

## **Appendix B – Endorsed Denman Prospect IDP & Letter of Endorsement**



**ACT**  
Government

Environment and Planning

Ivo Matesic  
Capital Estate Developments  
Level 1, 2 Brindabella Circuit  
Pialligo ACT 2609

Dear Sir

### **DENMAN PROSPECT 1B ESTATE – Indicative Development Plan**

I refer to your recent submission of an Indicative Development Plan (IDP) for the above Estate.

In accordance with clause A2.1.2.1 of the Deed of Agreement, I advise that the IDP meets the requirements of the Deed and as such is endorsed.

The IDP is acceptable to progress to an Estate Development Plan in accordance with the Deed.

The consolidated comments received from circulation of the IDP are provided for your review and consideration in preparing the Estate Development Plan.

Yours sincerely

Bob Taylor  
Estate Manager  
Deed Management | Lease Administration  
Planning Delivery Division | PLA

29 January 2016

# Denman Prospect Stage 1B Blocks 5, 6 & 7 Section 1 Indicative Development Plan



Version 1 - December 2015

Capital Estate Developments

## Introduction

Denman Prospect is situated on the Western fringe of the Molonglo Valley and is one of Canberra's most elevated new suburbs.

The Planning work to date for the Molonglo Valley Stage 1B presents no adopted Concept Plan (or Precinct Code) or overarching Master Plan. Consequently the Deed of Agreement (Deed) requires an Indicative Development Plan (IDP) to be prepared by the Developer and reviewed by relevant agencies. This document is in response to this requirement.

The main body of this report consists of excerpts from a presentation that has been given to several ACT Government agencies.

Section A2.1.2 of the Deed identifies the key points and inclusions that the Indicative Development Plan (IDP) is to consider and demonstrate. A detailed table response to these requirements is attached as Appendix A of this report.

Section A2.1.3 of the Deed identifies Specific Planning Requirements that are to be considered and included in the Estate Development Plan (EDP).

To demonstrate that these matters have been considered as part of the development of the design and planning of the estate, we have prepared a detailed response to Section A2.1.3 as part of this IDP submission (refer to Appendix A)

The Indicative Development Plan (IDP) Drawing Set is included as Appendix B of this report.



# Site Planning

## Site Planning

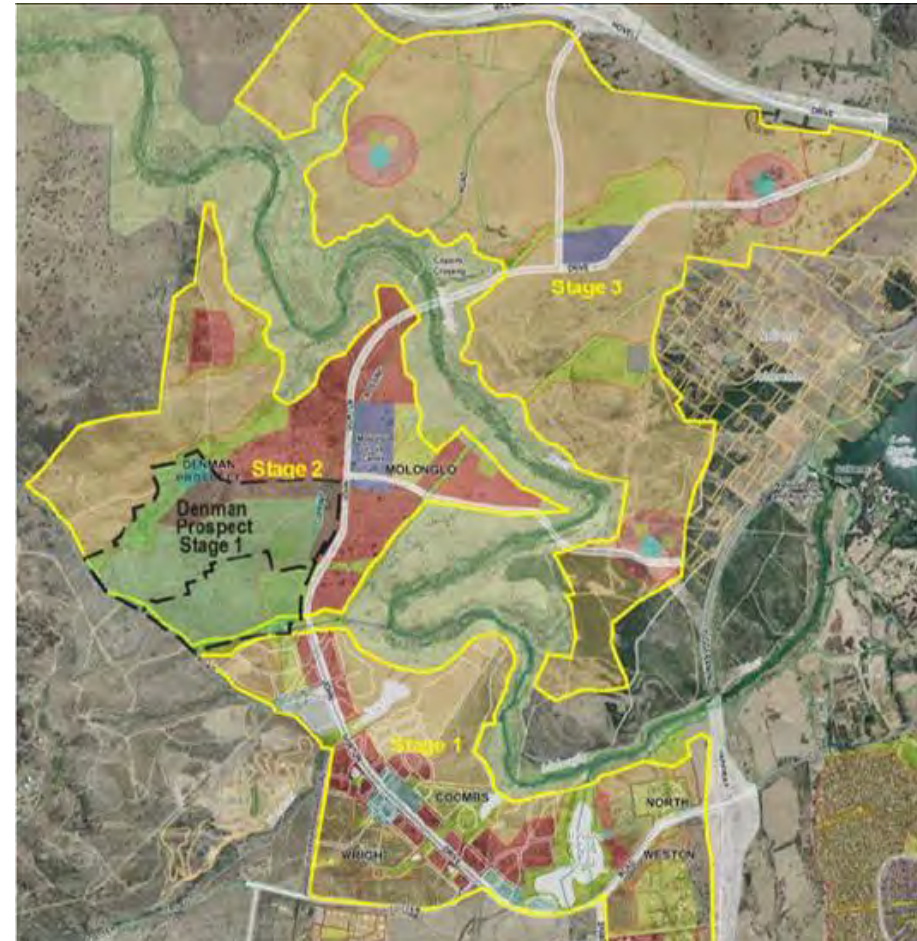


There has been a series of work compiled for the Planning of the Molonglo Valley area. The work includes the reports shown here, that establish.

- Planning and Design framework.
- Important Planning Requirements.
- OTHER reports such as the Molonglo River Park Concept Plan which establishes the broader open space connections.

## Molonglo Valley Staging Plan

Previous planning has set the Staging for the Molonglo Valley, this plan is in line with the Territory Plan. Denman Prospect Stage 1B sits within the western flank of the site, adjacent to the Future Group Centre of Stage 2. It includes an area of higher density, a local centre and open space. It is very clear in this plan, that the proposed Future Group Centre to the East of John Gorton Drive (JGD) forms a central focus for Mixed-use activity within the Molonglo Valley. Denman Prospect Stage 1B is primarily a residential neighbourhood supporting the proposed Group Centre.



## Molonglo River Park Plan

The Molonglo River Park Plan will stretch some 13km from Scrivener Dam to Kama Nature Reserve, the new park will offer 650 hectares of accessible public space and it will become a centrepiece. Stage 1B has opportunity to connect into this Plan, with Cravens Creek forming the key pedestrian and cycle connector.



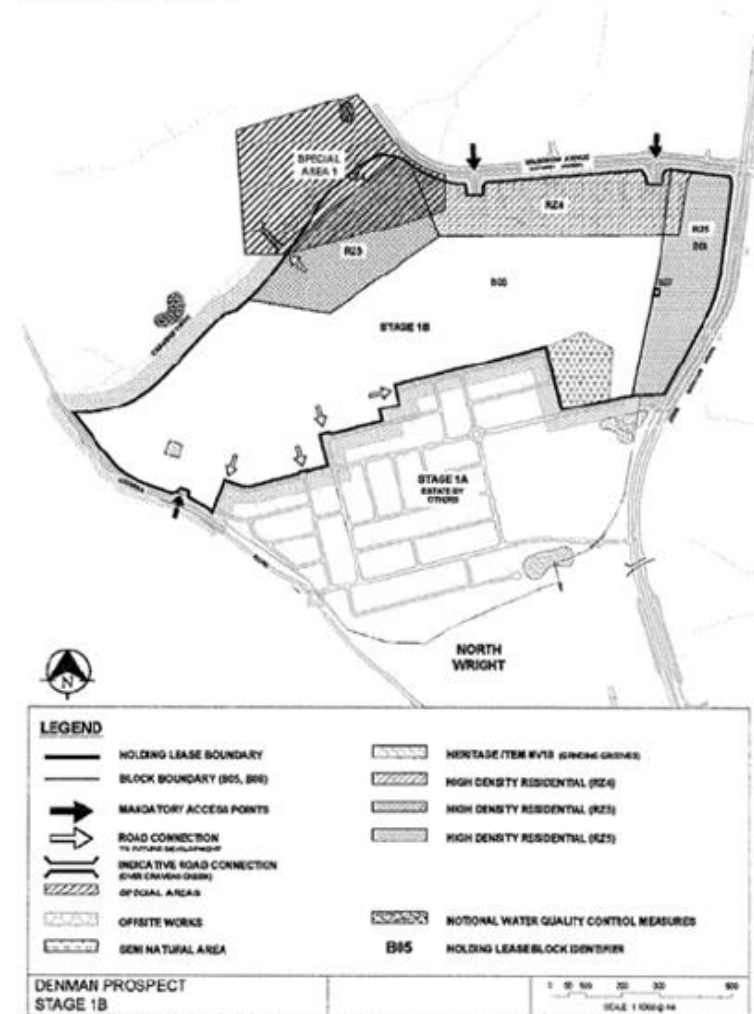
# Stage 1B Estate Development Plan

The Deed is very specific in regards to the mandatory items such as the entry points, and refers to other elements and connections as Indicative, such as the entry point into Denman 2. Across the site, Areas of higher density have been located where adjacent to major roads (JGD and EW Arterial).

Special Area 1 has been nominated on the plan in this location, and within this area it contains a Local Centre, Child Care Centre, Church and a School.

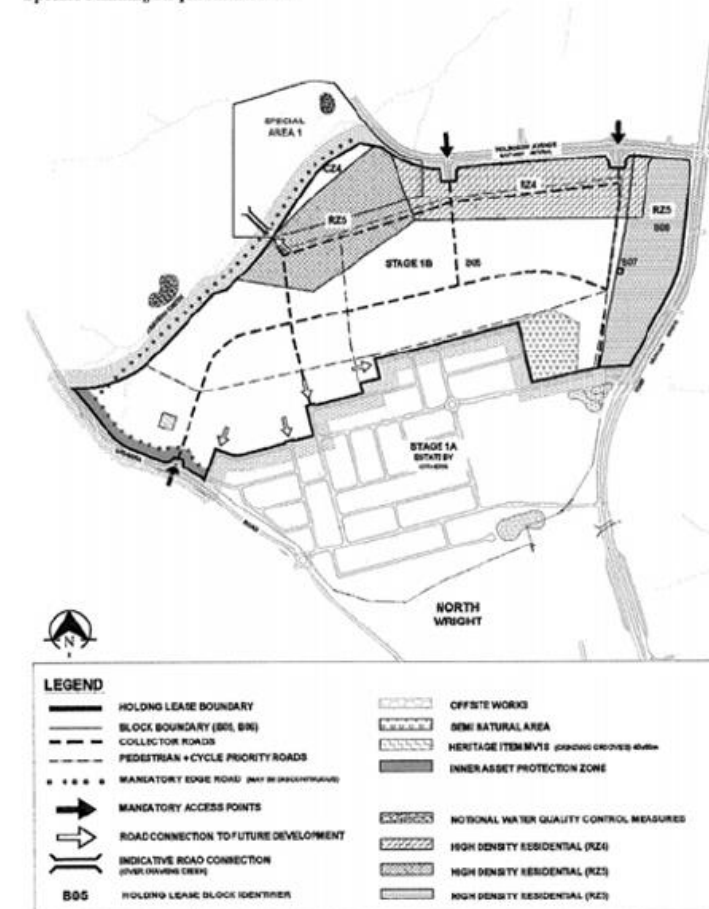
Within the site there is a semi natural area, and a Heritage item.

Estate Development Plan



# Stage 1B Specific Planning Requirements Plan

Specific Planning Requirements Plan



Specific planning requirements nominate indicative road connections across the site, which have a degree of flexibility.

# Site Analysis

## 00 Site Boundary and Stage 1A

- Site Boundary Captures Cravens Creek
- Stage 1B Holding Lease



## 01 Bounding Roads

- North to South John Gorton Drive
- East-West Arterial
- Uriarra Road



## 02 Stage 1A Fixed Connections

- Existing Stage 1B road alignments provide connection points and street alignment.



