
From: Masterman, Rachel
Sent: Tuesday, 23 September 2014 10:56 AM
To: Sayers, Caroline
Subject: RE: DV337 Greenway - figure 6 - Pedestrian footpath

Hi Caroline,

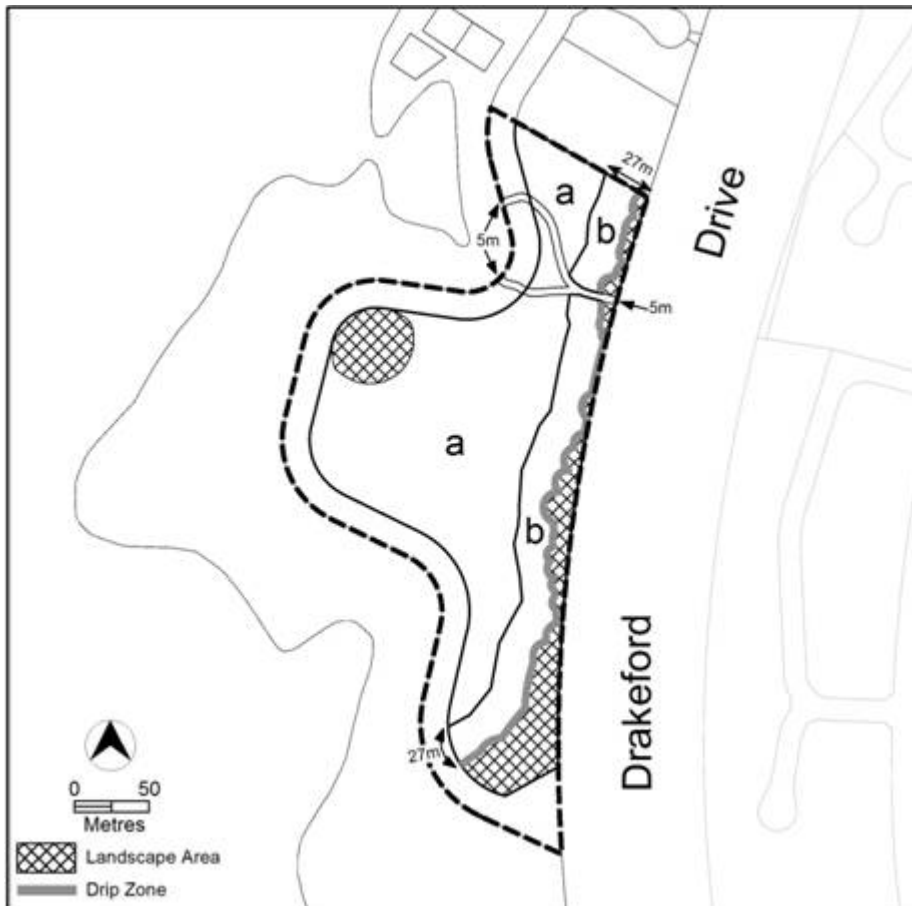
I made this change yesterday. I was waiting to see if there were any more changes before I updated the document. I will pop the updated image in now.

Kind Regards
Rachel

From: Sayers, Caroline
Sent: Tuesday, 23 September 2014 10:15 AM
To: Masterman, Rachel
Subject: DV337 Greenway - figure 6 - Pedestrian footpath
Importance: High

Hi Rachel,

Thanks so much for making all these changes. EDD has asked for one further change and that is to show only the 1 direct pedestrian footpath through the site. We are to remove the northern spine.



Thanks Caroline

Caroline Sayers | Senior Planning Officer

Phone 02 62071719 |

Territory Plan Section | Environment and Planning | **ACT Government**

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

www.environment.act.gov.au



ACT
Government

Environment and Planning

Annexure F

Planning and Development Act 2007

Draft
Variation to the
Territory Plan
No 337

ACT Government Land Release Program

Greenway section 28 block 2

Zoning changes and changes to the
Greenway precinct map and code

November 2014

Draft variation for public consultation prepared
under s60 of the *Planning and Development Act 2007*

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1. INTRODUCTION

1.1 Summary of the proposal

This draft variation proposes to rezone block 2, section 28 Greenway from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone.

The site, located on the eastern side of Lake Tuggeranong is currently undeveloped. There has been limited demand for development of the site for commercial CZ6 uses. There is an existing supply of CZ6 zoned land in other locations in Tuggeranong, including the town centre. The site is 1km away from the Tuggeranong town centre and is located near public transport links to both Woden and Tuggeranong.

The range of uses permitted under RZ4 medium density zoning is considered more appropriate to this site than the commercial uses permitted under the current CZ6 zoning. The RZ4 zoning is consistent with the zoning of part block 5, section 10 Greenway, also on the eastern side of Lake Tuggeranong south of Soward Way. The RZ4 zoning does allow development of the site for a child care centre or a health facility, but provides for a range of uses more compatible with the existing residential uses in the vicinity of the site.

1.2 Outline of the process

The Commonwealth's Australian Capital Territory (Planning and Land Management) Act 1988 allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that Authority to prepare and administer a Territory Plan. The Planning and Development Act 2007 (the Act) establishes the planning and land authority as the Authority which prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary. The functions of the planning and land authority are administered by the Environment and Planning Directorate (EPD).

The Territory Plan is comprised of a written statement and a map. The written statement contains a number of parts, namely governance; strategic directions; zones (including objectives and development tables and zone or centre development codes); precinct codes; general codes; overlays; definitions; structure plans, concept plans and development codes for future urban areas.

The Territory Plan Map graphically represents the applicable land use zones (under the categories of residential, commercial, industrial, community facility, urban parks and recreation, transport and services and non urban), precincts and overlays. The zone, precinct and overlay requirements are detailed in the volumes of the Territory Plan.

Draft variations to the Territory Plan are prepared in accordance with the Act. Following the release of the draft variation under section 63 of the Act, submissions from the public are invited. Whilst these draft variations are being publicly notified concurrently, they may, after public consultation be progressed independently.

At the conclusion of the consultation period the EPD submits a report on consultation and a recommended final variation to the Minister responsible for planning for approval. The Minister has the discretion to determine if referral to the Legislative Assembly standing committee responsible for planning is warranted prior to approval, depending on the nature and significance of the proposal. If the draft variation is referred to the committee by the Minister or otherwise, the Minister must consider the findings of the committee before deciding whether to approve the draft variation. If the Minister approves the variation, the variation and associated documents will be tabled in the Legislative Assembly. Unless disallowed by the Legislative Assembly within five sitting days, the variation commences on a day nominated by the Minister.

1.3 This document

This document contains the background information in relation to the propose variation. It comprises the following parts:

- PART 1 – This introduction which includes the process information for the draft variation including information on where to locate the draft variation and how to make submissions
- PART 2 – An explanatory statement, which gives the reasons for the proposed variation and describes its effects
- PART 3 – The draft variation, which details the precise changes to the Territory Plan that are proposed.

1.4 Public consultation

Written comments about the draft variation are invited from the public until **Friday 19 December 2014**, the date stated in the consultation notice. The consultation notice is a notifiable instrument available on the ACT Legislation Register at: **www.legislation.act.gov.au**. The consultation notice may also be accessed at the Environment and Planning Directorate (EPD) website at: **www.act.gov.au/draftvariations**.

Comments should include reference to the draft variation, your name and contact details, and be addressed to the Territory Plan Section.

Comments can be:

- emailed to terrplan@act.gov.au
- mailed to Territory Plan Comments, GPO Box 158, Canberra, ACT 2601
- delivered to EPD's Customer Service Centre at 16 Challis Street, Dickson

Copies of written comments will be made available (unless excluded) for public inspection for no less than 15 working days starting 10 working days after the closing date for comment. The comments will be available at EPD's customer service centre in Dickson and may be published on EPD's website.

Comments made available will include personal contact details unless excluded under section 411 or 412 of the Planning and Development Act 2007. A request for exclusion under these sections must be in writing, clearly identifying what you are seeking to exclude and how the request satisfies the exclusion criteria.

Further Information

The draft variation and background documents are available online at **www.act.gov.au/draftvariations** until the closing date for written comments.

Printed copies this draft variation and any background documents are available for inspection and purchase at the Environment and Planning Customer Service Centre, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm. Please call 6207 1923 to arrange a copy for purchase.

2. EXPLANATORY STATEMENT

2.1 Background

2.1.1 Land Release Program 2014-15 to 2017-18

The supply and release of land is a central part of the Government's economic and social strategy and supports the needs of a growing population, changing households and an expanding economy. In particular, land supply has an important role in providing a range of affordable housing choices, and in meeting the needs of the commercial and industrial sectors, factors that are crucial in attracting and retaining a skilled workforce.

The leasehold system in the ACT makes it unique as it provides the Government with the ability to influence when, where and how development occurs. Land sales also provide a significant source of funding.

Each year the ACT Government prepares four year indicative land release programs which sets out the Government's intended program of residential, commercial, industrial, community and non-urban land releases.

The four year indicative land release programs are intended to provide guidance on the Government's land release intentions and seek to balance economic, social, financial and environmental objectives to:

- promote the economic and social development and population growth of the Territory;
- meet the demand for land in the Territory;
- allow flexibility to respond to fluctuations in the market;
- establish an appropriate inventory of serviced land;
- provide an appropriate choice of land and housing options and facilitating the provision of affordable housing; and
- achieve satisfactory returns from the sale of unleased Territory land.

The identification of blocks for release is based on an assessment of overall demand drivers. Within the individual sectors land is made available in response to factors such as:

- population growth rates including net overseas migration;
- demographic changes eg changes to living arrangements, ageing population;
- existing supply by the private sector and demand from the market eg vacancy rates and rent levels;
- ACT Government objectives eg diversifying the economic and employment base of the Territory;
- Market confidence and the availability of finance;
- Employment rates;
- Responding to private sector initiatives, such as the development and growth of the Canberra Airport;
- Local factors which can affect the demand for particular types of land; and
- National trends eg growth of innovative, emerging and creative industries eg environmental technologies, medical and bio-technologies and information technology.

The Land Development Agency (LDA) is responsible for the delivery of the land release programs. Some of the objectives of the LDA in delivering the land release programs include:

- Pursuing initiatives to deliver affordable housing consistent with the Affordable Housing Action Plan;
- Developing urban renewal and development strategies for the city centre, town centres, major transport corridors and group centres;
- Establishing an inventory of environmentally cleared, planned, release ready and serviced land that will provide flexibility and alternative release options to cover any unanticipated delays on sites otherwise identified for release in the relevant period;
- Encouraging viable and liveable communities by providing a variety of block and dwelling types and public spaces to suit the needs of residents and surrounding communities; and
- Contributing to the redevelopment of the transit corridor between Gungahlin, Civic and Lake Burley Griffin through the Capital Metro and City to the Lake projects.

More information can be found at:

<http://www.economicdevelopment.act.gov.au/land> and <http://www.lda.act.gov.au>

2.1.2 Background to the Greenway site

The draft variation proposes to amend the zoning for Greenway section 28, block 2 from the commercial CZ6 leisure and accommodation zone to residential RZ4 medium density zone.

The site is one of a number of sites zoned commercial CZ6 – leisure and accommodation in Greenway. The total area identified for leisure and accommodation is about 35 hectares, most of which is located on the eastern edge of the Tuggeranong town centre. Some of this land has already been taken up for uses, such as the Tuggeranong Vikings Club and the Tuggeranong Hockey Park. However, there are still areas of CZ6 zoned land that are undeveloped in this location.

The subject site is located on the eastern side of the lake and is removed from the Tuggeranong town centre. The site is currently undeveloped. There has been limited demand for development of the site for leisure and accommodation uses and there remain opportunities for such uses in other locations in both the Tuggeranong town centre and other parts of Tuggeranong. In addition, the noise and traffic generated by uses in the CZ6 zone are better separated from residential areas. These CZ6 uses also have a better relationship with the services and facilities located within the Tuggeranong town centre itself.

The Tuggeranong Lakeshore Master Plan Study was completed in 2001. It looked at sustainable development of the Tuggeranong lakeshore and town centre. While no recommendations were made for the subject block, areas immediately to the north were identified for residential development, with the potential for aged accommodation identified.

It is considered that the range of development permitted under the RZ4 medium density zoning is more appropriate than the current CZ6 zoning. The proposed zoning is also consistent with the RZ4 zoning of part block 5, section 10 Greenway, which is also on the eastern side of Lake Tuggeranong south of Soward Way.

The RZ4 zoning does allow development of the site for a child care centre or a health facility, but provides for a range of uses more compatible with the existing residential uses in the vicinity of the site.

Allowing residential development on the site will permit an extension of the existing residential area including options for housing for the aged. The site is well located to the services in the town centre and there are good pedestrian and cycling connections.

Under the multi unit housing development code of the Territory Plan, there is a height limit of 12.5 metres (approximately 3 storeys) for development within the RZ4 medium density zone. While the buildings to the north of the site are generally two storeys given the topography of the site a general building height of 3 storeys is considered to be suitable.

The interface with Lake Tuggeranong will have a building height of 9.5metres (approximately 2 storeys) along Mortimer Lewis Drive to address the lake and to encourage good design outcomes in that location. The trees which separate Drakeford Drive from the site have significant landscape and amenity benefits and will be retained. The site provides an important pedestrian link between the surrounding residential areas and the lake. This pedestrian access will also be retained.

2.2 Site Description

The subject site includes block 2, section 28 Greenway and is located at the eastern edge of the suburb of Greenway on Mortimer Lewis Drive approximately 1km by road from the Tuggeranong Town Centre, adjacent to the foreshore of Lake Tuggeranong and immediately east of Oxley. The site is also adjacent to Drakeford Drive which is a major arterial road linking Tuggeranong to other parts of Canberra, with public transport stops near the subject site providing ready public transport links between Woden and Tuggeranong.

The subject site is bordered to the west and south by urban open space zone and the Lake, to the north by multi-unit residential dwellings in a residential RZ2 suburban core zone and to the east, across Drakeford Drive by dwellings in Oxley in the residential RZ1 suburban zone.

The site is approximately 44,645m² in area and has an irregular shape primarily because it follows the lake shore. The site has a curving frontage of about 700 metres to Mortimer Lewis Drive and approximately 400 metres to Drakeford Drive.

The Tuggeranong town centre provides commercial, retail, office, education, community, government services, leisure, entertainment and residential opportunities for the broader Tuggeranong community. The site is located within reasonable proximity to the Kambah South local centre and the Erindale group centre. The subject site is also close to a range of other community facilities such as the Sea Scouts, playgrounds, dog park and outdoor recreational areas.

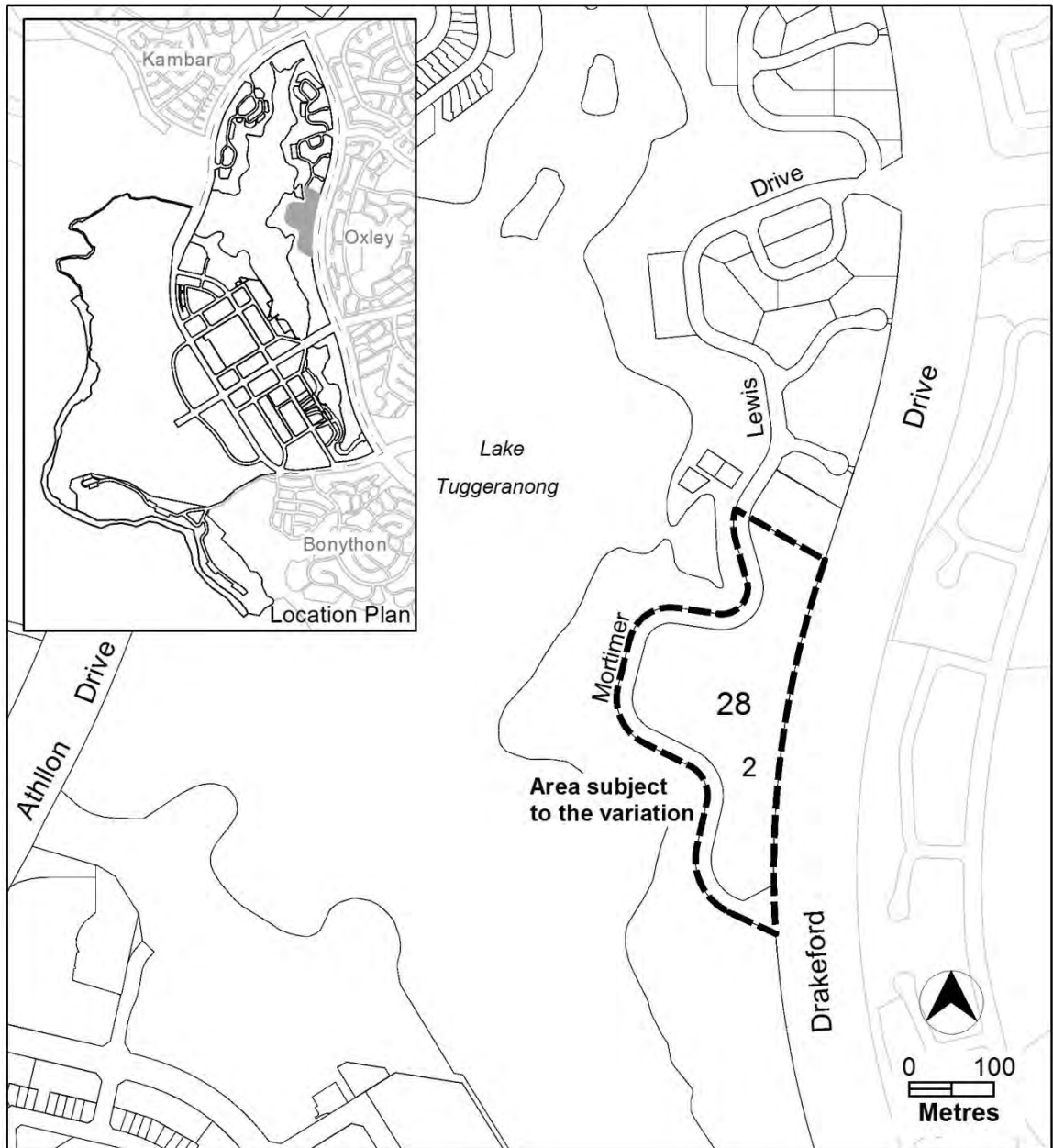


Figure 1 Site Plan

2.3 Current Territory Plan Provisions

The Territory Plan map zone for the area subject to this variation is shown in Figure 2.

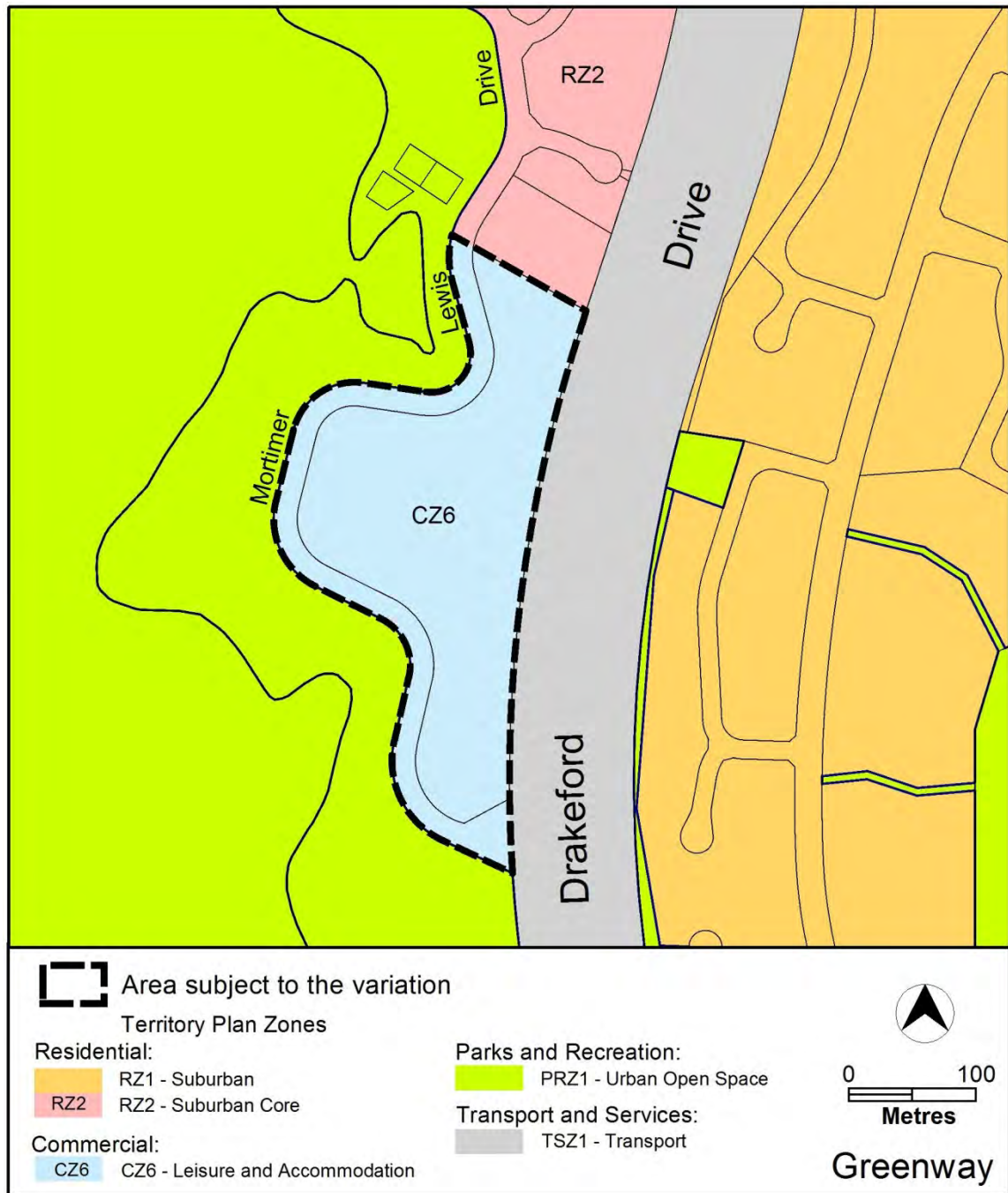


Figure 2 Territory Plan Zones Map

The Greenway precinct map for the area subject to this variation is shown in Figure 3.



Figure 3 – Greenway precinct map.

2.4 Proposed Changes

2.4.1 Proposed Changes to the Territory Plan map

The proposed changes to the Territory Plan map are indicated in Figure 4 at Part 3 of this document and involve the rezoning of block 2, section 28 Greenway from the commercial CZ6 leisure and accommodation zone to the residential RZ4 medium density zone.

The draft variation map indicates the proposed zone boundaries as accurately as possible but may be subject to adjustments following detailed surveys.

2.4.2 Proposed Changes to Greenway precinct map

The proposed changes to the Greenway precinct map are indicated at Part 3 of this document and involve removing the subject site from the RC2 – Leisure and accommodation area and including it in a new RC5 - Medium density area.

2.4.3 Proposed Changes to the Greenway precinct code

The proposed changes to the Greenway precinct code are detailed in Part 3 of this document and include the introduction of a new RC5 – Medium density area with provisions relating to:

- Building heights
- Protection of trees and landscape areas
- Vehicular access
- Pedestrian access.

2.5 Reasons for the Proposed Draft Variation

The reasons for this draft variation are as follows:

- The site is considered to be both suitable and capable for development for RZ4 medium density residential purposes
- The site is well sized to accommodate a mix of uses, but primarily residential development, particularly aged persons accommodation
- The proposed zoning is a logical extension of the adjoining residential area
- There remains a supply of CZ6 zoned land adjacent to the Tuggeranong town centre to meet the needs for leisure and accommodation uses.

- The site is well located close to existing services in the commercial centre of Tuggeranong and Erindale
- The site has good access to public transport on Drakeford Drive and there is good walking and cycling access to the Tuggeranong town centre.
- There are limited impacts on the surrounding residential areas and the lakeshore urban open space
- The development will encourage greater use of Lake Tuggeranong and surrounding urban open space.

2.6 Planning Context

2.6.1 National Capital Plan

The Australian Capital Territory (Planning and Land Management) Act 1988 established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The Planning and Land Management Act 1988 also required that the Territory Plan is not inconsistent with the NCP.

2.6.2 ACT Planning Framework

The Statement of Strategic Directions sets out the principles for giving effect to the main objective of the Territory Plan as required by the *Planning and Development Act 2007*. The draft variation is considered to be consistent with the Statement of Strategic Directions in the following ways:

- 1.9 *Urban expansion will be contained in order to minimise impacts on valuable natural and rural areas.*
- 1.10 *Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, reduce energy consumption, support the preferred pattern of development, promote safety, safeguard environmental quality and minimise greenhouse gas emissions.*
- 1.21 *Provision of affordable, adaptable and special-needs housing will be promoted throughout the city, as well as modification or redevelopment of existing stock to meet emerging social needs.*
- 2.5 *A wide range of housing types will be permitted in identified residential areas close to commercial centres and some major transport routes to*

increase choice; maximise opportunities for affordable housing; and secure some intensification of development consistent with maintaining residential amenity. Outside of these areas, planning policies will protect the typically low density, garden city character of Canberra's suburban areas.

