner asset zone will be used to reduce inappropriate recreation within the river corridor. We would like to see details of planning for active recreational activities, including dog exercise areas, bicycle paths and active play areas for children within the inner asset zone and within other urban open space.

Response: Recreation areas, including paths and playgrounds and landscape works have been considered in the draft River Park Concept Plan. A Plan of Management (which will protect nature values as a primary management objective) and detailed landscape designs are currently under preparation by TAMSD. These include extensive weed removal and revegetation works to restore critically degraded environmental values, provide inner and outer asset protection zones for fire management, and to locate recreation areas in areas complementary to ecological carrying capacity.

(b3) It is with some concern that we note that there are 27 large blocks that are being planned to be developed on the northern peninsular in Coombs. While undoubtedly these will provide good return for money for the ACT Government, we believe that such an area would be better used as open space, allowing all members of the public to enjoy the views, undertake active recreation, provide a buffer zone to the riparian corridor and provide an adequate fire-fighting edge on flat land rather than the extremely steep slopes of the river corridor in this location. We are very concerned that the fire danger to residents within this area is very high.

Response: The location and design of the blocks complies with the Coombs and Wright Concept Plan. The fire management strategy for Coombs, including the layout of outer and inner asset protection zones complies with the ACT Strategic Bushfire Management Plan and has been endorsed by ESA and TAMSD.

Planting list

(b4) The species identified for planting within the suburb of Coombs in urban parks and in the streets are generally supported, but they should not be planted in the buffer of the river corridor, including within the inner asset zone on the edge of the suburb. While we understand that the Chinese Pistachio is a very attractive small tree, we have particular concerns that seeds are spread by birds, and that there is significant suckering as well. We recommend limited use of this species. Both *Quercus coccinea* and *Ulmus parvifolia* should be planted away from watercourses. All plants within the suburb should be chosen on the basis that they have low flammability. We recommend that consideration be given to species used for grassing the inner asset zone that are green in summer and require less mowing. Annual grass invasion will need to be controlled, as will African Lovegrass, both of which provide significant fuel in summer.

Response: Noted. The species is an approved species in the Design Standards for Urban Infrastructure. It is not a Declared Pest Plant in the ACT. The Landscape Master Plan was supported by TAMS in the form proposed. No records can be found that indicate it has become a problem locally or anywhere with a similar environment to Canberra.

Molonglo River Nature Reserve

(b5) FOG supports the establishment of a reserve in the Lower Molonglo River Corridor. We believe that a Management Plan should be produced before any residents move into the suburbs adjacent to the river corridor to guide and direct revegetation, weed control, development of

tracks and trails, protection of native habitat, utilisation by residents and bushfire mitigation actions.

Resources will be required to ensure there are adequate numbers of rangers to patrol and maintain the river corridor and provide education to the public. A Parkcare group should be established as soon as possible to involve the local residents. Bush on the Boundary (Molonglo) should be consulted and involved in the planning process.

Resources will also be required to establish monitoring of the values in the corridor. Monitoring should be established before any changes occur, and should include monitoring of threatened species, flora and fauna habitat diversity, landscape function and weed invasion. The resources and processes required to remediate loss of diversity should be identified up front.

Response: Noted. The draft Molonglo River Concept Plan recommends that the River Corridor be reclassified from Special Purpose Reserve to Nature Reserve. It also recommends that new residents in the developing suburbs surrounding the Park should be provided with information to ensure they understand the need for protecting the Park's assets, to encourage responsible behaviour and to enlist their support in maintaining the values of the Park through voluntary stewardship and surveillance.

A Plan of Management for the reserve is currently being prepared by TAMSD. This process includes a consultation program for community organisations, parkcare groups and local residents to be involved. Monitoring of threatened flora and fauna is also being conducted in accordance with the requirements of the Commonwealth's Molonglo Valley Plan for the Protection of National Environmental Significance (NES Plan). Weed removal and habitat restoration are being undertaken by TAMSD.

Conclusion

FPG believes that the ACT Government is pushing too hard to develop as much land as possible within the proximity of the Molonglo River, and that this amount of land being developed will inevitably lead to degradation of the corridor's ecological values, or if not, to enormous resource requirements in the long term to maintain values in the corridor. We believe that the residential boundary should be pulled back to provide an adequate buffer to the corridor which will mitigate against the need to undertake high intensity bushfire management actions in the riparian corridor, protect habitat and provide for a range of high intensity recreation activities outside the corridor.

Response: Extensive environmental studies and landscape planning investigations that have been undertaken since the Molonglo Valley was first identified for urban development in 2004. Additional checks and balances for environmental protection are provided through the ACT legislative framework, including the *Planning and Development Act 2007 (ACT)*, *Environment Protection Act 1997 (ACT)*, *Nature Conservation Act 1980 (ACT)*, *Heritage Act 2004 (ACT)*, *Pest Plants and Animals Act 2005 (ACT)* and the *Water Resources Act 2007 (ACT)*; and, more recently, through the Territory's agreements with the Commonwealth's on the Molonglo Valley Plan for the Protection of National Environmental Significance (NES Plan).

The development is consistent with the boundaries identified and established in the Coombs and Wright Concept Plan contained in the Territory Plan.

Conservation Council ACT Region

(c1) The Conservation Council ACT Region has a major concern with current urban planning strategies due to the fact that the number of dwellings for any specific site are frequently pre-determined with little or no understanding of the underlying environmental and sustainability constraints. Given there will always be some level of environmental constraints (e.g. the placement of Fire Asset Protection Zones in conservation areas) it would seem only logical to determine these before determining the number of dwellings for the site. This inevitably creates enormous pressure on development planners to try and squeeze the maximum number of dwellings into the site, and has far too often compromised the sustainability prospects of suburbs, not to mention the conservation needs of threatened species and our dwindling natural areas. Under the design of the current DA, this will be the case for Coombs, and probably also for many areas within the rest of Molonglo Stage 2 development.

Response: Noted. Dwelling yields are not 'pre-determined' or based on arbitrary criteria; they are a function of extensive site analysis including topographical and ecological capacity of the site, as well as transport and other engineering parameters undertaken as part of the Structure and Concept Planning processes.

(c2) Given the short period of time that the full DA has been available on public exhibition, the Conservation Council tenders these comments as a preliminary submission, and reserves the right to provide supplementary information.

Response: comment noted.

(c3) The Conservation Council ACT Region (CONSACT) is pleased that there have been some measures taken to protect the river corridor. These include the proposed fence to surround the outer edge of the suburb, the siltation fence to be erected during construction, and the management of construction run-off water through direction to sediment ponds before entry into the river. The fitness trail buffer located within the suburb's development boundary is also to be noted as a positive way to remove some of the recreation pressure from the river corridor. We were also pleased to see high-density residential areas located close to the local centre and transport routes.

We note with some interest the inclusion of the Riparian Strategy and the Bushfire Report: documents that we have long been seeking public release.

Response: comment noted.

Summary of major recommendations from the Conservation Council

(c4) Remove all dwellings of sections BL, BM and BK to minimize bush fire danger to residents. Creation of open space in these areas would maximize the landscape values of these areas, and provide magnificent public vistas to Black Mountain and the Arboretum, and over the River Corridor. We strongly believe that to build houses in these areas would create a totally unacceptable level of risk and inevitably lead to loss of life in a future wildfire event.

Response: The fire management strategy for Coombs, including the layout of outer and inner asset protection zones complies with the ACT Strategic Bushfire Management Plan and has been endorsed by ESA and TAMSD. Detailed operational plans will respond to nature conservation and recreation requirements identified in the draft Molonglo River Park Concept Plan. The Plan of Management and detailed landscape designs currently being prepared by TAMSD will also respond to these elements

(c5) The Conservation Council strongly recommends that no asset protection zones are located within the Molonglo River corridor.

Response: The draft River Park Concept Plan outlines a strategy for fire management, endorsed by ESA and TAMSD. Where asset protection zones for fire management overlap important habitat, native grasslands will be managed in accordance with the Pink-tailed Worm-Lizard Fuel and Fire Suppression Guidelines (TAMS 2011) with the addition of specific ecological advice. In principle, the inherently rocky nature of Pink-tailed Worm Lizard habitat is considered to be a relatively low and manageable fire threat. Fire management will be undertaken in conjunction with a program of ecological monitoring and adaptive management principles, with reference to ecological expertise.

(c6) Failing acceptance by Government of the above recommendation, we would support Option 2 of the asset protection zone layout described in the Bush Fire Risk Assessment Supplement. This would permit a compromise to be reached between development yield and management for bush fire protection. A compromise that does not impact so significantly upon Aprasia habitat.

Response: please see response to (c5) above.

(c6) Reduce the inner asset protection zone to 40m on the southeast boundary in order to remove the need for the outer asset protection zone to cross the river in certain locations.

Response: The location and size of the asset protection zones have been assessed and endorsed by ESA. The draft River Park Concept Plan outlines a strategy for fire management along the corridor and has also been endorsed by ESA and TAMSD. Fire management zones are located in the context of a whole-of-corridor approach at Molonglo, and include strategic fire advantage zones in areas of lesser environmental value.

(c7) Provide fenced areas for dog exercise within the urban development, and ensure physical and regulatory measures are in place to prevent dogs from entering the river corridor.

Response: The draft River Park Concept Plan outlines the strategy for the location of recreation activities, including dog exercise areas, at sites with suitable ecological capacity. The Plan of Management, which is being prepared by TAMSD, will further refine these strategies. Cat containment is also a policy being pursued by ACT Government at Molonglo through the *Domestic Animal Act*.

(c8) Encourage the planting of native species of trees and shrubs on blocks within the suburb, consistent with bushfire hazard reduction guidelines. This recommendation is to facilitate the connectivity of native species through the suburb to the Stromlo Forests.

Response: On block plantings are the consideration of future developers.

(c9) Design and implement a community engagement strategy for Coombs that will facilitate education, awareness and behaviour change by residents to value the adjacent natural environment, and to participate in conservation activities. The Council is a member of Bush on the Boundary, a reference group with membership from academia, research institutions, catchment groups and the community and which contains considerable science-based conservation management and community engagement expertise. We would strongly suggest that this membership be involved in the design and implementation of community engagement programs for Coombs and Molonglo Stage 2.

Response: the comment is noted. The suggested actions are not a requirement of the *Planning and Development Act 2007* or the Territory Plan which the development application is being assessed against.

The draft River Park Concept Plan recommends a range of proposals which address public education, awareness, and research and participation activities. The National Environment

Significance (NES) Plan further requires scientifically based research and monitoring activities for the River Corridor. Please see response above.

Bush Fire Risk

(c10) The Coombs area has been identified as being a high risk zone for bushfires from the north and northwest. CONSACT holds grave concerns for all residents who will live in the dwellings constructed in sections BL, BM and BK. The risk of fire damage in that area is extreme and there appears to be a lack of direct exit roads, and of alternative routes, for people to escape an extreme fire event. Although measures are proposed to improve bushfire-resistance of peripheral housing, such houses will not avoid all damage or dangers when a severe bushfire occurs. CONSACT believes the only way to protect people and property, without the Government running the risk of legal liability, is through the removal of houses in these sections, and to dedicate the area as a community park. It is prime position for views, which all residents should be able to enjoy. We therefore most strongly urge consideration of deleting the dwelling blocks at the northern end of the Coombs estate.

Response: The location and size of the asset protection zones have been assessed and endorsed by ESA. The management of asset protection zones and building requirements of AS 3959 will provide protection to residents. The blocks will generate limited traffic and therefore the risk of traffic congestion during an emergency event is low.

(c11) Furthermore, the Conservation Council totally opposes the location of any asset protection zone within the river corridor. The use of natural lands as bushfire asset protection zones is a continuing threat to the maintenance of viable biodiversity in the ACT. The current proposal to locate the outer asset protection zone within the river corridor poses a threat to both the environment and to the safety of rural fire fighters. It is extremely dangerous to manage fuel, and indeed to fight fires, on such a steep and hazardous slope. It has also been indicated by the ACT Bushfire Council that an asset protection zone cannot be managed for both conservation and fuel reduction.

Response: The draft River Park Concept Plan outlines a strategy for fire management, endorsed by ESA and TAMSD. Where asset protection zones for fire management overlap important habitat, native grasslands will be managed in accordance with the Pink-tailed Worm-Lizard Fuel and Fire Suppression Guidelines (TAMS 2011) with the addition of specific ecological advice. In principle, the inherently rocky nature of Pink-tailed Worm Lizard habitat is considered to be a relatively low and manageable fire threat. Fire management will be undertaken in conjunction with a program of ecological monitoring and adaptive management principles, with reference to ecological expertise.

(c12) We have grave concerns that biodiversity values will be severely compromised under the guise of bushfire risk abatement. The river corridor's importance was acknowledged in the Riparian Strategy.

Response: please refer to the earlier responses addressing the management of the River Corridor

(c13) *"The Molonglo riparian area will act as a local refuge for small birds and other fauna during times of stress, such as drought. The corridor is also of local importance to movement of many species of birds across the landscape such as silvereyes, thornbills, honeyeaters and native finches."*

The proposed fire management plan which incorporates burning and clearing in the river corridor will remove much of the shelter for these small birds, and will greatly increase erosion and affect water quality of the river.

Response: Noted. The natural values of the greater portion of the River Corridor at Coombs are

extremely degraded. The draft River Park Concept Plan and the Plan of Management currently being prepared by TAMSD, provide a program for extensive weed removal and revegetation works to restore critically degraded environmental values, provide asset protection zones for fire management, and to locate recreation areas in areas complementary to ecological carrying capacity.

The weed removal strategy in the Riparian zone of the Molonglo River Corridor will be prepared with the guidance of specialist ecologists to minimise impact on fauna. The strategy will guide habitat restoration to provide shelter for birds currently using weeds for refuge.

The requirements for an IAPZ do not preclude trees and shrubs. The specifications for these zones, as identified in the SBMPv2, does allow for trees and sets minimum spatial arrangements that will prevent fires travelling from tree to tree. The outer APZ requirements are broader and allow for an increase in shrubs, grass height and tree spacing.

(c14) The notes on the Bushfire Risk Assessment and Management Concept Plan state "*The northern side of the river will retain existing vegetation to provide habitat for animals per the intent of Molonglo Riparian Strategy figure 11 (zone 2 and 3).*" CONSACT would like an explanation of how existing vegetation will be retained on the northern side of the river given that in some parts the outer asset protection zone will cross the river to the northern side.

Response: The fire management strategy for the River Park responds to potential fire risk, particularly exposure from the north-west. Risk classifications have been undertaken for the urban edge in accordance with the ACT Strategic Bushfire Management Plan, and Asset Protection Zones have been identified accordingly. New recreation areas have also been identified, potentially including irrigated grassland, which will serve to break up the potential path of a bushfire coming along the valley. These will be combined with additional Strategic Landscape Advantage Zones, to provide discontinuities at intervals along the corridor, and are generally located in areas of low environmental significance.

The fire management principles have been developed in consultation with ESA and TAMSD, and take into account ecological thresholds. Detailed operational plans will be prepared in the next phases of implementation in conjunction with preparation of the Plan of Management to ensure consideration of environmental conservation requirements. Where asset protection zones for fire management overlap important habitat, native grasslands will be managed in accordance with the Pink-tailed Worm-lizard Fuel and Fire Suppression Guidelines (TAMS 2011) with the addition of specific ecological advice.

A discontinuous tree canopy, typically 10-30% cover in grassy woodland areas, will be maintained by judicious planting and thinning so that the canopies of individual trees or small groups of trees are appropriately separated. In principle, the inherently rocky nature of Pink-tailed Worm Lizard habitat is considered to be a relatively low and manageable fire threat. Fire management will be undertaken in conjunction with a program of ecological monitoring and adaptive management principles, with reference to ecological expertise.

The concept plan provides a network of trails for fire fighting, emergency egress and routine fuel management. The estate proposes edge streets to the river corridor, forming part of an inner asset protection zone and providing a clear line of demarcation between urban activities and the River Park for management. Housing at edges will be constructed in accordance with Bushfire Attack Level (BAL) ratings.

The APZ's specifications and requirements (as per the SBMPv2) clearly identify spacing of trees and grass heights – they do not dictate that all trees are to be removed and they still allow for various levels of shrubs, grasses and trees depending on the type of APZ is being implemented.

(c15) This is contradictory to the management requirements of an outer asset protection zone where shrubs must be cleared and there must not be continuous canopy. This statement leads to the assumption that the southern part of the corridor will have vegetation removed so removing habitat for animals.

Response: please refer to above responses.

(c16) The Riparian Strategy notes a recommendation from the Australian Bushfire Protection Planners (ABPP: 2010) that:

- "A 50 m wide inner APZ should be provided to the north-west of the Coombs development precinct, which faces Misery Hill (inner APZ to be measured from the house property boundary)
- A 40 m wide inner APZ should be provided to the remainder of the riparian corridor"

From the Bushfire Risk Assessment and Management Concept Plan map it appears that a 50m Inner asset protection zone surrounds all the suburb development when at interface with the corridor. CONSACT would like to see the Riparian Strategy recommendation adopted by reducing the inner asset protection zone to 40m on the southeast boundary. This will limit the area where the outer asset protection zone crosses the river.

Response: please see above response. The bushfire protection measures for the estate were approved by ESA and TAMSD.

(c17) There were 3 options presented in the Bush Fire Risk Assessment Supplement document, and the Coombs DA indicates that Option 3 was chosen. Option 3 allows maximum development yield with the outer asset protection zone including known *Aprasia* habitat. The bushfire risk assessment is based on limited knowledge of how *Aprasia* will respond to regular burning or slashing. We have been advised by Will Osborne that bushfire management practices within an asset protection zone could be damaging to *Aprasia* as it is not known how frequent burning and vegetation removal will affect this threatened species. We also note from the TAMS website ('Pink-tailed Worm Lizard: Fuel and Fire Suppression Guidelines') that any fuel suppression activity will have a moderate to high impact on *Aprasia*. Any level of impact upon *Aprasia* habitat and potential connectivity, other than no or low impact, is completely unacceptable to CONSACT.

Response: Land management of *Aprasia sp.* habitat including fuel reduction in Outer Asset Protection Zones (OAPZ) has been investigated through the draft River Park Concept Plan. A small proportion of the river corridor adjoining Coombs contains *Aprasia sp.* habitat, and this represents the upper extent of habitat along the corridor. Where asset protection zones for fire management overlap important habitat, native grasslands will be managed in accordance with the Pink-tailed Worm-Lizard Fuel and Fire Suppression Guidelines (TAMS 2011) with the addition of specific ecological advice. Fire management will be undertaken in conjunction with a program of ecological monitoring and adaptive management principles, with reference to ecological expertise. Conservation management will also seek to restore, augment and connect existing isolated patches of *Aprasia sp.* habitat to encourage connectivity along the corridor.

(c18) Failing complete exclusion of Bushfire Asset Protection Zones from the entire River Corridor (preferably by a reduction in the total urban footprint), the Conservation Council would prefer that the LDA follow Option 2, thus enabling a compromise between development yield and adequate management for bush fire protection. Implementation of this Option would ensure development did not impact directly on *Aprasia sp.* habitat, just upon part of the buffer area. Managing the buffer of the *Aprasia sp.* habitat could then provide an ideal situation to study the effects of bushfire management on PTWL habitat without risking the chance of destroying the limited habitat for *Aprasia sp.*

Response: Noted.

Recreation

(c19) While CONSACT acknowledges the provision of more urban open space at the outer edge of the Coombs urban area plus the inclusion of a fitness trail, we are still concerned that there are inadequate 'neighbourhood' parks provided within the urban matrix. We would recommend that a few more 'house blocks' are removed to create a matrix of small local safe neighbourhood parks for young children.

Response: The proposed park sizes and locations have been assessed against and meet the requirements of the Coombs concept plan and the Residential Subdivision Development Code. Gateway Parks will also be provided adjoining and linking into the proposed River Park. These Parks will be managed as Urban Parks. Three gateway parks are proposed for Coombs.

(c20) While the majority of 'rest areas' along the fitness trail seem to be located away from *Aprasia* habitat, the eastern side appears to have some rest stops close to *Aprasia sp.* habitat. As there is no indication where access points to the river will be created, we are concerned that access to the river will also be from these points. We would strongly object to allowing people to access the Molonglo River in a manner where they would pass in close proximity to *Aprasia sp.* habitat.

Response: Paths will generally be located to avoid the *Aprasia sp.* habitat except where essential such as where conservation outcomes are improved by having a path. If such paths are required they will be designed with guidance from a specialist ecologist to minimise impact on the *Aprasia sp.* habitat, some on raised boardwalks, and not disrupt the movement of fauna, while allowing controlled access to the river's edge. The draft Concept Plan includes fencing options for the *Aprasia sp.* habitat and a range of other edge barriers including retaining walls. Weed removal and restoration of habitat will be refined in the Plan of Management for the Molonglo River Corridor
Molonglo River Park

(c21) CONSACT would have expected much closer integration between the Molonglo River Park Concept Plan and the Riparian Strategy which is contained as an appendix to the Coombs DA. The Riparian Strategy fails to provide specific information on access to the river corridor, bicycle access and other recreation within the river corridor. This should have been undertaken as part of the Coombs DA, so that such infrastructure could be commented on at an early stage.

Response: Noted. The draft River Park Concept Plan responds to issues initially raised by the Riparian Strategy, and provides a general plan for trails and recreation areas which responds to the Coombs development proposals. Further details will be addressed and resolved through the Plan of Management and detailed landscape designs for the Coombs river corridor interface being prepared by TAMSD

Domestic Pets

(c22) The Riparian Strategy states, "*Urban development usually increases the impacts associated with domestic pets e.g. dog excrement, kittens being dumped in bushland, and domestic cats preying on birds, reptiles and invertebrates.*"

This statement clearly acknowledges the pressures that are to be placed on the corridor and the Conservation Council ACT Region was pleased to note that both Coombs and Wright will be gazetted as cat containment areas. However, CONSACT is concerned that the Coombs DA shows no infrastructure or plans to try and rectify the issue of dogs. The Riparian Strategy also listed requirements for dog walking:

- "Dog off-lead areas should be provided in the urban area
- On-lead dog walking should be allowed along the urban perimeter

- *Dogs should be prohibited from ecologically sensitive areas (e.g. Pink-tailed Worm Lizard habitat) through signage and fencing"*

However, no such provision appears to have been made. The Conservation Council would like to see these requirements put in place as part of the DA approval, by locating areas for a fenced dog off-leash yard within in the urban development boundary. CONSACT also strongly urges that the ACT regulate for prohibition of dogs within the river corridor.