## 03 Existing Intersections and Vehicle Access Points



## 04 Natural Attributes

- 3 High Points that connect the Ridgeline
  - RL615, RL622, RL619
- Gullies
- Cravens Creek Alignment
- High Quality Trees





## 06 Slope Direction

- Primarily North facing
- Slopes up to 15% in some areas



## 07 Prominent Views

- East to City and Lake Burley Griffin
- North-East to Black Mountain and the Arboretum
- North-East across the proposed Molonglo Valley Group Centre
- South to Mount Taylor, South-West to Mount Stromlo





# Vision

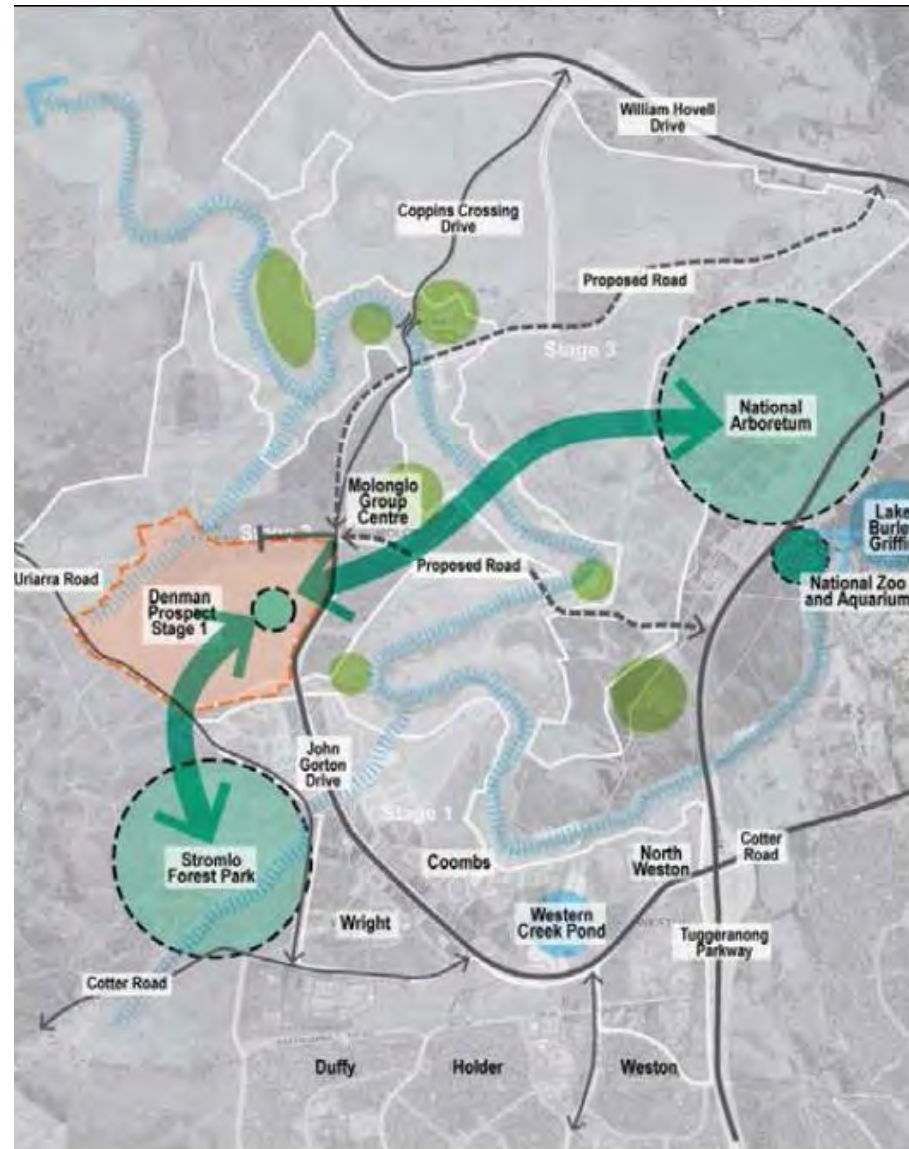
## 3 Moves

Informed by the location, today's residential market and our project aim to deliver a high quality public realm and built form outcome, we have created a Vision for Denman Prospect. This Vision includes 3 big moves.

# 01 Green

## Live the Landscape

Create unfolding landforms, that evoke immediate experiences, that define space in a sculptural and engaging way.

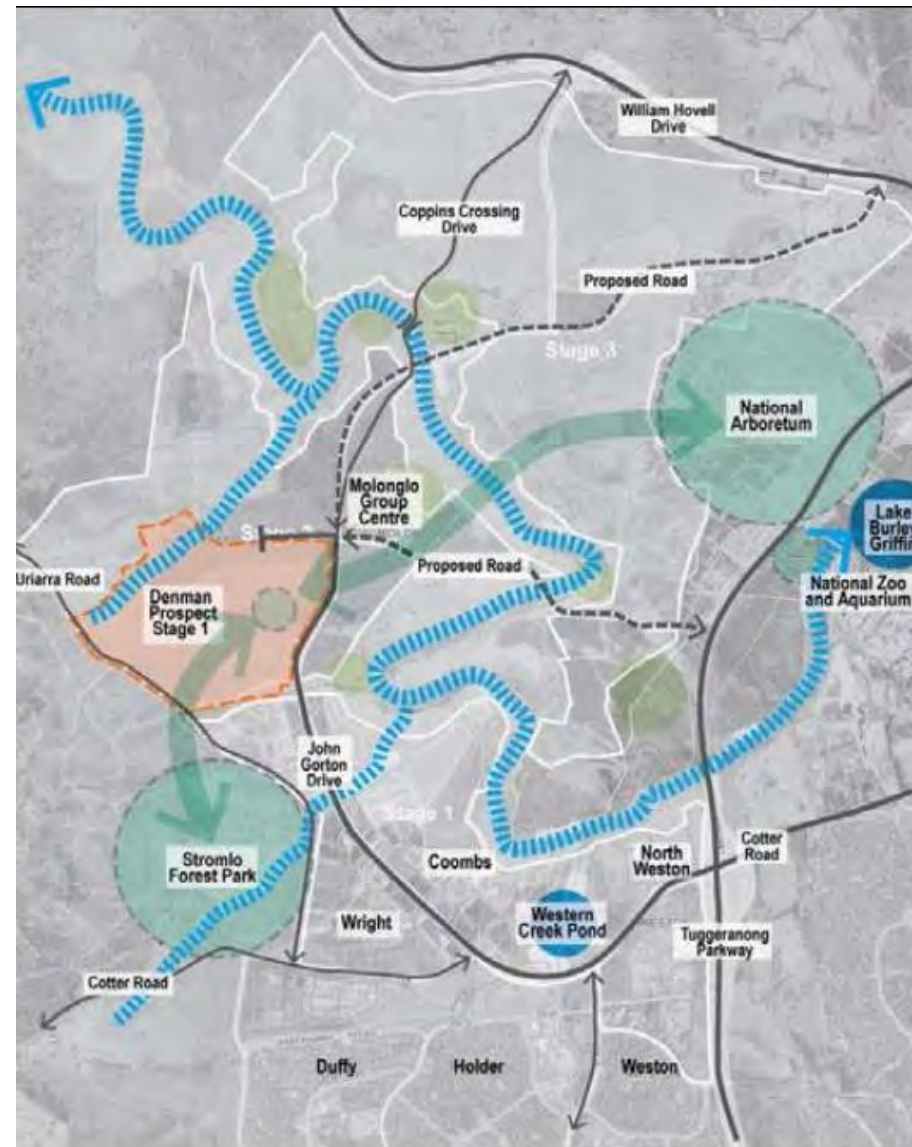


## 02 Blue

Enrich the sensory experience with water

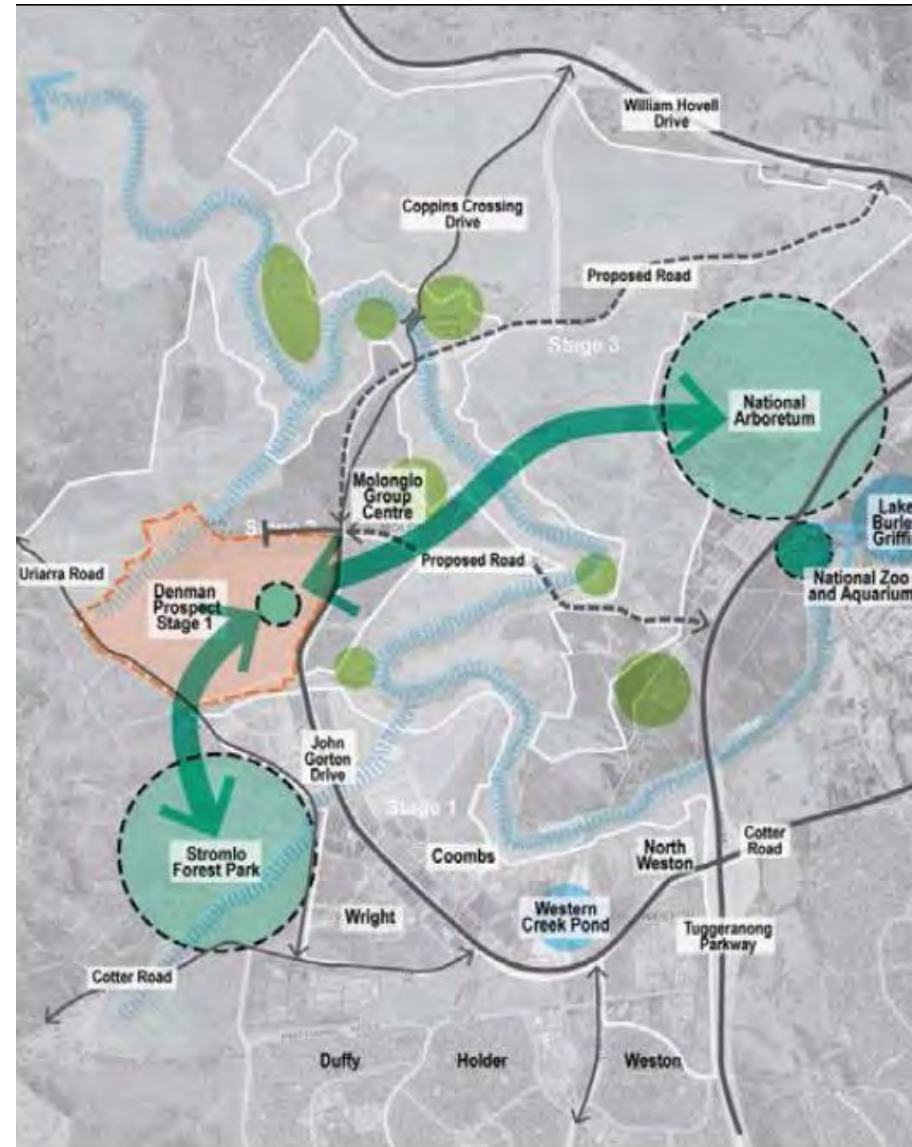
“From reflective rainwater pools to splashing fountains, from naturalised lakes to drainable water features capable of accommodating crowds.”

*Kathryn Gustafson*



# 03 Red

New offerings for  
Canberra's community and  
visitors to our Valley



# Design Principles

Building on the analysis of the site and combining the Planning frameworks, the next part of this presentation describes the Design Principles, setting the structure for the site.

# 01

## Connect to the broader open space network

- Draw in the natural surrounds to the site, and connect to the wider open space network.
- Design pathway system to include mountain bike track and pedestrian use throughout open space corridors.



## 02

Reinforce the open space connections across the site

- Form connections  
Connect E-W



## 03

### Protect and Enhance the Cravens Creek Corridor

- Create areas of landscaped active and passive spaces along the corridor.
- Design a trunk pathway for walking, cycling and recreational use.





## 05

Locate parks at key nodal open space crossing points

- Neighbourhood park (2.5ha) : 500m
- Local parks (0.5ha) : 300m

The location of these parks affords access for all residents within 200m walking distances. Reducing the walking distances as much as possible is important across Stage 1B, as there is a lot of slope, and will provide added amenity for residents.



06

## Establish a well-connected Road Network

- Create a well-connected and legible road hierarchy.
- Best locate the Bridge Crossing at Cravens Creek.
- Reinforce connections to open space through street character with street tree planting and colour theming.



## 07

### Establish an appropriately sized street grid

- Set a nominal block size for residential land use at 60m x 180m, to promote walkability within the street pattern.
- Orientate the grid in response to the slope direction for street infrastructure and to promote view corridors.



08

## Soften the Urban Edge against the Cravens Creek Corridor

- Review the urban edge interface to establish an edge street character that addresses the direct amenity to the creek corridor.



## 09

### Identify and Locate Key Sites

- Current location of Special Area 1 Zone of 0.8ha.
- Corner of John Gorton Drive and E-W Arterial as a landmark site.
- Ridgeline Park.

A potential landmark site is identified, being the highest corner of the John Gorton Drive and East-West Arterial intersection, adjacent to the future Group Centre. We will look to review this site for built form outcome, and height prominence.