- 2.6 *Higher density development will be encouraged within and near major centres, and in other suitable locations that are well served by public transport.*
- 2.7 *Development will be planned to encourage use of public transport, walking and cycling, including commuter cycling. Routes will be reserved for an enhanced inter-town public transport system. Requirements for vehicle parking will be related to transport needs and transport policy objectives.*

The draft variation is also consistent with the ACT Planning Strategy 2012 and the Transport for Canberra – Transport for a Sustainable City in that it:

- supports creating a more compact and efficient city
- provides opportunities for integrated land use and transport planning that increases density around public transport corridors and encourages the use of active travel rather than motor vehicles
- provides more cost effective and sustainable living options by improving existing housing options and establishing choice in housing types in a variety of locations
- creates diversity in housing type, sizes and tenures and improved environmental performance of new dwellings and existing housing stock
- creates greater housing choice in each suburb and district making it easier for people to 'age in the community'
- provides public/private opportunities to improve housing diversity and provide a range of public housing properties
- provides opportunities for investment in the renewal and redevelopment of public housing stock to realign social housing stock to meet the needs of the range of clients, ensuring proximity to services and transport
- supports the proportion of new housing delivered through urban intensification
- supports an increasing number of recognised exemplar developments with integrated public realm spaces, roads and/or buildings in Canberra.

2.7 Interim Effect

Section 65 of the Planning and Development Act 2007 does not apply in relation to the draft variation so it does not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

2.8 Consultation with Government Agencies

The EPD is required to, in preparing a draft variation under section 61(b) consult with each of the following in relation to the proposed draft variation:

- the national capital authority
- the conservator of flora and fauna
- the environment protection authority
- the heritage council
- if the draft variation would, if made, be likely to affect unleased land or leased public land – each custodian for the land likely to be affected

National Capital Authority

The National Capital Authority provided the following comments on 3 October 2014

Block 2 Section 28 Greenway is located within urban areas as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The subject site is outside Designated Areas and is not subject to Special Requirements. DV337 is not inconsistent with the Plan.

Response

The comments are noted.

Conservator of Flora and Fauna

The Conservator of Flora and Fauna made the following comments on 30 September 2014

This proposal can be supported provided that the rule in the Precinct Code that relates to the Landscape Area means that the area cannot be used for the construction of basements.

Response

The comments are noted and the provisions relating to the landscape area have been amended to clarify that construction of basements cannot occur within the landscape area.

Environment Protection Authority

The Environment Protection Authority provided the following comments on 24 October 2014.

Thank you for the opportunity to review and provide comment on the draft variation to the Territory Plan, DV337, for the rezoning of block 2 section 28 Greenway from CZ6 Leisure and Accommodation Zone to RZ4 Medium Density Residential Zone. I have reviewed the documentation and support the variation in its current form.

Response

The comments are noted.

Heritage Council

The Heritage Council provided the following comments on 10 October 2014

There are no nominated or registered heritage places in the area affected by DV337. Consequently, ACT Heritage has no objection to the proposed DV337.

Response

Comments are noted.

Land Custodian Territory and Municipal Services Directorate (TAMS)

The land custodian provided the following comments on 8 October 2014.

Nil comments.

Response

Nil comments are noted.

3. DRAFT VARIATION

3.1 Variation to the Territory Plan Map

The Territory Plan map is varied as indicated in Figure 4 for the area shown as subject to the variation.

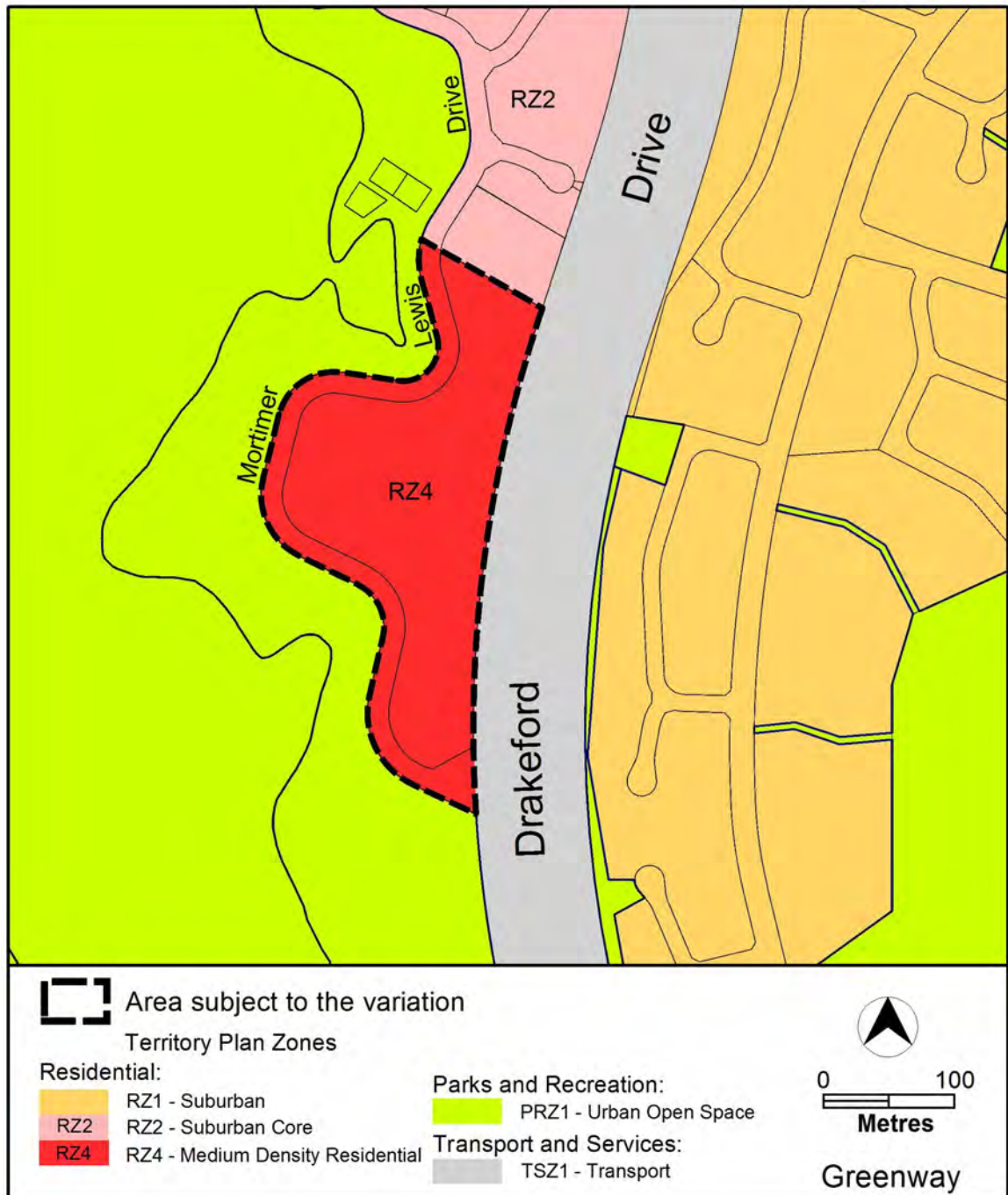


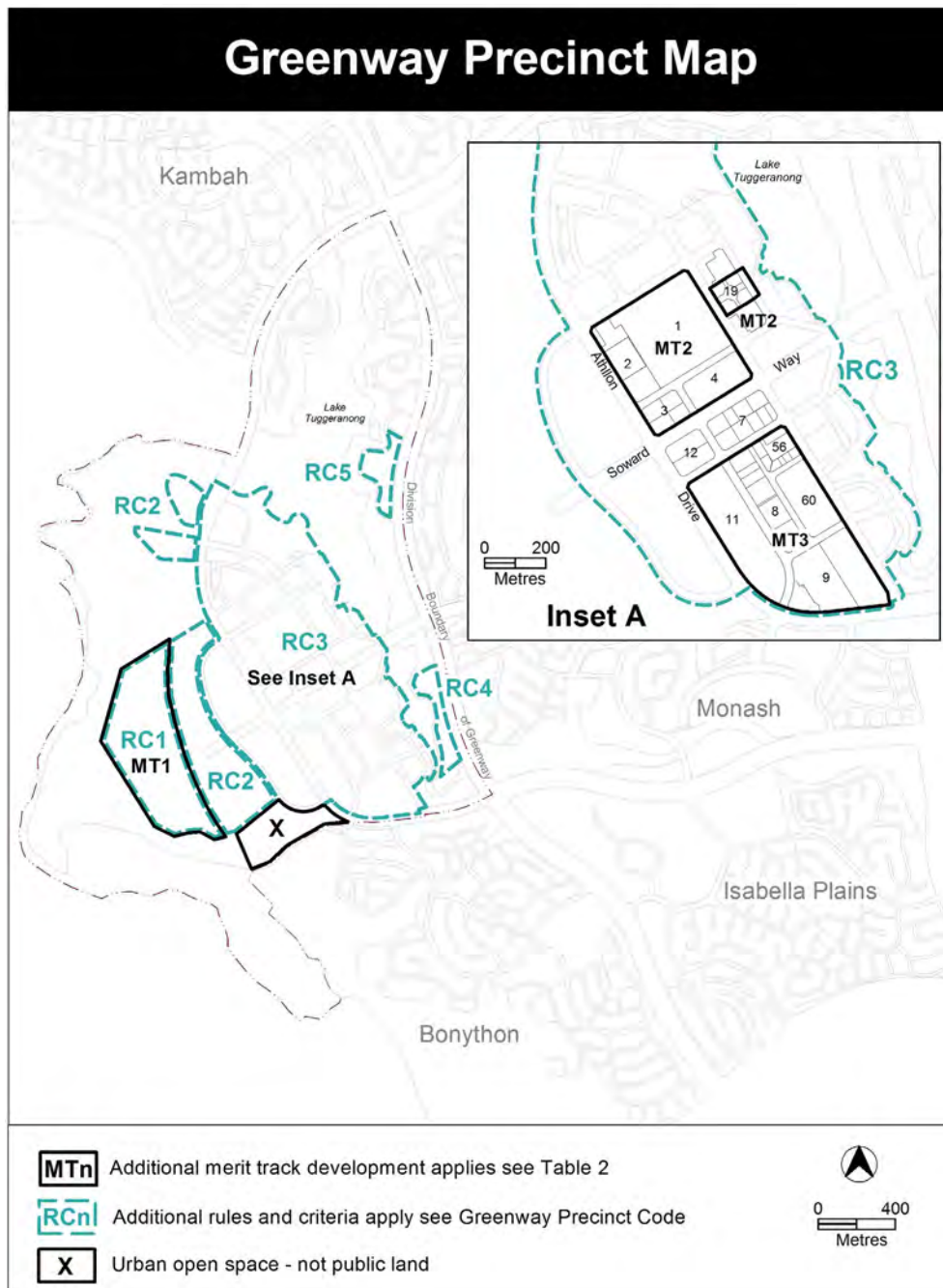
Figure 4 – Proposed Zoning

3.2 Variation to the Territory Plan written statements

Variation to the *Greenway precinct map*

1. Greenway precinct map – Remove the RC2 Leisure and accommodation area and introduce new RC5 – medium density area

substitute



Variation to the Greenway precinct code

2. RC5 – Medium density area

Insert

RC5 – Medium density area

This part applies to blocks and parcels identified in area RC5 shown on the Greenway precinct map. RC5 includes the medium density area.

Element 6 – Site

Rules	Criteria
6.1 Site Access	
<p>R20</p> <p>This rule applies to the RC5 area identified in the Greenway precinct map.</p> <p>Vehicular access or egress to the site from Drakeford Drive is not permitted.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
6.2 Pedestrian access	
<p>R21</p> <p>This rule applies to the area identified in figure 6.</p> <p>A public pedestrian footpath is provided and complies with all of the following:</p> <ul style="list-style-type: none"> a) is 5metres wide b) links the Drakeford Drive pedestrian underpass to the Lake Tuggeranong urban open space. 	<p>C21</p> <p>Public pedestrian access between the Drakeford Drive pedestrian underpass and the Lake foreshore is retained.</p>

Element 7 Built form

Rules	Criteria
7.1 Height of buildings	
<p>R22</p> <p>This rule applies to areas shown in figure 6</p> <p>The maximum <i>height of buildings</i> in the areas shown on figure 6 are as follows:</p> <ul style="list-style-type: none"> a) in area 'a' – 9.5metres b) in area 'b' – 13metres. Area 'b' is measured as a maximum depth of 27metres from the edge of the tree drip zone identified in figure 6. <p>For this rule the building height excludes all of the following:</p> <ul style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 8 Environment

Rules	Criteria
8.1 Trees	
<p>R23</p> <p>This rule applies to the drip zone area identified in figure 6.</p> <p>Building and construction works do not encroach on land within the drip zone plus 2.0m of the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive. This includes any basements.</p>	<p>C23</p> <p>The health of existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive is maintained.</p> <p>Compliance with this criterion is achieved by a report that has been prepared by a suitably qualified arborist and endorsed by the Conservator of Flora and Fauna.</p>
8.2 Landscape area	
<p>R24</p> <p>This rule applies to the landscape area identified in figure 6.</p> <p>No buildings or structures are located within the landscape area. This includes any basements.</p>	<p>C24</p> <p>The site is screened from the car park on Lewis Mortimer Drive through retention of existing vegetation and creation of a landscape area.</p>

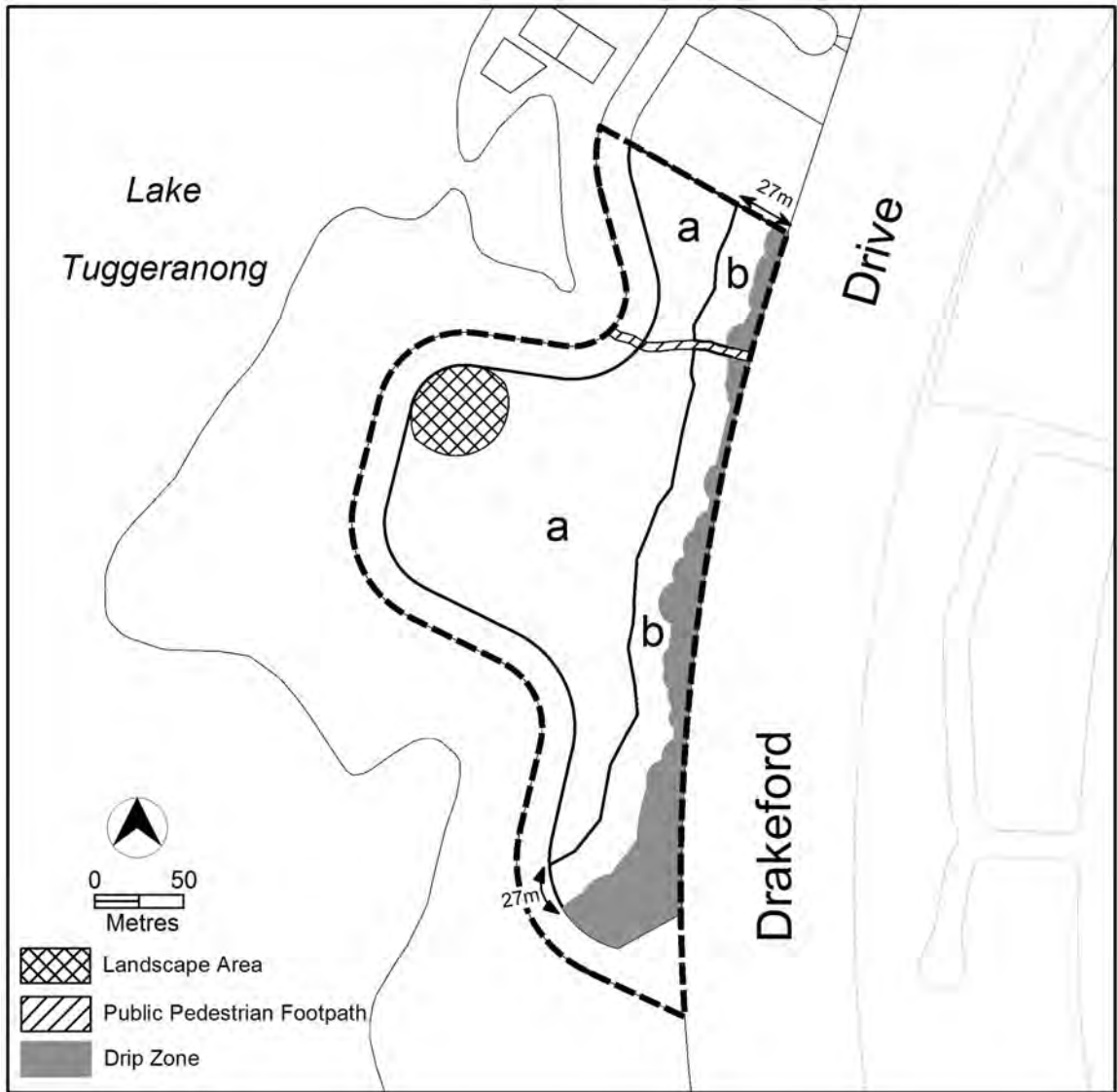


Figure 6: Site, built form and environment

Interpretation service

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 τηλεφωνήστε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajjnuna t'interpretu, çempel:
PERSIAN	اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ако вам је потребна помоћ преводиоца телефонирајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

TRANSLATING AND INTERPRETING SERVICE**131 450**

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

From: [REDACTED]
Sent: Friday, 26 September 2014 8:09 AM
To: Terrplan
Subject: RE: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Follow Up Flag: Follow up
Flag Status: Completed

On behalf of ActewAGL Distribution Gas, Jemena have reviewed the omnibus draft variations for the ACT public housing redevelopments and the land release program and have no comment to make.

Regards

[REDACTED]
*Network Development Manager
ACT and Country NSW*

thenaturalchoice.com.au

*Jemena Gas Networks (NSW) Limited
Address Unit 1, 5-7 Johns Place Hume ACT 2620*

Fax (02) 6203 0601 [REDACTED]



The information contained in this message and any attachments is confidential and intended only for the named recipient(s). If you have received this message in error, you are prohibited from reading, copying, distributing and using the information. Please contact the sender immediately by return email and destroy the original message.

From: Terrplan [mailto:Terrplan@act.gov.au]
Sent: Wednesday, 24 September 2014 5:17 PM
To: [REDACTED] Carey-Ide, Grant (Health); Douglas, Ken; DET School Planning; Samuelson, Adam; EmergencyManagement; MACC; enworks@actewagl.com.au; [REDACTED] Oshyer, Aaron; EPD Impact; ESDD Estates; Chapman, Maggie; Saad, Monica; ESDD Strategic Planning Referrals
Cc: Masters, Nicole; Stewart, Tracy (DET); Kennedy, Matthew; Schofield, Karen; Ware, Chris; [REDACTED] Jamaly, Rumana; Cilliers, George; Brown, Ray; Teasdale, Jonathan; Billing, Dale; Donaldson, Nyah; Gianakis, Steven; Moore, AlisonM (ACTPLA); Moysey, Sean; Dunstan, David
Subject: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Dear agency contacts

Draft variations DV330 Kaleen and DV331 Lyons are part of the omnibus draft variations to the Territory Plan - ACT public housing redevelopments.

Draft Variations DV322 Downer, DV335 Charnwood, DV336 Symonston, DV337 Greenway, DV338 Mitchell and DV339 Stirling are part of the omnibus draft variations to the Territory Plan – ACT government land release program.

As part of a staged release of the omnibus variations this first set of draft variations is being referred to agencies for consideration before they are released for public consultation.

The draft variations together with any background documents can be access at <http://www.actpla.act.gov.au/e-circulations>

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If you have any questions about the draft variations or questions about the circulation, please contact Peter Johns on 6205 3818 or email terrplan@act.gov.au.

Yours sincerely

Territory Plan Section
Environment and Planning Directorate

24 September 2014

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From: enworks <enworks@actewagl.com.au>
Sent: Tuesday, 30 September 2014 11:21 AM
To: Terrplan
Subject: omnibus draft variations DV330 Kaleen, DV331 Lyons, DV322 Downer, DV335 Charnwood, DV336 Symonston, DV337 Greenway, DV338 Mitchell and DV339 Stirling for the ACT public housing

Follow Up Flag: Follow up
Flag Status: Completed

Hi

ActewAGL Electrical Network Division has no objection on subjected Draft variation with following constraints.

- . Development is to comply with minimum clearance to O/H assets and minimum separation to underground assets.
- . Proponent is required to contact ActewAGL Prior to the commencement of any development activity to negotiate the connection of new/upgrade and /or relocation of existing electricity assets.
- . Proponent may be required to provide the space for substation if the existing supply doesn't meets requirement.
- . Proponent may be required to install special earthing (if the substation is found to be within 100 meters of any special location e.g child care, public pool, lake etc) to less than 1 ohm.
- . ActewAGL doesn't agree with site investigation reports of the on subjected Draft variation as no investigation has been conducted by ActewAGL to advise where and how the electricity will be supplied.

Thank you.

Kind Regards

ActewAGL Distribution

www.actewagl.com.au

Please consider our environment before printing this email.

From: Terrplan [mailto:Terrplan@act.gov.au]
Sent: Wednesday, 24 September 2014 5:17 PM
To: [redacted] Carey-Ide, Grant (Health); Douglas, Ken; DET School Planning; Samuelson, Adam; EmergencyManagement; MACC; enworks; [redacted] Oshyer, Aaron; EPD Impact; ESDD Estates; Chapman, Maggie; Saad, Monica; ESDD Strategic Planning Referrals
Cc: Masters, Nicole; Stewart, Tracy (DET); Kennedy, Matthew; Schofield, Karen; Ware, Chris; [redacted] Brett; Jamaly, Rumana; Cilliers, George; Brown, Ray; Teasdale, Jonathan; Billing, Dale; Donaldson, Nyah; Gianakis, Steven; Moore, AlisonM (ACTPLA); Moysey, Sean; Dunstan, David

Subject: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Dear agency contacts

Draft variations DV330 Kaleen and DV331 Lyons are part of the omnibus draft variations to the Territory Plan - ACT public housing redevelopments.

Draft Variations DV322 Downer, DV335 Charnwood, DV336 Symonston, DV337 Greenway, DV338 Mitchell and DV339 Stirling are part of the omnibus draft variations to the Territory Plan – ACT government land release program.

As part of a staged release of the omnibus variations this first set of draft variations is being referred to agencies for consideration before they are released for public consultation.

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Yours sincerely

Territory Plan Section
Environment and Planning Directorate

24 September 2014

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Any views expressed in this message are those of the individual sender, except where the sender expressly, and with authority, states them to be the views of the organisation.

From: McGregor, Rob
Sent: Tuesday, 30 September 2014 10:02 AM
To: Terrplan
Cc: Peters, Melissa; Kilpatrick, Robert; ACTF&R Risk & Planning; EmergencyManagement
Subject: comment ACTF&R draft variations

Follow Up Flag: Follow up
Flag Status: Completed

ACTF&R has no special considerations or objections at this time to the following draft variations;

ACT Public Housing Redevelopments

- DV 330 Kaleen
- DV 331 Lyons

ACT Government land releases

- DV 322 Downer
- DV 335 Charnwood
- DV 336 Symonston
- DV 337 Greenway
- DV 338 Mitchell
- DV 339 Stirling

Regards

Rob McGregor

Station Officer

ACT Fire and Rescue

Operational Planning & Investigation Section

Development Planning

Email - ACTF&RRisk&Planning@act.gov.au

9 Amberley Avenue Fairbairn, ACT, 2609

PO Box 158, Canberra City, 2600

Ph: (02) 62078472

Fax: (02) 62078217

From: Breitkopf, Katherine
Sent: Wednesday, 1 October 2014 4:44 PM
To: Terrplan
Cc: McKeown, Helen
Subject: Draft Variations to the Territory Plan - Various. Reference A9775910
Attachments: Variations to the Territory Plan (8) Sept 2014-01 - Map.pdf; Variations to the Territory Plan (8) Sept 2014-01 - Signed.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

On behalf of the Conservator, please find attached the signed letter and map.