Response: The items described are not requirements of the *Planning and Development Act 2007* or the Territory Plan which the application is being assessed against.

The draft River Park Concept Plan responds to these issues at a strategic level. These will be further addressed through the Plan of Management and detailed landscape designs for the Coombs river corridor interface being prepared by TAMSD.

Planting the suburb

(c23) The area outside houses and above riparian areas should be vegetated with species that will not invade into the riparian zone and be consistent ecologically. The Bush on the Boundary reference group has been discussing plantings regularly and two members have almost completed a planting list specifically for Molonglo. The availability of plants on this list is also being checked with Yarralumla Nursery. This list will make it easy for landscapers to plant appropriate plants. It is vital that the LDA recognises this work and uses this unique and valuable resource.

Response: the items described are not requirements of the *Planning and Development Act 2007* or the Territory Plan which the application is being assessed against.

Mr Kershaw

(d1) The estate design and construction methods used are wasteful and unimaginative.

(d2) There are vast areas of land has been given over to expensive high embodied energy roads and medians that add to the cost of development and reduces affordability.

(d3) The development has not taken the existing topography into account and has instead proposed massive earth works that cost a fortune and destroy the natural environment

Response: comment noted. The application meets the requirements of the Planning and Development Act and the Territory Plan.

(d4) The development could be done through more environmentally sensitive, low-impact civil engineering works that respects the landscape and topography.

Response: Noted

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

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Appendix B

Statement Against Criteria



Coombs Residential Estate – Statement against Criteria Development Amendment Report

Assessment of EDP against Residential Subdivision Code

Element 1: Neighbourhood Design

Intent:

To provide safe, convenient, accessible and attractive neighbourhoods that meet the diverse and changing needs of the community. This encompasses offering a wide choice in good quality housing and associated community and commercial facilities, providing for local employment opportunities, encouraging walking cycling and use of public transport, minimising energy and water consumption, and promoting a sense of place through neighbourhood focal points and the creation of a distinctive identity which recognises and, where relevant, preserves the natural environment.

Element 2: Street Works

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>C1</p> <p>The street network has a clear structure and component streets conform to their function within the network.</p>	<p><i>Complies:</i></p> <p><i>The street network has a clear structure with roads conforming to their function in the network.</i></p> <p><i>Major and Minor Collectors Roads, Roads C03 and C04, form the main north south spines between the signalised intersections on John Gorton Drive and with East and West Coombs.</i></p> <p><i>Strong links between Roads C03 and C04 are provided within the road hierarchy by Roads C07 and C08, together with Road C20 on the eastern side of the main ridge in east Coombs (which also links east and west Coombs). These roads are higher order within the hierarchy, generally Local Access C or higher) and represent the main links carrying the majority of localised traffic. In addition these roads form the basis of the Public Transport Network through the estate.</i></p> <p><i>The higher order roads and main spine links throughout the estate are further supplemented by lower order roads (Local Access B) carrying a reduced number of vehicles typically derived from the lower density, RZ1 areas though in some isolated cases from higher density development. The lower order roads are part of a clear structure that link with the Major, Minor Collectors and Local Access C spine network and therefore provide efficient transport links to John Gorton Drive in the south.</i></p> <p><i>There are some Local Access A roads though consistent with the requirements of Table 4 from the Residential Subdivision Code these have only been nominated on roads where no through traffic can be reasonably expected.</i></p> <p><i>It is also noted that all streets link with other roads that are no more than two levels higher or lower in the hierarchy as defined by this Code with the exception of Road C28.</i></p> <p><i>Road C28 is a short (approximately 100m) street connecting Road C3 (major collector) at its western extent to Road C7 (minor collector) at its eastern extent. This access street has been geared as a local access B and is anticipated to facilitate approximately 400 vpd, of which the majority of trips are generated by MU site Section AT Block 'b' and further supplemented by traffic accessing the Local Centre. In order to deter through movements from utilising this connection, this street will be appropriately calmed through the incorporation of LATM measures such as road cushions and road narrowing's, with details to be provided at the detailed design stage.</i></p>	<p><i>Complies – No Change is proposed to the street network.</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
	<p><i>The lower order category for Road C28, with traffic control measures, will be further developed at detailed design to provide synergy between the local centre and the open space area directly to the north.</i></p>	
<p>R2 The street network reflects the characteristics specified in Table 2.</p>	<p><i>Complies: The street network consists of Access Streets and Collector Streets which are based on the indicative traffic volumes and road characteristics notes in Table 2.</i></p> <p><i>There are a number of cases where the road characteristic notes determine the classification of the road instead of the indicative traffic volumes. e.g. Local Access A does not convey traffic from other areas, and the Coombs and Wright Concept Plan requires Road 3 to be a Collector Road.</i></p>	<p><i>Complies – No Change</i></p>
<p>2.2 Corridors and Precincts</p>		
<p>R3 Streets within any neighbourhood do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).</p>	<p><i>Complies: Externally generated traffic will be served by the John Gorton Drive, rather than through traffic movements in Coombs. The main external traffic destinations from the John Gorton Drive will generally be to the primary school precinct (including the adjoining community facilities), the Local Centre and the Molonglo River Corridor. These are not considered as through traffic routes.</i></p> <p><i>The exception to that noted above is the future link to North Weston as required by the Coombs and Wright Concept Plan. The proposed road network is consistent with the Coombs and Wright Concept Plan including the identification of key roads and their relationship to Precincts.</i></p>	<p><i>Complies – No Change</i></p>
<p>R4 Connections between residential streets and arterial roads are in accordance with the requirements of Table 3.</p>	<p><i>N/A: The connections with John Gorton Drive are mandated in the Concept Plan and are to be constructed as part of the Capital Works Project</i></p>	<p><i>N/A – No Change</i></p>
<p>C5 Safe and convenient links are provided for pedestrians and cyclists across transport corridors.</p>	<p><i>Complies: Signalised intersections and pedestrian underpasses are part of the John Gorton Drive Capital Works project. These crossings will provide a safe and convenient link for pedestrians and cyclists at approximately every 400m. In addition pedestrian refuges will be provided at convenient locations for the crossing of major collector roads within the Coombs Estate.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R6</p> <p>Junctions between the external roads and the internal street network are located so as to minimise restriction of movement on the roads, and to avoid traffic volumes in excess of 6000 vehicles per day (vpd) on major collector streets and 3000 vpd on minor collector streets.</p>	<p><i>Complies: The spacing of junctions between external roads and the internal street network restricts traffic volumes to less than 6,000 vpd on Roads C03A, C03B and C04 and to less than 3,000 vpd on all other minor collector streets.</i></p> <p><i>All roads have been designed to comply with Ausroads and TaMS Standards.</i></p> <p><i>See Road Hierarchy Plan (Drawing RHP 01 to 04)</i></p>	<p><i>Complies – No Change</i></p>
2.3 Safety, Access and Convenience		
<p>R7</p> <p>Junctions are spaced as set out in Table 3.</p>	<p><i>Complies</i></p>	<p><i>Complies – No Change</i></p>
<p>C8</p> <p>The street network creates convenient movement for residents between their homes and higher order roads</p>	<p><i>Complies: The block layout complies with this criterion and the requirements of the Concept and Structure Plans. The only element of R8 the EDP does not comply with is the maximum 1200m distance between any dwelling and the arterial road and this is because the Territory Plan locates dwellings over 1300m (in a straight line) from the Arterial Road. Otherwise the driving distance from any dwelling to the nearest collector road complies with Rule 8 and the road network provides convenient movement for residents to all other higher order roads.</i></p>	<p><i>Complies – No Change</i></p>
<p>R9</p> <p>No more than three turning movements at intersections or junctions are required in order to travel from any home to the most convenient collector street or higher-order road.</p>	<p><i>Complies: Coomb's street design is a connective grid. This generally reduces the length of vehicle trips and requires 3 or less turning movements between all dwellings and the most convenient collector road.</i></p>	<p><i>Complies – No Change</i></p>
<p>R10</p> <p>Proposed housing development along a movement corridor does not have direct vehicle access to an arterial road, unless there are no suitable access alternatives, in which case vehicle access on to the corridor must be able to be made in a forward direction.</p>	<p><i>Complies: There is no direct access to the arterial road from dwellings. Access to dwellings is only permitted via the internal road network (individual dwellings) and service roads (limited to high density sites).</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
2.4 Traffic Impacts and Residential Amenity		
<p>R11 No more than 5% of dwellings have direct access to streets with the long-term maximum desirable traffic volume in excess of 3000 vpd.</p>	<p><i>Complies: No dwellings have direct driveway access to streets with traffic volumes greater than 3,000 vpd.</i></p>	<p><i>Complies – No Change</i></p>
<p>R12 An acoustic analysis identifies internal and external noise impacts.</p>	<p><i>Complies: GHD has undertaken a desktop assessment of the potential traffic noise impacts of the proposed John Gorton Drive on proposed adjacent residential areas.</i></p> <p><i>As stated in the EDP report the LDA is requesting a technical amendment to the concept plan to require the high density developments along John Gorton Drive to mitigate the predicted future traffic noise levels. A planning control plan that clearly identifies blocks requiring acoustic noise mitigation has been prepared and submitted as part of the EDP submission.</i></p>	<p><i>Complies – No Change</i></p>
2.5 Functions and Width		
<p>R13 The road cross-sections and location of utilities and driveways within verges maintain an alignment for the planting of street trees as required by Table 4.</p>	<p><i>Complies: Road reserves and driveway locations have been designed throughout the estate to accommodate all services and proposed large street tree planting in accordance with Table 4.</i></p>	<p><i>Complies – No Change</i></p>
<p>R14 The road network caters for the efficient provision of public utility networks including water, sewerage, stormwater, electricity, telecommunications and gas, as demonstrated by certification by relevant authorities.</p>	<p><i>Complies: all services can be fully accommodated within the road verge to meet authority requirements. See typical cross sections (Drawings TYP 01 – 06).</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
2.4 Traffic Impacts and Residential Amenity		
<p>C15</p> <p>Street reserve width is sufficient to cater for all street functions, including:</p> <ul style="list-style-type: none"> a) Safe and efficient movement of all users b) Provision for parked vehicles c) Location, construction and maintenance of network utilities; d) Overland flow paths within depth and velocity safety criteria for pedestrian and vehicles e) Provision for water sensitive urban design f) Carriageway and pedestrian lighting are integrated with a tree management plan that maintains designed lighting levels over time g) Street tree planting h) Retaining walls i) Public lighting j) Pedestrian and cycle paths. 	<p><i>Complies: The proposed widths for all streets are sufficient to cater for all street functions noting:</i></p> <ul style="list-style-type: none"> a. <i>A minimum 1.5m wide footpath is proposed on both sides of streets generally to maximise pedestrian connectivity and efficiency of movements.</i> <i>On road cycle lanes have been provided along main desire lines such as Road C03 A&B and C04.</i> <i>In addition a 2.5m shared pathway is proposed on Roads C03 C&D, C07, C08 to efficiently convey cyclists and pedestrians to and from strong desire lines such as the school, local centre, River Corridor and open space areas such as North Weston Pond. 2.5m shared pathways are also nominated around the Mixed-Use Zones.</i> <i>The street network establishes a road hierarchy and traffic management that restrains vehicle speeds, deters through traffic and is appropriate for other road uses. Trafficable lanes have been designed in accordance with the Territory Plan and intersections have been designed in accordance with the relevant standards. In addition intersections along the bus routes have been designed to accommodate the requirements of ACTION buses.</i> b. <i>Indented parking has been provided in front of dwellings, along main traffic routes and adjacent to amenity. Lower order roads within the road hierarchy will accommodate informal parking within the road reserve in accordance with R32 and table 4. Parking has been provided at a rate of 1 space per 2 blocks <12.5m wide. Larger blocks with frontages greater than 12.5m accommodate visitor parking on block;</i> c. <i>Utility services, (shared trench, potable water, sewer and stormwater) have been designed with clearances nominated in keeping with the relevant standards;</i> 	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
2.4 Traffic Impacts and Residential Amenity		
	<p><i>d. Road reserves have been designed to convey minor storm events via stormwater pit and pipe infrastructure. Major storm events up to and including the Q100 will be conveyed via. a combination of pit and pipe and overland flow within the road reserve in keeping with the relevant standards regarding velocity depth and hazard;</i></p> <p><i>e. The majority of the street verges are 7.5m wide, which allow for WSUD elements to be included in the streets. The design has included kerb watering of street trees, however the majority of WSUD measures, gross pollutant traps and bio retention areas are generally proposed at downstream discharge points and not within the road reserve;</i></p> <p><i>f. Street trees and street lighting are proposed on a common alignment to provide an efficient verge configuration and consider clearances to services and other infrastructure. Street trees will be adequately spaced to maintain desired lighting levels and on consideration mature tree canopy; Street tree planting has been nominated in keeping with the relevant standards and consistent with the Territory Plan;</i></p> <p><i>g. Retaining walls are proposed within the central median of Road C03 and Road C46. The road reserves are of sufficient width to accommodate retaining walls while still maintaining adherence to the relevant standards and Territory Plan. Other retaining walls along roads 9 and 20 are not located within the road reserve, but sited either in the public open space or on blocks;</i></p>	

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
	<p><i>h. All road reserves have been designed in keeping with the relevant standards in relation to public lighting and are of sufficient width in order to accommodate street lights and associated electrical infrastructure;</i></p> <p><i>i. Street trees and street lighting are proposed on a common alignment to provide an efficient verge configuration and consider clearances to services and other infrastructure. Street trees will be adequately spaced to maintain desired lighting levels and on consideration mature tree canopy;</i></p> <p><i>In addition a 2.5m shared pathway is proposed on Roads C03 C&D, C07, C08 to efficiently convey cyclists and pedestrians to and from strong desire lines such as the school, local centre, River Corridor and open space areas such as North Weston Pond. 2.5m shared pathways are also nominated around the Mixed-Use Zones.</i></p>	

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R16</p> <p>Speed reduction devices are part of the design for the total street environment which demonstrates that:</p> <p>a) Slow points, including either horizontal or vertical deflection, are designed to slow traffic to design speeds.</p> <p>b) Slow points and carriageway narrowing's are designed to take into account the needs of cyclists, by ensuring speed compatibility, adequate space for concurrent passage or off-street diversions.</p> <p>c) Landscape design, on-street parking and streetscape design are used to complement speed restriction measures.</p> <p>d) Speed restriction techniques and devices are not used in isolation and only exist as part of an integrated traffic management solution.</p> <p>e) The verge, when considered in conjunction with the horizontal alignment and permitted fence, wall and other property frontage treatments, provides safe sight distances, taking into account expected vehicle speeds and pedestrian and cyclist movements.</p> <p>f) Traffic control devices are designed in accordance with national standards that take into account the access requirements for emergency vehicles.</p>	<p><i>Complies: The street network incorporates numerous traffic calming measures including roundabouts, four way intersections and associated priority controls coupled with speed attenuation measures.</i></p> <p><i>Complies: The proposed street network accommodates 1.5m wide on street cycle paths on major and collector roads.</i></p> <p><i>Complies: On street parking is proposed (in areas) on collector streets to assist in maintaining a low speed environment.</i></p> <p><i>Complies: As stated above a suite of speed reduction devices are proposed to provide an integrated traffic management solution that clearly conveys vehicle speeds.</i></p> <p><i>Complies: Verge widths are generally greater than those nominated in Table 4 and provide safe sight distances for vehicle, pedestrian and cycle movements. The exception being adjacent to open space areas where a reduced verge is appropriate due to limited infrastructure allocation and considering increased view corridors.</i></p> <p><i>Also Road C46 proposes a 6.15m verge though Table 4 nominated 6.25m minimum. Again this is appropriate given the allocation within the verge and the desired urban outcome – a one-way large lot dress circle. An in principal agreement has been received from TaMS and all infrastructure clearances are in line with in principal agreements from Jemena and ActewAGL.</i></p> <p><i>Complies: The detail design will ensure all traffic control devices will be in accordance with access requirements for emergency vehicles.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R17</p> <p>The impact of measures intended to restrain traffic speeds and traffic volumes take account of the needs of other road users and adjoining dwellings, by avoiding:</p> <ul style="list-style-type: none"> a) unacceptable traffic noise to adjoining dwellings b) devices that reduce convenience or safety levels for cyclists and public transport. 	<p><i>Complies: No traffic control devices are proposed that are considered to have an unacceptable impact on adjoining dwellings through traffic noise or the convenience and safety of cyclists and public transport.</i></p>	<p><i>Complies – No Change</i></p>
<p>R18</p> <p>Shared Use Zones comply with AUSTRROADS requirements.</p>	<p><i>Complies: There are no Shared Use Zones Roads proposed in Coombs.</i></p>	<p><i>Complies – No Change</i></p>
<p>R19</p> <p>Sight distances at pedestrian and cyclist crossings and at junctions and intersections are in accordance with Part 5 Guide to Traffic Engineering Practice or its successor.</p>	<p><i>Complies: Sight distance for all intersections have been tested and comply.</i></p>	<p><i>Complies – No Change</i></p>
<p>2.6 Site Access and Width</p>		
<p>R20</p> <p>Motorists are able to enter or reverse from a block or site in a single movement.</p>	<p><i>Complies: Blocks are generally perpendicular to streets and allow sufficient manoeuvring space to enter or reverse from a block in a single movement.</i></p>	<p><i>Complies – No Change</i></p>
<p>R21</p> <p>Driveways and direct vehicle access to major collector streets and other streets that carry more than 3000 vpd are designed to require forward entry and exit of vehicles from properties.</p>	<p><i>Complies: No direct access is provided to lower density blocks from roads which exceed 3,000 vpd. Access from higher density developments are required by the Territory Plan to provide forward entry and exits (Multi-unit housing code Rule 76 (d))</i></p>	<p><i>Complies – No Change</i></p>
<p>2.7 Geometric Design</p>		

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R22</p> <p>Longitudinal gradient does not exceed the gradients specified in Table 4, and street pavement cross-fall is between 2.5% and 5%.</p>	<p><i>Complies: Road gradients and pavement crossfalls are in accordance with Table 4. Where a priority road has a gradient greater than 5% the intersection grading as part of detailed design will ensure that the crossfall does not exceed 5%</i></p>	<p><i>Complies – No Change</i></p>
<p>R23</p> <p>Geometric design for intersections, roundabouts and slow points are consistent with the vehicle speed and maximum design vehicle envelop intended for each street and is consistent with AUSTRROADS Guidelines and in accordance with the <i>Australian Road Rules</i>.</p>	<p><i>Complies: The design of all intersections, roundabouts and slow points are in accordance with AUSTRROADS guidelines and the Australian Road Rules.</i></p>	<p><i>Complies – No Change</i></p>
<p>R24</p> <p>At intersections, turning vehicles are accommodated using AUSTRROADS <i>Design Vehicles and Turning Templates</i> to enable turns to be made in a single forward movement as follows:</p> <p>a) For turns between a major collector and a minor collector or access street, the 'design articulated vehicle' provides a turning path radius of at least 15 m in accordance with the <i>Australian Road Rules</i>.</p> <p>b) For turns between a minor collector street and access streets, the 'design heavy rigid vehicle' provides a turning path radius of at least 15 m, using any part of the pavement, in accordance with the <i>Australian Road Rules</i>.</p> <p>c) For turns between access streets, the B99 'design car' provides a turning path radius of at least 7.5 m using the correct side of the pavement only.</p>	<p><i>Complies: All turning paths and vehicles comply with Australian road rules. Refer to vehicle turning path drawings submitted as part of the EDP.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R25</p> <p>Kerb radii do not exceed desirable kerb returns in Table 4, except when required to accommodate larger vehicle turning movements in accordance with the <i>Australian Road Rules</i>.</p>	<p><i>Complies: Kerb radii do not exceed desirable kerb returns in Table 4 except where required to allow safe design vehicle movements in accordance with the Australian Road Rules.</i></p>	<p><i>Complies – No Change</i></p>
2.8 Laneways		
<p>R26</p> <p>Laneways must serve one of the following purposes:</p> <ul style="list-style-type: none"> a) Run east–west and provide small-lot rear-parking access to maximise solar access to habitable areas; b) Access multi-unit housing; c) Rear access to lots fronting busy streets; or d) Service retail and commercial areas. 	<p><i>No laneways are proposed under the EDP however community title shared driveways in Sections AO, AN, BA and BB provide rear access to terrace blocks and perform a similar function.</i></p> <p><i>With regards R26 we confirm the following:</i></p> <ul style="list-style-type: none"> a. <i>The community title shared driveways generally run East/West and provide rear access to small lots and maximise solar access to habitable areas.</i> 	<p><i>No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>C27</p> <p>a) Good passive surveillance into, along and through lanes is provided;</p> <p>b) Continuous lines of garage doors and fences are avoided;</p> <p>c) Opportunities for privately maintained landscape areas are provided;</p> <p>d) Modifications to all code items to the satisfactions of Asset Acceptance at TAMS are addressed;</p> <p>e) Emergency Services Bureau supports the use of the rear lane as its primary access.</p>	<p><i>No laneways are proposed under the EDP however community title shared driveways in Sections AO, AN, BA and BB provide rear access to terrace blocks and perform a similar function.</i></p> <p><i>With regards C27 we confirm the following:</i></p> <p>a. <i>Surveillance rooms have been nominated on the northern side of all community titles shared driveways to provide good passive surveillance along and through the shared driveway as well as the community titled open space areas. In addition the lanes are straight and offer unrestricted sight lines;</i></p> <p>b. <i>Community titled shared driveways proposed under this EDP are all lineal elements provided rear access to terrace dwellings. The terraces are proposed in rows of no more than 6 dwellings with community titled open space areas to ensure the rear facades of dwellings are not continuous elements;</i></p> <p>c. <i>Community titled open space areas have been provided to all terrace sections within community titled shared driveways (total width of 2m landscaped verges);</i></p> <p>d. <i>The terrace configuration has been reviewed to the satisfaction of TAMS;</i></p> <p>e. <i>ESA has given its in principal support for the community titled shared driveways configuration with formal endorsement expected as part of this EDP submission.</i></p>	<p>No Change</p>
<p>2.9 Cul de-sac</p>		
<p>R28</p> <p>No more than 15% of lots across the entire sub division are served by cul-de-sac.</p>	<p><i>N/A: There are no cul-de-sac roads proposed within Coombs.</i></p>	<p>Complies – No Change</p>
<p>R29</p> <p>Cul-de-sacs are no longer than 100 m.</p>	<p><i>N/A: There are no cul-de-sac roads proposed within Coombs</i></p>	<p>Complies – No Change</p>
<p>R30</p> <p>Linking paths to adjoining areas for use by pedestrians and cyclists include lighting and allow for surveillance from the surrounding roads and private properties.</p>	<p><i>Complies: Paths through sections AK, BS, BR, AI and BM will be adequately lit and allow for surveillance from the surrounding roads and properties.</i></p>	<p>Complies – No Change</p>
<p>R31</p> <p>For turning movements at the head of a cul-de-sac, sufficient area is provided for the 'design refuse vehicle' (as advised by the relevant waste collection authority) to make a three-point turn.</p>	<p><i>N/A: There are no cul-de-sac roads proposed within Coombs</i></p>	<p>No Change</p>
<p>2.10 On-street Parking</p>		