# 10

## Identify Location for Higher Density

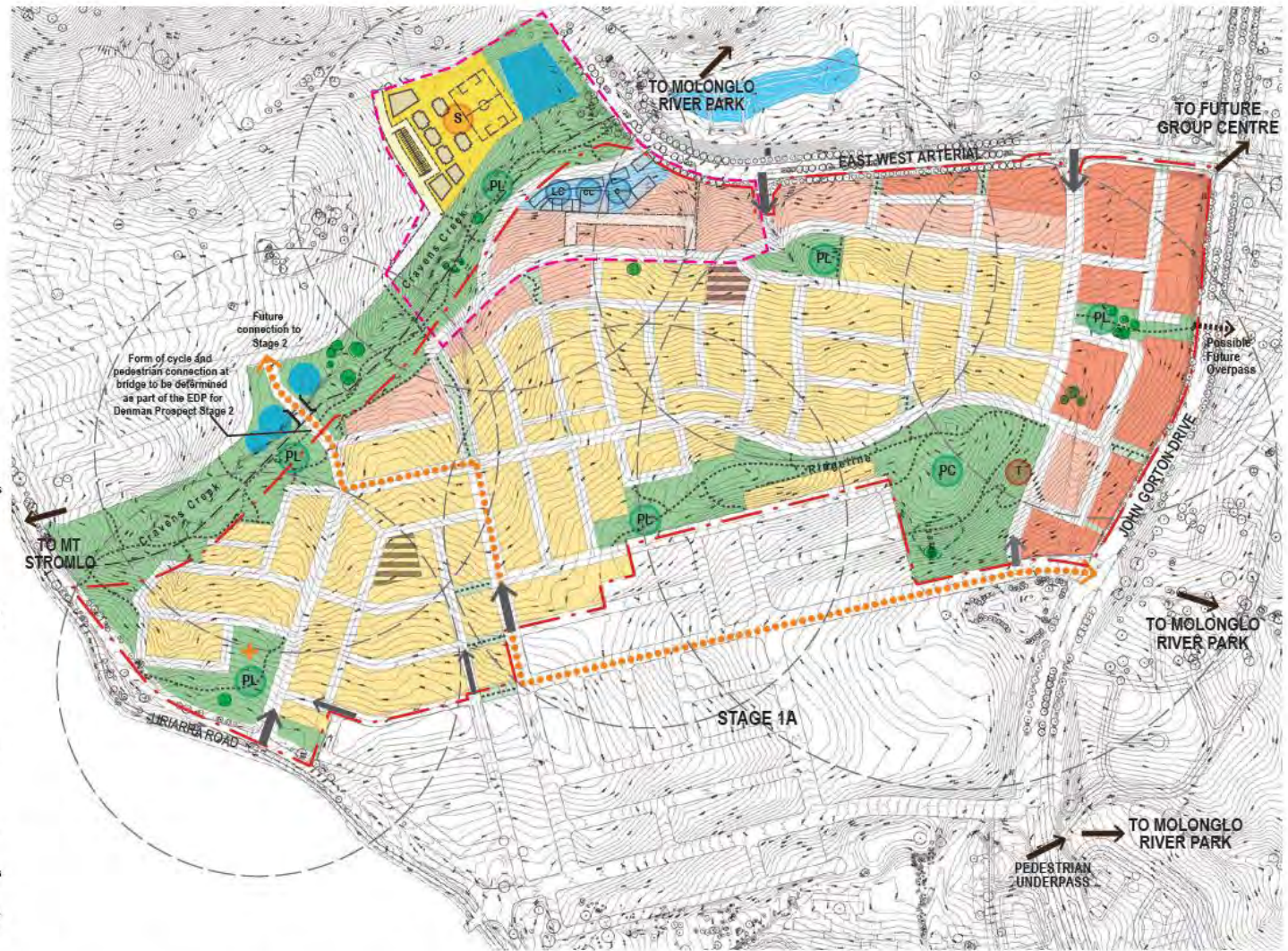
- Appropriately locate areas of higher density in close proximity to Major Roads for transport, and community facilities such as the school site.



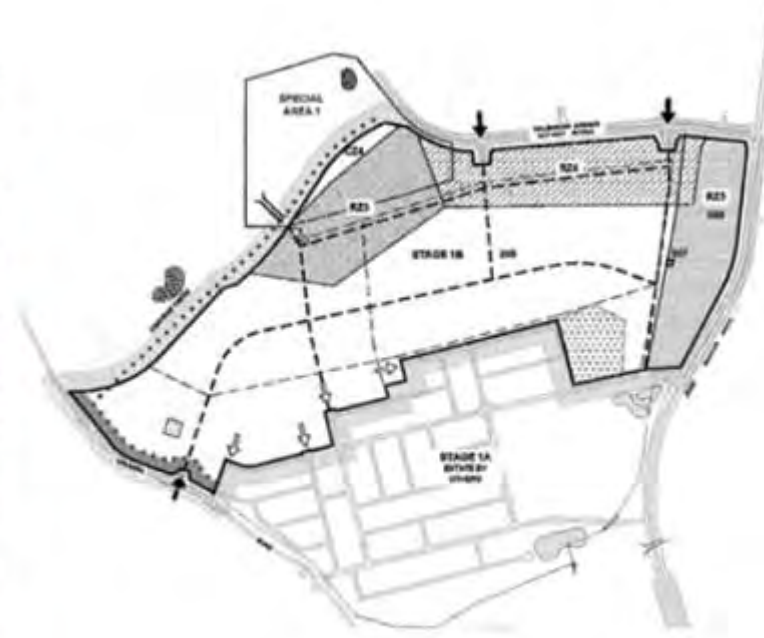
These design principles combine to form the  
**Indicative Development Plan**

**LEGEND**

- Stage 1B Holding Lease Boundary
- Special Area 1
- Existing Trees and stands Proposed for Retention
- RZ1 - Suburban
- RZ4 - Urban Residential
- RZ5 - High Density Residential
- LC - Local Centre (0.8ha)
- CC - Child Care and Church
- S - CFZ - including School
- Open Space
- Indicative Building Footprints
- Possible Public Housing Sites (approx. 4,600m²)
- Heritage Site
- PC - Indicative Location for Central Neighbourhood Playground
- PL - Indicative Location for Local Neighbourhood Playground
- 300m Radius from Local Neighbourhood Park and 600m Radius from Central Neighbourhood park
- Indicative Open Space Pathway Network
- Proposed Local Bus Route
- Proposed Cravens Creek Bridge Crossing
- Road Connections to East-West Arterial, John Gorton Drive, Umiara Road and Stage 1A
- Indicative locations for Stormwater Retention basins
- Trunk Sewer Alignment
- Proposed Relocation Site for Telecommunications Tower



## Comparison against the Deed Of Agreement



The IDP has been prepared to represent the general structure of the site and reflect all of the Important Planning Requirements to meet the Deed Of Agreement. Key items such as land use, street connections, open space connections, location for parks, bus route, Special Area 1 requirements and walking circles are all included.

# Appendix A

## Response Table

## Section A2.1.2.1 Indicative Development Plan

Requirements	Response
<p>The Indicative Development Plan (IDP) is to demonstrate a number of aspects, including but not limited to:</p>	
<ul style="list-style-type: none"> <li>integration between the whole of the estate including the high density residential development area adjacent to John Gorton Drive and the high density development residential area adjacent to the East-West Arterial as well as Special Area 1 (including those areas outside the holding lease boundary) and Stage 1A</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p> <p>The land use planning in the IDP shows medium to high density development along the arterial frontages of John Gorton Drive and the East West Arterial, which then blends to single residential housing in the main centre of the subject site. Noting the flexibility in the dwelling types available within RZ1, RZ4, RZ5 further work will be undertaken during the EDP stage to provide a gradual reduction in density from the arterial road boundaries inwards.</p>
<ul style="list-style-type: none"> <li>demonstrate that the proposed design and development outcomes integrate with the broader Denman Prospect and Molonglo areas, and do not compromise the efficient and successful development of adjacent areas by the Territory.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p> <p>The land uses reflected in these drawings are consistent with the land uses proposed in the Territory Plan, PDF, IPRs and the Deed and therefore reflect integration with the broader Denman Prospect and Molonglo areas. In particular, much attention has been applied to the Craven’s Creek interface and the broader connections for vehicles and active travel modes.</p>

<ul style="list-style-type: none"> <li>planning for the estate supports and does not have an adverse impact on the land use in Special Area 1, the adjacent proposed Denman Prospect Stage 2 development, and the position of the Cravens' Creek Crossing.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawing 7 – Craven’s Creek Crossing Indicative Cross-Section Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p> <p>The location proposed for Craven’s Creek Crossing assists with bus routes and other vehicle movements between Stages 1 and 2 of Denman Prospect. There is flexibility in the vertical alignment to be adopted for this crossing. Drawing 7 shows the vertical alignment associated with three different options – two considering grade separation between active travel along the creek and vehicle movements across the creek. All three options match to the existing grade of Denman Prospect Stage 2 at the same point.</p>
<ul style="list-style-type: none"> <li>the Developer must ensure that the infrastructure services are designed and constructed to support any adjacent development areas.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p> <p>All work to date has been cognisant of existing services, services being constructed by LDA and services being constructed as part of the Capital Works program. Further demonstration of this will appear in the EDP documentation.</p>
<ul style="list-style-type: none"> <li>Provision of logical and legible street and path networks to connect the site and adjacent areas (including road and path alignments, grading and geometry);</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, Drawing 3 – Access and Connectivity Plan, Drawing 4 – Road Hierarchy Plan, and Drawing 5 – Active Travel Plan</p>

<ul style="list-style-type: none"> <li>The resulting blocks in the adjacent development areas are of useable shapes, sizes and arrangements to allow successful development as their ultimate land use (this may require a detailed level of design to confirm);</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<ul style="list-style-type: none"> <li>Clear and logical co-location and integration of compatible land uses to allow efficient and effective allocation of land to the respective uses in Special Area 1;</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<ul style="list-style-type: none"> <li>Clear and logical servicing and infrastructure networks/connections for the site and adjacent areas;</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p> <p>All work to date has been cognisant of existing services, services being constructed by LDA and services being constructed as part of the Capital Works program. Further demonstration of this will appear in the EDP documentation.</p>
<ul style="list-style-type: none"> <li>Integration with the development of Stage 1A Estate;</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>
<ul style="list-style-type: none"> <li>Consistency with the intent of the Molonglo Valley Stage 2 Draft Planning and Design Framework Important Planning Requirements First Land Release Area, June 2011; and</li> </ul>	<p>Annexure A2 of the Deed includes the specifics of and the intent of these documents. We have not found any specific requirements in these documents that need to be addressed outside the specific requirements contained in Annexure A2.1.2 of the Deed.</p>
<ul style="list-style-type: none"> <li>Compliance with the all relevant legislation and applicable design requirements governing land development in the Territory.</li> </ul>	<p>The development as proposed in the accompanying Indicative Development Plan (IDP) Drawing Set (Plans 1 to 11) has been prepared with full consideration of all relevant legislation and applicable design requirements governing land development in the Territory.</p>

## Section A2.1.2.2 Indicative Development Plan

Requirements	Response
<p>The Indicative Development Plan and subsequent EDPs will be prepared showing the proposed design and planning for the entire Estate and adjacent development areas, and is to address the following:</p>	
<p>a) demonstrate that Special Area 1 Local Centre/Education/Community Precinct has been designed to the satisfaction of the Territory and relevant interfaces are included as part of the EDP submission.</p>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p> <p>The main challenge associated with designing these uses in this location is the steep grade. Refer to the section on Drawing 8 – Special Area 1 (Sheet 2) which illustrates how the large level difference on the upstream side of the block can be accommodated with housing on top of a structured carpark on top of a retail structure. This detail and associated levels will be developed further during the EDP phase.</p>
<p>1. at a minimum, the planning for Special Area 1, some of which will reside outside of the Holding Lease boundary, will include the following:</p>	
<p>i. a total minimum area of 15ha;</p>	<p>Illustrated in Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<p>ii. high density housing;</p>	<p>Illustrated in Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>