Kind Regards

Katherine Breitkopf | Executive Assistant to Ann Lyons Wright
Phone | 6205 6100

Environment Division | Environment and Planning | **ACT Government**

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

www.environment.act.gov.au



ACT
Government

Environment and Planning

Ms Dorte Ekelund
Chief Planning Executive
ACT Planning and Land Authority
Dame Pattie Menzies Building
DICKSON ACT 2602

Dear Ms Ekelund

DRAFT VARIATIONS TO THE TERRITORY PLAN – NUMEROUS

In accordance with Section 61(b) of the *Planning and Development Act 2007*, I advise that I have examined the following Draft Variations to the Territory Plan:

- DV. 330 Kaleen and DV331 Lyons which are ACT public housing redevelopments; and
- DV322 Downer, DV335 Charnwood, DV336 Symonston, DV337 Greenway, DV338 Mitchell and DV339 Stirling which relate to the ACT government land release program.

Draft variation No 330, Block 23 Section 117 Kaleen is an ACT public housing redevelopment of the old Bocce Club, and proposes to rezone the site from community facility zone to high density residential. The variation can be supported.

Draft variation No 331, Blocks 1, 4, 5 and 8 Section 53 Lyons is to facilitate the redevelopment of ageing housing stock located on Blocks 1, 4 & 8 as they are no longer fit for purpose. Block 5 is urban open space located on the corner of Melrose Drive and Hindmarsh Drive and contains a large number of trees.

It is noted that the site as a whole contains approximately 170 trees, the majority of which are regulated and varying in quality from low to medium. The Tree Assessment notes that there are four high quality trees on the site and these trees should be retained in any redevelopment.

As noted above, Block 5 is urban open space and it is intended to rezone this area to allow for high density residential. It is noted that the Precinct Code for this site includes a Rule that the development over the whole site will incorporate a central landscape area with a minimum area of 3,000 m² adjoining the northern boundary. This requirement will allow for a more user friendly location for recreation as the existing urban open space is located on the corner of two extremely busy roads. It is recommended that there is also a requirement for the central landscape area to contain space for deep rooted plantings that is large enough to allow for large trees

to develop, as well as a requirement that the two high quality trees in this area be retained.

As the redevelopment of this site will remove a large number of trees the Precinct Code should include a requirement that the public realm e.g. the street verges of Hindmarsh Drive and Melrose Drive, be upgraded with advanced stock to help replace the lost canopy cover.

Draft variation No 322 Downer is to rezone the land use of Block 17 Section 61 from community facility zone to a high density residential zone; and Block 16 Section 61, the local centre, becomes community facility. Comments have been submitted on this proposal previously. This variation can be supported as the boundaries of the site have been adjusted for the protection of a large number of the existing trees on the site.

Draft variation No 335, Charnwood Block 6 Section 97. This site was previously a fire brigade depot that has been relocated to a combined ambulance and fire station brigade station closer to the Charnwood shopping centre. The proposal is to change the existing land use from a services zone to the community facility zone and can be supported.

Draft variation No 336, Block 8 Section 1 and Block 1 Section 15 Symonston, proposes to change the land use zoning for the remainder of the Amtech Industrial Estate from general industrial to mixed use industrial. The proposed variation cannot be supported as it is neither in accordance with agreements previously reached, nor is it in accordance with the current referral under the provisions of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC). I have attached a copy of the agreed areas for your information. Further information can be found at:

http://www.environment.gov.au/cgi-bin/epbc/epbc_ap.pl?name=current_referral_detail&proposal_id=7327

As previously agreed and described in the EPBC referral, of the 37.3 ha area of land, 14.7 ha is suitable for and should be zoned for industrial use, while 22.6 ha was to be zoned as open space. This proposed open space area supports significant Golden Sun Moth, Perunga grasshopper and Stripped Legless Lizard populations as well as an area of natural temperate grassland.

Draft variation No 337 Greenway Block 2 Section 28 is to change the land use from leisure and accommodation to residential medium density. This proposal can be supported provided that the rule in the Precinct Code that relates to the Landscape Area means that the area cannot be used for the construction of basements.

Draft variation No 338 Mitchell Block 3 Section 54 proposes a change in land use from Broadacre to industrial mixed use.

I consider that this Draft Variation cannot be supported at this time, on the basis that it is likely to be habitat of the vulnerable Striped Legless Lizard and the presence of this species appears not to have been investigated to date. Until we know whether the lizard is still present on the site and the density and size of population, the significance of impact cannot be accurately determined.

In December 1994, three Striped Legless Lizards (*Delma impar*) were caught in a pitfall trap located in the north-west of the block. This seems to be the extent of survey effort that has been undertaken on the land.

The block currently consists of two paddocks, the northern paddock is exotic pasture dominated by Phalaris, Cocksfoot, Clover and Fescue. The southern paddock is a mixture of these species together with native Corkscrew and Wallaby grasses. There is also a patch of regenerating Blakely's Red Gum in the southern paddock.

Virtually all of the north and south paddocks (except for the dense area of tree regrowth) appears to be potential Striped Legless Lizard. The grass cover, composition and height is similar to other areas in Gungahlin that have been found to support high densities of Striped legless Lizards, such as the population on the adjacent Crace Nature Reserve.

Draft variation No 339 Stirling Block 92 Section 24 proposes to change the land use from accommodation and leisure to residential. This proposal can be supported.

Please contact Helen McKeown, Conservator Liaison Officer on 62072247 if further information or clarification on the above comments is required.

Yours sincerely



Ann Lyons Wright
Conservator of Flora and Fauna

30 September 2014

From: Saad, Monica
Sent: Thursday, 2 October 2014 4:55 PM
To: Terrplan
Subject: FW: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for the opportunity to comment on the following Draft Variations:

General Leasing makes the following comments on DV 322 Downer, DV 330 Kaleen, DV 331 Lyons, DV 335 Charnwood, DV 336 Symonston, DV 337 Greenway, DV 338 Mitchell and DV 339 Stirling –

- While there are leases granted over some of the blocks affected by the Draft Variations, there does not appear to be any implications to those blocks due to the changes proposed by the draft variations.

DV 322 Downer – Block 16 Section 61 - Executive lease permits any use permitted by the Territory Plan.

DV 330 Kaleen – Block 23 Section 117 – Crown lease permits retirement complex; residential care accommodation; and supportive housing.

DV 331 Lyons – Block 1 Section 53 – Crown lease permits residential purposes only

DV 335 Charnwood – Block 6 Section 97 – Executive lease permits any use permitted by the Territory Plan.

Regards

Monica Saad | Manager - General Leasing | Lease Administration

Phone 02 6207 2112

Planning Delivery Division | Environment and Planning | ACT Government

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

From: Terrplan
Sent: Wednesday, 24 September 2014 5:17 PM
To: [REDACTED] Carey-Ide, Grant (Health); Douglas, Ken; DET School Planning; Samuelson, Adam; EmergencyManagement; MACC; enworks@actewagl.com.au; [REDACTED]
[REDACTED] Oshyer, Aaron; EPD Impact; ESDD Estates; Chapman, Maggie; Saad, Monica; ESDD Strategic Planning Referrals
Cc: Masters, Nicole; Stewart, Tracy (DET); Kennedy, Matthew; Schofield, Karen; Ware, Chris; [REDACTED] Jamaly, Rumana; Cilliers, George; Brown, Ray; Teasdale, Jonathan; Billing, Dale; Donaldson, Nyah; Gianakis, Steven; Moore, AlisonM (ACTPLA); Moysey, Sean; Dunstan, David
Subject: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Dear agency contacts

Draft variations DV330 Kaleen and DV331 Lyons are part of the omnibus draft variations to the Territory Plan - ACT public housing redevelopments.

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Yours sincerely

Territory Plan Section
Environment and Planning Directorate

24 September 2014

From: [REDACTED]
Sent: Friday, 3 October 2014 4:03 PM
To: Terrplan
Subject: RE: Formal consultation with mandatory agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up
Flag Status: Completed

Hi Terrplan,

Thankyou for the opportunity to comment on the above omnibus draft variations. Please find NCA comment below:

DV322

In previous advice provided 23 October 2013, and 21 February 2014, the proposal to redevelop the former Downer Primary School and adjoining land was deemed to be not inconsistent with the National Capital Plan (the Plan).

The NCA has no additional comment regarding DV322 at this time.

DV330

Block 23 Section 117 Kaleen is located within an Urban Area as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The site is outside Designated Areas and is not subject to Special Requirements. The proposal for the subject site is not inconsistent with the Plan.

DV331

Blocks 1, 4, 5 and 8 Section 53 Lyons are located within an Urban Area as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The site is outside Designated Areas and is not subject to Special Requirements. The proposal for the subject site is not inconsistent with the Plan.

DV335

Block 6 Section 97 is located within an Urban Area as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The site is outside Designated Areas and is not subject to Special Requirements.

The proposal is not inconsistent with the Plan.

DV336

Block 8 Section 1 and Block 1 Section 115 Symonston are located within an Urban Area as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The subject site is outside Designated Areas.

The subject site is subject to Special requirements of the Plan as it adjacent to both Canberra Avenue and the Monaro Highway, both identified as Approach Routes in the Plan. Special requirements for Approach Routes require that development be subject to a Development Control Plan 200m from the centreline of an approach route. Amendment 13 of the Plan set out requirements and mandated the requirement for all development on the site to be subject to a DCP (DCP 171/95/0970 – Amtech Estate). Amendment 82 removed much of the requirements for the site, however DCP 171/95/0970 is still applicable for the land 200m from the centreline of each of the approach routes until such time as it is revised. It is the NCA's preference that this site be wrapped up in DCPs for the whole of each approach route. The NCA will engage with the Territory Government when these proposed DCPs are further developed.

The proposed change in zoning to IZ2 – Industrial Mixed Use for the subject site is not inconsistent with the Plan.

DV337

Block 2 Section 28 Greenway is located within urban areas as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The subject site is outside Designated Areas and is not subject to Special Requirements. DV337 is not inconsistent with the Plan.

DV338

The NCA has previously provided advice regarding the use of Block 3 Section 54 Mitchell. Advice to EPD (Peter Johns) in June 2014 was predicated on the understanding that the site would be used for an archival facility for the National Archives of Australia. The advice remains current, and the NCA supports the draft variation on this basis. Other uses permitted under the IZ2 – Industrial Mixed Use zone may be inconsistent with the National Capital Plan (at this stage the site remains within Broadacre Areas under the General Policy Plan – Metropolitan Canberra).

The NCA is currently reviewing the Plan, with the intent that an exposure draft of the revised Plan will be released in the near future. There may be scope to vary the land use category for the site (and land around Mitchell more generally) at this time. The NCA will consult with EPD regarding any proposed changes to land use as the Plan review progresses.

DV339

Block 92 Section 24 Stirling is located in Urban Areas of the General Policy Plan (Metropolitan Canberra) of the Plan. The subject site is outside Designated Areas and is not subject to Special Requirements. The proposed additional merit track development is not inconsistent with the Plan.

Kind Regards

[Redacted] | Senior Planner/Urban Designer
National Capital Authority

[Redacted]
National Capital Authority | Treasury Building, King Edward Terrace, PARKES ACT 2600
GPO Box 373, CANBERRA ACT 2601 | www.nationalcapital.gov.au | Twitter: @NCA_Media

From: Terrplan [mailto:Terrplan@act.gov.au]
Sent: Wednesday, 24 September 2014 5:29 PM
To: [Redacted]
Cc: [Redacted]
Subject: Formal consultation with mandatory agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program
Importance: High

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From: Bell, Jeff
Sent: Wednesday, 8 October 2014 2:30 PM
To: Terrplan
Cc: Trushell, Michael; Carder, Jane; Colbert, Stephen; McGlinn, Ian; Garbode, Julie; Cameron, Michael; Roberts, Tessa; Saddler, Scott; Cloos, Karl
Subject: 2014 10 08 DV 330-331-332-335-336-337-338-339 TAMS Response
Attachments: 2014 10 08 DV 330-331-332-335-336-337-338-339 Response.pdf

Good afternoon,

TAMS response attached.

Regards

JEFF BELL
OPERATIONS MANAGER | ASSET ACCEPTANCE | OPERATIONAL SUPPORT BRANCH | DIRECTORATE SERVICES
DIVISION |
TERRITORY AND MUNICIPAL SERVICES DIRECTORATE | ACT GOVERNMENT
PH: +61 2 6207 5604 | FAX: +61 2 6207 7484 |
jeff.bell@act.gov.au

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ACT
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Territory and Municipal Services

**DRAFT VARIATIONS FOR THE ACT PUBLIC HOUSING REDEVELOPMENTS
AND THE LAND RELEASE PROGRAM**

RESPONSES

Due: 08 October 2014

TAMS comments as follows:

DV 330 Kaleen: Nil Comment

DV 331 Lyons: Nil Comment

DV 332 Downer: Nil Comment

DV 335 Charnwood: Nil Comment

DV 336 Symonston: Nil Comment

DV 337 Greenway: Nil Comment

DV 338 Mitchell: Nil Comment

DV 339 Stirling: Nil Comment

Jeff Bell

Operations Manager

Asset Acceptance, Operational Support, Directorate Services

Territory and Municipal Services Directorate (TAMS) | ACT Government

From: MACC
Sent: Thursday, 9 October 2014 11:09 AM
To: Terrplan
Cc: Cross, Narelle
Subject: FW: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Hi

Economic Development supports the omnibus draft variations..

Thanks

Patti Bogiatzis | Ministerial, Assembly and Cabinet Coordination

Phone 02 62058298

Chief Minister, Treasury and Economic Development Directorate | ACT Government
Level 7 TransACT House, 470 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 |
www.economicdevelopment.act.gov.au

From: Terrplan
Sent: Wednesday, 24 September 2014 5:17 PM
To: [REDACTED] Carey-Ide, Grant (Health); Douglas, Ken; DET School Planning; Samuelson, Adam; EmergencyManagement; MACC; enworks@actewaql.com.au; [REDACTED]
[REDACTED] Oshyer, Aaron; EPD Impact; ESDD Estates; Chapman, Maggie; Saad, Monica; ESDD Strategic Planning Referrals
Cc: Masters, Nicole; Stewart, Tracy (DET); Kennedy, Matthew; Schofield, Karen; Ware, Chris; [REDACTED] Jamaly, Rumana; Cilliers, George; Brown, Ray; Teasdale, Jonathan; Billing, Dale; Donaldson, Nyah; Gianakis, Steven; Moore, AlisonM (ACTPLA); Moysey, Sean; Dunstan, David
Subject: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Dear agency contacts


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Yours sincerely

Territory Plan Section
Environment and Planning Directorate

24 September 2014

From: ESDD Strategic Planning Referrals
Sent: Thursday, 9 October 2014 3:16 PM
To: Terrplan
Cc: Bennett, Michael; Gell, Chris; Moroney, Anne; Riches, Ben
Subject: FW: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Hi Terrplan

Strategic Planning Division (excluding Heritage) would like to make the following comments:

DV322 (Chris and Anne)

- Rule 1 allows only 'non retail commercial', 'personal service' and 'community use' at the ground floor level of area A, which extends over most of the site. This rule is mandatory, which means that if these uses are not viable, which may be the case, alternative uses cannot be considered. This requirement will result in a poor outcome and requires reconsideration.
 Note our comments (March 2014) on an earlier version of this precinct code raised concerns with permitting non-retail commercial use and a mandatory requirement for 'active frontage' which may have resulted in unviable commercial space.
- With Rule 3, please confirm that the definition of 'height of building' will cover aspects such as lift over runs and roof plant.
- *Section 2.5 Reasons for the Proposed Draft Variation* – includes a point that:
 - o *"Part of the site will remain in the CFZ community facility zone for the purposes of a child care centre. Section 61 block 16 will be rezoned to the CFZ community facility zone, primarily to reflect current uses of that site"*
 - o However, *Figure 3 Proposed Territory Plan Map* does not indicate any CFZ on block 17, (noting that CFZ for block 16 is shown). Although, it is noted that 'Community use' is proposed to be an additional merit track development in Table 2 of the *draft Downer Precinct Map and Code* for part of block 17.
 - o It is not clear whether this is the intention of the Variation to provide for a broader range of community uses than is currently listed as merit track in the RZ5 – High Density Residential zone (ie child care centre, community activity centre and health facility) as the *Downer Planning Report* indicates a preference for a child care centre.

DV 331 Lyons (Ben)

- It is recommended that a setback of at least 6m is applied to the corner of Melrose and Hindmarsh Drives to allow for landscaping and courtyards at ground floor, within the block boundary. This will assist in providing a 'buffer' from the main arterial road and busy intersection.
- Desired character and R3 - Deep root planting areas or zones should be provided for in the desired character statement and R3.
- R1 a) - It is not clear what is meant by a building element. To make the Rule consistent with the concept plan, it is recommended that a supporting diagram or revised text in the Rule is provided to make the building heights clearer.

DV330 – no comment.

DV335 – no comment.

DV336 – no comment.

DV337 – no comment.

DV338 – no comment.

DV339 –no comment.

Regards,
Steven

From: Terrplan

Sent: Wednesday, 24 September 2014 5:17 PM

To: [REDACTED] Carey-Ide, Grant (Health); Douglas, Ken; DET School Planning; Samuelson, Adam; EmergencyManagement; MACC; enworks@actewagl.com.au; [REDACTED]

[REDACTED] Oshyer, Aaron; EPD Impact; ESDD Estates; Chapman, Maggie; Saad, Monica; ESDD Strategic Planning Referrals

Cc: Masters, Nicole; Stewart, Tracy (DET); Kennedy, Matthew; Schofield, Karen; Ware, Chris;

[REDACTED] Jamaly, Rumana; Cilliers, George; Brown, Ray; Teasdale, Jonathan; Billing, Dale; Donaldson, Nyah; Gianakis, Steven; Moore, AlisonM (ACTPLA); Moysey, Sean; Dunstan, David

Subject: Formal consultation with agencies on the omnibus draft variations for the ACT public housing redevelopments and the land release program

Dear agency contacts

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Password:

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Yours sincerely

Territory Plan Section
Environment and Planning Directorate

24 September 2014

DV337 – Greenway

Agency	Comment	Draft response/action
NCA	Block 2 Section 28 Greenway is located within urban areas as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The subject site is outside Designated Areas and is not subject to Special Requirements. DV337 is not inconsistent with the Plan.	noted
Conservator	Draft variation No 337 Greenway Block 2 Section 28 is to change the land use from leisure and accommodation to residential medium density. This proposal can be supported provided that the rule in the Precinct Code that relates to the Landscape Area means that the area cannot be used for the construction of basements.	Noted. The precinct code has been amended to clarify that the landscape area and drip zone excludes basements.
Heritage	There are no nominated or registered heritage places in the area affected by DV337. Consequently, ACT Heritage has no objection to the proposed DV337.	noted
EPA		
Land custodian - TAMS	Nil comment	noted
EDD	Support draft variations	noted
EPD – Planning Delivery - Leasing	<p>General Leasing makes the following comments on DV 322 Downer, DV 330 Kaleen, DV 331 Lyons, DV 335 Charnwood, DV 336 Symonston, DV 337 Greenway, DV 338 Mitchell and DV 339 Stirling –</p> <ul style="list-style-type: none"> While there are leases granted over some of the blocks affected by the Draft Variations, there does not appear to be any implications to those blocks due to the changes proposed by the draft variations. 	noted
Jemena Gas	On behalf of ActewAGL Distribution Gas, Jemena have reviewed the omnibus draft variations for the ACT public housing redevelopments and the land release program and have no comment to make.	noted
Emergency Management	ACTF&R has no special considerations or objections at this time to the following draft variations: ACT Public Housing Redevelopments	noted

Agency	Comment	Draft response/action
	<ul style="list-style-type: none"> • DV 330 Kaleen • DV 331 Lyons <p>ACT Government land releases</p> <ul style="list-style-type: none"> • DV 322 Downer • DV 335 Charnwood • DV 336 Symonston • DV 337 Greenway • DV 338 Mitchell • DV 339 Stirling 	
<p>ActewAGL electrical network division</p>	<ul style="list-style-type: none"> • Development is to comply with minimum clearance to O/H assets and minimum separation to underground assets. • Proponent is required to contact ActewAGL Prior to the commencement of any development activity to negotiate the connection of new/upgrade and /or relocation of existing electricity assets. • Proponent may be required to provide the space for substation if the existing supply doesn't meets requirement. • Proponent may be required to install special earthing (if the substation is found to be within 100 meters of any special location e.g child care, public pool, lake etc) to less than 1 ohm. • ActewAGL doesn't agree with site investigation reports of the on subjected Draft variation as no investigation has been conducted by ActewAGL to advise where and how the electricity will be supplied. 	<p>Noted – matters for the detailed design phase as part of a development application.</p>



ACT
Government

Environment and Planning

Planning and Development Act 2007

Draft
Variation to the
Territory Plan
No 337

Remove draft watermark prior to releasing for public consultation

ACT Government Land Release Program

Greenway section 28 block 2

Zoning changes

October 2014

Draft variation for public consultation prepared
under s60 of the *Planning and Development Act 2007*

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DRAFT

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DRAFT

1. INTRODUCTION

1.1 Summary of the proposal

This draft variation proposes to rezone Greenway block 2, section 28 from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone.

The site, located on the eastern side of Lake Tuggeranong is currently undeveloped. There has been little demand for development of the site for commercial CZ6 uses. There is an existing supply of CZ6 zoned land in other locations in Tuggeranong, including the town centre. The site is 1km away from the Tuggeranong Town Centre and is located near public transport links to both Woden and Tuggeranong.

The range of uses permitted under RZ4 medium density zoning is considered more appropriate to this site than the commercial uses permitted under the current CZ6 zoning. The RZ4 zoning is consistent with the zoning identified for part block 5, section 10 Greenway, also on the eastern side of Lake Tuggeranong but south of Soward Way. The RZ4 zoning does allow development of the site for a child care centre or a health facility, but provides for a range of uses more compatible with the existing residential uses in the vicinity of the site.

1.2 Outline of the process

The Commonwealth's Australian Capital Territory (Planning and Land Management) Act 1988 allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that Authority to prepare and administer a Territory Plan. The Planning and Development Act 2007 (the Act) establishes the planning and land authority as the Authority which prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary. The functions of the planning and land authority are administered by the Environment and Planning Directorate (EPD).

The Territory Plan is comprised of a written statement and a map. The written statement contains a number of parts, namely governance; strategic directions; zones (including objectives and development tables and zone or centre development codes); precinct codes; general codes; overlays; definitions; structure plans, concept plans and development codes for future urban areas.

The Territory Plan Map graphically represents the applicable land use zones (under the categories of residential, commercial, industrial, community facility, urban parks and recreation, transport and services and non urban), precincts and overlays. The zone, precinct and overlay requirements are detailed in the volumes of the Territory Plan.

Draft variations to the Territory Plan are prepared in accordance with the Act. Following the release of the draft variation under section 63 of the Act, submissions from the public are invited. Whilst these draft variations are being publicly notified concurrently, they may, after public consultation be progressed independently.

At the conclusion of the consultation period the EPD submits a report on consultation and a recommended final variation to the Minister responsible for planning for approval. The Minister has the discretion to determine if referral to the Legislative Assembly standing committee responsible for planning is warranted prior to approval, depending on the nature and significance of the proposal. If the draft variation is referred to the committee by the Minister or otherwise, the Minister must consider the findings of the committee before deciding whether to approve the draft variation. If the Minister approves the variation, the variation and associated documents will be tabled in the Legislative Assembly. Unless disallowed by the Legislative Assembly within five sitting days, the variation commences on a day nominated by the Minister.

1.3 This document

This document contains the background information in relation to the propose variation. It comprises the following parts:

PART 1 – This introduction

PART 2 – An explanatory statement, which gives the reasons for the proposed variation and describes its effects

PART 3 – The draft variation, which details the precise changes to the Territory Plan that are proposed. This document includes the process information for the draft variations including information on where to locate the draft variations and how to make submissions.

1.4 Public consultation

Written comments about the draft variation are invited from the public until **XX MONTH 2014**, the date stated in the consultation notice. The consultation notice is a notifiable instrument available on the ACT Legislation Register at: **www.legislation.act.gov.au**. The consultation notice may also be accessed at the Environment and Planning Directorate (EPD) website at: **www.act.gov.au/draftvariations**.

Comments should include reference to the draft variation, your name and contact details, and be addressed to the Territory Plan Section.

Comments can be:

- emailed to terrplan@act.gov.au
- mailed to Territory Plan Comments, GPO Box 158, Canberra, ACT 2601
- delivered to EPD's Customer Service Centre at 16 Challis Street, Dickson

Copies of written comments will be made available (unless excluded) for public inspection for no less than 15 working days starting 10 working days after the closing date for comment. The comments will be available at EPD's customer service centre in Dickson and may be published on EPD's website.

Comments made available will include personal contact details unless excluded under section 411 or 412 of the Planning and Development Act 2007. A request for exclusion under these sections must be in writing, clearly identifying what you are seeking to exclude and how the request satisfies the exclusion criteria.