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R32</p> <p>In streets where visitor parking is not provided on site, one car-parking space is provided for every two dwellings. These are located against the kerb if the carriageway width is sufficient, or in parking bays constructed within the verge and located within 60 m from the frontage of each dwelling.</p>	<p><i>Complies: See parking plan (PP01 – 05) which demonstrates the proposed parking complies with this rule and the requirements of Table 4 that requires one hard standing space per two block frontages less than 12.5m.</i></p>	<p><i>Complies – Sufficient parking provisions have been included in the design. To facilitate the access for Block “a” Section 39, 4 parking bays have been removed intended for visitor parking. Similarly, to facilitate the access for Block “a” Section 41, parking bays along Fairhall Street has been removed. Dislocated visitor parking for Section 42 has been relocated to Arthur Blakeley Way to satisfy the criteria.</i></p>
<p>R33</p> <p>The dimensions of car spaces and access comply with the requirements of AS 2890.</p>	<p><i>Complies: All car spaces have been designed to comply with AS2890.</i></p>	<p><i>Complies – No Change</i></p>
<p>2.11 Water Sensitive Urban Design</p>		
<p>R34</p> <p>Water Sensitive Urban Design treatments are provided in accordance with the Water Ways: Water Sensitive Urban Design General Code.</p>	<p><i>Complies: The Water Sensitive Urban Design strategy proposed meets the requirement of Water Ways: Water Sensitive Urban Design General Code and the Concept Plan.</i></p>	<p><i>Complies – No Change</i></p>

Element 3: Pedestrians and Cyclist Facilities

Intent:

- a) To encourage walking and cycling by providing safe, accessible, convenient and legible movement networks to destinations within and beyond the neighbourhood

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
3.1 Location and Design		
<p>R35</p> <p>Footpaths and cycle paths are provided in accordance with Table 4.</p>	<p><i>Complies: All footpath and cycle paths meet or exceed the requirements of Table 4. All Streets will have 1.5m footpath on both sides of the road. 2 – 2.5m paths are provided where higher use is foreseen, with 2.5m paths provided in high amenity areas in accordance with R37 c).</i></p>	<p><i>Complies – No Change</i></p>
<p>R36</p> <p>a) Lighting is provided to paths in accordance with AS/NZ 1158; and</p> <p>b) A tree management plan is provided demonstrating how required lighting levels can be maintained as tree canopies develop over time.</p>	<p><i>N/A - Lighting design will be undertaken as part of the detailed design and will meet these requirements. The lighting design will fully consider the proposed landscape treatment within the verge.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R37</p> <p>a) For collector streets on which block access is provided, pedestrian or cycle paths are provided on either side of the street and separated from the carriageway pavement.</p> <p>b) Minor paths, where required, are a minimum width of 1.2 m and do not exceed 10% gradient, or the gradient is no greater than any adjacent street pavement.</p> <p>c) Minor paths are 2.5 m minimum width in the vicinity of meeting points, schools, shops and other activity centres.</p> <p>d) Minimum stopping sight distances at path intersections is in accordance with AUSTROADS <i>Guide to Traffic and Engineering Practice</i> or its successor.</p>	<p><i>Complies: pedestrian or cycle paths are provided on either side of the street and are separated from the carriageway pavement.</i></p> <p><i>Complies: All minor paths exceed the 1.2m minimum width and with a gradient that does not exceed the adjacent street pavement.</i></p> <p><i>Complies: Paths of 2.5m width are to be provided adjacent to shops and other activity centres.</i></p> <p><i>Complies: Minimum stopping sight distances at path intersections are in accordance with AUSTROADS Guide to Traffic and Engineering Practice.</i></p>	<p><i>Complies – No Change</i></p>
3.2 Safe Crossings		
<p>R38</p> <p>Where traffic volumes exceed 3000 vpd or speeds exceed 50 km/h, safe crossings are created with the use of pedestrian refuges, slow points, thresholds or other appropriate mechanism.</p>	<p><i>Complies: Pedestrian refuges are provided for all paths crossing streets where traffic volumes exceed 3000 vpd or speeds exceed 50 km/h.</i></p>	<p><i>Complies – No Change</i></p>
<p>R39</p> <p>At potential conflict points or junctions on high-use facilities, paths are widened to a minimum width of 2.5 m to allow for passing of pedestrians and cyclists in opposite directions.</p>	<p><i>Complies: See rule 37 (c).</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R40</p> <p>Safe street crossings are provided for all street users with sight distances, pavement markings, warning signs and safety rails (where appropriate for cyclists) in accordance with AUSTRROADS requirements.</p>	<p><i>Complies: Safe street crossing locations are to be fully incorporated into the EDP and detailed design of the estate. The EDP shows the general location of each crossing. The detailed design will further refine the designs to ensure the crossings fully comply with AUSTRROADS requirements.</i></p>	<p><i>Complies – No Change</i></p>
<p>R41</p> <p>Compliant pram and wheelchair crossings are provided where cycle and pedestrian paths intersect with kerbs.</p>	<p><i>Complies: The EDP shows pram crossings at each street intersection. Detail design process will ensure they comply with standards.</i></p>	<p><i>Complies – No Change</i></p>
<p>R42</p> <p>Markings and tactile aides are provided in accordance with the relevant Australian Standard to assist sight-impaired people, the elderly and children.</p>	<p><i>N/A - These will be incorporated into the detailed design.</i></p>	<p><i>Complies – No Change</i></p>

Element 4: Public Transport

Intent:

- a) To increase opportunities for choice in mode of transport, and provide cost-effective and energy-efficient public transport services that is accessible and convenient to the community

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
4.1 Bus Stop Location and Design		
<p>R43</p> <p>a) At least 90% of dwellings are within 400 m safe walking distance from an existing or potential bus route, or 200 m safe walking distance from an existing or proposed demand-responsive or community bus service route. In addition, at least 90% of dwellings are within 500 m from the nearest existing and proposed bus stop.</p> <p>OR</p> <p>b) at least 90% of dwellings are within 750 m of a high frequency trunk service bus stop that has, or is projected to provide, a minimum of eight outbound buses an hour during the morning peak.</p>	<p><i>Complies: More than 90% of all dwellings are located within 400m walking distance of a proposed bus route and within 500m from the nearest bus stop.(refer to Public Transport Network & Off Road Movement Systems Plan).</i></p> <p><i>In addition more than 90% of dwellings are located within 750m of a high frequency trunk service bus stop on the arterial road.</i></p>	<p><i>Complies – No Change</i></p>
<p>R44</p> <p>The siting of bus stops is related to the pedestrian path network.</p>	<p><i>Complies: The proposed bus stops fully consider the pedestrian path network and linkage with open space. The street grid network provides great pedestrian permeability and a variety of routes to bus stops.</i></p>	<p><i>Complies – No Change</i></p>
<p>R45</p> <p>Bus stops are located within 400 m of sporting, community, retail and educational facilities.</p>	<p><i>Complies: The bus stops within Coombs are located within 400m of sporting, community, retail and educational facilities, and the mixed use sites along John Gorton Drive are adjacent to high frequency stops.</i></p>	<p><i>Complies – No Change</i></p>
<p>R46</p> <p>Bus stops are in accordance with Disability Access Standards for Public Transport.</p>	<p><i>NA: Bus stops are shown on the road hierarchy plan and the detailed design will ensure they comply with the design standards.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R47</p> <p>Bus stops are designed in accordance with TaMS Design Guidelines.</p>	<p><i>NA: These requirements will be incorporated in the detailed design. Locations are shown in the EDP.</i></p>	<p><i>Complies – No Change</i></p>
<p>R48</p> <p>The geometry of streets identified as bus routes are suitable for turning, stopping sight distance, grade and parking requirements of buses (as determined from appropriate design documents) has a carriageway width of 7.5m or within ranges specified in Tables 4 and 5.</p>	<p><i>Complies: Bus routes meet the requirements of this rule including the use of Tag Steer buses as shown on the vehicle turning path diagrams.</i></p> <p><i>In addition, indented on street parking has been provided along the bus routes to ensure parking does not restrict bus movements. As roundabouts have an impact on block locations the EDP demonstrates that the roundabouts comply with a Tag Steer bus. Additional detail will be provided at detail design.</i></p>	<p><i>Complies – No Change</i></p>
<p>C49</p> <p>a) Convenient connections to adjoining areas and other public transport routes (including future routes), provide for ease of movement of buses between neighbourhoods, and link activity centres within and external to the neighbourhood.</p> <p>b) Buses are able to safely gain access to the neighbourhood and cross arterial roads without complicated turning manoeuvres when travelling between neighbourhoods.</p>	<p><i>Complies: The proposed bus routes have been discussed with Action. The location of the bus routes provide Action with the opportunity to extend the Duffy route into Wright, Coombs and North Weston or provides access directly off John Gorton Drive.</i></p> <p><i>NA - Two signalised intersections connect Coombs with John Gorton Drive. These intersection are not part of Coombs EDP but are included in the Capital Works Program</i></p>	<p><i>Complies – No Change</i></p>

Element 5: Public Open Space and Sporting Facilities

Intent:

- a) To provide public open space and sporting facilities as formative elements in the neighbourhood layout that meet community requirements for safe and accessible outdoor recreational space and that contribute to the community identity through landscaping, heritage and biodiversity protection.

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
5.1 Size and landform		
R50 Local neighbourhood parks must have a minimum size of 0.5 ha, unencumbered by utilities infrastructure, to provide sufficient size for amenity, recreation and environmental purposes.	<i>Complies: Local neighbourhood parks have an unencumbered area greater than 0.5ha.</i>	<i>Complies – No Change</i>
R51 Pedestrian parkland serving multiple purposes (e.g. for community paths, bikepaths, stormwater, utilities and the like) achieves minimum widths as described in Table 4 and TaMS Design Standards.	<i>Complies: The parkland in and around Coombs serves a variety of functions, including stormwater management, recreational use. The parklands also contain bikepaths and footpaths that link dwellings, river corridor, school, etc. Only minimum widths of paths are included in Table 4. Path widths comply with Table 4 and the construction details will comply with TaMS design standards.</i>	<i>Complies – No Change</i>
R52 Open space in watercourses and drainage swales are inundated only in a storm event of greater than two-year average recurrence interval and do not present a safety hazard.	<i>Complies: WSUD principles adopted across the site allow swales to carry low flows. These however do not present a safety hazard as all recreational open space areas associated with water courses are above 2 year storm events.</i>	<i>Complies – No Change</i>
R53 Drainage swales are contoured, unfenced, grassed, and landscaped.	<i>Complies: The Landscape Masterplan shows that the drainage swales are unfenced, grassed and landscaped.</i>	<i>Complies – No Change</i>
5.2 Accessibility		

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R54</p> <p>Fully compliant pedestrian and cycle paths are provided to be contiguous with the on-road and off-road trunk network and achieve access through and to the open space. Service vehicle access and public parking is provided in accordance with TaMS design standards.</p>	<p><i>Compliant pedestrian and cycle paths are provided throughout the estate with on-road cycle paths provided on the main collectors.</i></p> <p><i>Service vehicle access to open spaces will be resolved as part of the detailed design.</i></p>	<p><i>Complies – No Change</i></p>
<p>R55</p> <p>Barriers and integrated landscape design prevent motor vehicle trespass onto open space in accordance with TaMS design standards</p>	<p><i>NA – This is a detailed design issue as it does not relate to land take, however, a combination of kerb types (Barrier and Castellated Kerbs) and landscape treatments (including stock fencing along the river corridor) will be provided to prevent vehicular access onto open spaces.</i></p>	<p><i>Complies – No Change</i></p>

Element 6: Block Layout and Building Envelope Plans

Intent:

- a) To ensure the layout and orientation of blocks achieves required energy standards and provides for attractive and safe streets and public open space

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
6.1 Section Size		
<p>C56</p> <p>a) Street and block layouts are pedestrian-friendly and provide for perimeter buildings fronting a perimeter street around sections.</p> <p>b) Where sections depths are less than 50m, details are provided about housing types, urban design and affordability objectives.</p>	<p><i>Complies: Street and block layouts are pedestrian friendly with the street layout in a preamble grid and paths on both sides of the road. Perimeter buildings front street around sections.</i></p> <p><i>Complies: No sections are less than 50m deep.</i></p>	<p><i>Complies – No Change</i></p>
<p>R57</p> <p>The estate includes a combination of multi-unit sites and single and two-storey attached and detached residential dwellings.</p>	<p><i>Complies: The dwelling types and range complies with the concept plan requirements and provides a variety of housing products.</i></p>	<p><i>Complies – No Change</i></p>
<p>R58</p> <p>Smaller blocks and blocks capable of supporting higher density are located in sections adjacent to commercial centres, public transport, or high amenity areas such as parks.</p>	<p><i>Complies: Smaller blocks and higher density development are located adjacent to public transport, commercial centres and parks.</i></p>	<p><i>Complies – No Change</i></p>
6.2 Solar Efficient Subdivisions		
<p>R59</p> <p>An energy audit carried out in accordance with <i>Energy Audits of Subdivisions – Detached Residential Blocks</i> (Appendix C) achieves the following:</p> <p>a) a minimum of 75% of blocks have an energy rating of three stars or above</p> <p>b) all blocks have a minimum rating of one star.</p>	<p><i>Complies: 75.9% of blocks are 3 stars or higher; the remaining 24.1% have a 2 star rating. The 2 star blocks are principally made up of attached terrace house, facing north/south with rear access. The current rating scheme is not designed to rate attached house products.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>C60</p> <p>By applying the current building setbacks it is impossible to ensure all dwellings will not be overshadowed by their neighbour. LDA request additional setbacks from ATPLA's draft Solar Code are applied to protect solar access. All blocks comply with this document however on block controls need to be applied to ensure solar access.</p> <p>a) Demonstrate that energy efficiency and amenity considerations are achieved.</p> <p>b) Demonstrate that the private open space receives sufficient sunshine to support its intended uses, including outdoor eating, clothes drying, and growth of plants.</p>	<p><i>Complies: All detached blocks within the estate can achieve north-facing, habitable rooms with a minimum of 3 hours direct sunlight onto the floor or wall of the main daytime living area, and to 50% of the POS, between 9.00am and 3.00pm on 21 June.</i></p> <p>LDA requested additional building envelopes (R62 and R63) to be included in the Concept Plan to ensure neighbours do not overshadow their southern neighbour more than the 1.8m high boundary fence at 12 noon winter solstice (21 June).</p> <p><i>In addition LDA has designed all blocks to comply with the Draft Territory Plan Variation 306 (Single Residential Block Compliance Tables) which are designed to ensure all block achieved solar access.</i></p> <p><i>With the application of these new requirements all detached and attached blocks within the estate can achieve north-facing, habitable rooms with a minimum of 3 hours direct sunlight onto the floor or wall of the main daytime living area, and to 50% of the POS, between 9.00am and 3.00pm on 21 June. Refer to Building Envelope Plans for indicative footprints and POS location and shadow diagrams for terrace blocks.</i></p>	<p><i>Complies – No Change</i></p>
6.3 Multi-unit Sites		
<p>R61</p> <p>Multi-unit sites are located within 200m of a commercial zone, public transport node, or public open space.</p>	<p><i>Complies. Multi units are located within 200m of commercial zone, public transport node or public open spaces.</i></p>	
<p>R62</p> <p>Sites for multi-unit development sit within a public road layout that provides similar address and frontage opportunities as the urban structure for single residential blocks.</p>	<p><i>Complies: All multi-unit sites sit within a public road layout that provides similar address and frontage opportunities as single residential blocks.</i></p>	<p><i>Complies – No Change</i></p>
<p>R63</p> <p>When providing access to more than four attached dwellings, shared driveways run east-west and maximise solar access to dwellings.</p>	<p><i>Complies: the attached dwellings driveways run east west and the dwellings north south. On higher density sites basement parking will be required. All dwellings are sited to ensure living areas and private open spaces achieve good solar access.</i></p>	<p><i>Complies – No Change</i></p>
<p>R64</p>		

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>Units address public streets or open space. Continuous rear fencing along public roads is avoided.</p>	<p><i>Complies: The blocks have been designed to comply with current Territory Plan requirements for multi unit sites. The intention plans show how units can be designed to provide an internal open space with units addressing the streets. All fencing is to be in accordance with the Territory Plan, which does not permit continuous rear fencing along public roads.</i></p>	<p><i>Complies – No Change</i></p>
<p>R65 Where internal private roads maintained by the body corporate accommodate more than 300 vehicle movements a day, the roads are developed with the same opportunities for on-street parking, pedestrian paths, verge landscaping and Water Sensitive Urban Design as the public roads described in Table 4.</p>	<p><i>Complies: The provision of internal roads in multi unit sites is subject to the design of each site and a separate development application from this EDP. The development intention plans show indicative layouts for multi unit sites and indicative driveway cross sections of internal driveways. These internal roads combine opportunities for on street parking, pedestrian paths, verge landscaping and WSUD with the multi unit code driveway requirements. In addition the estate has been designed to provide extensive on street parking adjacent to multiunit sites.</i></p> <p><i>The only other private road which has over 300VPD is the lane at Section AN. The amenity of the public lanes per Table 4 is less than the EDP's private lane as Table 4 does not permit lanes to provide landscaping, street trees, on-street parking, footpaths,etc. All of the private lanes have significant areas of landscaping (at the entrances and in the middle) to provide slow points and to avoid continuous lines of garage doors and fencing.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
6.4 Security, Surveillance, Safety, and Amenity		
<p>R66</p> <p>Where blocks adjoin streets with traffic volumes in excess of 3000 vpd, the block layout achieves one or more of the following:</p> <ul style="list-style-type: none"> a) Incorporates service roads or rear lane access adjacent to busier arterial roads; b) Uses battle-axe blocks to provide vehicle access from a side or rear street; c) Provides pedestrian access to the busy road where vehicle access is not provided; d) Arranges blocks to side onto busier streets with vehicle access from a side street; e) Where road safety standards are met, on-street parking is provided; f) Provides for forward exit from garages and driveways for larger blocks; or g) Incorporates shared driveways to garages at the rear of the blocks to facilitate exit in a forwards direction. 	<p><i>Complies: Two roads (part only C03 & C04) have predicted daily traffic volumes in excess of 3000 vpd. All road sections with predicted daily traffic volumes in excess of 3000 vpd are fronted by multi unit / mixed use sites or open space. No direct vehicular access is proposed in these locations, though appropriate pedestrian linkages and crossing points are proposed.</i></p>	<p><i>Complies – No Change</i></p>
<p>R67</p> <ul style="list-style-type: none"> a) Blocks front streets or public open space. b) Where blocks abut public open space the principles described in Figure 4 are applied. 	<p><i>Complies: All single and multi unit blocks have their primary address fronting roads, however 2 multi unit blocks that also abut parks.</i></p> <p><i>While Figure 4 generally relates to single dwelling blocks the principles of having edge streets around the rest of the park has been applied.</i></p> <p><i>In addition the Concept Plan has detail built from requirements to ensure the multi unit dwellings address the parks and open spaces (C60).</i></p>	<p><i>Complies – No Change</i></p>
<p>R68</p> <p>Battle-axe blocks are used only where they:</p>	<p><i>Complies: Battle-axe blocks are necessary to provide vehicular access from sloping sites and to eliminate dangerous access</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
a) front parks, natural areas or recreation areas such as golf courses b) provide frontage to major roads. c) are necessary to provide vehicle access to sloping sites.	<i>points near the roundabouts on major roads.</i>	
6.5 Compact blocks (defined as blocks having a site area less than 250m²)		
R69 Compact blocks are located: a) Opposite parkland open space; or b) Within 100m of parkland open space; or c) Adjacent to a minimum 10m wide verge.	<i>Complies: All compact blocks are within 100m of open space or parkland or alternatively are adjacent to verges of a minimum 10m width.</i>	<i>Complies – No Change</i>
R70 a) Where vehicle access is provided to the front of the block the block frontage is to a local road, and not a major collector. b) Where a block has rear laneway access it may front a collector road.	<i>Complies. All compact blocks are serviced by a rear lane / shared private driveway.</i>	<i>Complies – No Change</i>
R71 Compact blocks provide opportunities for north facing living areas that can be achieved through such measures as: a) East - west running ends of sections b) East – west running culs de sac or minor access roads.	<i>Complies: Compact blocks are located with east/west running sections and achieve acceptable solar orientation in accordance with the Territory Plan solar access requirements.</i>	<i>Complies – No Change</i>
R72 Road and services infrastructure achieves all operational requirements for waste collection, utilities service access and overland flow protection applicable to standard residential blocks.	<i>Complies. The compact blocks have been sited close to parklands and on topographic that minimise grade issues that may impact on services, etc. Waste collections will be via the street and gravity services will be provided in the private lane or in the street.</i>	<i>Complies – No Change</i>

Element 7: Utilities, Waste Management and Sediment and Erosion Control

Intent:

- a) To ensure that residential areas are adequately serviced with sewerage, water, stormwater, fire-fighting, electricity, gas, street lighting and communication services in a timely, cost-effective, coordinated and efficient manner that supports sustainable development practices and asset maintenance needs and to promote the use of road verges or other public land for the provision of reticulated services where topography and other site constraints allow.