<p>iii. an area suitable for a school and associated recreational areas to the satisfaction of the Education and Training Directorate (or equivalent);</p>	<p>Illustrated in Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<p>iv. a local centre with commercial, retail, community, childcare, church (or similar) and associated facilities;</p>	<p>Illustrated in Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<p>v. Water Sensitive Urban Design Measures and stormwater infrastructure;</p>	<p>Illustrated in Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<p>vi. open space landscaping including pedestrian pathways to access shared facilities); and</p>	<p>Illustrated in Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>

<p>vii. For road networks in Special Area 1 demonstrate that:</p> <ol style="list-style-type: none"> <li>1. there is suitable road access to adjacent collector and arterial roads including the East West arterial (The East West arterial has recently been gazetted as Holbrook A venue but for this Deed it will be referenced as East West Arterial to ensure consistency with the Background Documents); and</li> <li>2. a bus route across Cravens' Creek Crossing to the local centre and Denman Prospect Stage 2 is capable.</li> <li>3. the road connection over Cravens' Creek is in a suitable location to facilitate design and construction of the creek crossing to future development areas adjacent to the Estate to the satisfaction of the Territory. The Developer is required to submit a feasibility design in sufficient detail to demonstrate that the location, the horizontal and vertical alignments and proposed construction of the bridge is efficient, cost effective and maximises the potential for future development of adjacent land by the Territory.</li> <li>4. that car parking and internal roads are effective.</li> </ol>	<p>Illustrated in</p> <p>Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)  Drawing 3 – Access and Connectivity Plan  Drawing 7 – Craven’s Creek Crossing Indicative Cross-Section</p> <p>Early drafts of the IDP contained the retail portion of Special Area 1 closer to the East West Arterial, however, in order to accommodate all the required land uses and the steep grade, there was a need to flip the non-retail (ie. Community) uses closer to the East West Arterial. Notwithstanding, the retail and community uses will read as a local centre precinct, which will be located adjacent to the East West Arterial.</p> <p>The location proposed for Craven’s Creek Crossing assists with bus routes and other vehicle movements between Stages 1 and 2 of Denman Prospect. There is flexibility in the vertical alignment to be adopted for this crossing. Drawing 7 shows the vertical alignment associated with three different options – two considering grade separation between active travel along the creek and vehicle movements across the creek. All three options match to the existing grade of Denman Prospect Stage 2 at the same point.</p> <p>The large level difference at the upstream end of the local centre site is created by the need to provide at-grade carparking along the main access road frontage to the site.</p>
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<p>viii for the development of Special Area 1 located inside the Holding Lease Boundary the requirements for edge roads and access to the East West arterial will be agreed with the Territory as part of the Indicative Development Plan process.</p>	<p>Illustrated in Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<p>b) demonstrate that the proposed development of Stage 1B Estate integrates with the proposed planning outcomes for EDP Stage 1A of the adjacent Estate.</p>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>
<p>1. Integration with the Stage 1A Estate will include the following:</p>	
<p>i. the services for the blocks at the interface of the Estates; and</p>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p> <p>All work to date has been cognisant of existing services and services being constructed by LDA. Further demonstration of this will appear in the EDP documentation.</p>
<p>ii) the associated roads and services connections have been integrated with the proposed development for Stage 1A Estate.</p>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>

c) demonstrate that land zoned as high density residential development area RZ5 adjacent to John Gorton Drive has been planned for (and can be developed as) a number of high density housing sites, to the satisfaction of the Territory.

Illustrated in  
Drawing 2 – Indicative Development Plan

Some testing of building footprints has been carried out on the proposed RZ5 sites to inform block boundaries. This work will be progressed and demonstrated further as part of the EDP.

Note that the IDP contains medium to high density sites in the locations documented in the Deed, however, in some cases the RZ4 and RZ5 areas documented in the IDP have been flipped compared to the Deed. Notwithstanding, the land use planning in the IDP shows medium to high density development along the arterial frontages of John Gorton Drive and the East West Arterial, which then blends to single residential housing in the main centre of the subject site. Noting the flexibility in the dwelling types available within RZ1, RZ4, RZ5 further work will be undertaken during the EDP stage to provide a gradual reduction in density from the arterial road boundaries inwards.

<p>d) demonstrate that land zoned as high density residential development area RZ4 adjacent to the East-West Arterial has been planned for (and can be developed as) a number of high density housing sites, to the satisfaction of the Territory, and</p>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p> <p>Some testing of building footprints has been carried out on the proposed RZ4 sites to inform block boundaries. This work will be progressed and demonstrated further as part of the EDP.</p> <p>Note that the IDP contains medium to high density sites in the locations documented in the Deed, however, in some cases the RZ4 and RZ5 areas documented in the IDP have been flipped compared to the Deed. Notwithstanding, the land use planning in the IDP shows medium to high density development along the arterial frontages of John Gorton Drive and the East West Arterial, which then blends to single residential housing in the main centre of the subject site. Noting the flexibility in the dwelling types available within RZ1, RZ4, RZ5 further work will be undertaken during the EDP stage to provide a gradual reduction in density from the arterial road boundaries inwards.</p>
<p>e) include an indicative program and staging plan in accordance with clause A2.3.4</p>	<p>Illustrated in Drawing 11 – Staging Plan</p> <p>Also refer to Appendix C – Gantt Chart</p>

## Section A2.1.3 Specific Planning Requirements

Section A2.1.3 of the DOA identifies Specific Planning Requirements that are to be considered and included in the Estate Development Plan (EDP).

To demonstrate that these matters have been considered as part of the development of the design and planning of the estate, we have prepared a detailed response to Section A2.1.3 as part of this IDP submission.

Rules	Response
To ensure consistency with the PDF and the IPR, the following Specific Planning requirements must be included in the EDP.	
<ul style="list-style-type: none"> <li>A minimum of four bus capable collector roads across Denman Prospect Stage 1A and 1B, in an integrated manner generally along the alignments shown on the Specific Planning Requirements Plan.</li> </ul>	Illustrated in Drawing 3 – Access and Connectivity Plan
<ul style="list-style-type: none"> <li>A minimum of three pedestrian and cycle priority streets in accordance with <b>clause A2.2.5</b>.</li> </ul>	Illustrated in Drawing 3 – Access and Connectivity Plan
<ul style="list-style-type: none"> <li>Integration with the Stage 1A Estate development;</li> </ul>	Illustrated in Drawing 2 – Indicative Development Plan
<ul style="list-style-type: none"> <li>An edge road and landscape buffer adjacent to Uriarra Road in accordance with <b>clause A2.3.8.2</b>. The extent of this edge road is subject to agreement with Relevant Agencies.</li> </ul>	Illustrated in Drawing 2 – Indicative Development Plan, and Drawing 3 – Access and Connectivity Plan
<ul style="list-style-type: none"> <li>An edge road and landscape buffer adjacent to Cravens' Creek along the Holding Lease boundary in accordance with <b>clause A2.3.8.2</b>. The extent of this edge road is subject to agreement with Relevant Agencies.</li> </ul>	Illustrated in Drawing 2 – Indicative Development Plan, and Drawing 3 – Access and Connectivity Plan

<ul style="list-style-type: none"> <li>• Within that component of Special Area 1 located within the Holding Lease, the Developer is required to:</li> </ul>	
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ design, service and deliver high density housing of approximately 4 hectares.</li> </ul> </li> </ul>	Illustrated in Drawings 8 & 9 – Special Area 1 (Sheets 1 & 2)
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ design, service and deliver a local centre precinct of approximately 0.8ha which includes at a minimum;</li> </ul> </li> </ul>	Illustrated in Drawings 8 & 9 – Special Area 1 (Sheets 1 & 2)
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ a site to facilitate the delivery of approximately 2,500m<sup>2</sup> GFA for convenience retail and speciality shops, (noting that the retail components of the Estate may require specific approvals by the Territory, which may limit the size of supermarkets in this centre);</li> </ul> </li> </ul>	Illustrated in Drawings 8 & 9 – Special Area 1 (Sheets 1 & 2)
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ sites to be returned to the Territory at no charge in accordance with <b>clause A2.5.3.1</b>.</li> </ul> </li> </ul>	Noted
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ The retail component of the local centre may be developed by the Developer or a third party. If the Developer intends to sell land to a third party for delivery of the retail component, the Developer is still required to ensure that the relevant provisions of the Deed are met.</li> </ul> </li> </ul>	Noted
<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ provide car parking (shared where possible) to service the local centre to the satisfaction of the Territory.</li> </ul> </li> </ul>	Illustrated in Drawings 8 & 9 – Special Area 1 (Sheets 1 & 2)
<ul style="list-style-type: none"> <li>• provide open space landscaping.</li> </ul>	Illustrated in Drawing 2 – Indicative Development Plan, and Drawing 6 – Recreational Plan
<ul style="list-style-type: none"> <li>• provide any roads within the Holding Lease Boundary that service the local centre and provide access to other facilities contained in Special Area 1.</li> </ul>	Illustrated in Drawings 8 & 9 – Special Area 1 (Sheets 1 & 2)

<ul style="list-style-type: none"> <li>the local centre precinct and particularly the commercial / retail component should have exposure to and address the East-West Arterial Road, including vehicular access to the local centre precinct from the East-West Arterial Road.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawings 8 &amp; 9 – Special Area 1 (Sheets 1 &amp; 2)</p>
<ul style="list-style-type: none"> <li>Provision for one bus capable road connection designed to cross Cravens' Creek into the future residential Denman Prospect Stage 2 estate to the north west of the Holding Lease (detailed design and construction of the Cravens' Creek Crossing is being undertaken by others) in accordance with <b>clause A2.3.8.2</b> and the endorsed Indicative Development Plan.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, Drawing 3 – Access and Connectivity Plan, Drawing 4 – Road Hierarchy Plan, and Drawing 5 – Active Travel Plan</p>
<ul style="list-style-type: none"> <li>provide Water Sensitive Urban Design measures as required.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>
<ul style="list-style-type: none"> <li>provide two blocks to be returned to the Territory at no charge that allow the development of 24 public housing dwellings on each block in accordance with <b>clause A2.5.3.2</b>.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>
<ul style="list-style-type: none"> <li>A road, services and pathway network that enables two roads within the Estate to connect to the East West Arterial Road intersections north of the Holding Lease boundary, and that enables high density residential blocks to be created adjacent to the East West Arterial.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>
<ul style="list-style-type: none"> <li>road, services, landscaping and pathway network that facilitates high density residential development to be created adjacent to John Gorton Drive in the RZ5 area.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>
<ul style="list-style-type: none"> <li>Provide local parks as follows:</li> </ul>	

<ul style="list-style-type: none"> <li>○ An Open Space Area of approximately 2.5 ha which contains the stand of remnant vegetation which is to be retained. This area is to include major pathways connections and quality public facilities to the satisfaction of the Territory (such as barbecues, public art, playground, lighting and landscaping etc.);</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, Drawing 5 – Active Travel Plan, and Drawing 6 – Recreational Plan</p>
<ul style="list-style-type: none"> <li>○ One local park a minimum of 5000m<sup>2</sup> containing the Aboriginal heritage item MV 18, in accordance with clause A2.2.6; and</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawing 6 – Recreational Plan</p>
<ul style="list-style-type: none"> <li>○ Additional local parks at a minimum of 5000m<sup>2</sup> each which are to provide quality places including public facilities to the satisfaction of the Territory (such as barbecues, public art, playground, landscaping, lighting and parking etc.) as required by Relevant Agencies.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan, and Drawing 6 – Recreational Plan</p>
<ul style="list-style-type: none"> <li>● Permanent water quality control measures, including any swales, floodways and cut off drains to treat runoff discharged from the Estate works and future residential areas and open space in accordance with clause A2.3.9.3.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p>
<ul style="list-style-type: none"> <li>● Retention of High Value Trees in accordance with clause A2.2.2; and</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p> <p>The IDP identifies several High Value Trees proposed for retention and an area of semi-natural vegetation to be retained. As the EDP progresses and road gradings become more advanced, we will be in a better position to liaise with the relevant agencies about the retention of these trees.</p>

<ul style="list-style-type: none"> <li>• Bushfire Protection Measures.</li> </ul>	<p>Illustrated in Drawing 10 – Bushfire Protection Plan</p> <p>Bushfire Protection, either temporary or permanent, is a detailed matter dealt with at the EDP stage, however a draft plan has been documented for the IDP.</p>
<ul style="list-style-type: none"> <li>• The Developer must demonstrate that its planning of infrastructure allows for adequate future development of the adjacent land by the Territory.</li> </ul>	<p>Illustrated in Drawing 2 – Indicative Development Plan</p> <p>Servicing Master Planning is a detailed item dealt with at the EDP stage however the IDP has been designed such that there is not impediment to servicing of the adjacent future development.</p>