Further Information

The draft variation and background documents are available online at **www.act.gov.au/draftvariations** until the closing date for written comments.

Printed copies this draft variation and any background documents are available for inspection and purchase at the Environment and Planning Customer Service Centre, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm. Please call 6207 1923 to arrange a copy for purchase.

2. EXPLANATORY STATEMENT

2.1 Background

2.1.1 Land Release Program 2014-15 to 2017-18

The supply and release of land is a central part of the Government's economic and social strategy and supports the needs of a growing population, changing households and an expanding economy. In particular, land supply has an important role in providing a range of affordable housing choices, and in meeting the needs of the commercial and industrial sectors, factors that are crucial in attracting and retaining a skilled workforce.

The leasehold system in the ACT makes it unique as it provides the Government with the ability to influence when, where and how development occurs. Land sales also provide a significant source of funding.

Each year the ACT Government prepares four year Indicative Land Release Programs which sets out the Government's intended program of residential, commercial, industrial, community and non-urban land releases.

The four year Indicative Land Release Programs are intended to provide guidance on the Government's land release intentions and seek to balance economic, social, financial and environmental objectives to:

- promote the economic and social development and population growth of the Territory;
- meet the demand for land in the Territory;
- allow flexibility to respond to fluctuations in the market;
- establish an appropriate inventory of serviced land;
- provide an appropriate choice of land and housing options and facilitating the provision of affordable housing; and
- achieve satisfactory returns from the sale of unleased Territory land.

The identification of blocks is based on an assessment of overall demand drivers. Within the individual sectors land is made available in response to factors such as:

- population growth rates including net overseas migration;
- demographic changes eg changes to living arrangements, ageing population;
- existing supply by the private sector and demand from the market eg vacancy rates and rent levels;
- ACT Government objectives eg diversifying the economic and employment base of the Territory;
- Market confidence and the availability of finance;
- Employment rates;
- Responding to private sector initiatives, such as the development and growth of the Canberra Airport;
- Local factors which can affect the demand for particular types of land;
- National trends eg growth of innovative, emerging and creative industries eg environmental technologies, medical and bio-technologies and information technology

The Land Development Agency (LDA) is responsible for the delivery of the Land Release Programs. Some of the objectives of the LDA in delivering the Land Release Programs include:

- Pursuing initiatives to deliver affordable housing consistent with the Affordable Housing Action Plan;
- Developing urban renewal and development strategies for the city centre, town centres, major transport corridors and group centres;
- Establishing an inventory of environmentally cleared, planned, release ready and serviced land that will provide flexibility and alternative release options to cover any unanticipated delays on sites otherwise identified for release in the relevant period;
- Encouraging viable and liveable communities by providing a variety of block and dwelling types and public spaces to suit the needs of residents and surrounding communities; and
- Contributing to the redevelopment of the transit corridor between Gungahlin, Civic and Lake Burley Griffin through the Capital Metro and City to the Lake projects

<http://www.economicdevelopment.act.gov.au/land> and <http://www.lda.act.gov.au>

2.1.2 Background to the Greenway site

The draft variation proposes to amend the zoning for Greenway section 28, block 2 from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone.

The site is one of a number of sites zoned commercial CZ6 – leisure and accommodation in Greenway. The total area identified for leisure and accommodation is about 35 hectares, most of which is located on the eastern edge of the Tuggeranong town centre. Some of this land has already been taken up for uses, such as the Tuggeranong Vikings Club and the Tuggeranong Hockey Park which is operated by Hockey ACT. However, there are still areas of CZ6 zoned land that are undeveloped in this location.

The site is located on the eastern side of the lake and is removed from the Tuggeranong town centre. The site is currently undeveloped. There has been little demand for development of the subject site for recreation and tourism uses and there remain opportunities for such uses in other locations in both the Tuggeranong town centre and other parts of Tuggeranong. The noise and traffic impacts generated by uses in the CZ6 zone are better separated from residential areas. These CZ6 uses also have a better relationship with the services and facilities located within the Tuggeranong town centre itself.

The Tuggeranong Lakeshore Master Plan Study was completed in 2001. It looked at sustainable development of the Tuggeranong lakeshore and town centre. While no recommendations were made for the subject block, areas immediately to the north were identified for residential development, with the potential for aged accommodation identified.

In the consultation on the Tuggeranong town centre master plan (2012) it was found that residents of medium density housing, in and round the town centre, appreciated the convenience of its location. There was also interest in housing being provided for the aged and that a diversity of housing types should be encouraged.

It is considered that the sort of development permitted under the RZ4 medium density zoning is more appropriate than the current CZ6 zoning. The proposed zoning is also consistent with the RZ4 zoning identified for part block 5, section 10 Greenway, which is also on the eastern side of Lake Tuggeranong but south of Soward Way.

The RZ4 zoning does allow development of the site for a child care centre or a health facility, but provides for a range of uses more compatible with the existing residential uses in the vicinity of the site.

Allowing residential development on the site will permit an extension of the existing residential area including options for housing for the aged. The site is well located to the services in the town centre and there are good pedestrian and cycling connections.

Under the multi unit housing development code of the Territory Plan, there is a height limit of 12.5 metres (approximately 3 storeys) for development within the RZ4 medium density zone. While the buildings to the north of the site are generally two storeys given the topography of the site a general building height of 3 storeys is considered to be suitable.

The interface with Lake Tuggeranong will have a building height of 9.5metres (approximately 2 storeys) along Mortimer Lewis Drive to address the lake and to encourage good design outcomes in that location. The trees which separate Drakeford Drive from the site have significant landscape and amenity benefits and will be retained. The site provides an important pedestrian link between the surrounding residential areas and the lake. This pedestrian access will also be retained.

2.2 Site Description

The subject site includes block 2, section 28 Greenway and is located at the eastern edge of the suburb of Greenway on Mortimer Lewis Drive approximately 1km by road from the Tuggeranong Town Centre, adjacent to the foreshore of Lake Tuggeranong and immediately east of Oxley. The site is also adjacent to Drakeford Drive which is a major arterial road linking Tuggeranong to other parts of Canberra, with public transport stops near the subject site. The number 60 and 160 bus routes provide ready public transport links between Woden and Tuggeranong via Kambah West.

The subject site is bordered to the west and south by Urban Open Space – Tuggeranong District Park and Lake Tuggeranong, to the north by multi-unit residential dwellings in a Residential RZ2 – Suburban Core Zone and to the east by dwellings in Oxley in a Residential RZ1 – Suburban Zone.

The site is approximately 44,645m² in area and has an irregular shape primarily because it follows the lake shore. The site has a curving frontage of about 700 metres to Mortimer Lewis Drive and approximately 400 metres to Drakeford Drive.

The Tuggeranong town centre provides commercial, retail, office, education, community, government services, leisure, entertainment and residential opportunities for the broader Tuggeranong community. The site is located within reasonable proximity to the Kambah South Local Centre and the Erindale Group Centre. The subject site is also close to a range of other community facilities such as the Sea Scouts, playgrounds, Dog Park and outdoor recreational area.

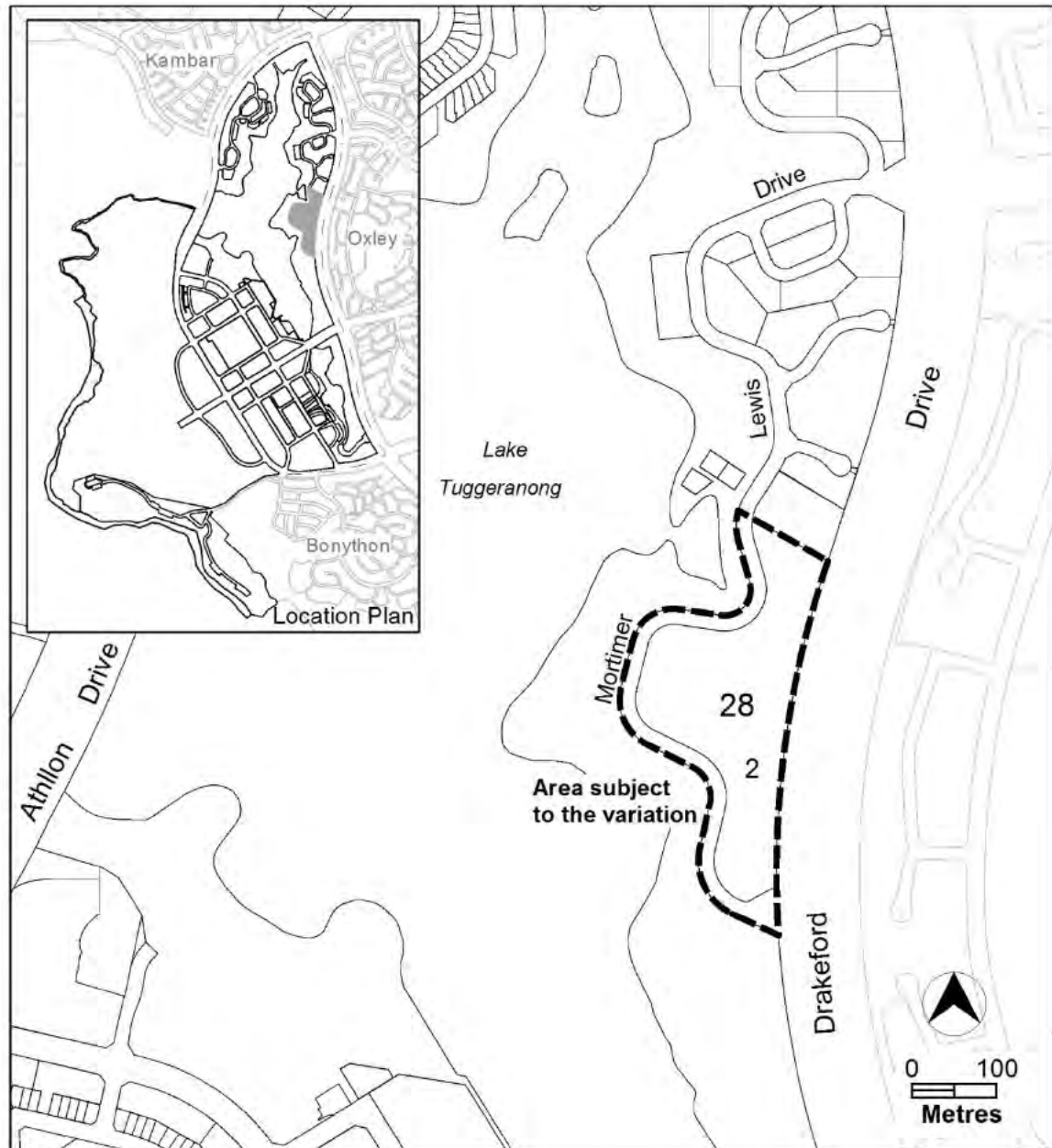


Figure 1 Site Plan

2.3 Current Territory Plan Provisions

The Territory Plan map zone for the area subject to this variation is shown in Figure 2.

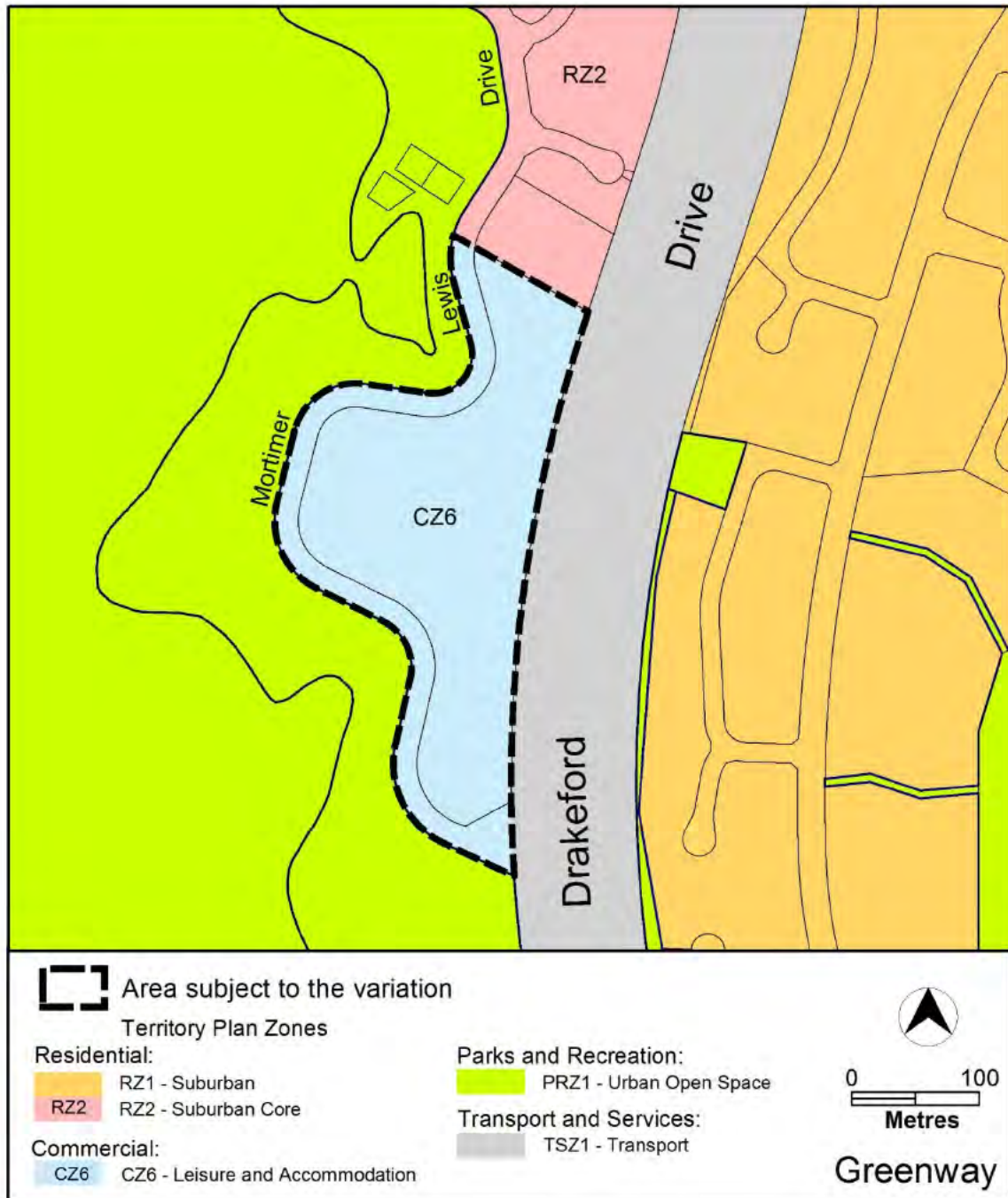


Figure 2 Territory Plan Zones Map

The Greenway precinct map for the area subject to this variation is shown in Figure 3.

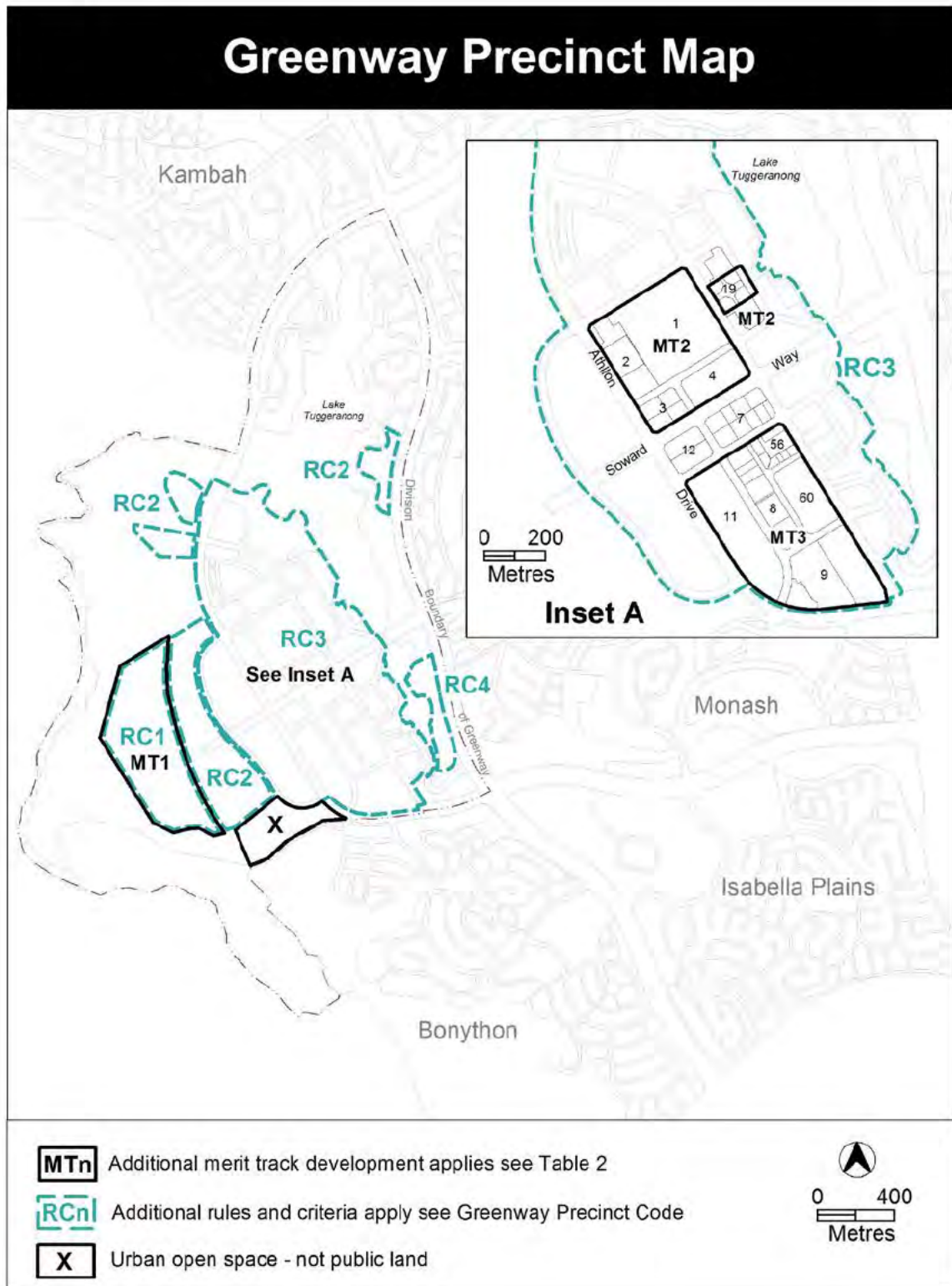


Figure 3 – Greenway precinct map.

2.4 Proposed Changes

2.4.1 Proposed Changes to the Territory Plan Map

The proposed changes to the Territory Plan map are indicated in Figure 4 at Part 3 of this document and involve the rezoning of block 2, section 28 Greenway from the commercial CZ6 leisure and accommodation zone to the residential RZ4 medium density zone.

The draft variation map indicates the proposed zone boundaries as accurately as possible but may be subject to adjustments following detailed surveys.

2.4.2 Proposed Changes to Greenway Precinct Map

The proposed changes to the Greenway precinct map are indicated in Figure 5 at Part 3 of this document and involve removing the subject site from the RC2 – medium density area and including it in a new RC5 - Medium density area.

2.4.3 Proposed Changes to the Greenway Precinct Code

The proposed changes to the Greenway precinct code are detailed in Part 3 of this document and include the introduction of a new RC5 – Medium density area with provisions relating to:

- Building heights
- Protection of trees and landscape areas
- Vehicular access
- Pedestrian access.

2.5 Reasons for the Proposed Draft Variation

The reasons for this draft variation are as follows:

- The site is considered to be both suitable and capable for development for RZ4 medium density residential purposes
- The site is well sized to accommodate a mix of uses, but primarily residential development, particularly aged persons accommodation
- The proposed zoning is a logical extension of the adjoining residential area
- There remains a supply of CZ6 zoned land adjacent to the Tuggeranong town centre to meet the needs for leisure and accommodation uses.
- The site is well located close to existing services in the commercial centre of Tuggeranong and Erindale
- The site has good access to public transport on Drakeford Drive and there is good walking and cycling access to the Tuggeranong town centre.
- There are limited impacts on the surrounding residential areas and the lakeshore urban open space
- The development will encourage greater use of Lake Tuggeranong and surrounding urban open space.

2.6 Planning Context

2.6.1 National Capital Plan

The Australian Capital Territory (Planning and Land Management) Act 1988 established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The Planning and Land Management Act 1988 also required that the Territory Plan is not inconsistent with the NCP.

2.6.2 ACT Planning Framework

The Statement of Strategic Directions sets out the principles for giving effect to the main objective of the Territory Plan as required by the *Planning and Development Act 2007*. The draft variations are considered to be consistent with the Statement of Strategic Directions in the following ways:

1.9 Urban expansion will be contained in order to minimise impacts on valuable natural and rural areas.

1.10 Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, reduce energy consumption, support the preferred pattern of development, promote safety, safeguard environmental quality and minimise greenhouse gas emissions.

1.21 Provision of affordable, adaptable and special-needs housing will be promoted throughout the city, as well as modification or redevelopment of existing stock to meet emerging social needs.

2.5 A wide range of housing types will be permitted in identified residential areas close to commercial centres and some major transport routes to increase choice; maximise opportunities for affordable housing; and secure some intensification of development consistent with maintaining residential amenity. Outside of these areas, planning policies will protect the typically low density, garden city character of Canberra's suburban areas.

2.6 Higher density development will be encouraged within and near major centres, and in other suitable locations that are well served by public transport.

2.7 Development will be planned to encourage use of public transport, walking and cycling, including commuter cycling. Routes will be reserved for an enhanced inter-town public transport system. Requirements for vehicle parking will be related to transport needs and transport policy objectives.

The draft variation is consistent with the ACT Planning Strategy and the Transport for Canberra – Transport for a Sustainable City in that it:

- supports creating a more compact and efficient city
- provides opportunities for integrated land use and transport planning that increases density around public transport corridors and encourages the use of active travel rather than motor vehicles
- provides more cost effective and sustainable living options by improving existing housing options and establishing choice in housing types in a variety of locations
- creates diversity in housing type, sizes and tenures and improved environmental performance of new dwellings and existing housing stock

- creates greater housing choice in each suburb and district making it easier for people to 'age in the community'
- provides public/private opportunities to improve housing diversity and provide a range of public housing properties
- provides opportunities for investment in the renewal and redevelopment of public housing stock to realign social housing stock to meet the needs of the range of clients, ensuring proximity to services and transport
- supports the proportion of new housing delivered through urban intensification
- supports an increasing number of recognised exemplar developments with integrated public realm spaces, roads and/or buildings in Canberra.

2.7 Interim Effect

Section 65 of the Planning and Development Act 2007 does not apply in relation to the draft variation so it does not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

2.8 Consultation with Government Agencies

The EPD is required to, in preparing a draft variation under section 61(b) consult with each of the following in relation to the proposed draft variation:

- the national capital authority
- the conservator of flora and fauna
- the environment protection authority
- the heritage council
- if the draft variation would, if made, be likely to affect unleased land or leased public land – each custodian for the land likely to be affected

National Capital Authority

The National Capital Authority provided the following comments on **DATE**
[insert NCA comments please remember to direct quote and italicise]

Response

Conservator of Flora and Fauna

The Conservator of Flora and Fauna made the following comments on

DATE

[insert Conservator's comment please remember to direct quote and italicise]

Response

Environment Protection Authority

The Environment Protection Authority provided the following comments on

DATE

[copy EPA comment please remember to direct quote and italicise]

Response

Heritage Council

The Heritage Council provided the following comments on **DATE**

[copy heritage comment please remember to direct quote and italicise]

Response

Land Custodian [where applicable]

The land custodian provided the following comments on **DATE**

[copy land custodian comment please remember to direct quote and italicise]

Response

3. DRAFT VARIATION

3.1 Variation to the Territory Plan Map

The Territory Plan map is varied as indicated in Figure 4 for the area shown as subject to the variation.