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
7.1 Viability of Services		
<p>R73</p> <p>Land development occurs only where adequate stormwater, sewerage and water supplies for domestic and fire-fighting purposes can be provided and maintained in accordance with utility codes and standards made under or in accordance with ACT law.</p>	<p><i>Complies: Service availability for the development is dependent on ACTPLA's capital works projects and the Actew sewer main project. The timing of these projects is currently consistent with the completion of the development.</i></p>	<p><i>Complies – No Change</i></p>
7.2 Utility Services on Leased and Unleased Land		
<p>R74</p> <p>a) Utility services comply with utility standards.</p> <p>b) Subject to agreement between the land manager and utility provider, water, electricity, gas and communication services are located within road reservations or other Territory Land that is, and is to remain, unleased.</p> <p>c) Subject to agreement between the proponent and the utility provider, and for the purpose of maximising land utilisation, preference is given to locating sewage and stormwater services within road reservations, or other Territory Land that is, and is to remain, unleased.</p>	<p><i>Complies: Proposed utility services comply with design standards.</i></p> <p><i>Complies. Water, electrical, gas and technical services are located in the public street verges.</i></p> <p><i>Complies: Sewer and stormwater are located within road reserves wherever topography allows. Where this cannot be achieved due to topography. The services have been located at the rear of a block where the setbacks allow for the required side access easement. In principle support from the utility provider has been received.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R75</p> <p>a) Where utility standards require sewerage and stormwater services to be located within leased blocks, those services:</p> <p>i) are contained within service reservations and accessed by means of utility, emergency or maintenance access routes complying with Figures 5 and 6 and Table 7</p> <p>ii) are on a block of sufficient size to accommodate service reservations and utility access routes, whilst providing comparable building footprint area to similar but unencumbered blocks</p> <p>iii) where possible, are located in service reservations directly accessible from unleased Territory Land</p> <p>iv) where possible, are co-located with private open space to maximise land utilisation</p>	<p><i>Complies: Sewer and stormwater are located within road reserves wherever topography allows. Where this cannot be achieved due to the topography the services have been located at the rear of a block where the setbacks allow for the required side access easement. This is generally on blocks greater than 500m², however functional size houses can still be achieved on blocks approx. 450m².</i></p>	<p><i>Complies – No Change</i></p>
7.3 Shared Trenching		
<p>R76</p> <p>Compatible minor service reticulation in the road verge may be located in shared trenching where permitted by utility standards.</p>	<p><i>Complies: Shared trenching has been designed in accordance with agency standards.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R77</p> <p>Written acceptance of service reservation alignments has been provided by Territory and Municipal Services (TaMS) and other relevant utility providers.</p>	<p><i>N/A: Written support cannot be obtained until the detailed design submission is received by the agencies, however in principle support has been received from TAMS, ActewAGL and Jemena for shared trench arrangement and proposed verge configuration.</i></p>	<p>No Change</p>
<p>7.4 Width of Service Reservations and Service Access Elements</p>		
<p>R78</p> <p>All sewerage and stormwater reticulation on land that is to be leased is located in a service reservation. The widths of service reservations are agreed by the utility provider and comply with the relevant section of Table 6. More than one easement may be required, as is shown in Figure 6.</p>	<p><i>Complies: the proposed easement and access requirements are in accordance with agency standards. (refer to rule 75 above)</i></p>	<p>Complies – No Change</p>
<p>7.5 Width of Service Reservation and Emergency Access to Minor Service Reticulation</p>		
<p>R79</p> <p>Where service reservations for sewerage reticulation cannot be adequately accessed directly from public land, maintenance and emergency access routes are provided on each affected leased block to provide obstruction-free access from public land to the service reservation.</p>	<p><i>Complies - Sewer services are located within road reserves or open space as far as possible. Where services lie within blocks the design of easements has been carried out in accordance with agency guidelines. (refer to rule 75 above)</i></p>	<p>Complies – No Change</p>
<p>R80</p> <p>The widths of maintenance and access routes are approved by the utility provider and comply with the relevant section of Table 6.</p>	<p><i>Complies. Refer to 3.7 of Report</i></p>	<p>Complies – No Change</p>
<p>R81</p> <p>Where corner blocks require service reservations in the rear corner, the service reservation is extended along a side boundary to link with the road verge as shown in Figure 5 and 6.</p>	<p><i>Complies. Easements to be extended for stormwater access to link with road verge</i></p>	<p>Complies – No Change</p>
<p>7.6 Separation of Private and Utility Services</p>		

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R82</p> <p>Where the permissible footprints of buildings are located adjacent to a service reservation, the relevant service provider determines and provides written approval of the extent and width of a private service zone required for private stormwater and sanitary drains, electricity and communication cables, gas, water and irrigation pipes associated with the development of the lease. This zone is documented in the EDP to provide adequate separation of private services from utility assets, and to prevent damage to private services when the utility is repairing or replacing its assets (see Figure 5). More than one private service zone may be required.</p>	<p><i>Complies: See diagram showing access to utility sewerage and stormwater services in rear of blocks in 3.7. The detailed design of the estate will fully incorporate these requirements.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
7.7 Recording Utility Access Requirements in Leases		
<p>R83</p> <p>Where services are proposed to be included in leased land the proponent:</p> <p>a) consults with each utility service provider during the preparation of the EDP and obtains written confirmation that the provider's service reservations and maintenance and emergency access route requirements are included</p> <p>b) provides a written undertaking that all designated service reservations, maintenance and emergency access routes, and utility pipe protection envelopes are recorded on the Deposited Plans that will be referred to in the subsequent leases in the manner shown in Appendix B</p> <p>c) includes in the EDP the standard lease clauses applying to service reservations, maintenance and emergency access routes and utility pipe protection envelopes.</p>	<p>Consultation undertaken with all service providers. Providers' service reservations, emergency, and maintenance access and private service zones are detailed in 3.7 and these will be fully incorporated into the hydraulic masterplans and the detailed design.</p> <p>Written Support to be obtained as part of agency circulation process of EDP prior to Development approval. Consultation to date has indicated in principal support for the service and maintenance reservations.</p>	<p><i>No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
7.8 Design and Construction Qualifications		
<p>R84</p> <p>Sewerage facilities, water supply mains, stormwater, electricity, communications services, gas and street lighting are designed by persons who are qualified by reference to codes and standards made under or in accordance with ACT law.</p>	<p><i>Complies: The detailed design will be undertaken and/or verified by a Chartered Professional Engineer or agencies with appropriate experience.</i></p>	<p><i>Complies - No Change</i></p>
7.9 Overland Flow Paths for Sewage and Stormwater Spillage		
<p>R85</p> <p>Overland flow paths must be provided to ensure that surcharge of sewage or stormwater from utility network overflow points (such as manholes) or future residential sanitary drain overflow relief gullies, will not be obstructed by proposed building footprints and will comply with utility and residential plumbing standards.</p>	<p><i>Complies: Stormwater overland flowpaths are located to prevent discharge through leased land.</i></p> <p><i>The locations of sewer manholes are in accordance with the appropriate standards.</i></p> <p><i>The detail design process will refine the block grading and stormwater and sewer designs.</i></p> <p><i>All buildings are subject to a separate development application.</i></p>	<p><i>Complies – No Change</i></p>
7.10 Location of Sewage and Stormwater Connections		
<p>R86</p> <p>Unless specifically approved by the utility provider, the sewer and stormwater ties are at the low point of the block in accordance with utility standards.</p>	<p><i>Complies: The majority of sewer and stormwater ties are located at the low point of the block. Where this cannot be met adequate depth will be provided to ensure the lowest point of the block can drain into the service (this will be approved by Agencies)</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R87</p> <p>a) Subject to agreement between the proponent and the utility provider, the sewer and stormwater ties may be located away from the low point.</p> <p>b) Written approval is provided by TaMS and other utility service providers, and any special requirements imposed by the service authorities are incorporated in the design.</p>	<p><i>Complies - See above.</i></p> <p><i>Noted.</i></p>	<p><i>Complies – No Change</i></p>
7.11 Clearance Between Utility Equipment and Landscape Elements		
<p>R88</p> <p>The location of and accessibility to meters, control valves, manholes and utility connections are acceptable to service providers and determined in accordance with utility standards to minimise conflict with proposed driveways, fencing, courtyard walls or other permanent paving, vegetation or structures mandated by the development.</p>	<p><i>Complies: Service locations are designed in accordance with TAMS Design Standards for Urban Infrastructure and service authority requirements.</i></p>	<p><i>Complies – No Change</i></p>
Rules / Criteria	Compliance	
7.12 Noise and odour buffer zones		
<p>R89</p> <p>Buffer zones complying with utility requirements are provided between dwellings and utility service equipment such as sewer vents or pump stations to protect residential amenity from odour and noise nuisance. This buffer zone is agreed with the utility provider and documented in the EDP.</p>	<p><i>N/A.</i></p> <p><i>No sewer or water pump stations are to be provided as part of this development. Sewer vents are not part of this EDP but part of the trunk sewer main which has been design to allow residential development in accordance with the Territory Plan land use zones.</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
7.13 Waste management		
<p>R90</p> <p>Waste management is in accordance with the latest version of the <i>Development Control Code for Best Practice Waste Management in the ACT</i>, TaMS 2006.</p>	<p><i>Complies: See waste management plan (WCP 01-04).</i></p>	<p><i>Complies – No Change</i></p>
<p>R91</p> <p>In accordance with the <i>Development Control Code for Best Practice Waste Management in the ACT</i> (TaMS 2006), garbage collection vehicle access is provided as follows:</p> <p>a) to mobile garbage bins for all single unit dwellings and multi unit and cluster developments up to and including 10 units.</p> <p>b) to garbage hoppers in an approved structure for multi-unit sites in excess of 10 dwellings.</p>	<p><i>Complies. All single dwelling blocks have street garbage collection within 60m of the dwelling.</i></p> <p><i>Complies. The multi unit blocks are an adequate size to allow the future development to have internal garbage collection.</i></p>	<p><i>Complies – No Change</i></p>
<p>R92</p> <p>Demolition waste leaving the site is diverted to a recycling or reprocessing operator for the particular type of waste material. Evidence of proper recycling, reprocessing or disposal is obtained and kept for 12 months after practical completion of the project.</p>	<p><i>Complies. The majority of the waste on this site will come from the removal of the existing pine trees, which will be chipped and used as mulch in the Arboretum or on site.</i></p> <p><i>Generally no other demolition waste will be generated from this development.</i></p> <p><i>All waste generated as part of the construction will be subject to a separate waste management plan developed by the civil and landscape contractors.</i></p>	<p><i>Complies – No Change</i></p>
7.14 Sediment and Erosion Control Plan		
<p>R93</p> <p>A Sediment and Erosion Control Concept Plan satisfies the requirements of the Environment Protection Authority.</p>	<p><i>Complies. The EDP submission contains a Sediment and Erosion Control Concept Plan. See drawing (EMCP-01and 02).</i></p>	<p><i>Complies – No Change</i></p>

4. Compliance with the Coombs and Wright Concept Plan

The Coombs and Wright Concept Plan became effective on January, 2010 and have been amended several times with the latest amendment dated 20 June 2014 and subsequent Technical Amendment Variations March 2014.

The following section demonstrates compliance with the provisions of Parts A and B of the Plan including with the purpose of the Plan and with the “desired planning outcomes” contained in the Plan.

Part C has been excluded as it relates to development undertaken following EDP approval.

Only Rules/Criteria relevant to Coombs have been assessed in this report. Compliance with the provisions as they relate to Wright were covered in the Wright EDP report.

Part A – Land use

Notes:

1. Precincts referred to in this part are shown on figure 2, subject to element 2.
2. Roads referred to in this part are shown on figure 3, subject to element 3.
3. Signalised intersections on the north-south arterial road (*referred to in this EDP report as John Gorton Drive*) are shown on figure 3, subject to element 3.
4. Sections referred to in this part are shown on figure 4, and they are located by cross sections lines.

Land use plan		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>Note: Desired planning outcomes relevant to this element are: (a), (b), (c), (e), (f), (g), (h), (j), (k), (o), (p) and (q).</p>		
<p>C1</p> <p>Precinct A</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct A,</p> <p>a) RZ1, consistent with desired planning outcome (a)</p> <p>b) PRZ1, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(a) Provide diverse housing types, block sizes, densities and affordability to meet the changing needs of households and to encourage the formation of a diverse community;</p>	<p>Complies as follows:</p> <p>a) <i>The location of precinct A in the EDP is consistent with figure 2 in the concept plan and all residential development in the precinct is permitted by the Territory Plan RZ1 Land Use policies.</i></p> <p><i>In accordance with planning outcome (a), R37 & R51 of the concept plan (density controls), a variety of low density (less 20 dwellings / ha) block sizes have been provided. Overall the desired planning outcome (a) is achieved by providing a range of housing products and block sizes across the estate in a number of different precincts of which precinct A contribute the low density suburban product.</i></p>	<p>Complies – No Change</p>
<p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>The public open space (PRZ1) and enlarged road reserves provided in Precinct A retain the significant features of the site including, views to the Molonglo River, surrounding hills, Black Mountain and the existing Eucalyptus trees on the ridge. These trees, together with the proposed plantings will be the highest element in Precinct A and will provided a landscape back drop so the housing does not break the skyline.</i></p>	<p>Complies – No Change</p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
	<p><i>The location of the open space in the Concept Plan (northwest of the ridge) was originally proposed to retain moderate quality Pink-tailed Worm Lizard (PTWL) potential habitat.</i></p> <p><i>This potential habitat has since been reassessed by a PTWL expert for ACTPLA and the Commonwealth has downgraded it to low quality (EPBC determination 16 April 2010). As the site does not contain significant site features and R26 (concept plan) and the EPBC determination do not require the area to be retained and the area has been proposed for development.</i></p> <p><i>The EDP has provided an alternative open space centrally located (adjacent to section BR) on the eastern side of the ridge in accordance with Table 7 (Description and prime management purpose of urban parks and sportsgrounds) of the Residential Subdivision Development Code. Together with the Holdens Creek Pond open space the provision of this park will guarantee residents of both the east and west sides of the ridge will have centrally located open space for recreational purposes.</i></p> <p><i>At this time the Strategic EPBC Assessment for the Molonglo Valley (including the River Corridor) has not been completed, and there is no guarantee that the Commonwealth will permit recreational facilities (playgrounds, etc) within the River Corridor EDP.</i></p>	

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>C2</p> <p>Precinct B</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct B,</p> <ul style="list-style-type: none"> a) RZ5, not less than 6.5ha, consistent with desired planning outcome (b) b) RZ4, not less than 2ha, consistent with desired planning outcome (b) c) PRZ1, following the watercourse, consistent with desired planning outcome (h) d) RZ1, consistent with desired planning outcome (a) over the balance <p>Desired planning outcomes:</p> <ul style="list-style-type: none"> (a) Provide diverse housing types, block sizes, densities and affordability to meet the changing needs of households and to encourage the formation of a diverse community; (b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route; (h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' 	<p>Complies as follows:</p> <ul style="list-style-type: none"> a) A total of 17.5ha of RZ5 is provided, thus exceeding the minimum 6.5ha required in the Concept Plan; The EDP complies with Desired planning outcome (b) for the following reasons: <ul style="list-style-type: none"> - RZ5 is a high density area with the minimum density for each block in accordance with R49 of the Concept Plan (1 dwelling for each 200m²); - the height of buildings will be controlled by the Territory Plan provisions (minimum 2 storeys, maximum 6 storeys); and - The location of RZ5 in the EDP is consistent with figure 2 in the Concept Plan, which places high density housing along the arterial road and around the mixed use area of Coombs. b) A total of 3.2ha of RZ4 is provided thus addressing the minimum 2ha required in the EDP; The EDP complies with Desired planning outcome (b) for the following reasons: <ul style="list-style-type: none"> - RZ4 is a high density area with the minimum density for each block in accordance with R49 of the Concept Plan (1 dwelling for each 200m²); - the height of buildings will be controlled by the Territory Plan provisions (maximum 3 storeys); and - The location of RZ4 in the EDP is consistent with figure 2 in the concept plan, which places it adjacent to the high amenity area of Holdens Creek Pond. c) The PRZ1 area provided is consistent figure 2 of the Concept Plan with Desired planning outcome (h) in that it: <ul style="list-style-type: none"> • is part of an open space network which is proposed to continue south of John Gorton Drive into the adjoining suburb of Wright • will retain the existing watercourse and natural elements of the site where possible, in a landscaped parkland setting, noting however, that the water course alignment, topography and configuration will be impacted on by the construction and proximity of John Gorton Drive – however, landscape elements can be utilised to reinstate and enhance the original landscape (particularly water) features • will directly adjoin John Gorton Drive allowing opportunities for a highly visible and accessible public space which, through landscaping and urban design elements (such as public art), can contribute to 'place making' by helping to establish the desired character 	<p>Complies –</p> <ul style="list-style-type: none"> a) The proposed subdivision of Sections 37 and 41 does not affect the compliance to this criterion as the area zoned as RZ5 for the Precinct is 10.4Ha, which is above the specified minimum. It also does not affect any other zones within the Precinct and on any other precinct other than Precinct C.