# Appendix B

## Drawings

# DENMAN PROSPECT STAGE 1B

## INDICATIVE DEVELOPMENT PLAN SET

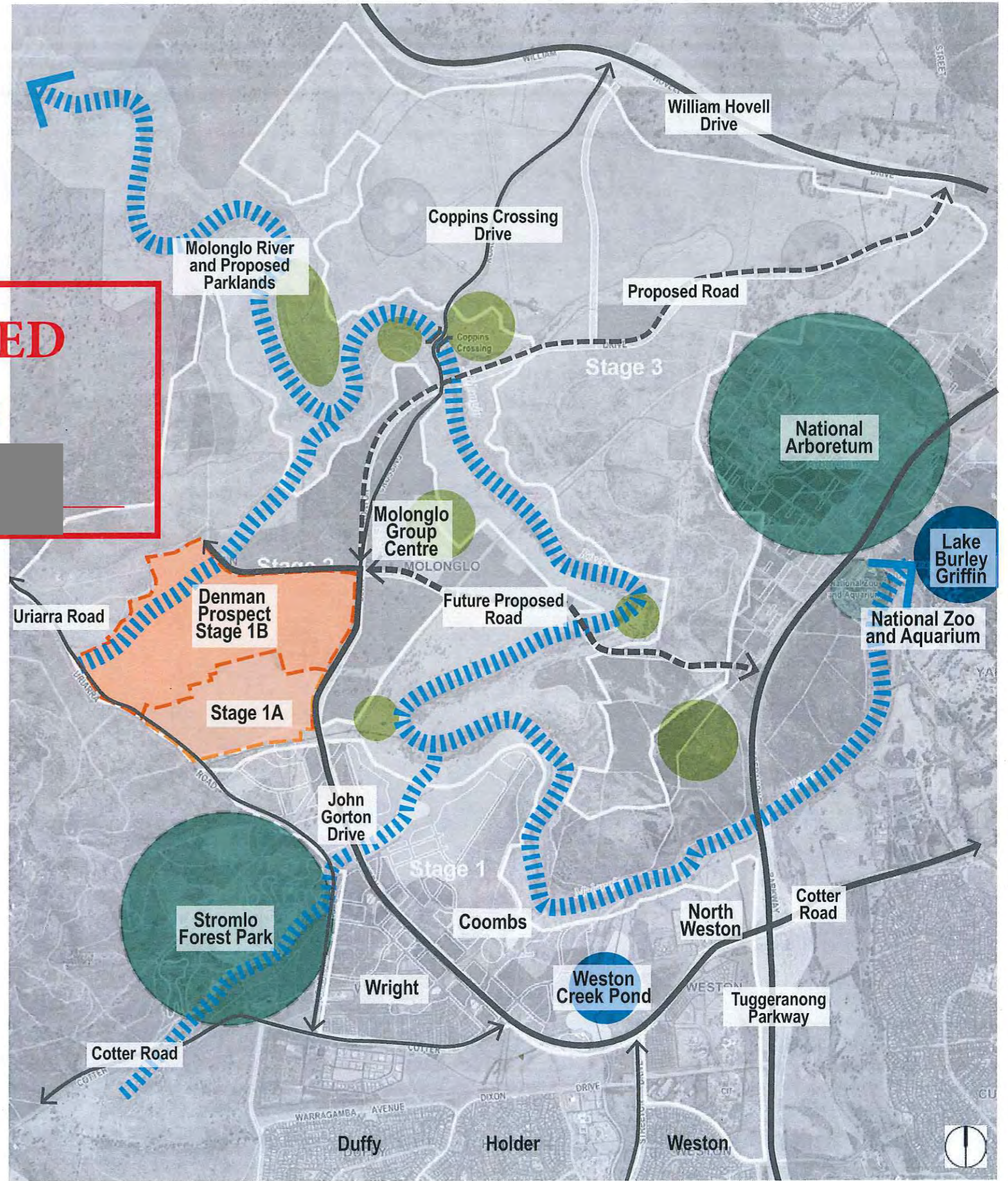
### DRAWING LIST

- 1 Cover Sheet / Locality Plan
- 2 Indicative Development Plan
- 3 Access and Connectivity Plan
- 4 Road Hierarchy Plan
- 5 Active Travel Plan
- 6 Recreational Plan
- 7 Craven's Creek Crossing – Indicative Cross-Section
- 8 Special Area 1 – Sheet 1 of 2
- 9 Special Area 1 – Sheet 2 of 2
- 10 Bushfire Protection Plan
- 11 Staging Plan
























**ENDORSED**

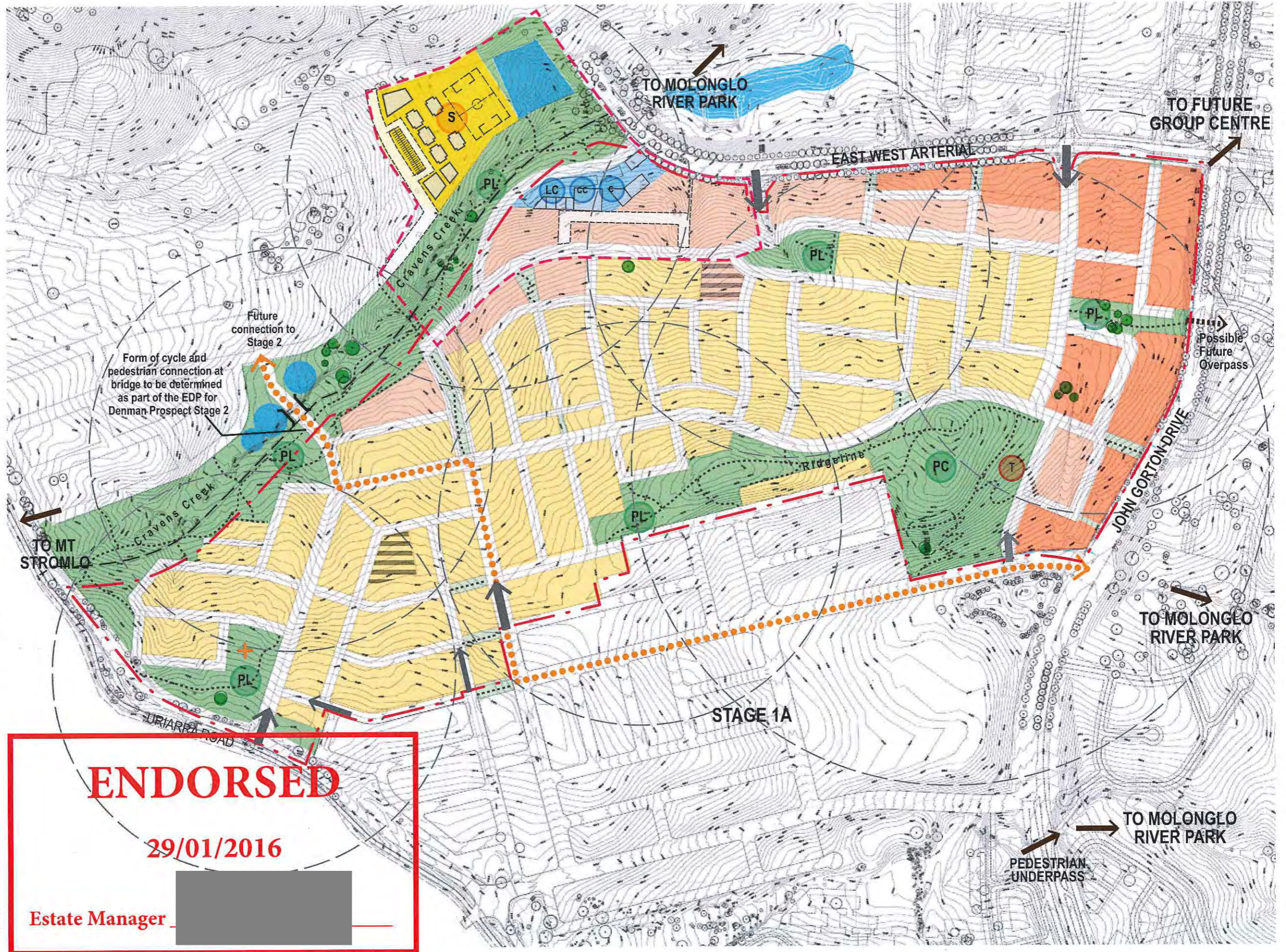
**29/01/2016**

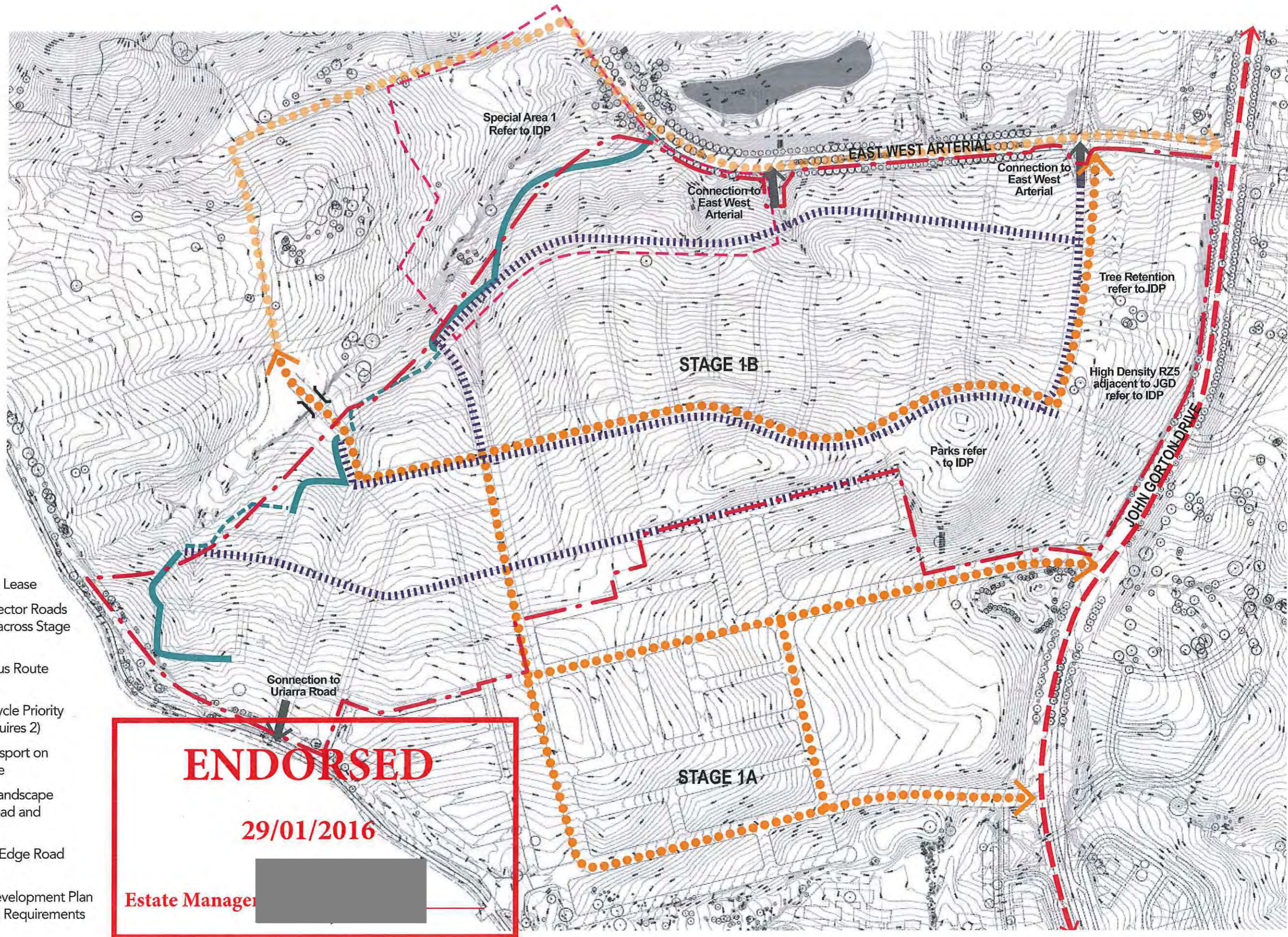
Estate Manager [Redacted]