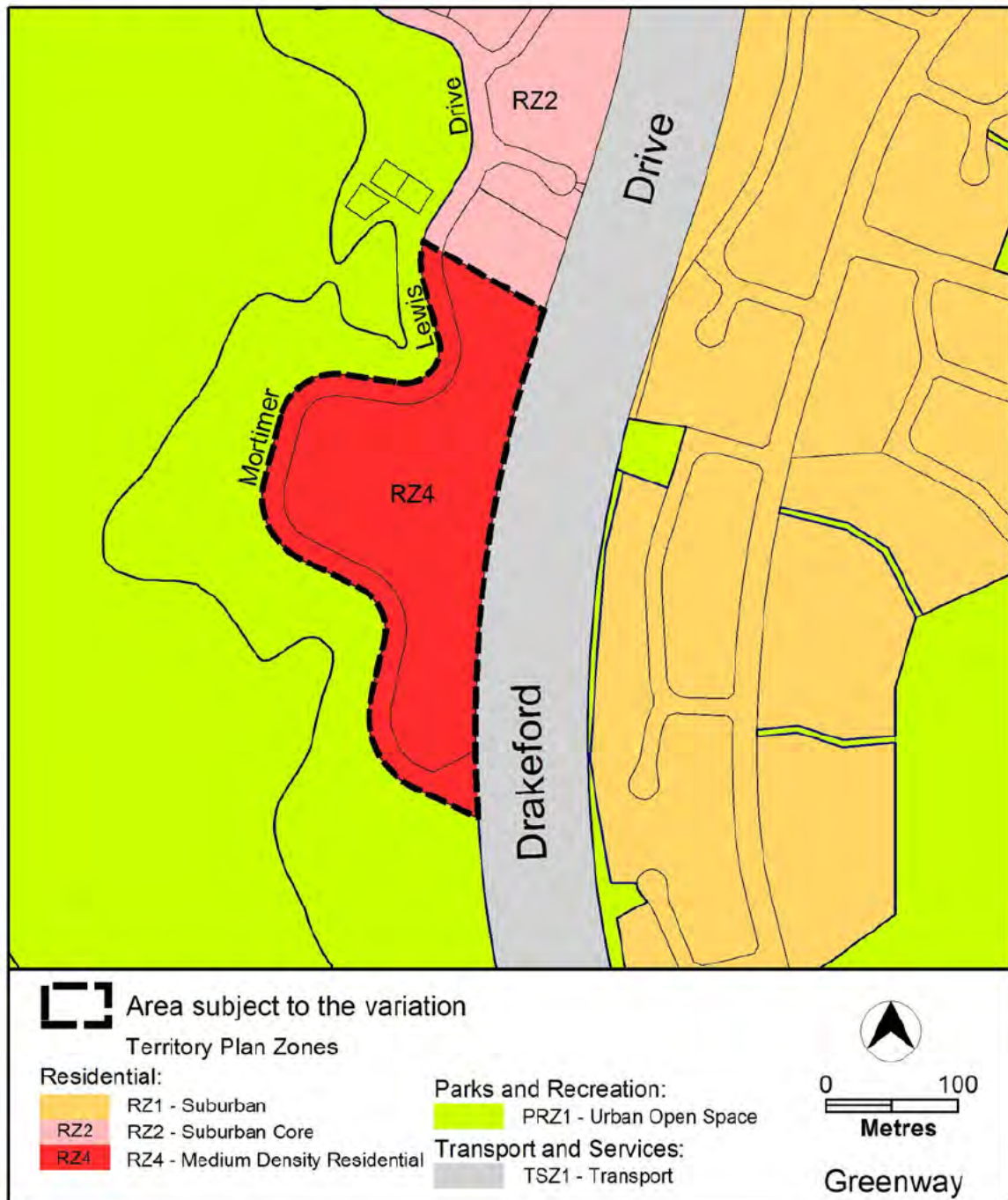


Figure 4 – Proposed Zoning

3.2 Variation to the Territory Plan written statements

Variation to the *Greenway Precinct Map*

1. Greenway precinct map – Remove the RC2 area and introduce new RC5 – medium density area

substitute

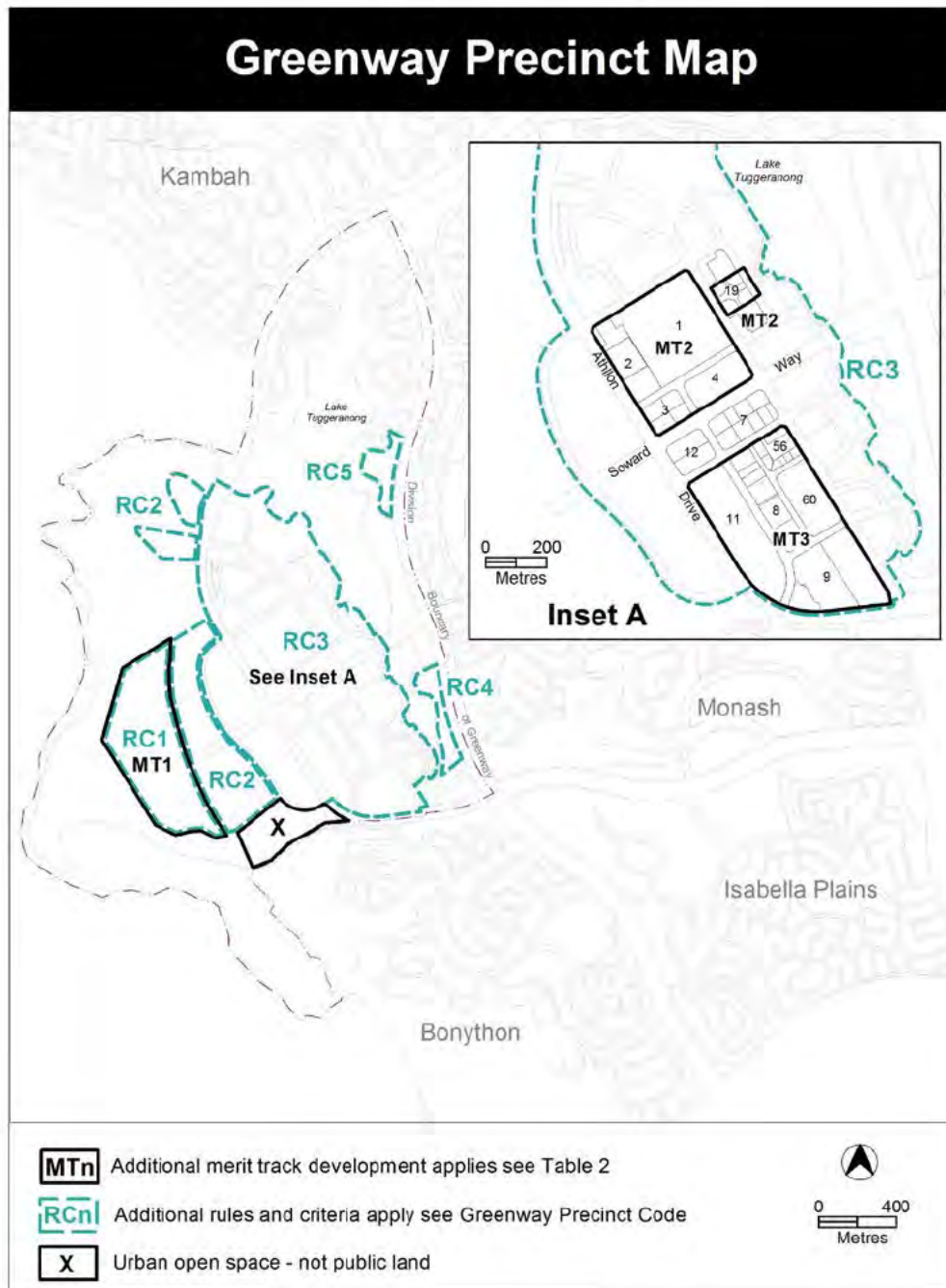


Figure 5 proposed Greenway precinct map

Variation to the Greenway Precinct Code

2. RC5 – Medium Density Area

Insert

RC5 – Medium density area

This part applies to blocks and parcels identified in area RC5 shown on the Greenway precinct map. RC5 includes the medium density area.

Element 6 – Site

Rules	Criteria
6.1 Site Access	
<p>R20</p> <p>This rule applies to the RC5 area identified in the Greenway precinct map.</p> <p>Vehicular access or egress to the site from Drakeford Drive is not permitted.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
6.2 Pedestrian access	
<p>R21</p> <p>This rule applies to the area identified in figure 6.</p> <p>A public pedestrian footpath is provided and complies with all of the following:</p> <ul style="list-style-type: none"> a) is 5metres wide b) links the Drakeford Drive pedestrian underpass to the Lake Tuggeranong urban open space. 	<p>C21</p> <p>Public pedestrian access between the Drakeford Drive pedestrian underpass and the Lake foreshore is retained.</p>

Element 7 Built form

Rules	Criteria
7.1 Height of buildings	
<p>R22</p> <p>This rule applies to areas shown in figure 6</p> <p>The maximum <i>height of buildings</i> in the areas shown on figure 6 are as follows:</p> <ul style="list-style-type: none"> a) in area 'a' – 9.5metres b) in area 'b' – 13metres. Area 'b' is measured as a maximum depth of 25metres from the edge of the tree drip zone identified in figure 6. <p>For this rule the building height excludes all of the following:</p> <ul style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 8 Environment

Rules	Criteria
8.1 Trees	
<p>R23</p> <p>This rule applies to the drip zone area identified in figure 6.</p> <p>Building and construction works do not encroach on land within the drip zone plus 2.0m of the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive.</p>	<p>C23</p> <p>The health of existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive is maintained.</p> <p>Compliance with this criterion is achieved by a report that has been prepared by a suitably qualified arborist and endorsed by the Conservator of Flora and Fauna.</p>
8.2 Landscape area	
<p>R24</p> <p>This rule applies to the landscape area identified in figure 6.</p> <p>No buildings or structures are located within the landscape area.</p>	<p>C24</p> <p>The site is screened from the car park on Lewis Mortimer Drive through retention of existing vegetation and creation of a landscape area.</p>

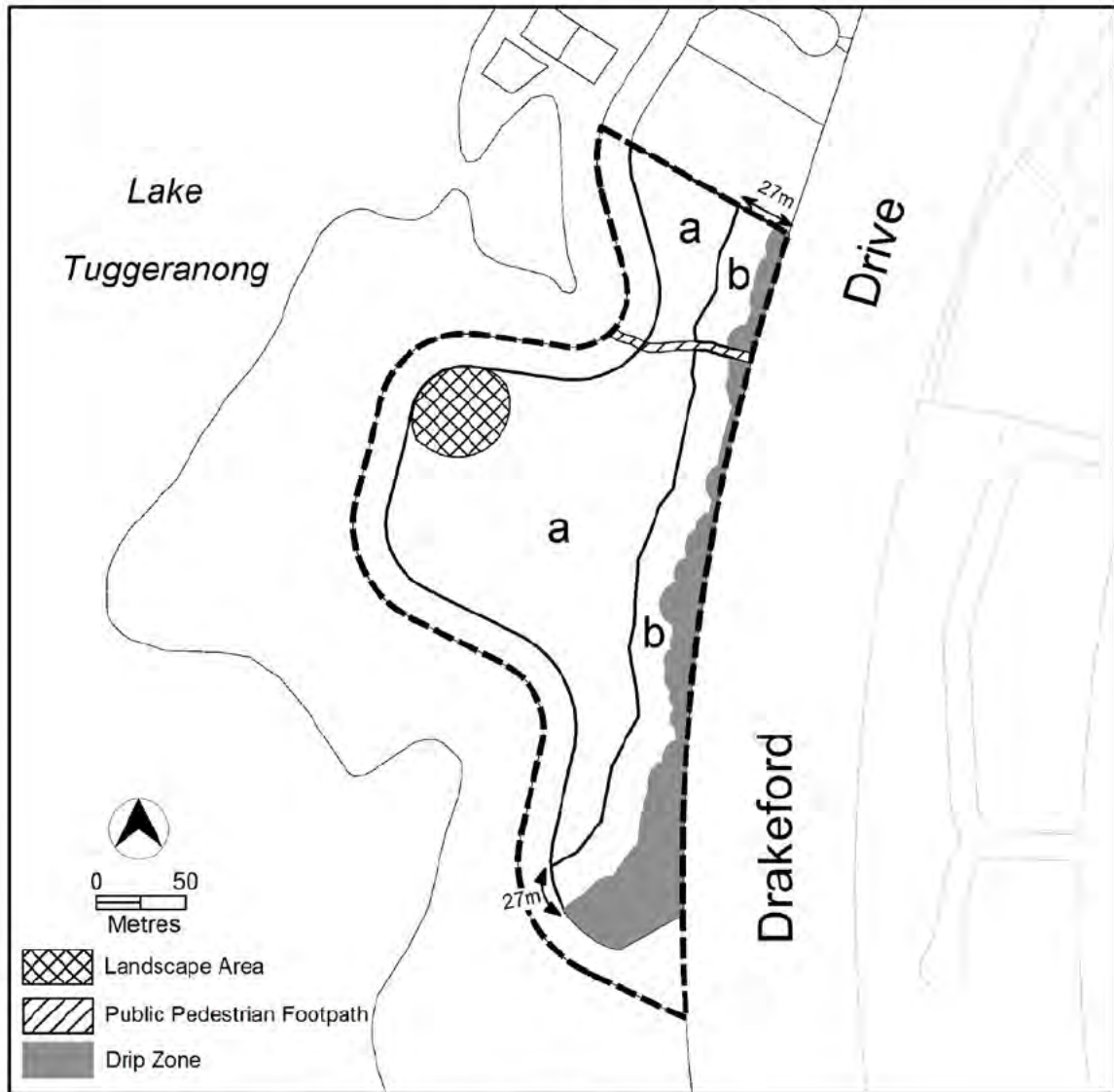


Figure 6: Site, built form and environment

Interpretation service

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 τηλεφωνήστε 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 telefonirajte:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:
TRANSLATING AND INTERPRETING SERVICE	
131 450	
Canberra and District - 24 hours a day, seven days a week	

From: Russell, Meaghan
Sent: Friday, 10 October 2014 2:55 PM
To: DV.Comments
Subject: ACT Heritage Comment - Draft Territory Plan Variation 337 (Greenway)
Attachments: 20141010 - Advice - Territory Plan Variation 337 Greenway.pdf

Please find attached ACT Heritage comment on Draft Variation 337 to the Territory Plan for Greenway (Section 28 Block 2).

Regards,
Meaghan

Meaghan Russell | Conservation Officer (Archaeology)

Phone: 6205 5497 | Email: meaghan.russell@act.gov.au

ACT Heritage | Environment and Planning | **ACT Government**

Dame Pattie Menzies House 16 Challis Street Dickson | GPO Box 158 Canberra ACT 2601

www.environment.act.gov.au





ACT
Government

Environment and Planning

Phone: 6205 3195
File ref: Draft TPV 337
Contact Officer: Pamela Hubert

Peter Johns
Territory Planning
dv.comments@act.gov.au

Dear Mr Johns

**Draft Variation 337 – ACT Government Land Release Program -
Greenway section 28 block 2**

Thank you for the opportunity to provide comment on Draft Variation 337 to the Territory Plan for Greenway section 28 block 2.

We note that DV337 proposes to vary the zoning for blocks 2 section 28 Greenway from commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone.

There are no nominated or registered heritage places in the area affected by DV337. Consequently, ACT Heritage has no objection to the proposed DV337.

Please contact Pamela Hubert if you have any questions in relation to these comments.



Anna Gurnhill
Acting Manager
ACT Heritage

10 October 2014

From: mpc3501@act.gov.au
Sent: Friday, 24 October 2014 1:55 PM
To: Sayers, Caroline
Subject: Message from "DPMB02LOGP10"
Attachments: 20141024125459541.pdf

This E-mail was sent from "DPMB02LOGP10" (Aficio MP C3501).

Scan Date: 24.10.2014 12:54:59 (+1000)

Queries to: mpc3501@act.gov.au



ACT
Government

Environment and Planning

Ms Dorte Ekelund
Chief Planning Executive
Environment & Sustainable Development Directorate
GPO Box 158
CANBERRA ACT 2601

Attention: Mr Peter Johns, Territory Plan Variation Unit

Dear Ms Ekelund

Territory Plan Draft Variation 337 Greenway Section 28 Block 2

Thank you for the opportunity to review and provide comment on the draft variation to the Territory Plan, DV337, for the rezoning of block 2 section 28 Greenway from CZ6 Leisure and Accommodation Zone to RZ4 Medium Density Residential Zone. I have reviewed the documentation and support the variation in its current form.

Should you require further information please contact the Environment Protection Authority Planning Liaison Officer on 6207 5642.

Yours sincerely



Daniel Walters
Delegate, Environment Protection Authority

23 October 2014

From: Michelle Taylor [REDACTED]
Sent: Saturday, 20 December 2014 12:25 PM
To: Terrplan
Cc: Comm - Region Geoff Sheehan; executive@ltss.org.au
Subject: Omnibus Territory Plan DV337

Consultation period

Begins: Fri 7th Nov, 2014 1:00 pm

Ends: Fri 19th Dec, 2014 5:00 pm

Status: **Closed Closes today**

The Omnibus Territory Plan variation is a package of Draft Plan Variations for individual sites across the Territory to support the Community Services Directorate's Public Housing Renewal Program and the Economic Development Directorate's Land Release Program 2014-15 to 2017-18.

DV337 - Greenway Section 28 Block 2 (unleased land next to dog park) from Commercial CZ6 to Residential RZ4

Sorry for our submission being past the cut off, as I had passed this onto the ACT Scouts Branch for submission and was just informed that they wanted our group to submit it.

Lake Tuggeranong Sea Scouts (LTSS) is situated in a scout hall on Mortimer Lewis Drive facing the lake and would like to raise some concerns that were not addressed at meeting I attended at the Southern Cross Club earlier this year.

LTSS is the largest Scout group within the ACT with an average of 125 youth members, over 20 leaders and a strong parent support group. It provides both traditional scouting and water based scouting to 6-18 year olds. We also hold many family activities that increase the number of attendees at the hall.

The meeting stated that approval was being sort to build three storey and then smaller residential housing on vacant land known as Section 28 Block 2.

Our major concern is in relation to the extra housing run off into an already highly polluted lake that regularly closes for more than 3 months of the year, due largely to not being able to handle the current run off. The lake was closed yesterday, only 19 days into summer due to "extreme" blue green algae levels and at this stage the ACT government have not identified solutions for this regular occurrence.

Our other concerns are:

1. Increased traffic
 - a. If access is not available to both north and south travelling traffic along Drakeford drive at an alternative entry point other than the traffic lights at the intersection of Drakeford and Mortimer Lewis Drive, all south traffic will have to travel past our hall.
 - b. Overflow car parking into the lake public car park. There are already a couple of cars that regularly park there rather than at the houses. The increased number of residence and visitors cars for a large residential complex is likely to increase the use of this car park which is already overflowing for our and other community activities.
2. Poor street lighting for the increase in population.

3. Commercial properties, which were also mentioned as being possible in the bottom level of the properties:
 - a. Would impact on the safety of our youth members due to the higher traffic and car parking requirements
 - b. As it is unknown what types of commercial properties are being considered, we are unable to comment further on other possible impacts such as licenced premises.
 - c. Patronage may results in higher level of vandalism to both us and Sailability.

Yours in scouting
Michelle Taylor
Group Leader LTSS

██████████ or ██████████

From: Botha, Johannes on behalf of Terrplan
Sent: Monday, 22 December 2014 10:45 AM
To: Michelle Taylor
Subject: Acknowledgement of submission on DV337

Dear Ms Taylor

Thank you for your comments on draft variation no 337 (DV337).

Your comments on DV337 have been accepted as a public submission and referred to the relevant planning officer for consideration.

A copy of all public comments will be made available on the Environment and Planning Directorate (EPD) Territory Plan webpage after the close of consultation. Following the consideration of public comments, a report on consultation will be prepared with a recommended final version of the draft variation for approval by the Minister for Planning. These documents will be made available via the EPD website in due course.

In this regard, you can be notified of new items on the webpage via Really Simple Syndication (RSS) feeds. If you wish to receive information directly from the RSS feeds please visit:

www.planning.act.gov.au/help/rss_feed

You will then be able to subscribe to this information update. For more advice about RSS feeds you may wish to use the help function of your internet browser.

Regards
Territory Plan Section
Environment and Planning Directorate

From: Michelle Taylor [REDACTED]
Sent: Saturday, 20 December 2014 12:25 PM
To: Terrplan
Cc: Comm - Region Geoff Sheehan; executive@ltss.org.au
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Yours in scouting

Michelle Taylor

Group Leader LTSS

or

JOB REPORT - Public Notification Generator

JOB DATE: 21 November 2014 10:56 am
JOB CODE: 105250
OPERATOR: CAROLINE SAYERS











66150280002

PUBLIC NOTIFICATION

SUBJECT BLOCK

BLOCK: GREENWAY SECTION 28 BLOCK 2
STREET ADDRESS: Mortimer Lewis Drive
LESSEE(S): (LESSEE NAME NOT AVAILABLE)
ADDRESS:

NEIGHBOURING LESSEES

- 1. BLOCK: OXLEY SECTION 42 BLOCK 4
NAME(S): 
ADDRESS: 
- 2. BLOCK: OXLEY SECTION 42 BLOCK 3
NAME(S): 
ADDRESS: 
- 3. BLOCK: OXLEY SECTION 42 BLOCK 6
NAME(S): 
ADDRESS: 
- 4. BLOCK: OXLEY SECTION 42 BLOCK 5
NAME(S): 
ADDRESS: 
- 5. BLOCK: OXLEY SECTION 42 BLOCK 8
NAME(S): 
ADDRESS: 

6. BLOCK: OXLEY SECTION 42 BLOCK 7
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

7. BLOCK: OXLEY SECTION 42 BLOCK 10
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

8. BLOCK: OXLEY SECTION 42 BLOCK 9
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

9. BLOCK: OXLEY SECTION 42 BLOCK 11
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

10. BLOCK: OXLEY SECTION 42 BLOCK 13
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

11. BLOCK: OXLEY SECTION 42 BLOCK 12
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

12. BLOCK: OXLEY SECTION 42 BLOCK 15
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

13. BLOCK: OXLEY SECTION 42 BLOCK 14
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

14. BLOCK: OXLEY SECTION 42 BLOCK 16
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

15. BLOCK: OXLEY SECTION 42 BLOCK 17
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

16. BLOCK: OXLEY SECTION 42 BLOCK 18
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

17. BLOCK: OXLEY SECTION 42 BLOCK 23
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

18. BLOCK: OXLEY SECTION 42 BLOCK 22
NAME(S):
ADDRESS:



19. BLOCK: OXLEY SECTION 42 BLOCK 22
NAME(S):
ADDRESS:



20. BLOCK: OXLEY SECTION 42 BLOCK 20
NAME(S):
ADDRESS:



21. BLOCK: OXLEY SECTION 42 BLOCK 21
NAME(S):
ADDRESS:



22. BLOCK: OXLEY SECTION 42 BLOCK 25
NAME(S):
ADDRESS:



23. BLOCK: OXLEY SECTION 42 BLOCK 24
NAME(S):
ADDRESS:



24. BLOCK: OXLEY SECTION 42 BLOCK 34
NAME(S):
ADDRESS:



25. BLOCK: OXLEY SECTION 42 BLOCK 33
NAME(S):
ADDRESS:



26. BLOCK: OXLEY SECTION 42 BLOCK 32
NAME(S):
ADDRESS:



27. BLOCK: OXLEY SECTION 42 BLOCK 27
NAME(S):
ADDRESS:



28. BLOCK: OXLEY SECTION 42 BLOCK 27
NAME(S):
ADDRESS:



29. BLOCK: OXLEY SECTION 42 BLOCK 26
NAME(S):
ADDRESS:



30. BLOCK: OXLEY SECTION 42 BLOCK 31
NAME(S):
ADDRESS:



31. BLOCK: OXLEY SECTION 42 BLOCK 30
NAME(S):
ADDRESS:



32. BLOCK: OXLEY SECTION 42 BLOCK 29
NAME(S):
ADDRESS:



33. BLOCK: OXLEY SECTION 42 BLOCK 28
NAME(S):
ADDRESS:



34. BLOCK: OXLEY SECTION 42 BLOCK 36
NAME(S):
ADDRESS:



S U M M A R Y

No of lessee notifications created = 34
No of advertisement authorisation letters created = 1
No of outdoor signs created = 1



21 November 2014

NOTE: If you are not the owner of this property please forward this letter to your landlord or managing agent



Dear Lessee

Notification

Public Consultation of Draft Variation 337 Greenway – Section 28 block 2

Zoning changes and amendments to the Greenway precinct map and code

The ACT Government invites written comments on Draft Variation to the Territory Plan 337 (DV 337) which proposes to:

- Rezone the land from the CZ6 leisure and accommodation zone to the RZ4 medium density residential zone
- Amend the Greenway precinct map and code to guide future development on the land

The Territory Plan guides the planning and development of the ACT and is used to manage development, in particular how land is used and what can be built. Variations to the Plan ensure it remains a contemporary best practice document that meets the needs of the ACT.

DV337 is available for viewing at www.act.gov.au/draftvariations. Alternatively, please contact the planning and land authority by email at terrplan@act.gov.au or by phone on 6207 1923 if you would like a copy of DV337 emailed or posted to you.

Information on the consultation period and advice on how to make a comment is enclosed.

Public comments on the proposal are invited before **COB Friday 19 December 2014**.