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p>for Coombs</p> <ul style="list-style-type: none"> • will directly adjoin a multi unit site which can be developed to effectively extend the public realm features of the park into the site and which will provide passive surveillance to assist with public safety for park users. Furthermore, the park will provide a high level of amenity for residents of the surrounding higher density developments which adjoin on 1 side ensuring that the park is likely to be well utilised. It is also likely the adjacent developments will be themed and marketed to capitalise on the amenity and attributes offered by the park; and <p>d) The balance of the precinct comprises RZ1 housing products permitted by the Territory Plan RZ1 Land Use policies and provides a variety of block sizes and housing, while complying with the RZ1 density rules (R37 & R51) of the Concept Plan. Overall the desired planning outcome (a) is achieved by providing a range of housing products and block sizes across the estate in a number of different precincts of which precinct A contribute the low density suburban product.</p>	
<p>C3</p> <p>Precinct C</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct C, CZ5, not less than 0.4ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p><i>Complies: Precinct C comprises a total of 0.67ha of CZ5 adjacent to the edge road and Holden's Creek, thus exceeding the minimum 0.4ha required area of CZ5. The CZ5 zoning has been located in accordance with bushfire requirements for edge streets and C27 of the Concept Plan. The site is consistent with Figure 2 in the Concept Plan and locates the mixed used area adjacent to the high amenity open space of Holdens Creek Pond.</i></p>	<p><i>Complies –</i></p> <p><i>The revised precinct boundary increases the area zoned as CZ5 to 0.67Ha which satisfies this criterion.</i></p>
<p>C4</p> <p>Precinct D</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct D, consistent with desired planning outcome (b),</p>	<p><i>Complies as follows:</i></p> <p>a) <i>A total of 1.02ha of CZ5 is provided south of Road 3 thus addressing the minimum 1ha required in the EDP;</i></p> <p><i>The EDP complies with Desired planning outcome (b) for the following reasons:</i></p> <ul style="list-style-type: none"> - <i>locates higher residential density close to areas of higher amenity and the north-south arterial road which</i> 	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>a) CZ5 on the south eastern side of road 3, not less than 1.0ha</p> <p>b) CZ4, not less than 0.9ha.</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p><i>includes a public transport route;</i></p> <p><i>- the height of buildings will be controlled by the Territory Plan provisions (minimum 6 storeys).</i></p> <p>b) <i>A total of 1.13ha of CZ4 is provided within precinct D thus exceeding the minimum 0.9ha required.</i></p> <p><i>The EDP complies with Desired planning outcome (b) for the following reasons:</i></p> <p><i>- the CZ4 is close to areas of higher amenity and the north-south arterial road which includes a public transport route;</i></p> <p><i>- accommodates higher density residential with the height of buildings controlled by the Territory Plan provisions (block a - minimum 2 storeys, maximum 6 storeys; block b – minimum 6 storeys).</i></p>	
<p>C5</p> <p>Precinct E</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct E, RZ5, not less than 1ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p><i>Complies: Precinct E comprises a total of 2.43ha of RZ5, thus exceeding the minimum 1ha of RZ5 required. The dwelling yield is consistent with R49 and it provides higher density housing close to the arterial road and the local centre / mixed use precinct, consistent with planning outcome b and figure 2 of the Concept Plan.</i></p>	<p><i>Complies – No Change</i></p>
<p>C6</p> <p>Precinct F</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct F a minimum overall area of 17ha, comprising,</p> <p>a) CFZ, not less than 6ha, to accommodate at a minimum, an educational establishment (primary school), community activity</p>	<p><i>Complies: Precinct F is 17ha inclusive of roads (in accordance with ACTPLA pre-application meeting advice 6/12/2010);</i></p> <p>a) <i>The area of CFZ is 6ha which meets the minimum area required for the various community facilities – ie primary school, community activity centre, and child care centre; The location of the CFZ land use is consistent with Figure 2 of the Concept Plan which locates community facilities adjacent to high amenity areas and close to the arterial road and mixed use areas in accordance with planning outcome b;</i></p> <p>b) <i>The area of PRZ1 provided at the junction of roads 3, 7 and 8 is 0.5ha which exceeds the minimum 0.3ha required. The</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>centre and child care centre, consistent with desired planning outcome (b)</p> <p>b) PRZ1, not less than 0.3ha at the junction of roads 3, 7 and 8 consistent with desired planning outcome (h)</p> <p>c) PRZ1 and NUZ4, in the balance to accommodate Coombs urban open space corridor specified in R23) and C23).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p> <p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p>location of the park is consistent with Figure 2 of the Concept Plan. This park will form an external plaza abutting the local centre and is part of the open space system that connects east and west Coombs. The park will also retain a number of existing pine trees, to reflection of the former use of the site. Pine trees are a significant natural element that currently dominates the site, but will only be retained in 2 parks within Coombs. The retention of the pine trees is consistent with the desired planning outcome (h).</p> <p>c) The balance of the precinct comprises PRZ1 and NUZ4 and accommodates the Coombs urban space corridor – refer C23.</p>	
<p>C7</p> <p>Precinct G</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct G,</p> <p>a) RZ5, not less than 2.7ha, consistent with desired planning outcome (b)</p> <p>b) PRZ1, following the watercourse, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres</p>	<p>Complies as follows:</p> <p>a) The area of RZ5 provided in precinct G is 3.9ha which exceeds the minimum 2.7ha required.</p> <p>The dwelling yield is consistent with R49 and it provides higher density housing close to the arterial road and the local centre / mixed use precinct, consistent with planning outcome b and figure 2 of the Concept Plan; and</p> <p>b) The PRZ1 area provided is consistent figure 2 of the Concept Plan and with desired planning outcome (h) in that it:</p> <ul style="list-style-type: none"> is part of an open space network which is proposed to continue south of John Gorton Drive into the adjoining suburb of Wright will retain the existing watercourse and natural elements of the site where possible, in a landscaped parkland setting, noting however, that the water course alignment, topography and configuration will be impacted on by the construction and proximity of John Gorton Drive – however, landscape elements can be utilised to reinstate and enhance the original 	<p>Complies – No Change.</p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p> <p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>landscape (particularly water) features</i></p> <ul style="list-style-type: none"> <i>will directly adjoin John Gorton Drive allowing opportunities for a highly visible and accessible public space which, through landscaping and urban design elements (such as public art), can contribute to 'place making' by helping to establish the desired character for Coombs</i> <i>will directly adjoin a multi unit site which can be developed to effectively extend the public realm features of the park into the site and which will provide passive surveillance to assist with public safety for park users. Furthermore, the park will provide a high level of amenity for residents of the surrounding higher density developments which adjoin on 1 side ensuring that the park is likely to be well utilised. It is also likely the adjacent developments will be themed and marketed to capitalise on the amenity and attributes offered by the park.</i> 	
<p>C8</p> <p>Precinct H</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct H, RZ1, consistent with desired planning outcome (a).</p> <p>Desired planning outcomes:</p> <p>(a) Provide diverse housing types, block sizes, densities and affordability to meet the changing needs of households and to encourage the formation of a diverse community;</p>	<p><i>Complies: Precinct H comprises RZ1. The location of precinct H in the EDP is consistent with figure 2 in the concept plan and all residential development in the precinct is permitted by the Territory Plan RZ1 Land Use policies (including the park).</i></p> <p><i>In accordance with planning outcome (a), R37 & R51 of the concept plan (density controls), a variety of low density (less 20 dwellings / ha) block sizes have been provided. Overall the desired planning outcome (a) is achieved by providing a range of housing products and block sizes across the estate in a number of different precincts of which precinct A contribute the low density suburban product.</i></p>	<p><i>Complies – No Change</i></p>
<p>C9</p> <p>Precinct I</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct E, RZ5, not less than 5.9ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building</p>	<p><i>Complies: Precinct I comprises a total of 6.65ha of RZ5, thus exceeding the minimum area of RZ5 required to be provided in the EDP.</i></p> <p><i>The dwelling yield is consistent with R49 and it provides higher density housing close to areas of higher amenity, consistent with planning outcome b and figure 2 of the Concept Plan.</i></p>	<p><i>Complies – No Change.</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>		
<p>C10</p> <p>Precinct J</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct J, CZ5, not less than 2ha, consistent with desired planning outcome (b).</p> <p>Desired planning outcomes:</p> <p>(b) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p>	<p><i>Complies: Precinct J contains 3ha of CZ5, thus exceeding the minimum 2ha area of CZ5 required to be provided in the precinct.</i></p> <p><i>The EDP complies with Desire planning outcome (b) for the following reasons:</i></p> <ul style="list-style-type: none"> - CZ5 is a high density area with the minimum density for each block in accordance with R50 of the Concept Plan (1 dwelling for each 150m²); - the height of buildings will be controlled by R53 in the Concept Plan (minimum 3 storeys, no maximum restriction); and <p><i>The location of CZ5 in the EDP is consistent with figure 2 in the concept plan, which places the mixed use at the entrance to the estate on the southeast side of road 4 at the intersection with the arterial road and consistent with R27 of the concept plan.</i></p>	<p><i>Complies – Precinct J contains more than the minimum 2ha of CZ5 required.</i></p>
<p>C11 to C22</p>	<p><i>Not relevant to Coombs EDP</i></p>	
<p>C23</p> <p>Coombs urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Coombs urban open space corridor, PRZ1 and NUZ4, consistent with desired planning outcome (h) that,</p> <p>a) follows the unnamed water course from Wright to its confluence with Molonglo River</p> <p>b) includes a neighbourhood park, oval, cycleway and stormwater measures.</p>	<p><i>Complies: The EDP accommodates the Coombs urban open space corridor (PRZ1 and NUZ4 zones), consistent with desired planning outcome (h) in that,</i></p> <p>a) <i>it follows the unnamed water course from Wright to its confluence with Molonglo River;</i></p> <p>b) <i>the corridor will include a neighbourhood park, oval, cycleway and stormwater measures.</i></p> <p><i>In addition the location of the PRZ1 and NUZ4 are consistent with figures 2 & 4 in the concept plan and the EDP has been coordinated with the ACTPLA Capital Works Project that is constructing these facilities.</i></p>	<p><i>Complies – No Change</i></p>
<p>C24</p> <p>Weston Creek urban open space corridor</p> <p>Subject to the identification of precincts and key</p>	<p><i>Complies: This park is principally a Capital Works Project separate to the Coombs EDP, however LDA will provide a local play ground within the park to comply with desired planning</i></p>	<p><i>Complies – No Change</i></p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Weston Creek urban open space corridor, PRZ1, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p>outcome (h).</p> <p><i>The Weston Creek urban open space will provide a high level of public access, amenity and safety and responds to the natural topography of the area.</i></p>	
<p>C25</p> <p>Holdens Creek urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Holdens Creek urban open space corridor, PRZ1 and NUZ4, consistent with desired planning outcome (h).</p> <p>Desired planning outcomes:</p> <p>(h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character, and where possible connects to adjacent suburbs with high levels of public access, amenity and safety.</p>	<p><i>Complies: This park is principally a Capital Works Project separate to the Coombs EDP, however LDA will provide a local playground within the park to comply with desired planning outcome (h).</i></p> <p><i>The Holdens Creek urban open space will provide a high level of public access, amenity and safety and responds to the natural topography of the area.</i></p>	<p>Complies – No Change</p>
<p>R26</p> <p>The land use plan submitted with an EDP includes PRZ1 to incorporate a buffer not less than 20 metres wide (where measure wholly outside the habitat areas) around areas of moderate and high quality Pink-tailed worm lizard (<i>Aprasia parapulchella</i>) habitat, as shown on Figure 5 and section viii.</p>	<p><i>Complies: The EDP does not propose any development within 20 metres of any area of moderate or high quality Pink-tailed worm lizard (<i>Aprasia parapulchella</i>) habitat as shown in Figure 5 and more recent PTWL habitat surveys.</i></p> <p><i>The river corridor (including PTWL potential habitats) will be separated from the construction site by stock proof fencing, (see landscape master plan) This fencing will be handed over to TaMS at the end of the project and is likely to be retained until the River Park Concept Plan develops an alternative.</i></p> <p><i>The EDP complies with Section viii for the following reasons:</i></p>	<p>Complies – No Change</p>

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
	<p>- The Capital Works Trunk Sewer is in accordance with the typical section minimum 20m distance to PTWL habitats; and</p> <p>House blocks in the EDP are located almost twice the distance from PTWL habitats compared to that shown in section viii (50m instead of 30m). This is due to the detailed bushfire mitigation plan, inner asset protection zones recommendations and compliance with the Coombs EPBC management requirements for PTWL.</p>	

1.1 Precincts		
Note: Desired planning outcomes relevant to this element are: (b) and (c).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
27 Subject to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP identifies precincts with the following characteristics: a) precinct A is bounded by Holdens Creek urban open space corridor, Molonglo River corridor, road 8 and precinct B b) precinct B is bounded by precinct C, Holdens Creek urban open space corridor, precinct A, road 3 and precinct D and the north-south arterial road (John Gorton Drive) c) precinct C is bounded by Holdens Creek urban open space corridor and precinct B, and may adjoin precinct A d) precinct D is part of the Coombs/Wright local centre. It is bounded by precinct B, road 7, precinct E and the north-south arterial road (John Gorton Drive). It is transacted by road 3 e) precinct E is bounded by precinct D, road 7, the urban open space corridor draining to Coombs pond and the north-south arterial road (John Gorton Drive) f) precinct F is the Coombs community facilities precinct. It is bounded by road 3, road 8, Molonglo River corridor, Coombs urban open space corridor and road 7 g) precinct G is bounded by the urban open space corridor draining to Coombs pond, road 7, road 4, and the north-south arterial road (John Gorton Drive) h) precinct H is bounded by Coombs urban open space corridor, Molonglo River corridor, the urban open space surrounding the proposed Weston Creek pond, precinct I and road 7 i) precinct I is bounded by precinct H, Weston Creek urban open space	<i>Complies: All precincts generally comply with the following characteristics listed below.</i> <i>A copy of the EDP precinct boundaries is contained in Appendix B.</i> a) <i>Complies: Precinct A is bounded by Holdens Creek urban open space corridor, Molonglo River corridor, road 8 (C08E) and precinct B</i> b) <i>Complies: precinct B is bounded by precinct C, Holdens Creek urban open space corridor, precinct A, road 3 (Road C03A and C03B) and precinct D and the north-south arterial road (John Gorton Drive)</i> c) <i>Complies: precinct C is bounded by Holdens Creek urban open space corridor and precinct B.</i> d) <i>Complies: precinct D is part of the Coombs/Wright local centre. It is bounded by precinct B, road 7 (C07), precinct E and the north-south arterial road (John Gorton Drive). It is transacted by road 3 (Road C03/C0D)</i> e) <i>Complies: precinct E is bounded by precinct D, road 7 (C07), the urban open space corridor draining to Coombs pond and the north-south arterial road (John Gorton Drive)</i> f) <i>Complies: precinct F is the Coombs community facilities precinct. It is bounded by road 3 (C03), road 8 (C08E), Molonglo River corridor, Coombs urban open space corridor and road 7 (C07)</i> g) <i>Complies: precinct G is bounded by the urban open space corridor draining to Coombs pond, road 7 (C07), road 4, and the north-south arterial road (John Gorton Drive)</i> h) <i>Complies: precinct H is bounded by Coombs urban open space corridor, Molonglo River corridor, the urban open space surrounding the proposed Weston Creek pond, precinct I and road 7 (C07)</i> i) <i>precinct I is bounded by precinct H, Weston Creek urban open space corridor road and road 7 (C07)</i> j) <i>precinct J is bounded road 4 (C04), road 7 (C07), Weston Creek urban open space corridor road and the north-south arterial road (John Gorton Drive).</i> k) <i>precinct K is to be developed on the site of the ACT Forestry Depot. It is bounded by Weston Creek urban open space corridor and the north-south arterial road</i> l) <i>N/A Not part of this EDP</i> m) <i>N/A Not part of this EDP</i> n) <i>N/A Not part of this EDP</i> o) <i>/A Not part of this EDP</i> p) <i>N/A Not part of this EDP</i> q) <i>N/A Not part of this EDP</i> r) <i>N/A Not part of this EDP</i> s) <i>N/A Not part of this EDP</i>	Complies – No Change

<p>corridor road and road 7</p> <p>j) precinct J is bounded road 4, road 7, Weston Creek urban open space corridor road and the north-south arterial road (<i>John Gorton Drive</i>).</p> <p>k) precinct K is the site of the ACT Forestry Depot. It is bounded by Weston Creek urban open space corridor and the north-south arterial road</p> <p>l) precinct L is bounded by Molonglo River corridor, Holdens Creek urban open space corridor, precinct M and the existing water supply easement</p> <p>m) precinct M is bounded by the north western boundary of Coombs, precinct L, Holdens Creek urban open space corridor and the north-south arterial road. It is transected the existing water supply easement</p> <p>n) precinct N is bounded by Holdens Creek urban open space corridor, the north-south arterial road, precinct O, precinct R and Road</p> <p>o) precinct O is part of the Coombs/Wright local centre. It is bounded by precinct N, north-south arterial road, precinct P and 6. It is transected by road 5</p> <p>p) precinct P is bounded by precinct O, the north-south arterial road, Coombs urban open space overland flow corridor and road 6</p> <p>q) precinct Q is bounded by Coombs urban open space overland flow corridor, the north-south arterial road, Cotter Road and road 6</p> <p>r) precinct R is the balance of Wright south of Holdens Creek. It is bounded by precinct N, road 6, the north-south arterial road, Cotter Road and Uriarra Road</p> <p>s) precinct S is bounded by the northern boundary of Wright, the north-south arterial road, precinct T, the existing water supply easement, precinct V and Uriarra Road</p> <p>t) precinct T is bounded by the north-south arterial road, the existing water supply easement and precinct S</p>	<p>t) <i>N/A Not part of this EDP</i></p> <p>u) <i>N/A Not part of this EDP</i></p> <p>v) <i>N/A Not part of this EDP</i></p> <p>w) <i>Complies: Coombs urban open space corridor,</i></p> <p>x) <i>i. follows the unnamed water course from Wright to its confluence with Molonglo River</i></p> <p><i>ii. includes a neighbourhood park, oval, shared paths and stormwater measures</i></p> <p>y) <i>Complies: Weston Creek urban open space corridor contains the proposed Weston Creek pond and surrounding urban open space and stormwater measures</i></p> <p>z) <i>Complies: Holdens Creek urban open space corridor follows Holdens Creek from Uriarra Road to its confluence with Molonglo River and includes a pond, shared path and a section of the Bicentennial National Trail</i></p>	
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<ul style="list-style-type: none"> u) precinct U is bounded by the existing water supply easement, the north-south arterial road, Holdens Creek urban open space corridor and Uriarra Road. It is transected by road 1 v) precinct V is bounded by Uriarra Road, precinct S and precinct U w) Coombs urban open space corridor, i. follows the unnamed water course from Wright to its confluence with Molonglo River; and ii. includes a neighbourhood park, oval, shared paths and stormwater measures x) Weston Creek urban open space corridor contains the proposed Weston Creek pond and surrounding urban open space and stormwater measures y) Holdens Creek urban open space corridor follows Holdens Creek from Uriarra Road to its confluence with Molonglo River and includes a pond, shared path and a section of the Bicentennial National Trail 		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>Desired planning outcomes:</p> <p>(a) Allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route;</p> <p>(b) provide safe, compact, walkable residential precincts with convenient vehicular, pedestrian, cycle and public transport access to recreational, retail/commercial and community facilities</p>	<p><i>DPO (b) The provision of the different precincts which will deliver a range of dwelling densities and building heights complies with desired planning outcome (h)</i></p> <p><i>DPO (c) The school, community facilities sites and the local centre are located in the heart of the estate. Together with the street grid network, the estate provides extensive permeability for vehicles and pedestrians</i></p>	

Identification of key roads		
Note: Desired planning outcomes relevant to this element are: (d), (f) and (n).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
R28 The land use plan submitted with an EDP complies with the location and configuration of the north-south arterial road (<i>John Gorton Drive</i>), including lanes, underpasses, entry points, junctions and signals as shown on figure 3.		<i>Complies – No Change</i>
C29 and C30		
C31 Road 3 Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 3, the principal collector road to the Coombs low density residential area (precinct A) from signalised intersection 2.		<i>Complies – No Change</i>
C32 Road 4 Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 4, which links signalised intersection 1 with north Weston via a proposed road bridge and embankment at the northern extremity of the proposed Weston Creek pond.		<i>Complies – No Change</i>
C33 and C34		
C35 Road 7 C28 Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 7, which links roads 3 and 4, and forms the boundary between the medium and high density residential and mixed use zones abutting the north south arterial (<i>John Gorton Drive</i>) and the balance of Coombs. Its key function is to provide a convenient link between abutting land uses and the signalised intersections on the north-south arterial		<i>Complies – No Change</i>

<p>(John Gorton Drive).</p> <p>C29Desired planning outcomes:</p> <p>C30(d) provide a legible and permeable road network that integrates safe and adequate pedestrian and cycle access to the precinct and connectivity to surrounding suburbs, facilities and features such as Stromlo Forest Park, Molonglo River corridor and Duffy Primary School and the urban open space network</p> <p>C31(f) encourage walking, cycling and the use of public transport</p> <p>C32(n) provide for a street and pedestrian movement network with a legible hierarchy and function that integrates safe and adequate pedestrian and cycle access and connectivity</p> <p>C33</p>		
<p>C36</p> <p>Road 8</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 8, which links road 3 with the edge road to Molonglo River corridor, and forms the boundary between Coombs CFZ (precinct F) and Coombs RZ1 (precinct A).</p>		<p><i>Complies – No Change</i></p>

Part B – Subdivision

Notes:

- This part is applicable to the preparation and assessment of estate development plans (EDP). It should be read in conjunction with other relevant codes.

Sections referred to in this part are shown on figure 4, and they are located by cross sections lines.

1.2 Block sizes

Note: Desired planning outcomes relevant to this element are: (a) and (b).

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R37</p> <p>RZ1 in each precinct,</p> <p>a) has a maximum of 50% of blocks less than 500m², and</p> <p>b) a maximum of 20% of blocks are less than 250m².</p> <p>Note: The 20% in b) is a subset of the 50% in a). This rule applies to each precinct, independently, i.e. without reference to proposed subdivision of RZ1 in other precincts.</p>	<p><i>Complies: Precinct A (RZ1 zone) within the EDP has:</i></p> <p>a) <i>maximum of 30% of blocks less than 500m² and</i></p> <p>b) <i>0% of blocks less than 250m².</i></p> <p><i>Complies: Precinct B (RZ1 zone) within the EDP has:</i></p> <p>a) <i>maximum of 21% of blocks less than 500m² and</i></p> <p>b) <i>0% of blocks less than 250m².</i></p> <p><i>Complies: Precinct H (RZ1 zone) within the EDP has:</i></p> <p>a) <i>Maximum of 32% of blocks less than 500m², and</i></p> <p>b) <i>18.2% of blocks less than 250m².</i></p> <p><i>No other precinct contains RZ1 blocks</i></p>	<p><i>Complies – No Change</i></p>

1.3 Multi-unit housing

Note: Desired planning outcomes relevant to this element are: (a) and (b).

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R38</p> <p>In addition to the maximum number of dwellings on multi-unit blocks, an EDP identifies the minimum number of dwellings on multi-unit blocks, in accordance with Part C.</p>	<p><i>Complies: For multi unit blocks, the EDP identifies the minimum and maximum number of dwellings proposed by way of a range for each block. Generally the maximum is limited to 100 dwellings/ha. and the minimum complies with R49 and R50 (see block detail plans).</i></p>	<p><i>Complies – No Change</i></p>

1.4 Open space

Note: Desired planning outcomes relevant to this element are: (a), (b), (c), (d), (e), (f), (g) and (p).

Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>C39</p> <p>Edge Streets are provided to the common boundary between blocks in urban zones (other than single</p>	<p><i>Complies.</i></p> <p>a. <i>Parks generally have a minimum 75% edge streets including 100% edge street to the Molonglo River Corridor (NUZ4). The exception to this is Section CA.</i></p>	<p><i>Complies – No Change</i></p>

<p>residential blocks and precinct C), and PRZ1 and NUZ4 to achieve the following:</p> <ul style="list-style-type: none"> a) Ease of access to urban open space corridors b) Surveillance of urban open space corridors c) Avoidance of rear boundary fencing at the common boundary to PRZ1 and NUZ4 d) Ground floor dwelling address to urban open space where there is no edge street. 	<p><i>The adjoining open space provides the oval for the school. It is undesirable, for reasons of amenity and public safety, to divide the school and the oval with a public road. However the urban open space corridor is easily accessible;</i></p> <ul style="list-style-type: none"> <i>b. The master plan has been developed considerate to surveillance of the urban open space corridors. North Weston Pond, Coombs Pond and the Molonglo River Corridor benefit from view corridors largely unrestricted from adjacent street and urban development;</i> <i>c. No rear boundary fencing at the common boundary to PRZ1 and NUZ4 is proposed under this EDP;</i> <i>d. Single unit residences have street frontage as required by the Territory Plan. Where MU sites abut open space, future development will be subject to compliance with the relevant sections of the Territory Plan and including aspects relating to the built form.</i> 	
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1.5 Shared paths		
Note: Desired planning outcomes relevant to this element are: (c), (d), (e), (f), (h), (l), (n), (o) and (q).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>C45</p> <p>An off-road network of cycleways and pedestrian paths to link key community and urban open space destinations in the neighbourhood subject to element 1 is provided including:</p> <p>a) a trunk cycleway following Molonglo River corridor</p> <p>b) a trunk cycleway following road 8 from Molonglo River corridor trunk cycleway to the local centre adjoining precinct F</p> <p>c) links to parks and neighbourhood facilities including shops and schools</p> <p>d) an underpass under the John Gorton Drive to provide access to Molonglo River corridor from:</p> <p>i. (relates to North Wright)</p> <p>ii. (relates to Wright)</p> <p>iii. Coombs urban open space corridor, to road 6 cycle path system network</p> <p>iv. (relates to Weston Creek)</p> <p>e) a continuous primary pedestrian path along both sides of the length of the north-south arterial road (John Gorton Drive) of:</p> <p>i. a minimum 2 metres wide on the Coombs side of the road</p> <p>ii. (Wright).</p>	<p><i>Complies: The EDP complies with the major pedestrian path and cycleway network shown in figure 4 of the concept plan.</i></p> <p><i>However the design and construction of the majority of these paths are not part of the EDP but included in various capital works projects. The following is a list of paths being provided by the EDP and Capital works projects:</i></p> <ul style="list-style-type: none"> - <i>Coombs EDP will construct the main 1.5m wide pedestrian paths along the arterial road and the link between the arterial road and the community facility land. Otherwise the rest of the paths will be designed and constructed as part of the following are Capital Works Projects::</i> - <i>The river park concept plan will provided the cycleways within the river corridor,</i> - <i>the North Western Creek Pond will provide the cycleways that link the arterial road with the river corridor to the east of Coombs</i> - <i>The Holdens Creek Pond open space will provided the cycleway within Holdens Creek;</i> <p><i>Coombs pond will provided the design for the link between the river corridor and the community facility site.</i></p> <p><i>Complies: An off-road network of cycleways and pedestrian paths has been provided as shown in Drawings PTP 01 to 04 to link key community and urban open space destinations in Wright and Coombs (ie parks, neighbourhood facilities and shops) noting however, that Capital Works will provide:</i></p> <ul style="list-style-type: none"> ✓ <i>the John Gorton Drive underpasses and associated linkages;</i> ✓ <i>the Coombs urban open space underpass under John Gorton Drive; and</i> ✓ <i>a continuous primary pedestrian path of a minimum 1.5 metres wide along the Coombs side of John Gorton Drive.</i> 	<p>Complies – No Change</p>

1.6 Road Network		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>C46</p> <p>The road network provides:</p> <p>a) access to development adjoining the north south arterial road (<i>John Gorton Drive</i>) limited to the locations indicated with,</p> <p>i. additional access permitted from the service streets</p> <p>ii. signalised intersections 1-3 on figure 3</p> <p>iii. uncontrolled right turns between signalised intersections 1-3</p> <p>iv. uncontrolled right turn south of signalised intersection 1 to the site for the ACT Forestry Depot</p> <p>b) a minimum of one access point to Wright from Uriarra Road</p> <p>c) a minimum of one access point to Wright from Cotter Road.</p>	<p><i>Does not comply</i></p> <p><i>LDA request ACTPLA vary the Concept Plan via a technical amendment.</i></p> <p><i>The Coombs EDP connections to John Gorton Drive have been designed to comply with ACTPLA's detailed design for the John Gorton Drive which supersede the indicative design that was included in figures 3 & 4 of the Concept Plan and are subject to a separate DA approval.</i></p> <p><i>The intersections of JGD are subject to separate DA approval sought by other parties.</i></p> <p><i>Stage 1A of John Gorton Drive has been approved and is currently under construction. A left in / left out intersection south of intersection 1 is part of the works under construction. This intersection does not comply with C46.</i></p> <p><i>The detail design for the arterial road locates the uncontrolled right turn into the ACT forestry depot south of the indicative location shown in Figure 4. The constructed location will be on the other side of the creek to the Coombs EDP and outside of the EDP works.</i></p> <p><i>Stage 1D of John Gorton Drive is currently being designed and includes a left in / left out intersection adjacent to Holdens Creek. This proposed intersection does not comply with C46.</i></p> <p><i>In both cases Coombs edge street have been designed to connect into these intersection.</i></p>	<p>No Change</p>

Stormwater		
Note: Desired planning outcomes relevant to this element are: (g), (h), (k), (l), (m) and (p).		
Rules / Criteria	Original Statement Against Criteria	Re-Design Statement Against Criteria for Multi-Unit Sub-Divisions
<p>R47</p> <p>Stormwater treatment ponds and overland flow paths are provided as indicated on figure 4 and sections i, ii, iii, iv, v, vii, ix, x, xi and xii for the purpose of stormwater management.</p>	<p><i>Complies – The stormwater treatment ponds and over land flow paths have been provided consistent with figure 4.</i></p> <p><i>As stated in the rule the stormwater treatment and flow paths (minimum open space widths) have been provided in accordance with the sections x and xi. The locations of the rest of the sections in figure 4 are not applicable to the Coombs EDP.</i></p>	<p><i>Complies – No Change</i></p>
<p>R48</p> <p>Molonglo surge protection line is provided in Coombs as indicated on figure 4. No leases (other than holding leases) are to be issued down-slope of this line until it is demonstrated that Scrivener Dam meets flood safety and operational requirements, based on the applicable Australian National Committee on Large Dams (ANCOLD) guidelines.</p>	<p><i>Complies:</i></p> <p><i>Bulk filling of the edge road and adjacent blocks is proposed as an appropriate mitigation measure against the Molonglo surge protection line. The “Molonglo Catchment and Scrivener Dam Flood Hydrology” commissioned by ACTPLA demonstrates this to be the case. Refer also Section 1.4 of this report.</i></p> <p><i>All blocks proposed under this EDP are above the impact of the Molonglo surge protection line.</i></p>	<p><i>Complies – No Change</i></p>

Appendix A – PROPOSED LAND USE

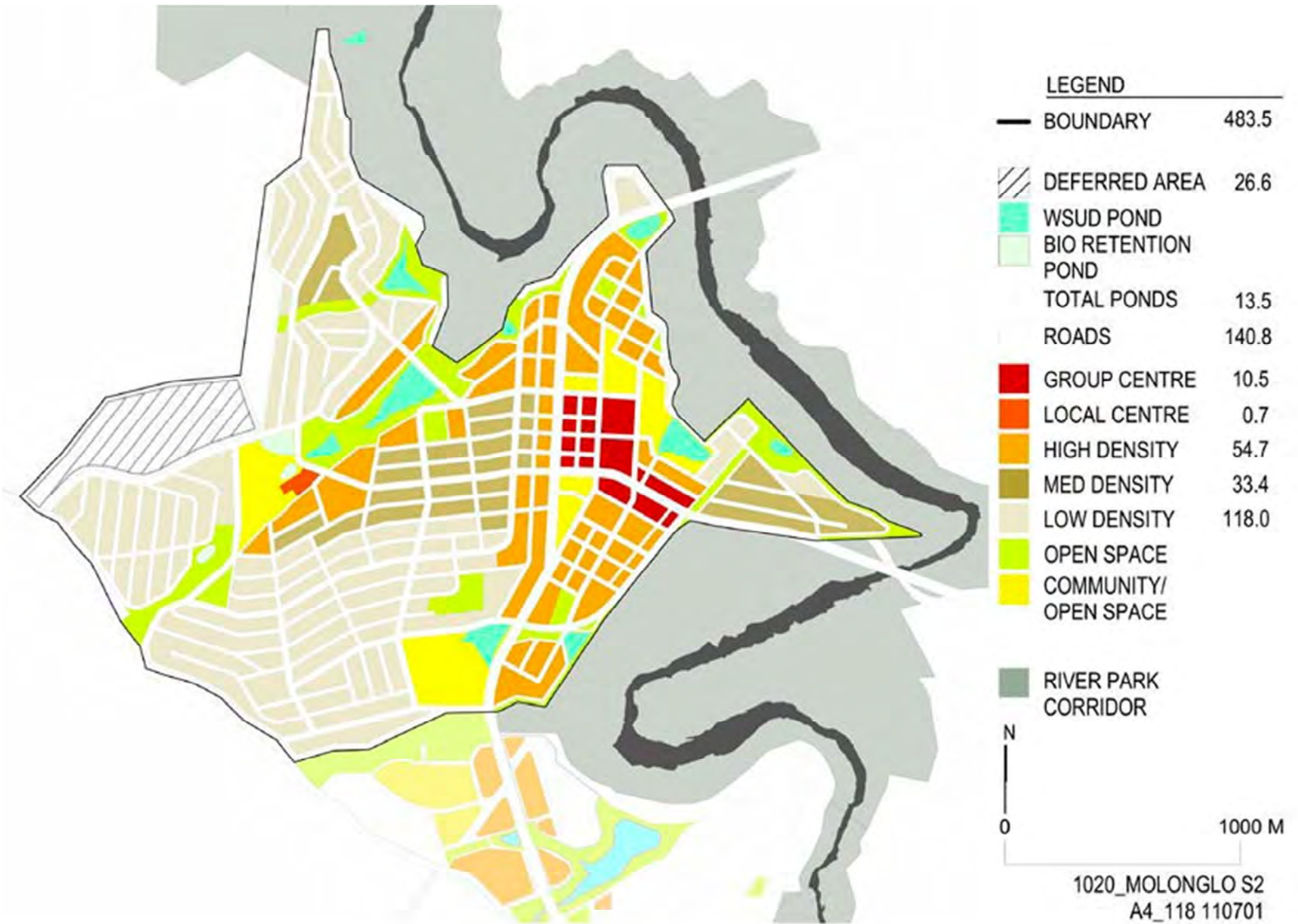
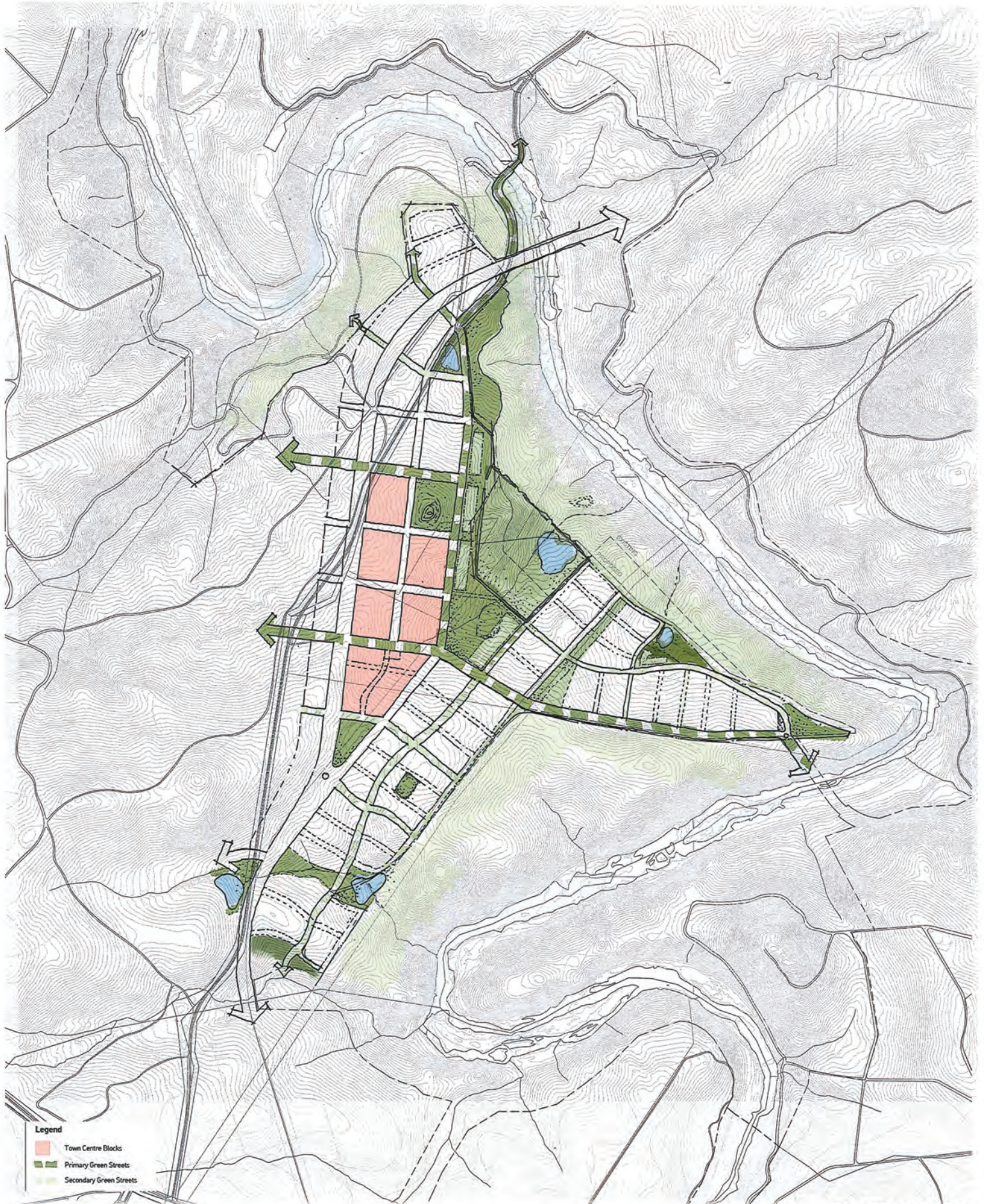


Figure 17: Indicative layout and housing areas for stage 2. Note: The area of low, medium and high density residential include an allowance for 6ha of local parks. (source SGS 2011: 66)⁵



- Legend**
- Town Centre Blocks
 - Primary Green Streets
 - Secondary Green Streets

MOLONGLO VALLEY STAGE 2 - GroupCentre: Sketch Option B

PATH : P:\00523 Molonglo\07 Graphics\SRP50



SCALE 15000 @ A1
DATE 08/02/2012

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Coombs and Wright Concept Plan

Amendment History:

Version No. 1 - Commenced on 19 December 2008 following a variation to the *Territory Plan*.

Version No. 2 - Commenced on 22 January 2010 following a technical amendment to the *Territory Plan*.

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Introduction

Coombs and Wright are located in the south-western corner of Molonglo. **Coombs** is located on the eastern side of the north-south arterial road, between the road and Molonglo River. **Wright** is located on the western side of the north-south arterial, between the road and Stromlo Forest Park and north of Cotter Road. The majority of the suburbs are proposed to be developed for residential uses with connections to surrounding suburbs and key features such as Stromlo Forest Park and Molonglo River corridor.

Application

This plan applies to land at **Coombs and Wright** in Molonglo Valley, as shown on figure 1.

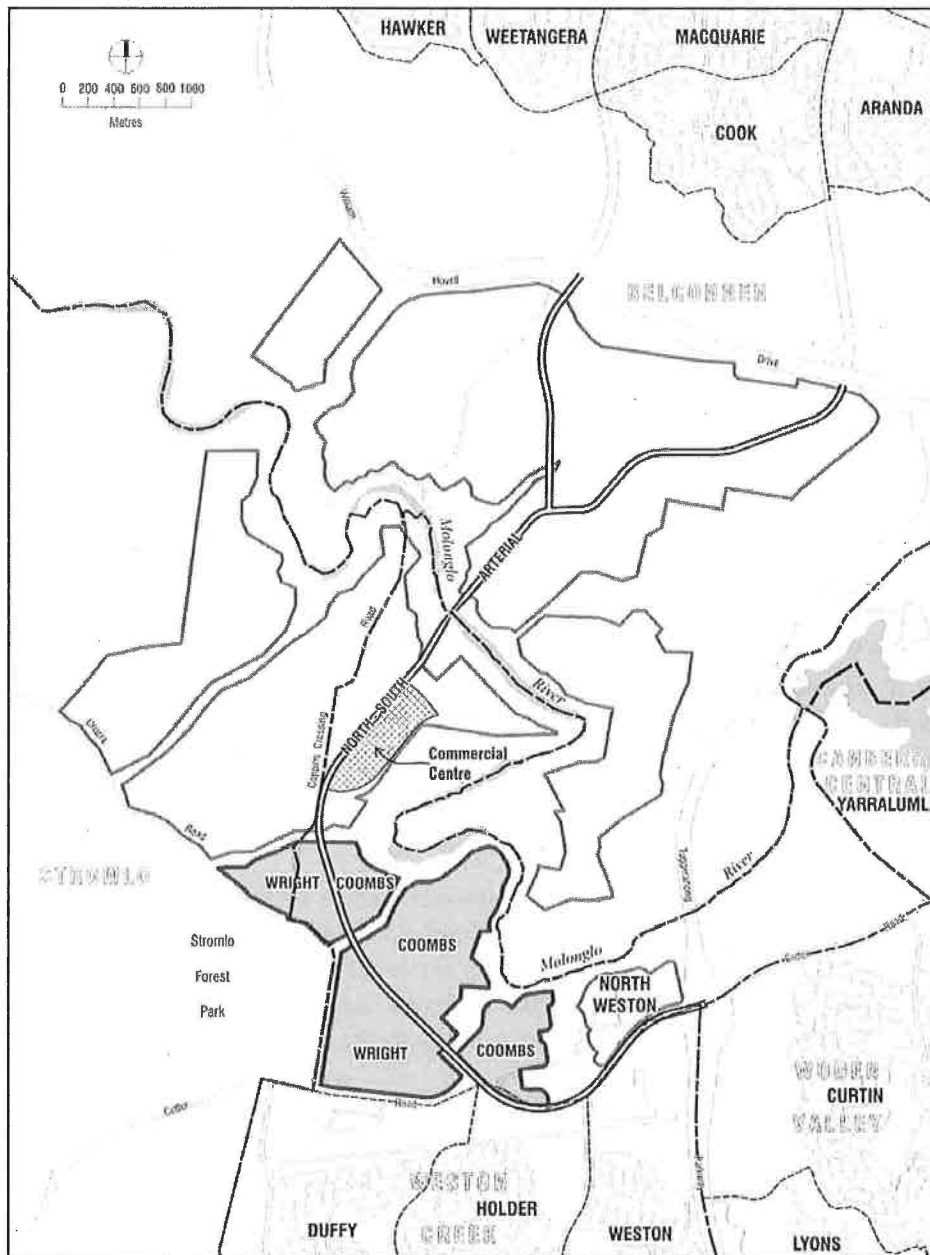


Figure 1: Location of Coombs and Wright in Molonglo Valley

Parts A and B of this plan apply only to the future urban area (FUA) in **Coombs and Wright**. The FUA will diminish in size as estate development plans are approved, and final land use zones established under part 5.5 of the *Planning and Development Act 2007*.

Part C of this plan applies to the whole of **Coombs and Wright**, as defined by figure 1.

Part D of this code applies to the area defined by figure 6.

This plan contains **rules**, which provide the quantitative or definitive controls for development, and **criteria**, which provide qualitative controls for development. In some instances rules are mandatory. Mandatory rules are marked by the words "This is a mandatory requirement. There is no applicable criterion", in the adjacent criteria column. Non-compliance with a mandatory rule will result in the refusal of a development application. In other instances the words "There is no applicable rule" are used. In this case the proposal is assessed against the relevant criterion. Where both rule and criterion apply, compliance with the rule is deemed to satisfy the particular requirement. Provided the relevant criterion can be met, strict compliance with the rule is not required.

Purpose

The purpose of this plan is to:

- a. guide the design and assessment of estate development plans (subdivision proposals) in **Coombs and Wright**
- b. inform the allocation of final zones at the time when a parcel of land ceases to be part of the future urban area following subdivision
- c. guide the development of individual blocks in concert with other relevant codes under the *Territory Plan*
- d. guide the development and management of the public realm.

This plan is based on the principles and policies set out in the *Structure Plan - Molonglo and North Weston* of the *Territory Plan*.

Desired planning outcomes

The intent of the development controls (i.e. rules and criteria) is to:

- (a) provide diverse housing types, block sizes, densities and affordability to meet the changing needs of households and to encourage the formation of a diverse community
- (b) allow for zoning to accommodate higher residential densities and building heights, community facilities and mixed use retail/commercial activity centres supported by residential development close to areas of higher amenity and the north-south arterial road which includes a major public transport route
- (c) provide safe, compact, walkable residential precincts with convenient vehicular, pedestrian, cycle and public transport access to recreational, retail/commercial and community facilities
- (d) provide a legible and permeable road network that integrates safe and adequate pedestrian and cycle access to the precinct and connectivity to surrounding suburbs, facilities and features such as Stromlo Forest Park, Molonglo River corridor and Duffy Primary School and the urban open space network
- (e) adhere generally to the principles of a child friendly city promoted by UNICEF
- (f) encourage walking, cycling and the use of public transport
- (g) incorporate principles of contemporary best practice for energy efficiency, water conservation, solar access and ecological sustainability
- (h) retain the landscape setting and significant natural elements of the site as part of an urban open space network that responds to the topography of the area, contributes to 'place-making' character,

and where possible connects to adjacent suburbs with high levels of public access, amenity and safety

- (i) minimise the impact of the arterial road traffic noise on residential development
- (j) provide for effective buffers between development and potential areas of Pink-tailed worm lizard habitat with a moderate or high quality habitat ranking
- (k) ensure protection of areas or items of heritage significance
- (l) maximise features of the area including views of Black Mountain and the Brindabella Range, and access to Molonglo River and the proposed Weston Creek pond
- (m) reduce bushfire risk and provide appropriate bushfire protection
- (n) provide for a street and pedestrian movement network with a legible hierarchy and function that integrates safe and adequate pedestrian and cycle access and connectivity
- (o) make provision for community facilities and retail/commercial uses with a high level of access and amenity
- (p) employ stormwater management measures and encourage efficient use of water through water sensitive urban design measures
- (q) encourage the efficient use of energy through block energy ratings, the integration of public transport, and a neighbourhood layout that promotes walking and cycling.

Code hierarchy

This concept plan is deemed to be a **precinct code** under the *Planning and Development Act 2007*. More than one type of code may apply to a particular development proposal. Occasionally inconsistencies between the provisions arise, particularly where a precinct code seeks to apply special provisions in response to particular local circumstances or planning issues. Where this occurs, a **precinct code** prevails over a **development code** and a **general code**, but only to the extent of the inconsistency.