**LEGEND**

-  Stage 1B Holding Lease Boundary
-  Special Area 1
-  Existing Trees and stands Proposed for Retention
-  RZ1 - Suburban
-  RZ4 - Urban Residential
-  RZ5 - High Density Residential
-  CZ5 - Local Centre (0.8ha)
-  Child Care and Church
-  CFZ - including School
-  Open Space
-  Indicative Building Footprints
-  Possible Public Housing Sites (approx. 4,500m<sup>2</sup>)
-  Heritage Site
-  Indicative Location for Central Neighbourhood Playground
-  Indicative Location for Local Neighbourhood Playground
-  300m Radius from Local Neighbourhood Park and 500m Radius from Central Neighbourhood park
-  Indicative Open Space Pathway Network
-  Proposed Local Bus Route
-  Proposed Cravens Creek Bridge Crossing
-  Road Connections to East-West Arterial, John Gorton Drive, Urriara Road and Stage 1A
-  Indicative locations for Stormwater Retention basins
-  Trunk Sewer Alignment
-  Proposed Relocation Site for Telecommunications Tower





**LEGEND**

- . Stage 1B Holding Lease
- ● ● ● ● Bus Capable Collector Roads (Deed requires 4 across Stage 1A and 1B)
- ○ ○ ○ ○ Possible Future Bus Route through Stage 2
- ||||| Pedestrian and Cycle Priority Streets (Deed requires 2)
- - - Future Rapid Transport on John Gorton Drive
- Edge Road and Landscape Buffer - Uriarra Road and Cavens Creek
- - - Fire Truck Access Edge Road

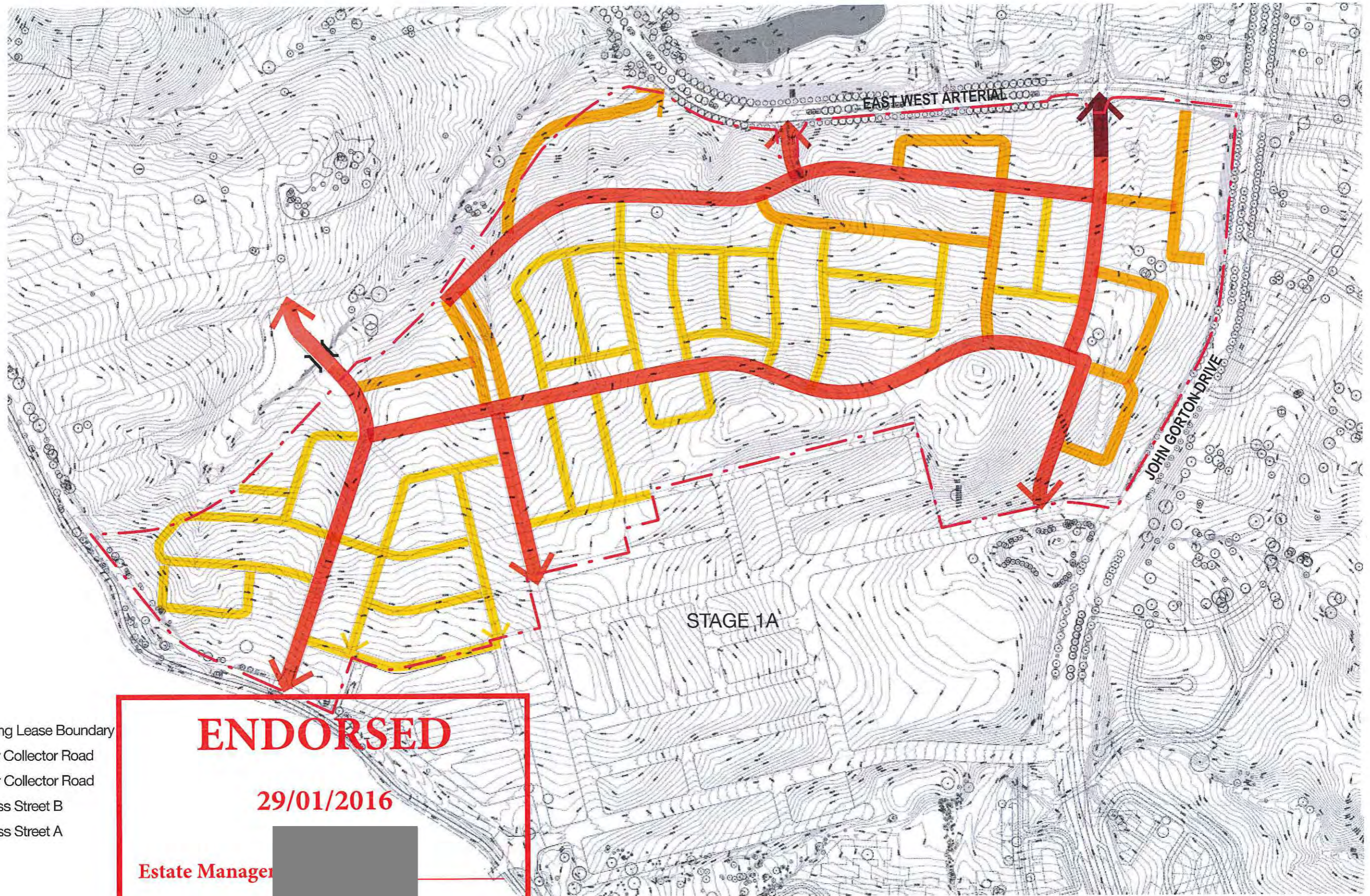
Note: Refer to the Indicative Development Plan (IDP) for other Specific Planning Requirements

ENDORSED

29/01/2016

Estate Manager [REDACTED]





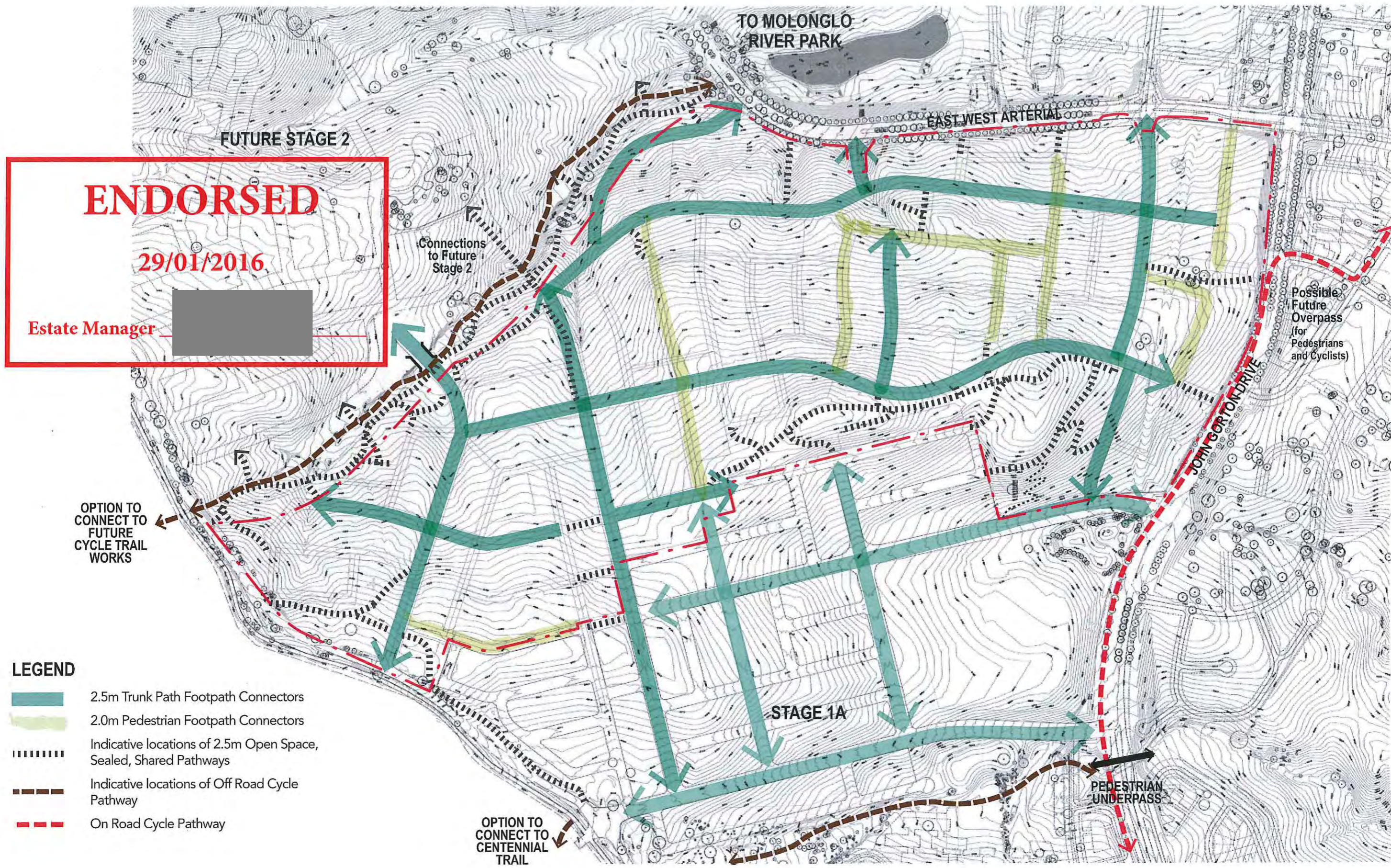
- LEGEND
- - - Holding Lease Boundary
  - █ Major Collector Road
  - █ Minor Collector Road
  - █ Access Street B
  - █ Access Street A

ENDORSED

29/01/2016

Estate Manager [REDACTED]





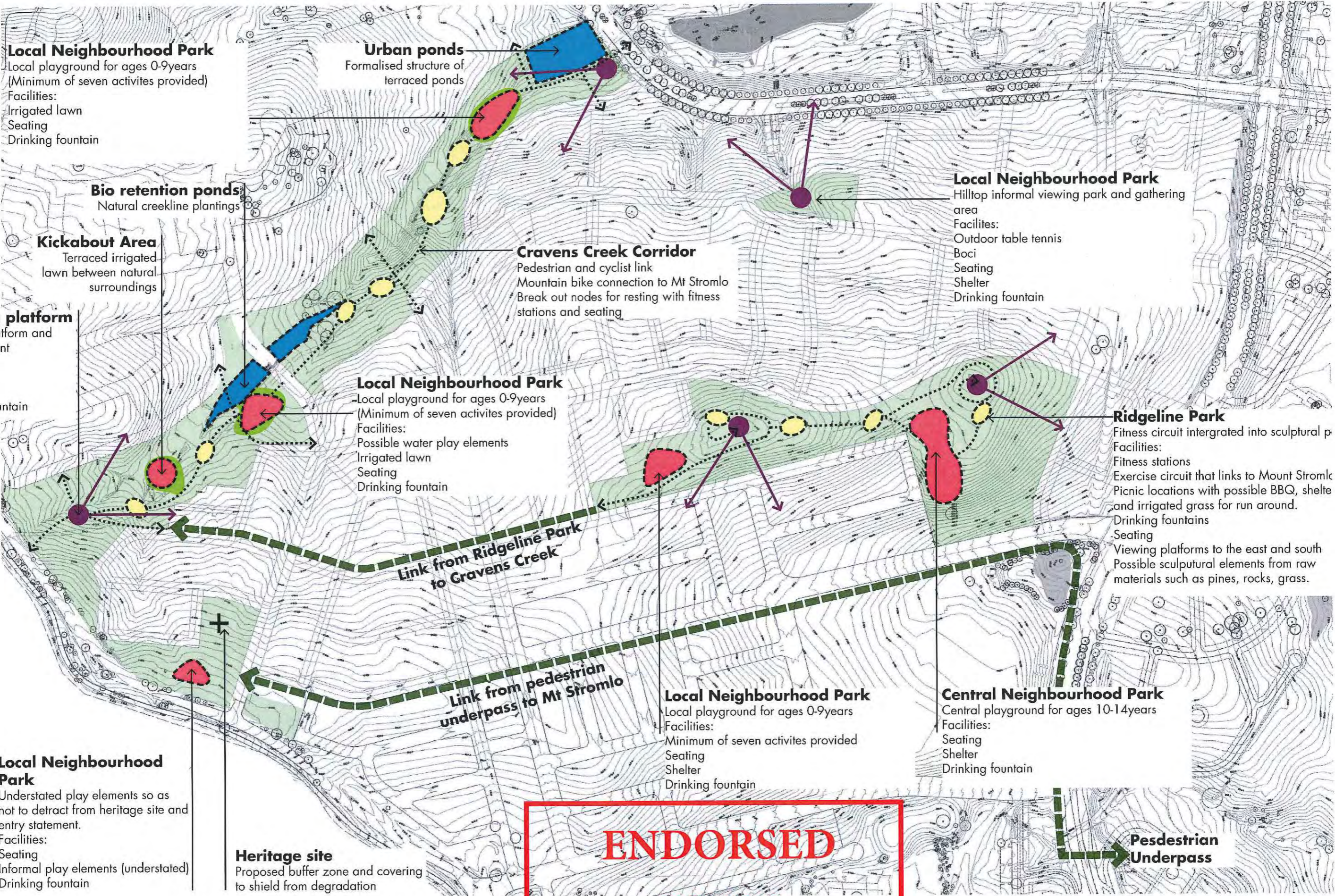
**ENDORSED**

29/01/2016

Estate Manager

- LEGEND**
- 2.5m Trunk Path Footpath Connectors
  - 2.0m Pedestrian Footpath Connectors
  - Indicative locations of 2.5m Open Space, Sealed, Shared Pathways
  - Indicative locations of Off Road Cycle Pathway
  - On Road Cycle Pathway