Yours sincerely

Territory Plan Section

Environment and Planning Directorate

16 Challis Street, Dickson
GPO Box 158, Canberra, ACT 2601 • Telephone: (02) 6207 1923 • Email: Terrplan@act.gov.au
Website: www.environment.act.gov.au

Omnibus Draft Variation to the Territory Plan

The ACT Government invites public comment on the following package of draft plan variations for individual sites across the Territory to support the Community Services Directorate's Public Housing Renewal Program and the Economic Development Directorate's Land Release Program 2014-15 to 2017-18.

- **Draft Variation 322 – Downer urban renewal area**
 - Rezone block 17 section 61 Downer from the CFZ community facility zone to the RZ5 high density residential zone.
 - Rezone block 16 section 61 Downer from the CZ4 local centre zone to the CFZ community facility zone.
 - Amend the Downer precinct map and code to guide future development on the land
- **Draft Variation 330 – Kaleen section 117, block 23**
 - Rezone the land from the CFZ community facility zone to the RZ5 high density residential zone
 - Amend the Kaleen precinct map and code to guide future development on the land
- **Draft Variation 331 – Lyons section 53, blocks 1,4,5 and 8**
 - Rezone the land from the RZ4 medium density zone and the PRZ1 urban open space zone to the RZ5 high density residential zone
 - Amend the Lyons precinct map and code to guide future development on the land
- **Draft Variation 335 – Charnwood section 97 block 6**
 - rezone the land from the TSZ2 services zones to the CFZ community facility zone
- **Draft Variation 336 – Symonston section 1 block 8 and section 115 block 1**
 - Rezone the land from the IZ1 general industrial zone to the IZ2 industrial mixed use zone and the PRZ1 urban open space zone
 - Make consequential amendments to the Symonston precinct map and code
- **Draft Variation 337 – Greenway section 28 block 2**
 - Rezone the land from the CZ6 leisure and accommodation zone to the RZ4 medium density residential zone
 - Amend the Greenway precinct map and code to guide future development on the land
- **Draft Variation 338 – Mitchell section 54 block 3**
 - Amend the Territory Plan definition of 'civic administration' to include 'archives' in the common terminology consistent with the National Capital Plan
 - Amend the Mitchell precinct map and code to include 'civic administration' as additional merit track development on the subject site

Comments close on Friday 19 December 2014

The Omnibus variation has been prepared by the planning and land authority in accordance with section 63(1) of the *Planning and Development Act 2007* (the Act).

Section 65 of the Act does not apply in relation to all the above draft plan variations and they do not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

Comments on the draft variation should include reference to the draft variation, your name and contact details, and be addressed to the Territory Plan Section. Comments can be:

- emailed to terrplan@act.gov.au
- mailed to Territory Plan Comments, GPO Box 158, Canberra, ACT 2601
- delivered to Environment and Planning Directorate's (EPD) Customer Service Centre.

Comments received will be made publicly available 10 working days after the closing date for comment. The comments will be available for no less than 15 working days at EPD's customer service centre in Dickson and on EPD's website.

Comments made available will include personal contact details unless excluded under section 411 or 412 of the *Planning and Development Act 2007*. A request for exclusion under these sections must be in writing, clearly identifying what you are seeking to exclude and how the request satisfies the exclusion criteria.

For more information

Copies of the documentation are available for inspection:

- www.act.gov.au/draftvariations
- EPD Customer Service Centre, 16 Challis Street, Dickson

Copies of the documents can be purchased at the customer service centre which is open 8:30am –4:30pm weekdays.

Call: 6207 1923 or 13 22 81

Email: EPDCustomerServices@act.gov.au

JOB REPORT - Public Notification Generator

JOB DATE: 21 November 2014 10:48 am

JOB CODE: 104510

OPERATOR: CAROLINE SAYERS

66150280002

PUBLIC NOTIFICATION

SUBJECT BLOCK

BLOCK: GREENWAY SECTION 28 BLOCK 2
STREET ADDRESS: Mortimer Lewis Drive Greenway
LESSEE(S): (LESSEE NAME NOT AVAILABLE)
ADDRESS:

NEIGHBOURING LESSEES

1. BLOCK: OXLEY SECTION 45 BLOCK 1

NAME(S):
ADDRESS:



2. BLOCK: OXLEY SECTION 45 BLOCK 2

NAME(S):
ADDRESS:



3. BLOCK: OXLEY SECTION 45 BLOCK 2

NAME(S):
ADDRESS:



4. BLOCK: OXLEY SECTION 45 BLOCK 3

NAME(S):
ADDRESS:



5. BLOCK: OXLEY SECTION 45 BLOCK 3

NAME(S):
ADDRESS:



6. BLOCK: OXLEY SECTION 45 BLOCK 5
NAME(S):
ADDRESS:



7. BLOCK: OXLEY SECTION 45 BLOCK 5
NAME(S):
ADDRESS:



8. BLOCK: OXLEY SECTION 45 BLOCK 13
NAME(S):
ADDRESS:



9. BLOCK: OXLEY SECTION 45 BLOCK 12
NAME(S):
ADDRESS:



10. BLOCK: OXLEY SECTION 45 BLOCK 11
NAME(S):
ADDRESS:



11. BLOCK: OXLEY SECTION 45 BLOCK 10
NAME(S):
ADDRESS:



12. BLOCK: OXLEY SECTION 45 BLOCK 8
NAME(S):
ADDRESS:



13. BLOCK: OXLEY SECTION 45 BLOCK 7
NAME(S):
ADDRESS:



14. BLOCK: OXLEY SECTION 45 BLOCK 6
NAME(S):
ADDRESS:



15. BLOCK: OXLEY SECTION 3 BLOCK 8
NAME(S):
ADDRESS:



16. BLOCK: OXLEY SECTION 45 BLOCK 4
NAME(S):
ADDRESS:



S U M M A R Y

No of lessee notifications created = 16

No of advertisement authorisation letters created = 1

No of outdoor signs created = 1

JOB REPORT - Public Notification Generator

JOB DATE: 21 November 2014 11:05 am

JOB CODE: 110259

OPERATOR: CAROLINE SAYERS

66150280002

PUBLIC NOTIFICATION

SUBJECT BLOCK

BLOCK: GREENWAY SECTION 28 BLOCK 2

STREET ADDRESS: Mortimer Lewis Drive Greenway

LESSEE(S): (LESSEE NAME NOT AVAILABLE)

ADDRESS:

S U M M A R Y

No of lessee notifications created = 0

No of advertisement authorisation letters created = 1

No of outdoor signs created = 1

JOB REPORT - Public Notification Generator

JOB DATE: 21 November 2014 10:40 am
JOB CODE: 103653
OPERATOR: CAROLINE SAYERS

66150280002

PUBLIC NOTIFICATION

SUBJECT BLOCK

BLOCK: GREENWAY SECTION 28 BLOCK 2
STREET ADDRESS: Mortimer Lewis Drive Greenway
LESSEE(S): (LESSEE NAME NOT AVAILABLE)
ADDRESS:

NEIGHBOURING LESSEES

1. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 9
NAME(S):
ADDRESS:



2. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 1
NAME(S):
ADDRESS:



3. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 4
NAME(S):
ADDRESS:



4. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 7
NAME(S):
ADDRESS:



5. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 6
NAME(S):
ADDRESS:



6. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 11
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

7. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 12
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

8. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 6
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

9. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 2
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

10. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 3
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

11. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 8
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

12. BLOCK: GREENWAY SECTION 29 BLOCK 9
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

13. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 10
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

14. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 5
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

15. BLOCK: GREENWAY SECTION 29 BLOCK 10
NAME(S): [REDACTED]
ADDRESS: [REDACTED]

S U M M A R Y

No of lessee notifications created = 15
No of advertisement authorisation letters created = 1
No of outdoor signs created = 1



Motion Traffic Engineering

PROPOSED RESIDENTIAL DEVELOPMENT

Block 2 Section 28 in Greenway

Prepared for: Land Development Agency

N1414006N (Version 2a)

March 2015

Motion Traffic Engineers Pty Ltd

Telephone: 0433099449

890 13898

syndey@motiontraffic.com.au

ACN 600201483



1. INTRODUCTION

Motion Traffic Engineering was commissioned by Land Development Agency to undertake a traffic and parking impact assessment of proposed residential development at Block 2 Section 28 in Greenway or the north western corner of Drakeford Drive with Mortimer Lewis Drive. Currently the site is unoccupied.

This traffic report focuses on the proposed development and changes in car usage and car park utilisation and additional trips from the proposed development.

In the course of preparing this assessment, the subject site and its environs have been inspected, plans of the development examined, and all relevant traffic and parking data collected and analysed.

2. BACKGROUND AND EXISTING CONDITIONS OF THE PROPOSED LOCATION

2.1 Location and Land Use

The proposed residential development is located on the north western corner of Drakeford Drive with Mortimer Lewis Drive. Currently the site is unoccupied. The surrounding landuses are open fields on the western side of Drakeford Drive adjacent to the site (Lake Tugeranong District Park) with residential house on the eastern side of Drakeford Drive.

Figures 1 and 2 show the location of the development site from the aerial and street map perspective respectively.

Figure 3 shows a photograph of the development.



Figure 1: Location of the Subject Site on Aerial

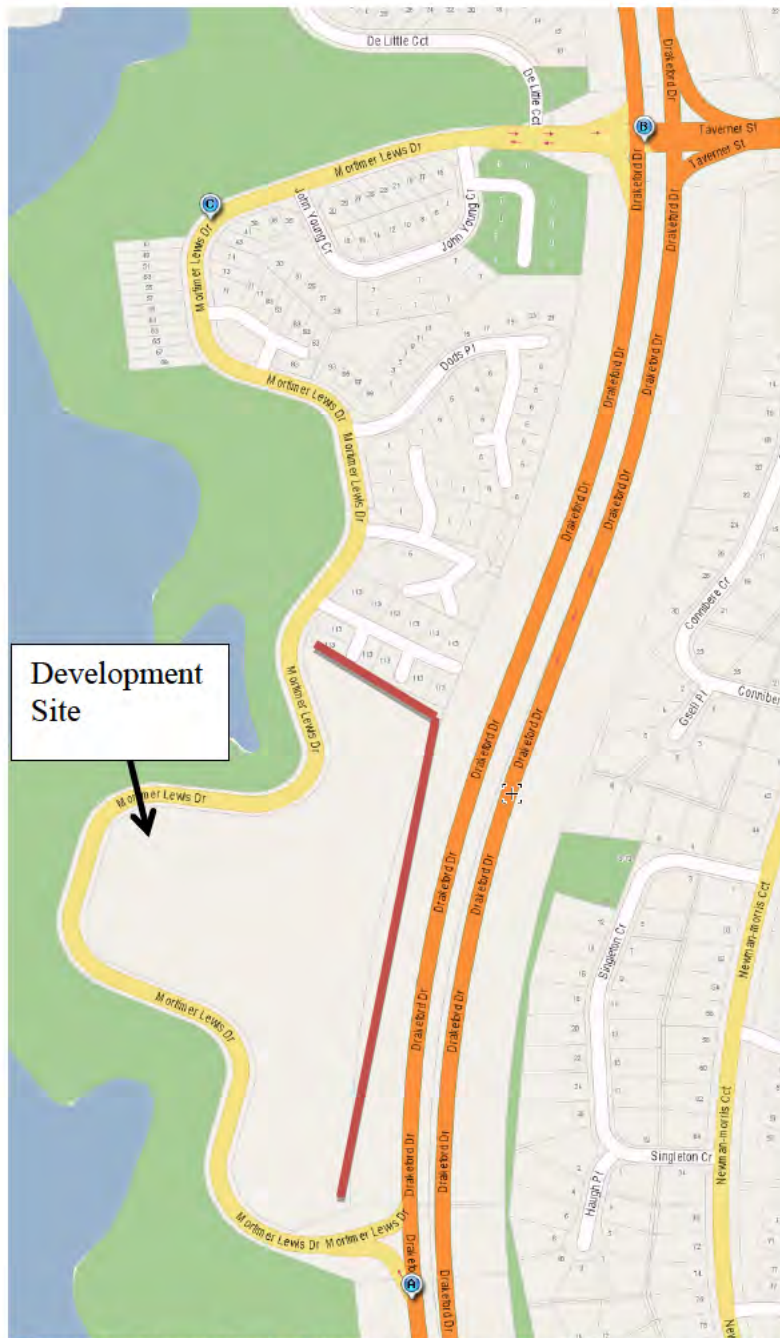


Figure 2: Street Map of the Location of the Development Site



Figure 3: Photograph of Development Site

2.2 Road Network

This section discusses the road network adjacent to the site.

Drakeford Drive is an arterial road with two lanes each way on a divided carriageway. The sign posted limit is 80km/hr. Figure 4 shows a photograph of Drakeford Drive.

Mortimer Lewis Drive is a local road with one lane each way. The default speed limit is 50km/hr. Figure 5 shows a photograph of Mortimer Lewis Drive.



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Figure 4: Drakeford Drive looking north from south of Mortimer Lewis Drive



Figure 5: Mortimer Lewis Drive looking from Drakeford Drive

2.3 Intersection Description

As part of this traffic impact assessment two intersections are assessed for the traffic assessment:

- The signalised intersection of Drakeford Drive with Mortimer Lewis Drive and Taverner Street
- The priority intersection of Drakeford Drive with Mortimer Lewis Drive

External traffic to and from the proposed development will need to travel through one of the above intersections.

Drivers from the north will need to turn right into Mortimer Lewis Drive at the signalised intersection of Drakeford Drive with Mortimer Lewis Drive and Taverner Street. Drivers from the east can travel from Taverner Street to Mortimer Lewis Drive at this intersection.

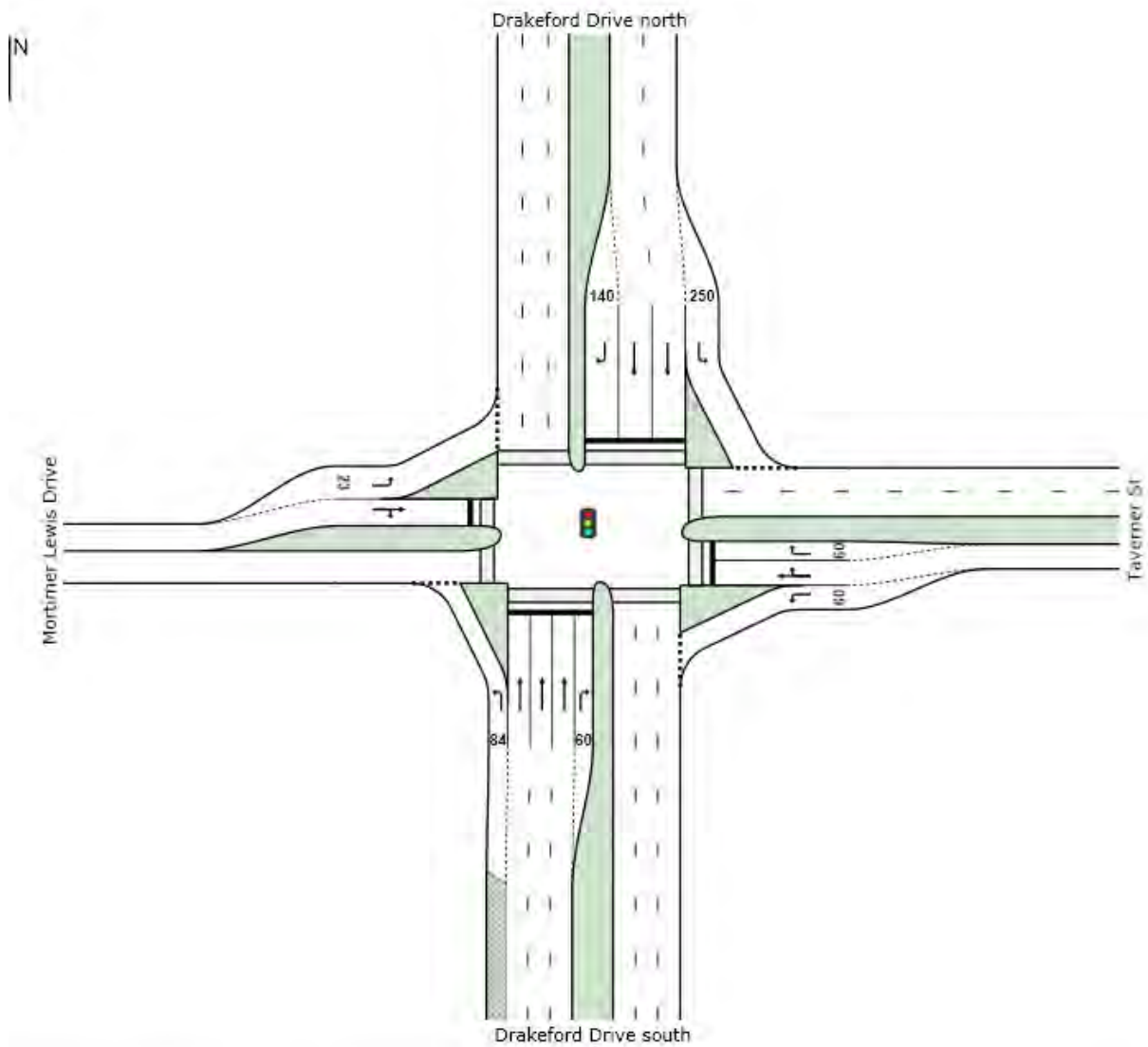


Motion Traffic Engineering

Drivers from the south can turn left into Mortimer Lewis Drive at the priority intersection of Drakeford Drive with Mortimer Lewis Drive.

The signalised intersection of Drakeford Drive with Mortimer Lewis Drive and Taverner Street is a four leg priority intersection with all turn movements permitted. A left give control slip lane is provided on all approaches. Figure 5 shows a layout of the intersection using SIDRA - an industry standard intersection assessment software. The numbers on the lane represent the length of short lanes in metres. *U-turns are not permitted at this intersection. It is not likely that the ACT Government will introduce U-turns at this intersection.*

The priority intersection of Drakeford Drive with Mortimer Lewis Drive is a three leg signalised with the only turn movements that are permitted are left turns to and from Mortimer Street. Figure 6 shows a layout of the intersection using SIDRA. U-turns are not permitted at this intersection. *U-turns are not permitted at this intersection. It is not likely that the ACT Government will introduce U-turns at this intersection.*



1 December 2014 8:30:02 PM

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100% PPL 10

Figure 5: Signalised Intersection Layout of Drakeford Drive with Mortimer Lewis Drive and Taverner Street (SIDRA)

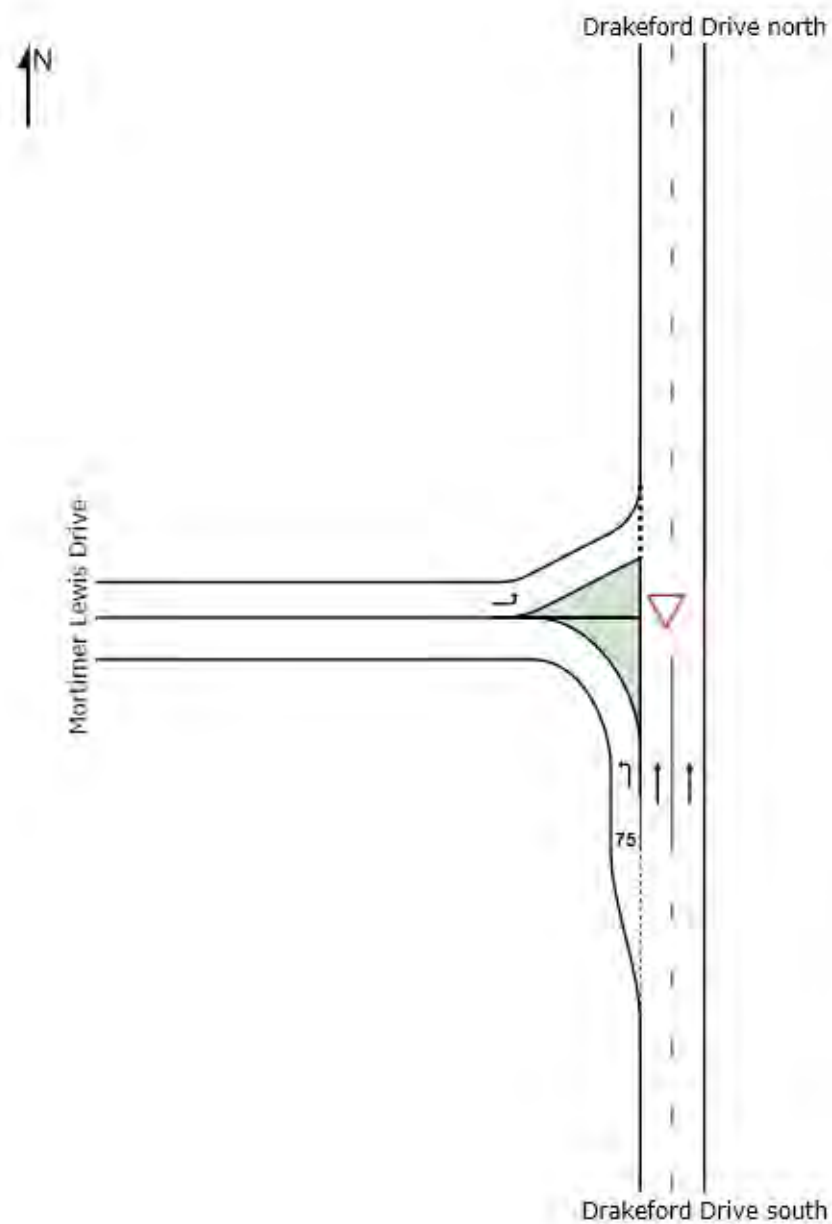


Figure 6: Priority Intersection Layout of Drakeford Drive with Mortimer Lewis Drive (SIDRA)

2.4 Existing Traffic Volumes

As part of the traffic assessment, traffic counts have been undertaken at the two intersections for the weekday AM and PM peak period. The peak hours were



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7:45am to 8:45am and 5pm to 6pm for the weekday AM and PM peak hours respectively. The traffic surveys were undertaken on the 28th November 2014.

The following Figures present the traffic volumes in vehicles for the weekday peak hours.