Glossary

Zones referred to in this plan:

- CFZ – community facility zone
- CZ4 – commercial local centre zone
- CZ5 – commercial mixed use zone
- CZ6 – leisure and accommodation zone
- NUZ4 – river corridor zone
- PRZ1 – urban open space zone.
- RZ1 – residential suburban zone
- RZ4 – medium density residential zone
- RZ5 – high density residential zone

Definitions of terms

In this plan:

Block means a parcel of land, whether or not the subject of a *lease*.

Desired character means the form of development in terms of siting, building bulk and scale, and the nature of the resulting *streetscape* that is consistent with the relevant zone objectives.

Dwelling means a building or part of a building used as a self contained residence which must include:

- food preparation facilities;
- a bath or shower; and

- a closet pan and wash basin.

It includes *outbuildings* and works normal to a dwelling.

Net residential density is the ratio of the number of dwellings to the area of land they occupy including internal public streets plus half the width of adjoining roads that provide vehicular access to dwellings.

(AMCORD, PNP 6, p.2)

Northern boundary means a boundary of a *block* where a line drawn perpendicular to the boundary is oriented between 45° west of north and 45° east of north.

Private open space means an outdoor area within a *block* useable for outdoor living activities, and may include balconies, terraces or decks but does not include any area required to be provided for the parking of motor vehicles and any common driveways and common vehicle manoeuvring areas.

Single dwelling housing means the use of land for residential purposes for a single *dwelling* only.

Single dwelling block means a *block* with one of the following characteristics

- a) originally leased or used for the purpose of *single dwelling housing*
- b) created by a consolidation of *blocks*, at least one of which was originally leased or used for the purpose of *single dwelling housing*

Part A – Land use

Notes:

1. Precincts referred to in this part are shown on figure 2, subject to element 2.
2. Roads referred to in this part are shown on figure 3, subject to element 3.
3. Signalised intersections on the north-south arterial road are shown on figure 3, subject to element 3.
4. Sections referred to in this part are shown on figure 4, and they are located by cross sections lines.

Element 1: Land use plan

Rules	Criteria
<p>Note: Desired planning outcomes relevant to this element are: (a), (b), (c), (e), (f), (g), (h), (j), (k), (o), (p) and (q).</p>	
<p>R1</p> <p>The land use plan submitted with an estate development plan (EDP) is in accordance with figure 4.</p>	<p>C1</p> <p>Precinct A</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct A,</p> <ol style="list-style-type: none"> a) RZ1, consistent with desired planning outcome (a) b) PRZ1, consistent with desired planning outcome (h).
<p>R2</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C2</p> <p>Precinct B</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct B,</p> <ol style="list-style-type: none"> a) RZ5, not less than 6.5ha, consistent with desired planning outcome (b) b) RZ4, not less than 2ha, consistent with desired planning outcome (b) c) PRZ1, following the watercourse, consistent with desired planning outcome (h). d) RZ1, consistent with desired planning outcome (a) over the balance.

<p>R3</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C3</p> <p>Precinct C</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct C, CZ5, not less than 0.4ha, consistent with desired planning outcome (b).</p>
<p>R4</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C4</p> <p>Precinct D</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct D, consistent with desired planning outcome (b),</p> <p>a) CZ4 on the south eastern side of road 3, not less than 1.4ha</p> <p>b) CZ5, not less than 0.9ha.</p>
<p>R5</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C5</p> <p>Precinct E</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct E, RZ5, not less than 1ha, consistent with desired planning outcome (b).</p>
<p>R6</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C6</p> <p>Precinct F</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct F a minimum overall area of 17ha comprising,</p> <p>a) CFZ, not less than 6ha, to accommodate, at a minimum, an educational establishment (primary school), community activity centre and child care centre, consistent with desired planning outcome (b)</p> <p>b) PRZ1, not less than 0.3ha at the junction of</p>

	<p>roads 3, 7 and 8 consistent with desired planning outcome (h)</p> <p>c) PRZ1 and NUZ4, in the balance to accommodate Coombs urban open space corridor specified in R23) and C23).</p>
<p>R7</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C7</p> <p>Precinct G</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct G,</p> <p>a) RZ5, not less than 2.7ha, consistent with desired planning outcome (b)</p> <p>b) PRZ1, following the watercourse, consistent with desired planning outcome (h).</p>
<p>R8</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C8</p> <p>Precinct H</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct H, RZ1, consistent with desired planning outcome (a).</p>
<p>R9</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C9</p> <p>Precinct I</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct I, RZ5, not less than 5.9ha, consistent with desired planning outcome (b).</p>
<p>R10</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C10</p> <p>Precinct J</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct J, CZ5, not less than 2ha, consistent with desired planning outcome (b).</p>

<p>R11</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C11</p> <p>Precinct K</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct K, CZ5, not less than 1.7ha, consistent with desired planning outcome (b).</p>
<p>R12</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C12</p> <p>Precinct L</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct L, RZ1, consistent with desired planning outcome (a).</p>
<p>R13</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C13</p> <p>Precinct M</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct M,</p> <ul style="list-style-type: none"> a) RZ5, not less than 4.2ha, consistent with desired planning outcome (b) b) PRZ1 and NUZ4, following the watercourse, consistent with desired planning outcome (h).
<p>R14</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C14</p> <p>Precinct N</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct N,</p> <ul style="list-style-type: none"> a) RZ5, not less than 5ha, consistent with desired planning outcome (b) b) PRZ1, following the watercourse, not less than 60 metres at widest point, consistent with desired planning outcome (h).

<p>R15</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C15</p> <p>Precinct O</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct O, CZ5, not less than 1.7ha, consistent with desired planning outcome (b).</p>
<p>R16</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C16</p> <p>Precinct P</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct P, RZ5, not less than 1.75ha, consistent with desired planning outcome (b).</p>
<p>R17</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C17</p> <p>Precinct Q</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct Q,</p> <ul style="list-style-type: none"> a) RZ5, not less than 2.1ha, consistent with desired planning outcome (b) b) PRZ1, following the watercourse, not less than 75 metres wide, consistent with desired planning outcome (h).
<p>R18</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C18</p> <p>Precinct R</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct R,</p> <ul style="list-style-type: none"> a) predominantly RZ1, consistent with desired planning outcome (a) b) CFZ, not less than 0.85ha, located adjacent to CZ5 in precinct O, with frontage to a collector road c) PRZ1, not less than 1ha, located adjacent to CFZ in precinct R, with frontage to a

	<p>collector road and accessible from the primary shared path network, incorporating not less than 0.5ha that is less than 2% (finish grade) for active recreation, consistent with desired planning outcome (c).</p>
<p>R19</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C19</p> <p>Precinct S</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct S,</p> <p>a) CFZ, to accommodate, at a minimum, an educational establishment (not less than 6ha) and other community uses (not less than 2ha), consistent with desired planning outcome (b)</p> <p>b) PRZ1, over the balance.</p>
<p>R20</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C20</p> <p>Precinct T</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct T, RZ5, not less than 1.6ha, consistent with desired planning outcome (b).</p>
<p>R21</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C21</p> <p>Precinct U</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct U,</p> <p>a) CZ6, not less than 5.5ha, consistent with desired planning outcome (b)</p> <p>b) PRZ1, with sufficient area and width to protect the associated water course, consistent with desired planning outcome (h).</p>

<p>R22</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C22</p> <p>Precinct V</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows in precinct V,</p> <p>a) RZ1, consistent with desired planning outcome (a)</p> <p>b) PRZ1, consistent with desired planning outcome (h).</p>
<p>R23</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C23</p> <p>Coombs urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Coombs urban open space corridor, PRZ1 and NUZ4, consistent with desired planning outcome (h) that,</p> <p>a) follows the unnamed water course from Wright to its confluence with Molonglo River</p> <p>b) includes a neighbourhood park, oval, cycleway and stormwater measures.</p>
<p>R24</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C24</p> <p>Weston Creek urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Weston Creek urban open space corridor, PRZ1, consistent with desired planning outcome (h).</p>
<p>R25</p> <p>The land use plan submitted with an EDP is in accordance with figure 4.</p>	<p>C25</p> <p>Holdens Creek urban open space corridor</p> <p>Subject to the identification of precincts and key roads in accordance with elements 2 and 3, and to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP shows Holdens Creek urban open space corridor, PRZ1 and NUZ4, consistent with desired planning outcome (h).</p>

<p>R26</p> <p>The land use plan submitted with an EDP includes PRZ1 to incorporate a buffer not less than 20 metres wide (where measured wholly outside the habitat areas) around areas of moderate and high quality Pink-tailed worm lizard (<i>Aprasia parapulchella</i>) habitat, as shown on figure 5 and section viii.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>Element 2: Precincts</p>	
<p>Note: Desired planning outcomes relevant to this element are: (b) and (c).</p>	
<p>Rules</p>	<p>Criteria</p>
<p>R27</p> <p>The land use plan submitted with an EDP complies with precincts shown on figure 2.</p>	<p>C27</p> <p>Subject to the zoning of land that is not in a future urban area, the land use plan submitted with an EDP identifies precincts with the following characteristics:</p> <ul style="list-style-type: none"> a) precinct A is bounded by Holdens Creek urban open space corridor, Molonglo River corridor, road 8 and precinct B b) precinct B is bounded by precinct C, Holdens Creek urban open space corridor, precinct A, road 3, precinct D and the north-south arterial road c) precinct C is bounded by Holdens Creek urban open space corridor and precinct B, and may adjoin precinct A d) precinct D is part of the Coombs/Wright local centre. It is bounded by precinct B, road 7, precinct E and the north-south arterial road. It is transected by road 3 e) precinct E is bounded by precinct D, road 7, the urban open space corridor draining to Coombs pond and the north-south arterial road f) precinct F is the Coombs community facilities precinct. It is bounded by road 3, road 8, Molonglo River corridor, Coombs urban open space corridor and road 7 g) precinct G is bounded by the urban open space corridor draining to Coombs pond, road 7, road 4 and the north-south arterial road h) precinct H is bounded by Coombs urban open space corridor, Molonglo River

	<p>corridor, the urban open space surrounding the proposed Weston Creek pond, precinct I and road 7</p> <p>i) precinct I is bounded by precinct H, Weston Creek urban open space corridor and road 7</p> <p>j) precinct J is bounded by road 4, road 7, Weston Creek urban open space corridor and the north-south arterial road</p> <p>k) precinct K is the site of the ACT Forestry Depot. It is bounded by Weston Creek urban open space corridor and the north-south arterial road</p> <p>l) precinct L is bounded by Molonglo River corridor, Holdens Creek urban open space corridor, precinct M and the existing water supply easement</p> <p>m) precinct M is bounded by the north western boundary of Coombs, precinct L, Holdens Creek urban open space corridor and the north-south arterial road. It is transected by the existing water supply easement</p> <p>n) precinct N is bounded by Holdens Creek urban open space corridor, the north-south arterial road, precinct O, precinct R and Uriarra Road</p> <p>o) precinct O is part of the Coombs/Wright local centre. It is bounded by precinct N, the north-south arterial road, precinct P and road 6. It is transected by road 5</p> <p>p) precinct P is bounded by precinct O, the north-south arterial road, Coombs urban open space overland flow corridor and road 6</p> <p>q) precinct Q is bounded by Coombs urban open space overland flow corridor, the north-south arterial road, Cotter Road and road 6</p> <p>r) precinct R is the balance of Wright south of Holdens Creek. It is bounded by precinct N, road 6, the north-south arterial road, Cotter Road and Uriarra Road</p> <p>s) precinct S is bounded by the northern boundary of Wright, the north-south arterial road, precinct T, the existing water supply</p>
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	<p>easement, precinct V and Uriarra Road</p> <p>t) precinct T is bounded by the north-south arterial road, the existing water supply easement and precinct S</p> <p>u) precinct U is bounded by the existing water supply easement, the north-south arterial road, Holdens Creek urban open space corridor and Uriarra Road. It is transected by road 1</p> <p>v) precinct V is bounded by Uriarra Road, precinct S and precinct U</p> <p>w) Coombs urban open space corridor,</p> <p>i. follows the unnamed water course from Wright to its confluence with Molonglo River</p> <p>ii. includes a neighbourhood park, oval, shared paths and stormwater measures</p> <p>x) Weston Creek urban open space corridor contains the proposed Weston Creek pond and surrounding urban open space and stormwater measures</p> <p>y) Holdens Creek urban open space corridor follows Holdens Creek from Uriarra Road to its confluence with Molonglo River and includes a pond, shared path and a section of the Bicentennial National Trail.</p>
Element 3: Identification of key roads	
Note: Desired planning outcomes relevant to this element are: (d), (f) and (n).	
Rules	Criteria
<p>R28</p> <p>The land use plan submitted with an EDP complies with the location and configuration of the north-south arterial road, including lanes, underpasses, entry points, junctions and signals as shown on figure 3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R29</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C29</p> <p>Road 1</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 1, that is the realignment of the eastern end of Uriarra Road to form a new junction at signalised intersection 3.</p>

<p>R30</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C30</p> <p>Road 2</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 2. Its key function is to provide convenient access to the northern part of Coombs (precincts L and M) from signalised intersection 3.</p>
<p>R31</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C31</p> <p>Road 3</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 3, the principal collector road to the Coombs low density residential area (precinct A) from signalised intersection 2.</p>
<p>R32</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C32</p> <p>Road 4</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 4, which links signalised intersection 1 with north Weston via a proposed bridge and embankment at the northern extremity of the proposed Weston Creek pond.</p>
<p>R33</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C33</p> <p>Road 5</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 5, which links signalised intersection 2 to Uriarra Road.</p>

<p>R34</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C34</p> <p>Road 6</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 6, which forms the boundary between the medium and high density residential and mixed use zones abutting the north south arterial and the lower density residential zones in Wright. Its key function is to provide a convenient link between abutting land uses and the signalised intersections on the north-south arterial road, and links road 5 and Cotter Road.</p>
<p>R35</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C35</p> <p>Road 7</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 7, which links roads 3 and 4, and forms the boundary between the medium and high density residential and mixed use zones abutting the north south arterial and the balance of Coombs. Its key function is to provide a convenient link between abutting land uses and the signalised intersections on the north-south arterial road.</p>
<p>R36</p> <p>The land use plan submitted with an EDP identifies key roads 1-8 in accordance with figure 3.</p>	<p>C36</p> <p>Road 8</p> <p>Subject to the zoning of land that is not in a future urban area, and to previously approved EDPs, the land use plan submitted with an EDP shows and identifies road 8, which links road 3 with the edge road to Molonglo River corridor, and forms the boundary between Coombs CFZ (precinct F) and Coombs RZ1 (precinct A).</p>

Part B – Subdivision

Notes:

1. This part is applicable to the preparation and assessment of estate development plans (EDP). It should be read in conjunction with other relevant codes.
2. Precincts referred to in this part are as defined in Part A and shown on the relevant land use plan submitted for a development application where an EDP is required.
3. Sections referred to in this part are shown on figure 4, and they are located by cross sections lines.

Element 4: Block sizes

Note: Desired planning outcomes relevant to this element are: (a) and (b).

Rules	Criteria
<p>R37</p> <p>RZ1 in each precinct,</p> <p>a) has a maximum of 50% of blocks less than 500m², and</p> <p>b) a maximum of 20% of blocks are less than 250m².</p> <p>Note: The 20% in b) is a subset of the 50% in a). This rule applies to each precinct, independently, i.e. without reference to proposed subdivision of RZ1 in other precincts.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 5: Multi-unit housing

Note: Desired planning outcomes relevant to this element are: (a) and (b).

Rules	Criteria
<p>R38</p> <p>In addition to the maximum number of dwellings on multi-unit blocks, an EDP identifies the minimum number of dwellings on multi-unit blocks, in accordance with Part C.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 6: Open space

Note: Desired planning outcomes relevant to this element are: (a), (b), (c), (d), (e), (f), (g) and (p).

Rules	Criteria
<p>R39</p> <p>Edge streets are provided to not less than 75% of the common boundary between blocks in urban zones (other than single residential blocks) and PRZ1 and NUZ4 in accordance with sections ii, iii, iv, v, ix and x.</p>	<p>C39</p> <p>Edge streets are provided to the common boundary between blocks in urban zones (other than single residential blocks and precinct C), and PRZ1 and NUZ4 to achieve the following:</p> <p>a) ease of access to urban open space corridors</p>

	<ul style="list-style-type: none"> b) surveillance of urban open space corridors c) avoidance of rear boundary fencing at the common boundary to PRZ1 and NUZ4 d) ground floor dwelling address to urban open space where there is no edge street.
<p>R40</p> <p>There is no common boundary between a single residential block and PRZ1 or NUZ4. Edge streets are provided to the common boundary between single residential blocks and PRZ1 or NUZ4.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R41</p> <p>Cotter Road edge treatment in Wright is in accordance with the following characteristics:</p> <ul style="list-style-type: none"> a) a minimum 15 metre wide landscape buffer between Cotter Road and the service street b) no direct access to residential blocks permitted off Cotter Road. 	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R42</p> <p>Uriarra Road edge treatment in Wright in accordance with the following characteristics:</p> <ul style="list-style-type: none"> a) a minimum 15 metre wide landscape buffer between Uriarra Road b) no direct access to residential blocks permitted off Uriarra Road. 	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R43</p> <p>Continuous edge roads are provided along the boundary between urban development and Molonglo River corridor and associated urban open space.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R44</p> <p>Coombs urban open space overland flow corridor is in accordance with figure 4 and the following characteristics:</p> <ul style="list-style-type: none"> a) is located adjacent to the school b) includes a neighbourhood park, oval, cycleway and stormwater measures. 	<p>C44</p> <p>Coombs urban open space overland flow corridor:</p> <ul style="list-style-type: none"> a) follows the unnamed water course from Wright to its confluence with Molonglo River b) includes a neighbourhood park, oval, cycleway and stormwater measures.

Element 7: Shared paths	
Note: Desired planning outcomes relevant to this element are: (c), (d), (e), (f), (h), (l), (n), (o) and (q).	
Rules	Criteria
<p>R45</p> <p>An off-road network of cycleways and pedestrian paths to link key community and urban open space destinations in the neighbourhood is provided in accordance with figure 4.</p>	<p>C45</p> <p>An off-road network of cycleways and pedestrian paths to link key community and urban open space destinations in the neighbourhood subject to element 1 is provided including:</p> <ul style="list-style-type: none"> a) a trunk cycleway following Molonglo River corridor b) a trunk cycleway following road 8 from Molonglo River corridor trunk cycleway to the local centre adjoining precinct F c) links to parks and neighbourhood facilities including shops and schools d) an underpass under the north-south arterial road to provide access to Molonglo River corridor from: <ul style="list-style-type: none"> i. the urban open space corridor north of the school in precinct S ii. Holdens Creek urban open space corridor, to provide trunk cycleway and equestrian access (for the Bicentennial National Trail) from Stromlo Forest Park through Holdens Creek urban open space corridor iii. Coombs urban open space corridor, to road 6 cycle path system network iv. Weston Creek urban open space corridor. e) a continuous primary pedestrian path along both sides of the length of the north-south arterial road of: <ul style="list-style-type: none"> i. a minimum 2 metres wide on the Coombs side of the road ii. a minimum 1.5 metres wide along the Wright side of the road.

Element 8: Road network	
Note: Desired planning outcomes relevant to this element are: b, c, d, e, f, g, i, l, n, o and q.	
Rules	Criteria
<p>R46</p> <p>Junctions with the north south arterial are limited to the following:</p> <ul style="list-style-type: none"> a) locations shown in Figure 3 b) an uncontrolled T-intersection adjacent to the Stromlo Forestry Depot (temporary only) c) a left-in/left out arrangement near the Holdens Creek bridge accessing to the east d) protected right turn arrangements at the following locations – <ul style="list-style-type: none"> i. adjacent to the Stromlo Forest Depot [in place of temporary arrangements referred to in item b)] ii. approximately 100m to the west of the junction referred to in item d)i) iii. approximately mid way between intersections 1 and 2 shown on Figure 3 accessing both sides iv. at Holdens Creek accessing Uriarra Road e) a left-in/left out arrangement at the location referred to in item d) ii). 	<p>C46</p> <p>Intersections on the north-south arterial road will be located and configured to achieve all of the following:</p> <ul style="list-style-type: none"> a) convenient and safe vehicular access b) pedestrian and cyclist safety c) minimal impact on through traffic flow.
<p>R46A</p> <p>Vehicular access to Wright complies with both of the following:</p> <ul style="list-style-type: none"> a) not fewer than 1 access from Uriarra Road b) not fewer than 1 access from Cotter Road. 	<p>C46A</p> <p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R46B</p> <p>Vehicular access from the north south arterial to adjoining blocks is permitted only from service streets.</p> <p>This rule does not apply to the Stromlo Forestry Depot.</p>	<p>C46B</p> <p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 9: Stormwater	
Note: Desired planning outcomes relevant to this element are: (g), (h), (k), (l), (m) and (p).	
Rules	Criteria
<p>R47</p> <p>Stormwater treatment ponds and overland flow paths are provided as indicated on figure 4 and sections i, ii, iii, iv, v, vii, ix, x, xi and xii for the purpose of stormwater management.</p>	<p>C47</p> <p>Stormwater treatment measures are provided for the purpose of stormwater management to:</p> <ul style="list-style-type: none"> a) form a key visual and recreational feature b) provide landscaping to enhance local ecological features and provide recreational amenity such as public parkland with waterside promenades, picnic areas and playgrounds c) provide public access d) create linear park systems with pedestrian/cycle links.
<p>R48</p> <p>Molonglo surge protection line is provided in Coombs as indicated on figure 4. No leases (other than holding leases) are to be issued down-slope of this line until it is demonstrated that Scrivener Dam meets flood safety and operational requirements, based on the applicable Australian National Committee on Large Dams (ANCOLD) guidelines.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Part C – Buildings and structures

Note: Sections referred to in this part are shown on figure 4, and they are located by cross sections lines.