**Local Neighbourhood Park**  
 Local playground for ages 0-9years  
 (Minimum of seven activities provided)  
 Facilities:  
 Irrigated lawn  
 Seating  
 Drinking fountain

**Urban ponds**  
 Formalised structure of terraced ponds

**Bio retention ponds**  
 Natural creekline plantings

**Local Neighbourhood Park**  
 Hilltop informal viewing park and gathering area  
 Facilities:  
 Outdoor table tennis  
 Boci  
 Seating  
 Shelter  
 Drinking fountain

**Kickabout Area**  
 Terraced irrigated lawn between natural surroundings

**Cravens Creek Corridor**  
 Pedestrian and cyclist link  
 Mountain bike connection to Mt Stromlo  
 Break out nodes for resting with fitness stations and seating

**Viewing platform**  
 Viewing platform and meeting point  
 Facilities:  
 Seating  
 Shelter  
 Drinking fountain

**Local Neighbourhood Park**  
 Local playground for ages 0-9years  
 (Minimum of seven activities provided)  
 Facilities:  
 Possible water play elements  
 Irrigated lawn  
 Seating  
 Drinking fountain

**Ridgeline Park**  
 Fitness circuit intergrated into sculptural park  
 Facilities:  
 Fitness stations  
 Exercise circuit that links to Mount Stromlo  
 Picnic locations with possible BBQ, shelter and irrigated grass for run around.  
 Drinking fountains  
 Seating  
 Viewing platforms to the east and south  
 Possible sculptural elements from raw materials such as pines, rocks, grass.

**Link from Ridgeline Park to Gravens Creek**

**Link from pedestrian underpass to Mt Stromlo**

**Local Neighbourhood Park**  
 Local playground for ages 0-9years  
 Facilities:  
 Minimum of seven activities provided  
 Seating  
 Shelter  
 Drinking fountain

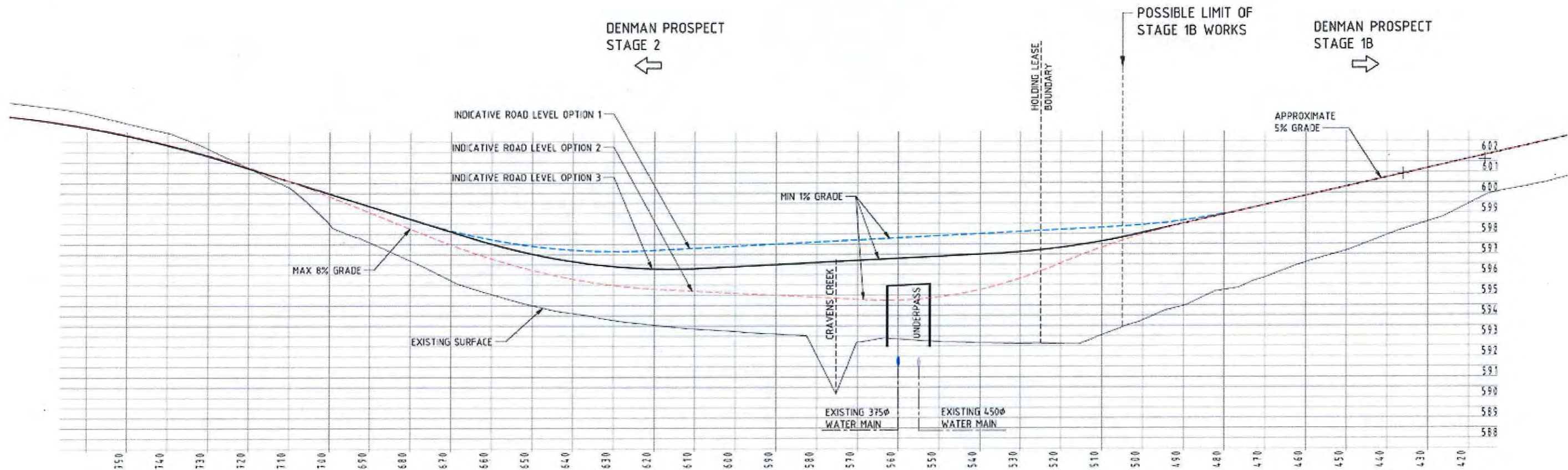
**Central Neighbourhood Park**  
 Central playground for ages 10-14years  
 Facilities:  
 Seating  
 Shelter  
 Drinking fountain

**Local Neighbourhood Park**  
 Understated play elements so as not to detract from heritage site and entry statement.  
 Facilities:  
 Seating  
 Informal play elements (understated)  
 Drinking fountain

**Heritage site**  
 Proposed buffer zone and covering to shield from degradation

**ENDORSED**  
 29/01/2016  
 Estate Manager \_\_\_\_\_





SECTION- B: CRAVENS CREEK CROSSING - DIFFERENT ROAD LEVEL OPTIONS

1:500 HOR. @A1  
1:100 VER @A1

**ENDORSED**

**29/01/2016**

Estate Manager \_\_\_\_\_



STAGE 1B

CRAVEN'S CREEK CROSSING – INDICATIVE CROSS-SECTION

SCALE: (shown above)  
DATE: 14.12.2015  
DOCUMENT SET: pg7 of 11  
REVISION: A



School Site  
33,250m<sup>2</sup>

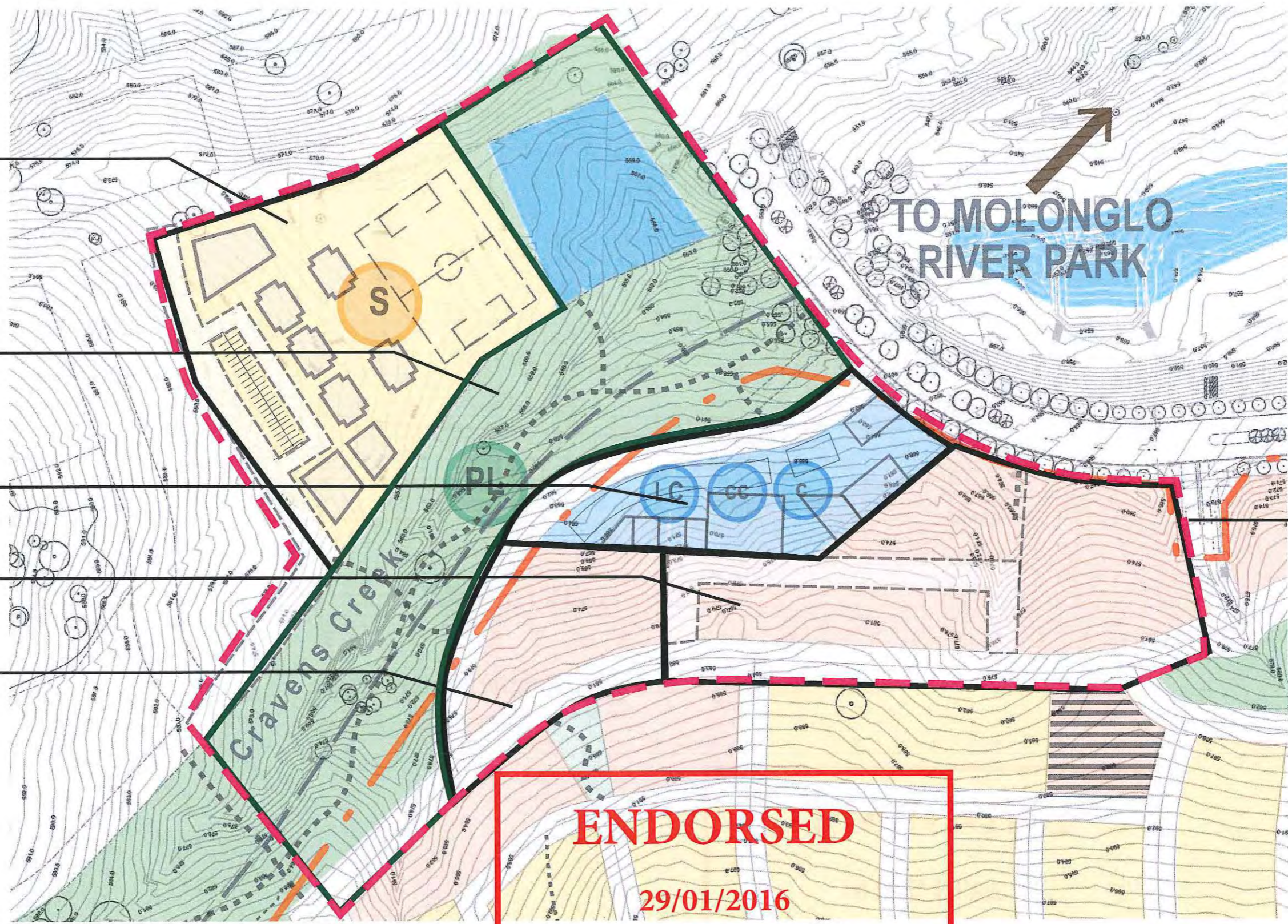
Open Space  
52,020m<sup>2</sup>

Local  
Centre Site  
16,030m<sup>2</sup>

MU Site  
34,550m<sup>2</sup>

MU Site  
14,150m<sup>2</sup>

Total  
150,000m<sup>2</sup>



**ENDORSED**  
 29/01/2016  
 Estate Manager \_\_\_\_\_

Special Area 1  
Boundary



COMMUNITY  
 RETAIL (LOCAL SHOPS)  
 RESIDENTIAL

**RETENTION POND I**

> Shape and size indicative

**SCHOOL SITE**

> Primary School Site  
 > 500 + Students  
 > Associated amenities  
 > Boundary and land area TBC

**SHARED CARPARKING**

> Say 110 cars + loading  
 > Not including street parking

**CHURCH (500m<sup>2</sup>)**

**CHILDCARE CENTRE**

> 750m<sup>2</sup> (4 Classrooms)  
 > 88 Children  
 > 10 Staff  
 > 20 cars

**COMMUNITY (500m<sup>2</sup>)**

**LOADING**  
 10800m<sup>2</sup>

**LOCAL CENTRE**

> 1500M<sup>2</sup> Supermarket  
 > 1000M<sup>2</sup> Retail  
 > 85 Cars  
 > Loading  
 > Possible residential above

**REDEVELOPMENT**

> Residential development blocks and sub-division

**ENDORSED**  
 29/01/2016  
 Estate Manager

ORAVEN CREEK ROAD  
 SHARED PARKING  
 RETAIL WITH RESIDENTIAL ABOVE  
 LOCAL LANE  
 RESIDENTIAL DEVELOPMENT  
 MINOR COLLECTOR

12-15m CUT-

**RESIDENTIAL**

> Possible Residential over shops (parking access from Local Lane)