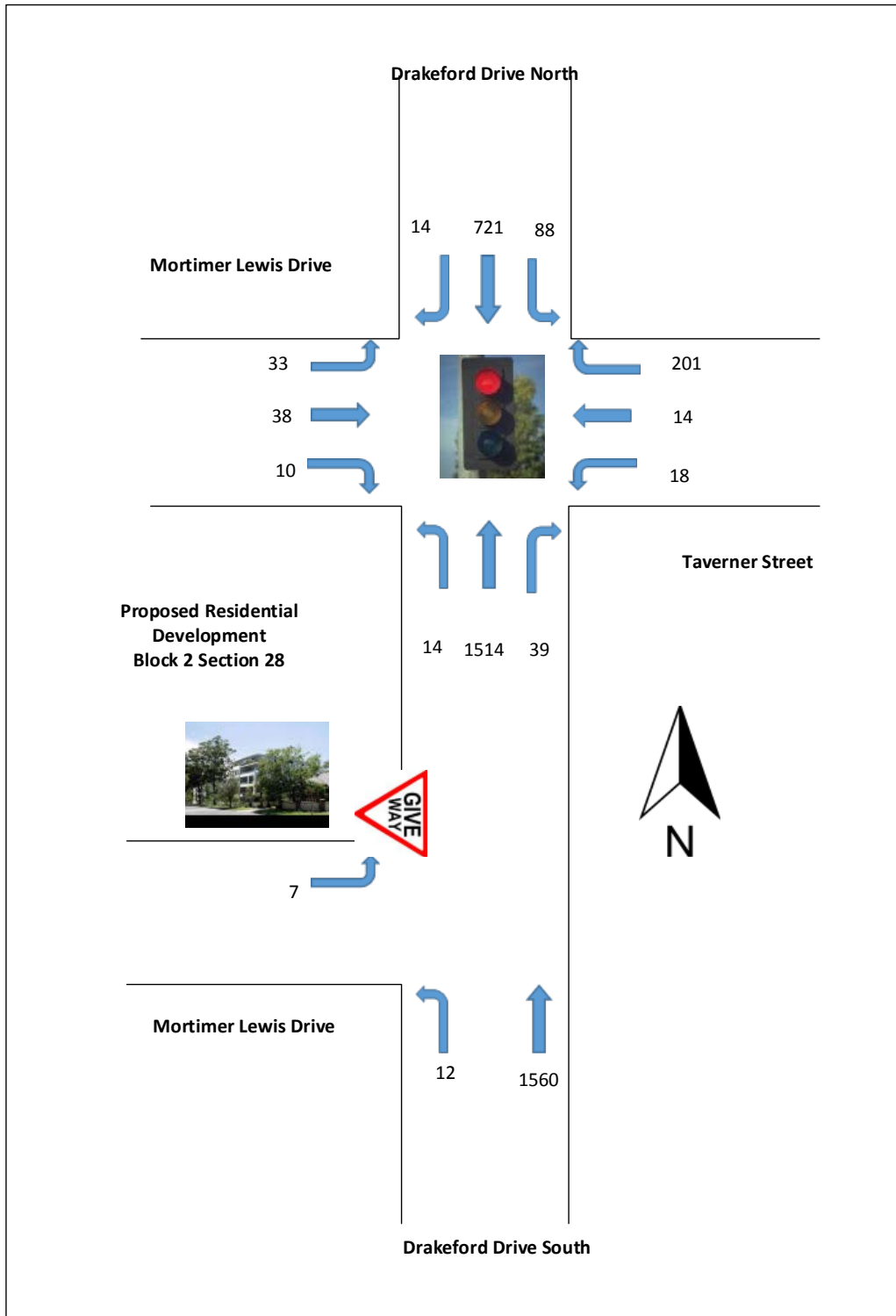


Figure 7: Existing Weekday Traffic Volumes AM Peak Hour

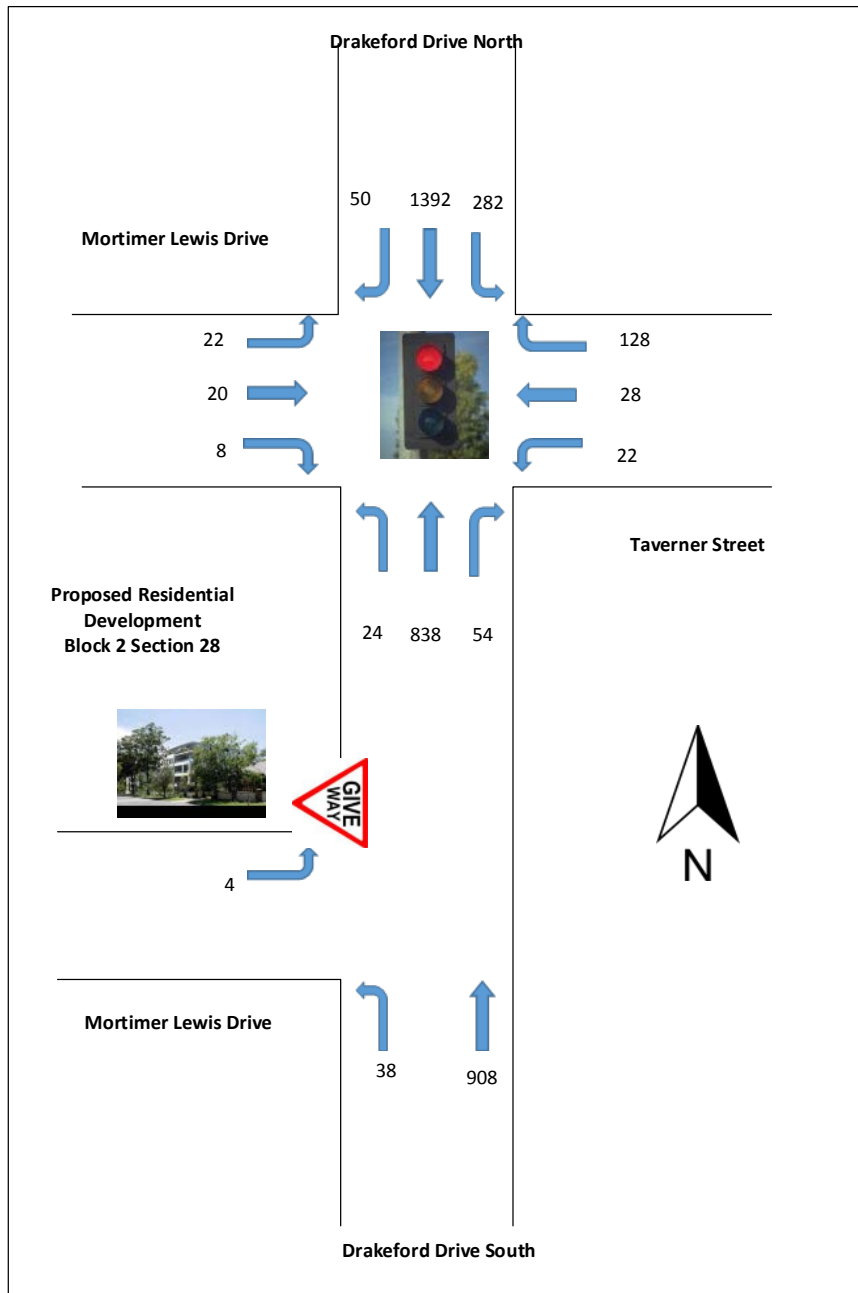


Figure 8: Existing Weekday Traffic Volumes PM Peak Hour



2.5 Intersection Assessment

An intersection assessment has been undertaken for the two surveyed intersections.

The existing intersection operating performance was assessed using the SIDRA software package (version 6) to determine the Degree of Saturation (DS), Average Delay (AVD in seconds) and Level of Service (LoS) at each intersection. The SIDRA program provides Level of Service Criteria Tables for various intersection types. The key indicator of intersection performance is Level of Service, where results are placed on a continuum from 'A' to 'F', as shown in Table 1.

LoS	Traffic Signal / Roundabout	Give Way / Stop Sign / T-Junction control
A	Good operation	Good operation
B	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but accident study required
D	Operating near capacity	Near capacity & accident study required
E	At capacity, at signals incidents will cause excessive delays.	At capacity, requires other control mode
F	Unsatisfactory and requires additional capacity, Roundabouts require other control mode	At capacity, requires other control mode

Table 1: Intersection Level of Service

The Average Vehicle Delay (AVD) provides a measure of the operational performance of an intersection as indicated below, which relates AVD to LOS. The AVD's should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route). For traffic signals, the average delay over all movements should be taken. For roundabouts and priority control intersections (sign control) the critical movement for level of service assessment should be that movement with the highest average delay.



LoS	Average Delay per Vehicles (seconds/vehicle)
A	Less than 14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	>70

Table 2: Intersection Average Delay (AVD)

The degree of saturation (DS) is another measure of the operational performance of individual intersections. For intersections controlled by traffic signals both queue length and delay increase rapidly as DS approaches 1. It is usual to attempt to keep DS to less than 0.9. Degrees of Saturation in the order of 0.7 generally represent satisfactory intersection operation. When DS exceed 0.9 queues can be anticipated.

The results of the intersection analysis are as follows:

Drakeford Drive with Mortimer Lewis Drive and Taverner Street

- The overall intersection LoS is B for the AM and PM peak hour respectively
- There is spare capacity at this intersection

Drakeford Drive with Mortimer Lewis Drive

- All turn movements have a LoS A for the AM and Peak hours respectively
- There is spare capacity at this intersection

The full Sidra results are presented in Appendix A.

2.6 Mortimer Lewis Drive Midblock Assessment

A midblock assessment has been undertaken for Mortimer Lewis Drive at two location for the existing traffic volumes for the AM and PM peak hour. The results are presented in Table 3. A volume capacity ratio greater than 0.85 suggests that midblock congestion is occurring such as reduced headways and low speeds. The existing traffic volumes are well within the road capacity of Mortimer Lewis Drive



Section	Direction	Capacity per lane per direction	Existing Traffic volumes		Valume Capacity Ratio	
			AM peak hour	PM peak hour	AM peak hour	PM peak hour
west of interseciton of Drakeford Drive with Mortimer Lewis Drive and Tavener Street	East	400	81	50	0.2025	0.125
	West		42	102	0.105	0.255
west of interseciton of Drakeford Drive with Mortimer	East	400	7	4	0.0175	0.01
	West		12	38	0.03	0.095

Table 3: Existing Midblock Assessment of Mortimer Lewis Drive

2.7 Public Parking Opportunities

On street public parking is available on Mortimer Lewish on the shoulder or at the nearby off street car park. Overall there is limited parking nearby.

2.8 Public Transport

The development site is within walking distance to the bus services on Drakeford Drive where there are bus services. Overall the site has good access to public transport especially for people working in Tuggeranong.

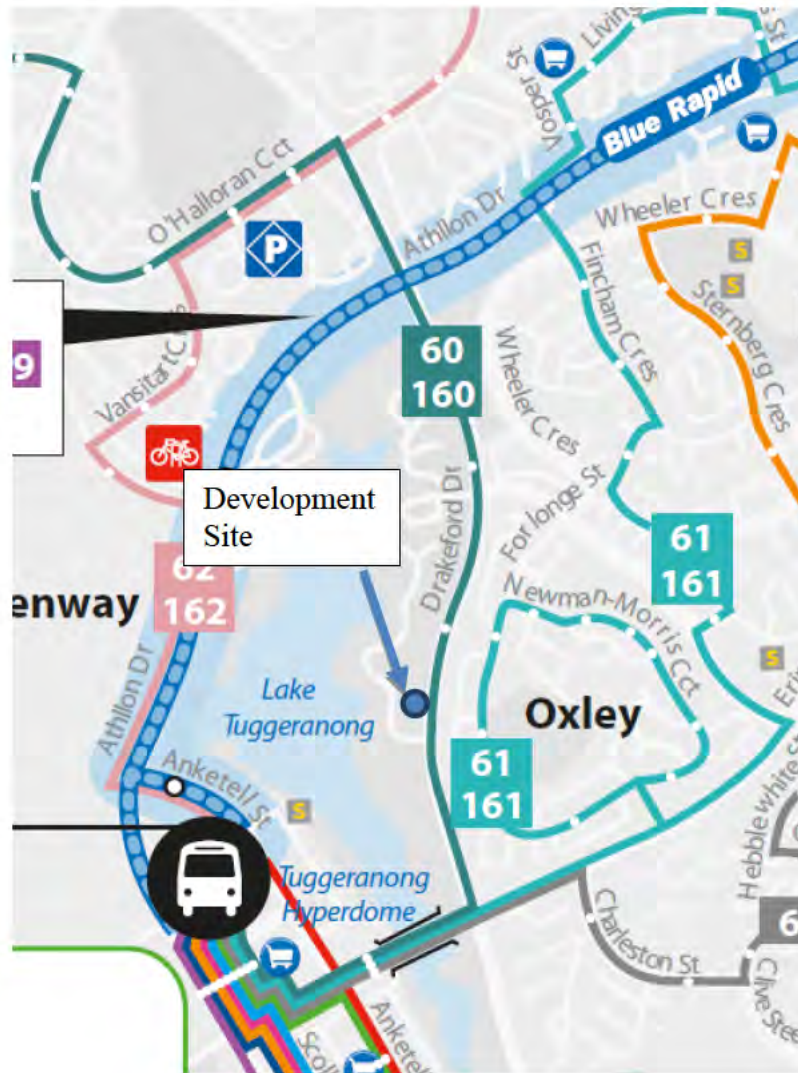


Figure 9: Local Public Transport Services

2.9 Cycling and Walking Paths

Pedestrian and cycling paths are located to the west of the site with paths running adjacent to Lake Tuggeranong – see Figure 10. The site has excellent pedestrian and cycling access to Tuggeranong and the suburbs of Canberra,



Figure 10: Local Cycling and Pedestrian Footpaths

2.10 Conclusions on the Existing Conditions

The proposed development is located in an area where public parking availability is limited.

The nearby intersection overall performs well with sufficient spare capacity to accommodate additional traffic.

The site has excellent access to public transport.



3. PROPOSED DEVELOPMENT

The proposed development will provide up to 150 dwellings (apartments or townhouses). The composition of apartments are not known but adaptable housing will be provided in accordance to the ACT Government requirements.

Vehicle access and egress will be via Mortimer Lewis Drive. The location of the driveway will determine whether right turns into and out of the driveway. Right turns can only be undertaken where there is sufficient sight distance as per Austroads Urban Road Design Guide (Chapter 8).

Based on the review of the alignment of Mortimer Lewis Drive, it is most likely that left turns into and out of the site will be permitted (assuming no specific road upgrades) for road safety purpose (*NO RIGHT TURNS*). *Changes to traffic control on Mortimer Lewis Drive may allow for the right turn such lower speeds, a roundabout at the entrance and exit etc but further discussion with ACTPLA and TAMS would be needed and agreed and further detailed assessment would be required. The report is a feasibility report only.*



4. PARKING CONSIDERATIONS

4.1 Car Parking Assessment

The minimum car parking requirements for parking are presented in the ACT Government's for residential developments (apartments/townhouses) are as follows:

- 1 car space per one bedroom dwelling
- 1.5 car spaces per two bedroom dwelling (when averaged across the two bedroom apartment numbers)
- Two car spaces per three or more bedroom dwelling
- Visitor car parking at a rate of one per four

The above car parking rate will need to be met.



5. VEHICLE TRAFFIC IMPACT CONSIDERATIONS

5.1 Traffic Generation

The ACT Government does not publish car trip rates for apartments or townhouses.

The RTA Guide to Traffic Generating Developments publishes trip rates for apartments as follows as follows for the weekday peak hours:

- 0.65 trips per apartment/townhouses up to three bedrooms per dwelling

Table 4 summarises the proposed and existing trip generation for the respective landuses.

Table 5 summarises the trip distribution for the proposed and existing to obtain the net trip generation.

The proposed development will generate a modest-high number of additional trips in the AM and PM peak hour.

	Number	Trip rate per dwelling	Trips
Dwellings	150	0.65	97.5

Table 4: Summary of Trip Generation for the Proposed Development and

	Origin	Destination	Total
AM Peak Hour	89	9	98
PM Peak Hour	9	89	98

Table 5: Trip Distribution for the Proposed Development and Existing and Net Trip Distribution



Motion Traffic Engineering

5.2 Forecast Traffic Volumes

The following Figures present the existing and with development traffic volumes for the AM and PM peak hours distributed onto the two intersections with the development traffic.

The additional development traffic is in red for origin trips and blue for destination trips. The additional development traffic represents a small proportion of the existing traffic.

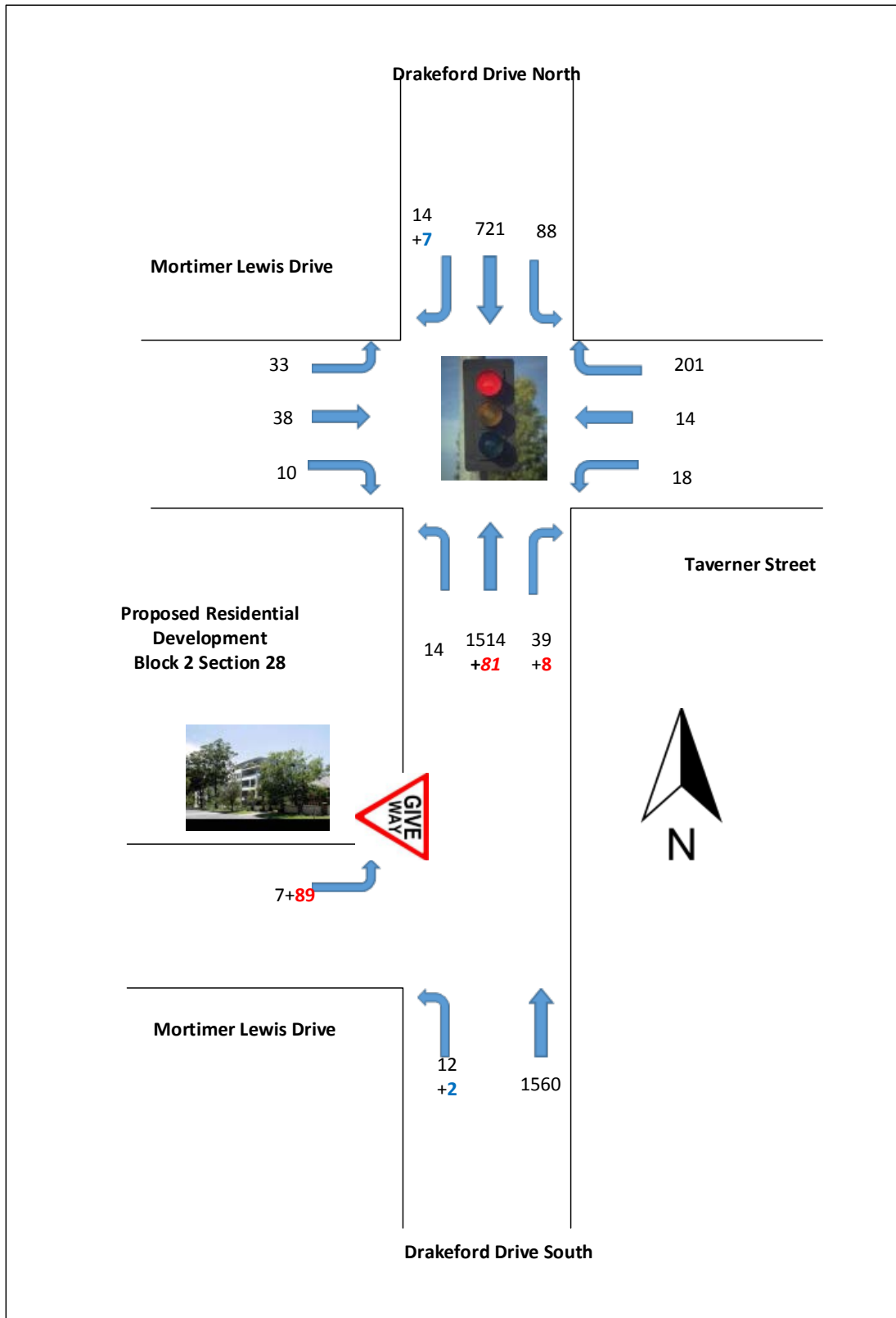


Figure 11: Existing Weekday AM Peak Hour Traffic Volumes with Development Traffic

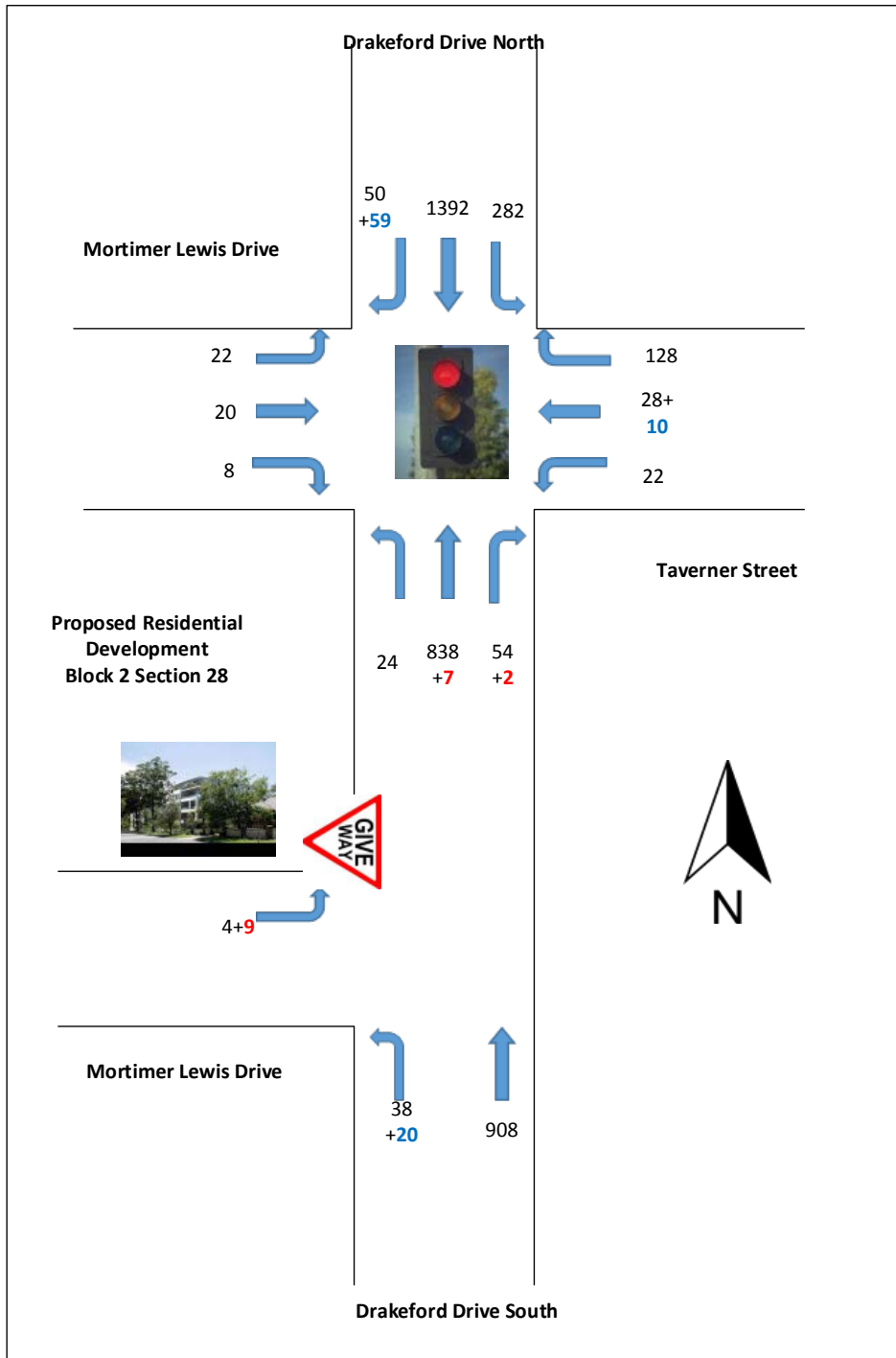


Figure 12: Existing Weekday PM Peak Hour Traffic Volumes with Development Traffic



5.3 Intersection Assessment

This section assesses the following intersections for the existing traffic with the school traffic. The results of the intersection assessment are as follows:

Drakeford Drive with Mortimer Lewis Drive and Taverner Street

- The overall intersection LoS is B for the AM and PM peak hour respectively
- The additional trips do not change the LoS for the overall intersection or for any turn movement

Drakeford Drive with Mortimer Lewis Drive

- All turn movements have a LoS A for the AM and Peak hours respectively
- The additional trips do not change the LoS for the overall intersection or for any turn movement

The full SIDRA results are presented in Appendix B for the existing conditions with the school traffic. The full SIDRA results are presented in Appendix A for the existing conditions.

5.4 Mortimer Lewis Drive Midblock Assessment with Development Traffic

A midblock assessment has been undertaken for Mortimer Lewis Drive at two location for the existing traffic volumes with development traffic for the AM and PM peak hour. The results are presented in Table 6. A volume capacity ratio greater than 0.85 suggests that midblock congestion is occurring such as reduced headways and low speeds. The existing traffic volumes with Development Traffic are well within the road capacity of Mortimer Lewis Drive.



Section	Direction	Capacity per lane per direction	Existing Traffic volumes with Development Traffic		Volume Capacity Ratio	
			AM peak hour	PM peak hour	AM peak hour	PM peak hour
west of interseciton of Drakeford Drive with Mortimer Lewis Drive and Tavener Street	East	400	81	50	0.2025	0.125
	West		49	161	0.1225	0.4025
west of interseciton of Drakeford Drive with Mortimer	East	400	96	13	0.24	0.0325
	West		24	58	0.06	0.145

Table 6: Existing Midblock Assessment of Mortimer Lewis Drive within Development Traffic



6. CONCLUSIONS

Based on the considerations presented in this report, it is considered that:

Parking

- The proposed development will need to comply with the ACT Government's car parking requirements

Traffic

- The additional trips from the proposed development can be accommodated at the nearby intersection and at the midblock of Mortimer Lewis Drive without noticeably affecting intersection performance, delays or queues.