Note: Building heights referred to in this part exclude minor structures such as garbage enclosures, fences and the like.

Element 10: Residential density

Note: Desired planning outcomes relevant to this element are: (a), (b), (c) and (e).

Rules	Criteria
R49 In RZ4 and RZ5 zones in precincts B, E, G, I, M, N, P, Q and T, the minimum average residential density for these zones in each precinct is one dwelling for each 200m ² of site area (rounded to the nearest whole number).	This is a mandatory requirement. There is no applicable criterion.
R50 In CZ4 and CZ5 in precincts D, J, K and O, the minimum residential density on each block is one dwelling for each 150m ² of site area (rounded to the nearest whole number).	This is a mandatory requirement. There is no applicable criterion.
R51 In RZ1, the maximum <i>net residential density</i> is 20 dwellings/hectare.	This is a mandatory requirement. There is no applicable criterion.

Element 11: Residential buildings – RZ5

Note: Desired planning outcomes relevant to this element are: (a), (b), (c), (g) and (i).

Rules	Criteria
R52 Buildings in RZ5 (section vi) have minimum building height of 2 storeys, with a minimum of 3 storeys fronting the north-south arterial road.	This is a mandatory requirement. There is no applicable criterion.

Element 12: Local centre/mixed use node – CZ5/CZ4

Note: Desired planning outcomes relevant to this element are: (b) and (o).

Rules	Criteria
R53 Buildings in CZ5 at the junction of the north-south arterial road and the east-west collector road: a) address both the north-south arterial road and the east-west collector road b) have minimum building height of 3 storeys.	This is a mandatory requirement. There is no applicable criterion.
There is no applicable rule.	C54 Buildings in CZ5 at the junction of the north-south arterial road and east-west collector road, and fronting the collector road, are designed to be adaptable for commercial use.

R55	Buildings in CZ5 in precinct C on figure 2 and section xi have a maximum building height of 3 storeys.	This is a mandatory requirement. There is no applicable criterion.
R56	Buildings in CZ4 have the following characteristics: a) minimum building height of 3 storeys b) an external pedestrian plaza fronting the east-west collector road.	This is a mandatory requirement. There is no applicable criterion.
	There is no applicable rule.	C57 Buildings in CZ4 are designed to be adaptable for commercial use.
Element 13: Community facilities		
Note: Desired planning outcomes relevant to this element are: (b) and (o).		
Rules	Criteria	
R58	Buildings in CFZ specified in R6) and C6) in precinct F on figure 2 and figure 4 must provide for community use.	This is a mandatory requirement. There is no applicable criterion.
Element 14: Access to and from Uriarra Road		
Note: Desired planning outcomes relevant to this element are: (c), (d) and (n).		
Rules	Criteria	
R59	No direct vehicular access is permitted to or from residential blocks abutting Uriarra Road.	This is a mandatory requirement. There is no applicable criterion.
Element 15: Multi-unit sites		
Note: Desired planning outcomes relevant to this element are: (b), (c), (e), (f) and (h).		
Rules	Criteria	
There is no applicable rule.	C60 The common boundary between urban zones (other than single residential blocks) and PRZ1 and NUZ4 achieves the following: a) ease of access to urban open space corridors b) surveillance of urban open space corridors c) avoidance of rear boundary fencing d) ground floor dwelling address to urban open space where there is no edge street.	

Element 16: Building envelopes – all zones	
Note: Desired planning outcomes relevant to this element are: (a) and (g).	
Rules	Criteria
16.1 Building envelope – Residential buildings with three storeys or fewer	
R62 This rule applies to single dwelling housing or multi unit housing with three storeys or fewer. Buildings are sited wholly within the building envelope formed by projecting planes over the subject <i>block</i> comprising lines projected at 45° to the horizontal from an infinite number of points on a line of infinite length 3.5m above each side and rear boundary, except for <i>northern boundaries</i> of adjoining <i>residential blocks</i> , which are dealt with by the next rule. Refer Figure A1.	C62 Buildings achieve all of the following: a) consistency with the <i>desired character</i> b) reasonable levels of privacy for <i>dwellings</i> on adjoining <i>residential blocks</i> and their associated <i>private open space</i> .
R63 Buildings are sited wholly within the building envelope formed by projecting planes over the subject <i>block</i> comprising lines projected at X° to the horizontal from an infinite number of points on a line of infinite length 1.8m above the <i>northern boundary</i> or boundaries of an adjoining <i>residential block</i> . X° is the apparent sun angle at noon on the winter solstice. For the purposes of this rule values for X are given in Table 1. Refer Figure A1.	This is a mandatory requirement. There is no applicable criterion

Table 1 – Apparent sun angle (X) at noon on the winter solstice (21 June)

Aspect of <i>northern boundary</i> or <i>north facing window</i> (bearing of line drawn perpendicular to the boundary or window)	Angle (X)
North 0-9° East North 0-9° West	32°
North 10-19° East North 10-19° West	35°

North 20-29° East North 20-29° West	37°
North 30-39° East North 30-39° West	39°
North 40-50° East North 40-50° West	41°

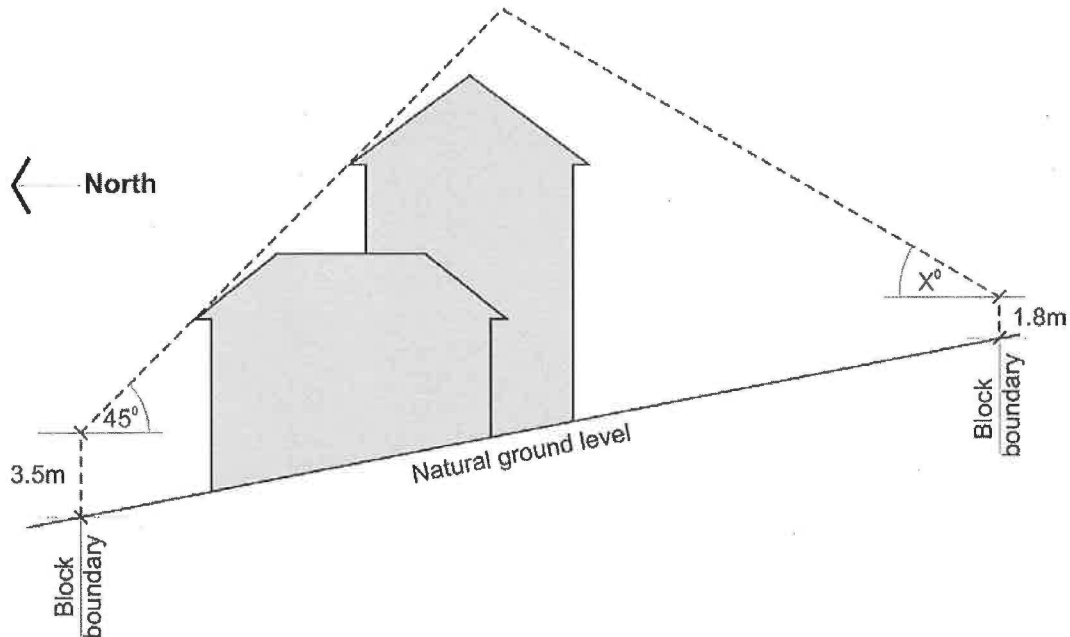


Figure A1 - Typical Building Envelope

Note: height of building and boundary setback provisions also apply

Part D – Environment

Element 17: Matters of national environmental significance

Rules	Criteria
<p>R64</p> <p>This rule applies to the area shown in Figure 6.</p> <p>Development is not inconsistent with the Molonglo Valley Plan for the Protection of Matters of National Environmental Significance (NES Plan).</p>	<p>This is a mandatory rule. There is no criterion.</p>

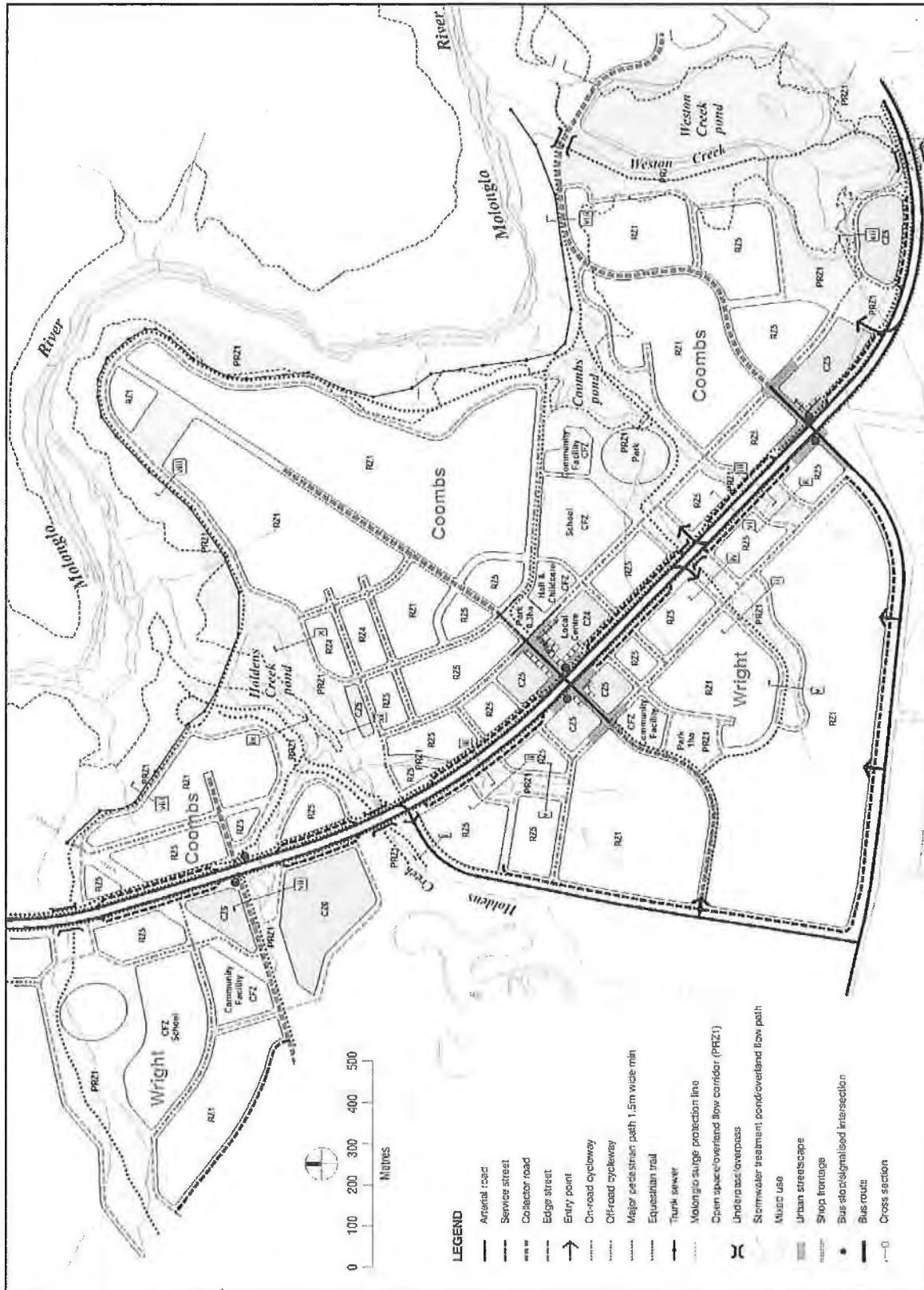


Figure 4: Concept plan



Figure 5: Areas of Pink-tailed worm lizard (*Aprasia parapulchella*) habitat

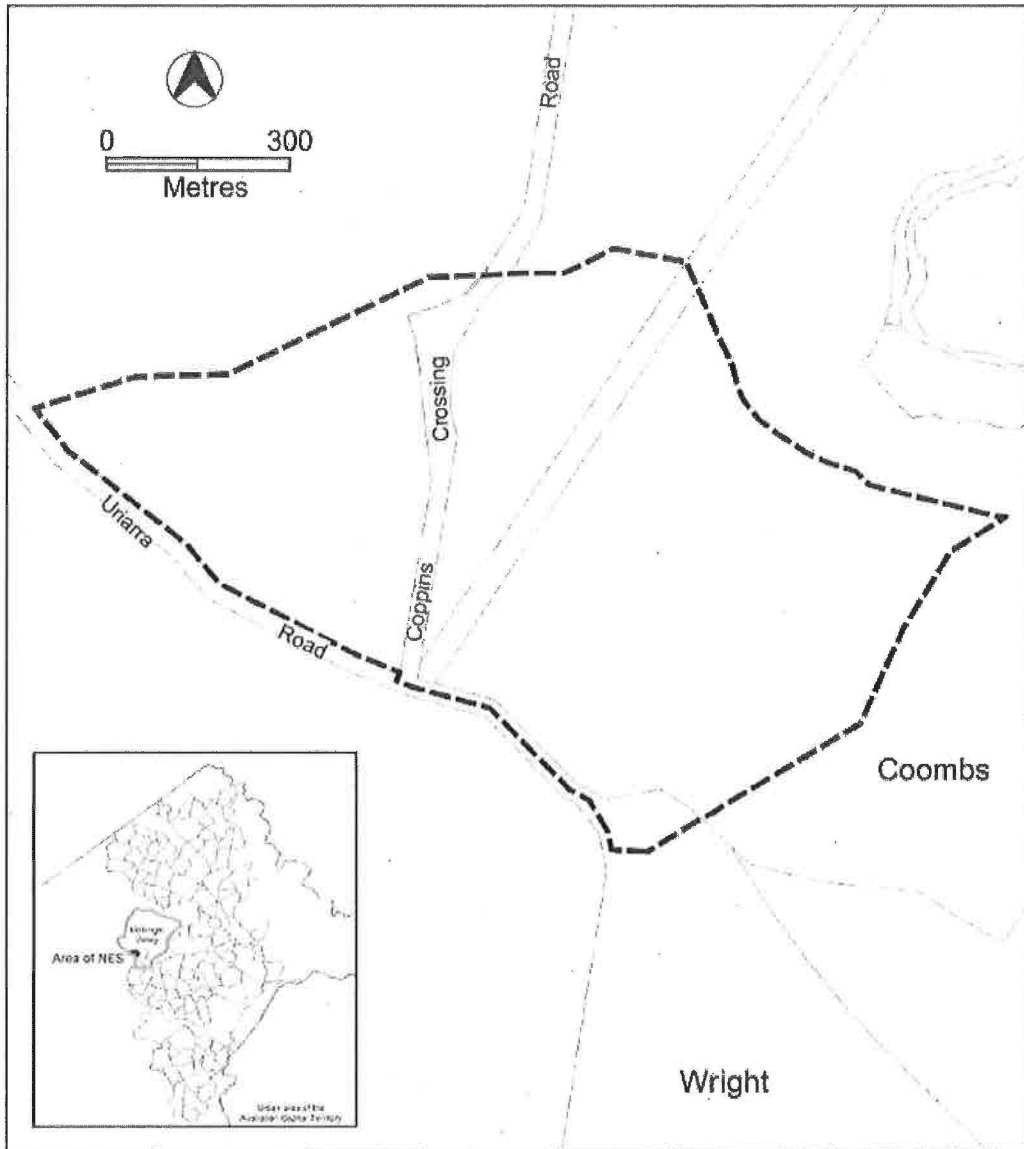
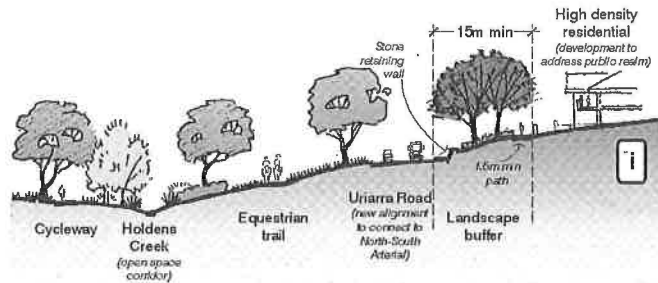
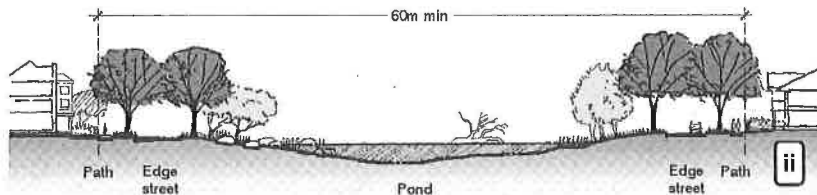


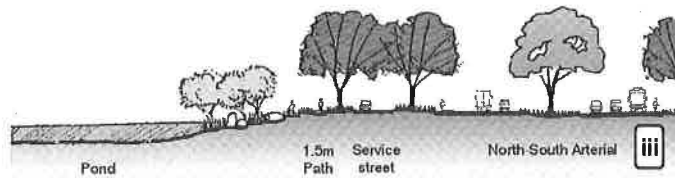
Figure 6: Area affected by the NES Plan



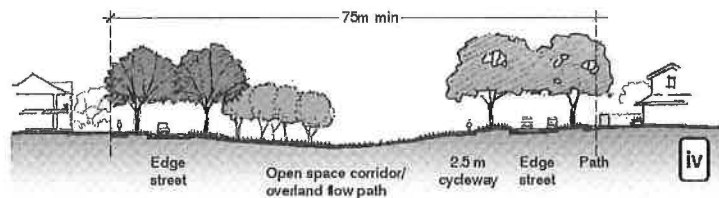
Uriarra Road between Holdens Creek and precinct N



Ponds in precinct N

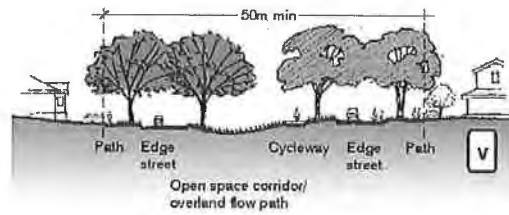


North-south arterial road, service street and pond in precinct N

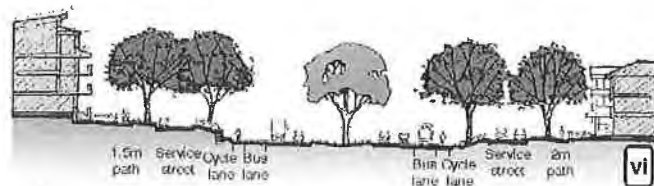


Open space corridor between precincts P and Q

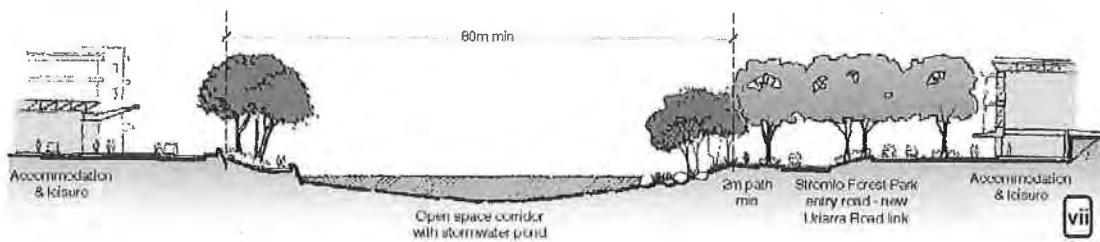
Sections i-iv



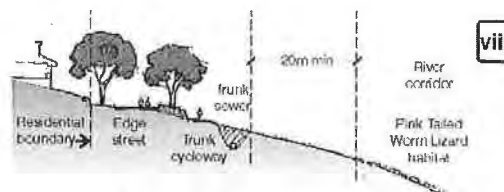
Open space corridor in precinct R



North-south arterial road - boulevard cross section

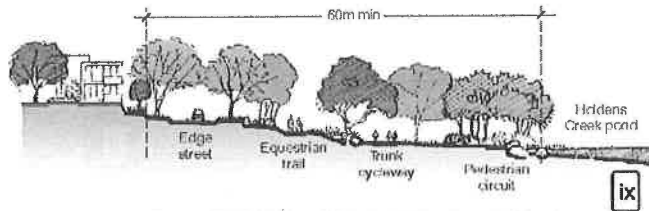


Stromlo Forest Park entry precinct



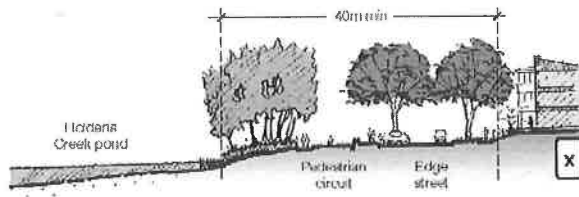
Molonglo River corridor

Sections v-viii



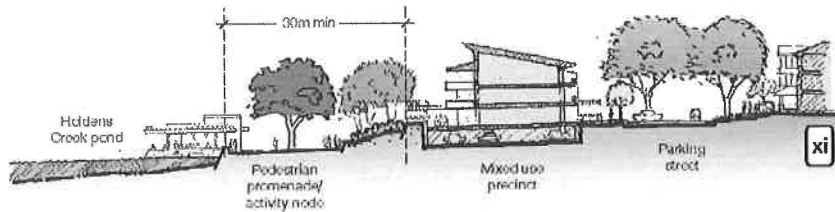
Holdens Creek pond open space corridor

ix



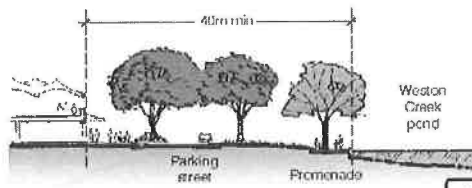
Holdens Creek open space corridor

x



Holdens Creek pond open space corridor

xi



Weston Creek pond mixed use precinct

xii

Sections ix-xii