8000m<sup>2</sup>

1300m<sup>2</sup>

5300m<sup>2</sup>

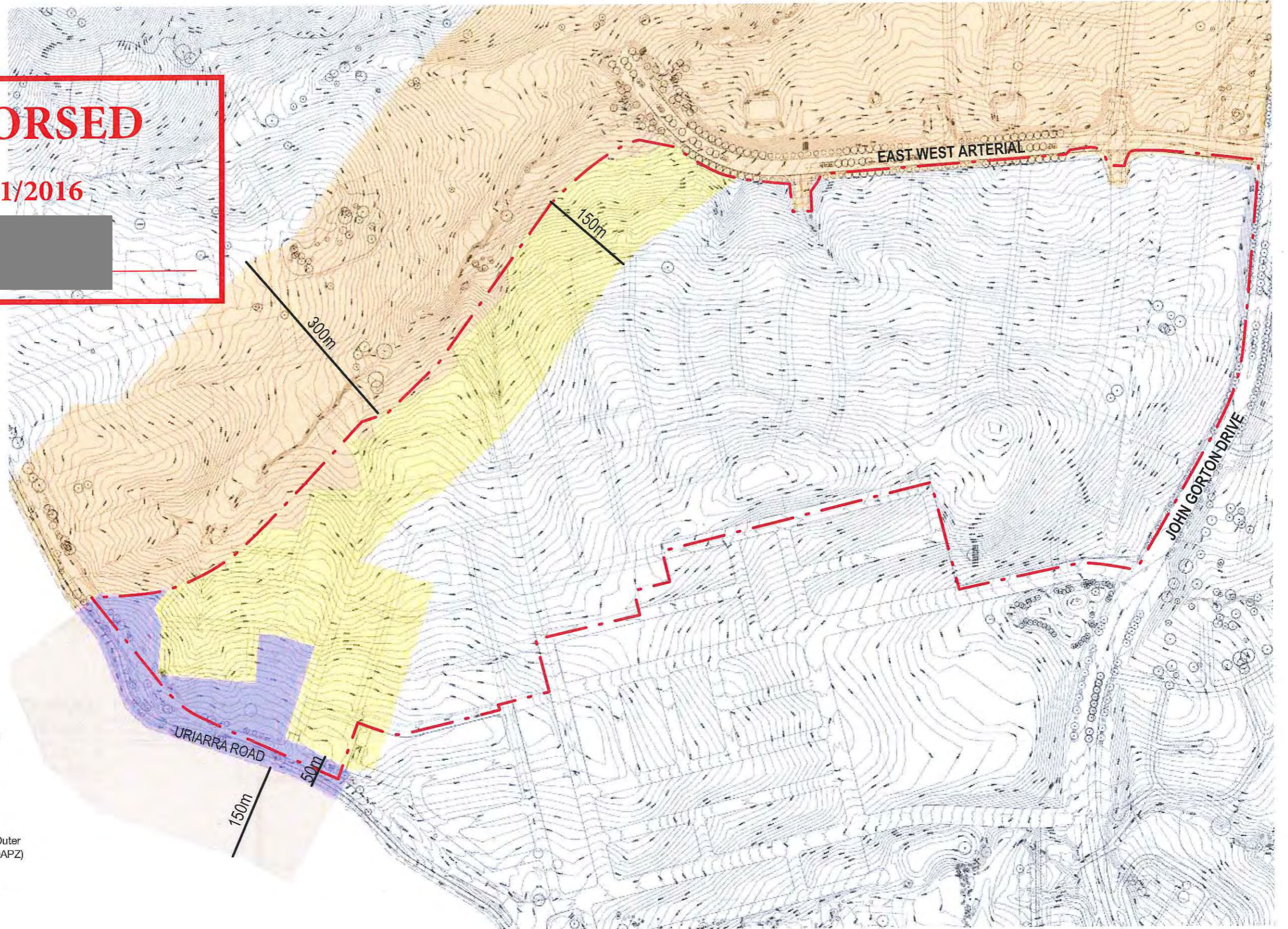
6600m<sup>2</sup>



**ENDORSED**

29/01/2016

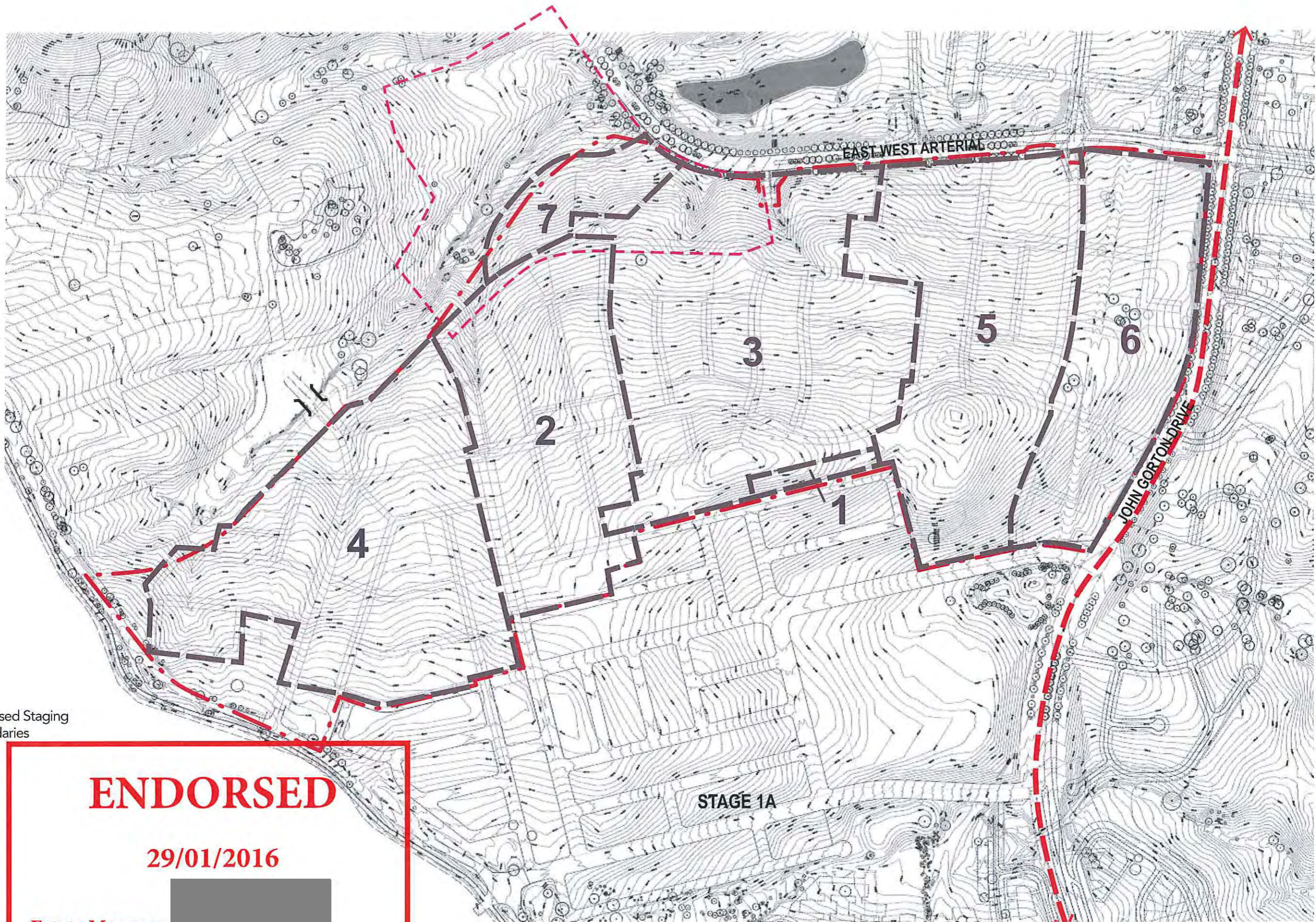
Estate Manager



**LEGEND**

- Stage 1B Holding Lease Boundary
- 150m Wide Outer Asset Protection Zone (OAPZ)
- 50m Wide Inner Asset Protection Zone (IAPZ)
- Temporary 300m Wide Outer Asset Protection Zone (OAPZ)
- 150m Home Asset Protection Zone (HAPZ)





**LEGEND**

— Proposed Staging Boundaries

**ENDORSED**

**29/01/2016**

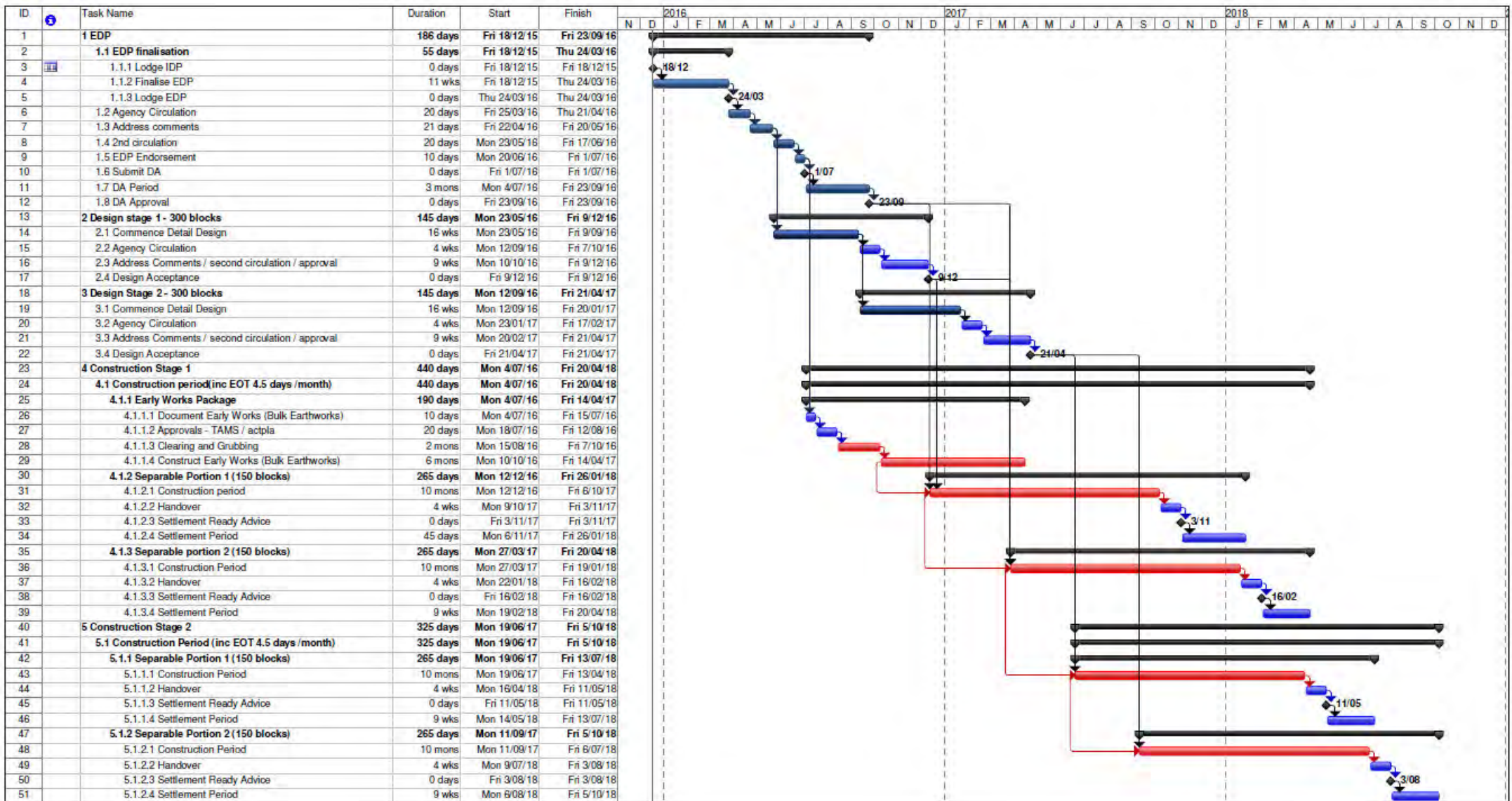
Estate Manager

STAGE 1A



# Appendix C

## Gantt Chart



Project: DP IDP Appendix C  
Date: Thu 17/12/15

Task		Summary		External Milestone		Inactive Summary		Manual Summary Rollup		Finish-only	
Split		Project Summary		Inactive Task		Manual Task		Manual Summary		Progress	
Milestone		External Tasks		Inactive Milestone		Duration-only		Start-only		Deadline	