APPENDIX A

SIDRA Intersection Results for Existing Traffic Conditions

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	14	0.0	0.010	5.2	LOS A	0.0	0.3	0.19	0.54	46.7
2	T1	1514	0.0	0.605	16.8	LOS B	13.4	94.1	0.83	0.72	58.6
3	R2	39	0.0	0.137	23.9	LOS B	1.0	7.0	0.75	0.70	37.7
Approach		1567	0.0	0.605	16.8	LOS B	13.4	94.1	0.82	0.72	57.7
East: Taverner St											
4	L2	18	0.0	0.018	6.4	LOS A	0.1	0.9	0.30	0.57	53.1
5	T1	14	0.0	0.185	14.8	LOS B	2.4	17.1	0.68	0.68	39.9
6	R2	201	0.0	0.185	19.3	LOS B	2.4	17.1	0.68	0.69	45.2
Approach		233	0.0	0.185	18.0	LOS B	2.4	17.1	0.65	0.68	45.4
North: Drakeford Drive north											
7	L2	88	0.0	0.066	5.3	LOS A	0.4	2.5	0.22	0.56	46.6
8	T1	721	0.0	0.398	14.9	LOS B	8.5	59.6	0.73	0.63	60.4
9	R2	14	0.0	0.088	28.2	LOS B	0.4	2.8	0.80	0.69	36.1
Approach		823	0.0	0.398	14.1	LOS A	8.5	59.6	0.68	0.62	57.9
West: Mortimer Lewis Dr											
10	L2	33	0.0	0.046	8.2	LOS A	0.3	2.4	0.43	0.61	51.6
11	T1	38	0.0	0.065	13.9	LOS A	1.0	7.1	0.64	0.53	41.7
12	R2	10	0.0	0.065	18.4	LOS B	1.0	7.1	0.64	0.53	47.4
Approach		81	0.0	0.065	12.1	LOS A	1.0	7.1	0.56	0.56	46.0
All Vehicles		2704	0.0	0.605	16.0	LOS B	13.4	94.1	0.75	0.68	56.0

Table A1: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday AM Peak Hour Existing Conditions

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	14	0.0	0.008	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	1872	0.0	0.469	0.1	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		1886	0.0	0.469	0.1	NA	0.0	0.0	0.00	0.00	79.6
West: Mortimer Lewis Drive											
10	L2	8	0.0	0.016	10.0	LOS A	0.1	0.4	0.68	0.76	50.5
Approach		8	0.0	0.016	10.0	LOS A	0.1	0.4	0.68	0.76	50.5
All Vehicles		1885	0.0	0.469	0.2	NA	0.1	0.4	0.00	0.01	79.4

Table A2: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday AM Peak Hour Existing Conditions



Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	24	0.0	0.019	5.3	LOS A	0.1	0.7	0.21	0.55	46.7
2	T1	838	0.0	0.335	14.4	LOS A	6.4	44.8	0.71	0.60	60.9
3	R2	54	0.0	0.395	36.0	LOS C	1.8	12.8	0.94	0.76	33.5
Approach		916	0.0	0.395	15.5	LOS B	6.4	44.8	0.71	0.61	57.6
East: Taverner St.											
4	L2	22	0.0	0.027	10.0	LOS A	0.3	2.1	0.47	0.61	50.4
5	T1	28	0.0	0.075	9.6	LOS A	0.9	6.4	0.62	0.56	43.2
6	R2	128	0.0	0.075	6.8	LOS A	0.8	6.4	0.28	0.54	53.3
Approach		178	0.0	0.075	7.6	LOS A	0.9	6.4	0.35	0.55	51.0
North: Drakeford Drive north											
7	L2	282	0.0	0.203	5.6	LOS A	1.5	10.3	0.27	0.59	46.5
8	T1	1392	0.0	0.768	20.0	LOS B	21.4	149.6	0.92	0.85	55.7
9	R2	50	0.0	0.177	22.7	LOS B	1.3	8.8	0.73	0.71	36.2
Approach		1724	0.0	0.768	17.7	LOS B	21.4	149.6	0.80	0.80	53.3
West: Mortimer Lewis Drive											
10	L2	22	0.0	0.024	5.6	LOS A	0.1	0.8	0.24	0.55	53.7
11	T1	20	0.0	0.039	13.7	LOS A	0.6	4.1	0.63	0.52	41.6
12	R2	8	0.0	0.039	18.2	LOS B	0.6	4.1	0.63	0.52	47.3
Approach		50	0.0	0.039	10.9	LOS A	0.6	4.1	0.46	0.54	47.2
All Vehicles		2868	0.0	0.768	16.3	LOS B	21.4	149.6	0.74	0.72	54.3

Table A3: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday PM Peak Hour Existing Conditions

Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	46	0.0	0.024	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	1090	0.0	0.273	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		1135	0.0	0.273	0.3	NA	0.0	0.0	0.00	0.02	79.2
West: Mortimer Lewis Drive											
10	L2	5	0.0	0.005	6.5	LOS A	0.0	0.1	0.48	0.56	52.9
Approach		5	0.0	0.005	6.5	LOS A	0.0	0.1	0.48	0.56	52.9
All Vehicles		1140	0.0	0.273	0.4	NA	0.0	0.1	0.00	0.03	79.1

Level of Service (LOS) Method: Delav (RTA NSW)

Table A4: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday PM Peak Hour Existing Conditions



APPENDIX B

SIDRA Intersection Results for Existing Traffic Conditions with Residential Apartment Traffic

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	14	0.0	0.010	5.2	LOS A	0.0	0.3	0.19	0.54	46.7
2	T1	1622	0.0	0.648	17.2	LOS B	14.8	103.4	0.85	0.75	58.2
3	R2	39	0.0	0.137	23.9	LOS B	1.0	7.0	0.75	0.70	37.7
Approach		1675	0.0	0.648	17.3	LOS B	14.8	103.4	0.84	0.74	57.4
East: Taverner St											
4	L2	18	0.0	0.018	6.4	LOS A	0.1	0.9	0.30	0.57	53.1
5	T1	14	0.0	0.185	14.8	LOS B	2.4	17.1	0.68	0.68	39.9
6	R2	201	0.0	0.185	19.3	LOS B	2.4	17.1	0.68	0.69	45.2
Approach		233	0.0	0.185	18.0	LOS B	2.4	17.1	0.65	0.68	45.4
North: Drakeford Drive north											
7	L2	88	0.0	0.066	5.3	LOS A	0.4	2.5	0.22	0.56	46.6
8	T1	721	0.0	0.398	14.9	LOS B	8.5	59.6	0.73	0.63	60.4
9	R2	21	0.0	0.144	30.5	LOS C	0.6	4.4	0.84	0.71	35.3
Approach		830	0.0	0.398	14.3	LOS A	8.5	59.6	0.68	0.62	57.6
West: Mortimer Lewis Dr											
10	L2	33	0.0	0.047	8.9	LOS A	0.4	2.7	0.46	0.82	51.3
11	T1	38	0.0	0.065	13.9	LOS A	1.0	7.1	0.64	0.53	41.7
12	R2	10	0.0	0.065	18.4	LOS B	1.0	7.1	0.64	0.53	47.4
Approach		81	0.0	0.065	12.4	LOS A	1.0	7.1	0.57	0.56	45.8
All Vehicles		2819	0.0	0.648	16.3	LOS B	14.8	103.4	0.77	0.70	55.8

Level of Service (LOS) Method: Delay (RTA NSW)

Table B1: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday AM Peak Hour Existing Conditions with Residential Apartment Traffic

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn w/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	17	0.0	0.009	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	1872	0.0	0.469	0.1	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		1889	0.0	0.469	0.1	NA	0.0	0.0	0.00	0.01	79.6
West: Mortimer Lewis Drive											
10	L2	115	0.0	0.217	11.0	LOS A	0.8	5.7	0.73	0.88	49.9
Approach		115	0.0	0.217	11.0	LOS A	0.8	5.7	0.73	0.88	49.9
All Vehicles		2004	0.0	0.488	0.8	NA	0.8	5.7	0.04	0.06	76.9

Level of Service (LOS) Method: Delay (RTA NSW)

Table B2: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday AM Peak Hour Existing Conditions with Residential Apartment Traffic



Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn vic	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
							Vehicles veh	Distance m			
South: Drakeford Drive south											
1	L2	24	0.0	0.020	6.1	LOS A	0.2	1.1	0.29	0.56	46.2
2	T1	845	0.0	0.338	14.5	LOS A	6.5	45.3	0.71	0.60	60.8
3	R2	56	0.0	0.410	36.1	LOS C	1.9	13.3	0.94	0.76	33.5
Approach		925	0.0	0.410	15.5	LOS B	8.5	45.3	0.71	0.61	57.5
East: Taverner St											
4	L2	22	0.0	0.027	10.0	LOS A	0.3	2.1	0.47	0.61	50.4
5	T1	38	0.0	0.080	10.1	LOS A	1.0	7.1	0.63	0.54	43.2
6	R2	128	0.0	0.080	6.5	LOS A	1.0	7.1	0.26	0.54	53.5
Approach		188	0.0	0.080	7.6	LOS A	1.0	7.1	0.36	0.55	50.7
North: Drakeford Drive north											
7	L2	282	0.0	0.204	5.7	LOS A	1.6	11.3	0.29	0.59	46.4
8	T1	1392	0.0	0.768	20.0	LOS B	21.4	149.6	0.92	0.85	55.7
9	R2	109	0.0	0.389	24.4	LOS B	3.0	20.9	0.80	0.76	37.5
Approach		1783	0.0	0.768	18.0	LOS B	21.4	149.6	0.81	0.80	52.5
West: Mortimer Lewis Drive											
10	L2	22	0.0	0.024	5.8	LOS A	0.1	0.9	0.26	0.56	53.6
11	T1	20	0.0	0.039	13.7	LOS A	0.6	4.1	0.63	0.52	41.6
12	R2	8	0.0	0.039	18.2	LOS B	0.6	4.1	0.63	0.52	47.3
Approach		50	0.0	0.039	10.9	LOS A	0.6	4.1	0.47	0.54	47.1
All Vehicles		2946	0.0	0.768	16.5	LOS B	21.4	149.6	0.74	0.72	53.7

Table B3: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday PM Peak Hour Existing Conditions with Residential Apartment Traffic

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn vic	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
							Vehicles veh	Distance m			
South: Drakeford Drive south											
1	L2	70	0.0	0.037	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	1090	0.0	0.273	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		1159	0.0	0.273	0.5	NA	0.0	0.0	0.00	0.04	78.9
West: Mortimer Lewis Drive											
10	L2	16	0.0	0.016	6.6	LOS A	0.1	0.4	0.49	0.60	52.9
Approach		16	0.0	0.016	6.6	LOS A	0.1	0.4	0.49	0.60	52.9
All Vehicles		1175	0.0	0.273	0.6	NA	0.1	0.4	0.01	0.04	78.4

Table B4: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday PM Peak Hour Existing Conditions with Residential Apartment Traffic



ACT
Government

Environment and Planning

Planning and Development Act 2007

REPORT ON CONSULTATION

**Draft Variation to the Territory Plan
No 337**

ACT Government Land Release Program

Greenway section 28 block 2

**Zoning changes and changes to the
Greenway precinct map and code**

June 2015

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5. APPENDICES

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<i>Appendix 2</i>	Draft variation 337 public release version
<i>Appendix 3</i>	Copies of public comments received on draft variation 337
<i>Appendix 4</i>	<i>Traffic Report March - 2015</i>

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1. INTRODUCTION

This consultation report was prepared in accordance with s 69 of the *Planning and Development Act 2007* (the P&D Act).

The report describes the consultation undertaken on the draft variation with the public, the National Capital Authority (NCA), the Conservator of Flora and Fauna, the Environment Protection Authority (EPA), ACT Heritage Council and Land Custodian, and responds to the issues raised. It also includes details of the pre consultation that was undertaken in the preparation of the proposal prior to the release of the draft variation.

2. NON-STATUTORY PUBLIC CONSULTATION (PRE-TERRITORY PLAN VARIATION)

A non-statutory pre-consultation with the community was carried out by the Chief Minister, Treasury and Economic Development Directorate (CMTED) on the proposed zoning change before the draft Territory Plan variation 337 (DV337) was released for public comment.

2.1 Details

The non statutory pre-consultation included:

- Letters to surrounding residents advising proposed zone changes,
- Advertisement in the Canberra Times, Chronicle, the Time to Talk website and Economic Development Directorate Website,
- A formal presentation to the Tuggeranong Community Council on 5 August 2014,
- ‘Drop-in’ information session on 26 August 2014 and
- Online feedback form.

A total of 28 written submissions were received from the community during the non statutory consultation period. The submissions raised concerns regarding a range of issues including,

- Impact on traffic and parking, particularly for the dog-park and other recreational users of the area.
- Concern about the potential loss of green space and mature trees on the site.
- Concern about the height of the buildings, with the community preference for single or two-storey development.
- The nature of the development including maintaining solar access and protecting lake views.

There were six comments directly opposing the proposed rezoning and associated development of the site, and one comment directly supporting the proposal. A report on the non-statutory consultation (Omnibus Territory Plan Variation 1 Part A Community Feedback) was made publicly available and was considered as

a background document in preparing the Omnibus Variations including DV337. A copy of the Omnibus Territory Plan Variation 1 Part A Community Feedback report is at **Appendix 1**.

2.2 Issues and responses

The key issues raised during pre-consultation and the responses are summarised below.

2.2.1 Potential traffic impacts

Concern was raised that the proposed zone changes will increase traffic along Mortimer Lewis Drive and will affect its operation. The road is narrow and windy. Suggestions were made that the intersection of Mortimer Lewis and Drakeford Drive would require modification to cope with additional traffic and introducing two car access points to the area. Concern was also raised that traffic noise from Drakeford Drive would be significant.

Response

The existing road already provides access and egress for people living in the area and people that make use of the other facilities located in the area eg dog park, the BBQs and playground and lake foreshore generally. Accordingly, the road configuration is designed for low speeds.

A traffic impact assessment of Mortimer Lewis Drive was carried out and is attached (Attachment 4 refers) Traffic counts were carried out as part of this assessment and the operation of the existing intersections of Mortimer Lewis Drive and Drakeford Drive were also evaluated.

The traffic assessment assumed that 150 units will be developed on Block 2. Taking into account expected traffic generation rates, the existing volume of traffic along Mortimer Lewis Drive and the existing performance of Mortimer Lewis Drive and the intersections with Drakeford Drive the assessment advised:

- The existing traffic volumes with development traffic are well within the road capacity of Mortimer Lewis Drive; and
- The additional trips from the proposed development can be accommodated at the nearby intersection and at the mid-block of Mortimer Lewis Drive without noticeably affecting intersection performance, delays or queues.

No change to the intersections was proposed in the traffic assessment report. Based on traffic accident data supplied by Traffic ACT, the intersections are outside the top 250 intersections in terms of priority for improvements.

Access from the site onto Mortimer Lewis Drive will need to be considered as part of the development of the site.

Noise is already generated by the existing traffic on Drakeford Drive and while this development will add to traffic volumes on Drakeford Drive it is not expected that the traffic noise from Drakeford Drive will be greatly affected. Noise and how it will

be ameliorated will need to be addressed at the design stage. There are various siting and construction techniques which will ameliorate noise from Drakeford Drive. The retention of the trees along Drakeford Drive will act as a 'barrier' to noise.

2.2.2 Lack of parking

Concern has been raised regarding lack of parking that may result from the proposed changes. The proposed change would negatively impact the lack of formal parking for the dog park.

Response

The proposed development will need to provide car parking for residents and visitors, consistent with the Territory Plan Parking and Vehicular Access General Code. Specific parking requirements will be dealt with at the development assessment stage, at which point the community will have another opportunity to comment. Providing adequate car parking on-site should minimise any parking along Mortimer Lewis Drive generated by the development of Block 2.

When the dog park was developed there was a parking area provided which is designed to accommodate 5 cars. Informal parking along the western side of Mortimer Lewis Drive already takes place by users of the dog park. There is a sealed car park to the north of the dog park which is some 450 metres away that can be used. Territory and Municipal Services manages the dog park and there is no proposal at this stage to expand the existing parking area next to the dog park.

2.2.3 Potential loss of green space and mature trees

The proposed development will result in loss of green space and existing mature trees on the site. It will be detrimental to the environment.

Response

While Block 2 has not been developed the land use zoning flagged the intention for the site to be developed. The commercial zoning has been in place since at least 1993 when the Territory Plan was established.

The proposal is to retain and protect the majority of the trees on the site. The trees adjacent to Drakeford Drive and a group of trees along Mortimer Lewis Drive will be retained, as part of a landscape area identified in the proposed Greenway precinct code provisions.

The trees along Drakeford Drive are mature trees that visually screen the subject site from Drakeford Drive as well as dwellings in Oxley on the opposite side of Drakeford Drive. Provisions were included in the draft Territory Plan variation, Greenway precinct code which requires that buildings and construction works were not to encroach on land within the drip zone plus 2 metres of the existing trees.

The stand of trees along Mortimer Lewis Drive will serve as a barrier between the adjacent parkland and a car park on the opposite side of the road. The draft Territory Plan variation included a provision in the Greenway precinct code that no buildings or structures, including basements, were to be located within the landscape area.

Landscaping will also be required as part of the development of the site which will add to the amenity created by the retained trees.

Any works that affect trees on the site will need to be considered under the Tree Protection Act 2007 and will be considered at the time a development application is submitted.

2.2.4 Height of the proposed buildings

The proposed height of the buildings was a concern to the community. A strong preference was for single or two storey development.

Response

The maximum building height under the current CZ6 leisure and accommodation zoning is 2 storeys.

While noting the support for low building heights, the preference was to propose higher building heights. The proposed building height is up to 9.5 metres across the majority of the site, which would permit up to 3 storeys. Only a certain portion of the site, next to the trees along Drakeford Drive, will be permitted up to 13 metres which permits up to 4 storeys.

The proposed building heights are similar to the building heights for Greenway part Block 5 Section 10 (south of Soward Way) that was introduced by Territory Plan Variation 318 (V318) in May 2014. V318 changed the land use policy from PRZ1 urban open space to residential RZ4 medium density.

The basis on which the site is taken to the market will be a matter for the Land Development Agency to determine. The actual type and form of development will be determined by the market taking into account the Territory Plan requirements and a range of other factors such as servicing costs and the cost of basement parking as opposed to surface parking. The community will have a further opportunity to comment on building height when a development proposal is submitted.

2.2.5 Maintaining views to lake and surrounding areas

The views through the site from Oxley and the residential areas to the north of the site should be retained.

Response

The site is considerably lower than the twelve dwellings in Oxley that back onto Drakeford Drive and potentially overlook the site. The twelve dwellings are all separated from the boundary of the subject site by at least 100metres. Within this

area there are two rows of established trees. One row of trees is on the Oxley side of Drakeford Drive immediately adjacent to the rear of the twelve dwelling blocks. These trees are on a mound which has been established to reduce traffic noise from Drakeford Drive. These houses are nestled behind the mound.

The other row of trees is located on the subject site. This row of trees is to be retained specifically to maintain the existing buffer between the site and Drakeford Drive and beyond.

Provisions were included in the Greenway precinct code which requires that buildings and construction works were not to encroach on land within the drip zone plus 2 metres of the existing trees. This means the proposed buildings on the site will be further setback from the dwellings in Oxley across Drakeford Drive. The Greenway precinct code also retains the existing pedestrian access through the site. The building line of the dwellings will be broken up.

These factors collectively will minimise the impact any western views currently enjoyed by the twelve dwellings that back onto Drakeford Drive across from the site.

2.2.6 Types of commercial uses

The proposal does not detail the types of commercial uses that will be occurring on the site.

Response

The proposal is to change the zoning to residential RZ4 medium density zoning which identifies a limited range of small scale commercial uses – health facility, residential care accommodation, retirement facility, guest house or child care centre. Those activities which would normally be licensed, such as a bar or restaurant are excluded.

2.2.7 Housing choice

The proposed development should have a mix of housing types rather than all public housing. Some submissions opposed public housing.

Response

Public housing will not be built across the site. As with the area to the north of Block 2, a range of housing types would be expected. This may include some public housing properties.

A range of factors are taken into account when determining the location of public housing such as proximity to shops, community facilities and public transport. There are public housing units in the residential area to the north of Block 2. Based on current public housing requirements, the preference is to salt and pepper public housing properties throughout the suburbs. Where complexes are proposed these would be up to 20 – 25 units. Developing public housing on the site would need to be agreed by Housing ACT.

2.2.8 Opposed to proposed development of the site

Certain number of submissions opposed to the proposed commercial / residential development of the site considering views will be lost and amenity of the area would be adversely affected. Suggestions have been made to consider the impact of the Southquay development before proceeding with housing on the site.

Response

The existing CZ6 Leisure and Accommodation zoning has been in place since the Territory Plan came into effect in 1993. The site, located on the eastern side of Lake Tuggeranong is currently undeveloped. There has been limited demand for development of the site for commercial CZ6 uses. There is an existing supply of CZ6 zoned land in other locations in Tuggeranong, including the town centre. The site is 1km away from the Tuggeranong town centre and is located near public transport links to both Woden and Tuggeranong.

The preference for not developing the site is noted; however the land is being released by the ACT government under the indicative Land Release Program for 2017 – 18. The supply and release of land is a central part of the Government's economic and social strategy and supports the needs of a growing population, changing households and an expanding economy. The range of uses permitted under RZ4 medium density zoning is considered more appropriate to this site than the commercial uses permitted under the current CZ6 zoning. The RZ4 zoning is consistent with the zoning of part block 5, section 10 Greenway, also on the eastern side of Lake Tuggeranong south of Soward Way. The RZ4 zoning does allow development of the site for a child care centre or a health facility, but provides for a range of uses more compatible with the existing residential uses in the vicinity of the site.

The proposed development intends to minimise impacts on lake views as well as maximise the retention of existing trees. Provisions have been included in DV337 that would require the buildings and construction works not to encroach on land within the drip zone plus 2 metres of the existing trees. It is considered that the existing use of Lake Tuggeranong will not be affected by the proposal given access to the lake from Oxley (via an underpass) will be retained. Residents to the north of the site will still be able to access the lake, noting there is a footpath which provides pedestrian and bike access opposite Block 2.

Providing housing on Greenway section 28 Block 2 would enhance the viability of business and services that operate from the Tuggeranong Town Centre. There are good road and pedestrian links to the Town Centre from Block 2. Increasing density of the area will maximise the use of available resources such as Lake Tuggeranong and sporting and community facilities that are close by.

The Land Development Agency will determine when the site will be sold, taking into account market conditions as well as other land available for residential development in the area, such as Southquay.

2.2.9 Impacts of multi-storey development

Concerns have been raised on the potential overshadowing impact of the proposed multi-storey development. Solar access to adjoin dwellings will be negatively impacted by the tall buildings.

Response

The proposals presented to the public did not show possible locations of buildings on the subject site. DV337 is also silent about the exact location of buildings on the site. The heights of the proposed buildings have been discussed in detail under 2.2.4 height of the proposed building. Additionally, the existing adjacent residential dwellings are to the north of the site. It is very unlikely those dwellings would be impacted by overshadowing. When the development application for the proposal is lodged for the site providing the details of the proposed development, solar access and potential overshadowing will be assessed against the existing solar access and set back provisions in the Multi-Unit Housing Development Code.

2.2.10 Community garden

It is suggested to retain the northern side of the site as an open space or community garden that would provide recreational facilities for the area.

Response

The siting of community gardens are directed by certain guidelines that states community gardens are preferable within an existing school or as part of an urban open space. Community gardens are not identified as being suitable in land zoned Residential. There are two existing community gardens in the Tuggeranong area at Kambah and Erindale operated by the Canberra Organic Growers Society.

3. STATUTORY PUBLIC CONSULTATION

Draft variation 337 (DV337) was released for public comment on Friday 7 November 2014. The closing date for comments was Friday 19 December 2014.

DV337 released for public comments is at **Appendix 2**.

3.1 Details

One written submission was received from Lake Tuggeranong Sea Scouts (LTSS) raising concerns regarding run-off into the lake, increase in traffic, overflow parking, amenity, and type and impact of commercial use. A copy of the submission is provided at **Appendix 3**.

The comments from the NCA are dealt with separately under section 3.2 of this report. Comments from the Conservator of Flora and Fauna, EPA, ACT Heritage Council and land custodian Territory and Municipal Services (TAMS) received and assessed prior to release of the DV337 are addressed in sections 3.3 - 3.6 respectively of this report.

3.2 Issues and responses

The key issues raised in the public submission are summarised below, and responses provided.

3.2.1 Quality of run-off into the lake

LTSS raised concern that the proposed residential development would add to the existing run-off into the lake contributing to a highly polluted lake. The lake is unable to handle the current run off and is closed for more than three months each year.

Response

Stormwater quantity and quality are both matters for further detailed design.

There are overland flow paths which cross the northern and southern ends of the site. These already flow into Lake Tuggeranong and will have to be accommodated in the development of the site.

Any development on the site will be subject to the Territory Plan's waterways: water sensitive urban design general code which contains specific requirements for development applications to ensure that development is designed to encourage mains water reduction, re-use of stormwater and re-use of waste water. Water quality is also addressed as part of this code through the implementation of measures to maximise the on-site interception of pollutants and the minimisation of the environmental impact of run-off.

The developer of the site will be responsible for implementing any stormwater related infrastructure as part of the development of the site.

3.2.2 Traffic impact

Traffic along Drakeford Drive requires an alternative access other than the existing traffic lights at the intersection of Drakeford Drive and Mortimer Lewis Drive. LTSS is concerned that the increased traffic will otherwise have to travel past the Scout hall.

Response

A traffic impact assessment of the proposed development of the site was conducted in March 2015. That report is included at **Appendix 3**. The assessment noted that site access will be off Mortimer Lewis Drive and that there are good pedestrian, cycling and public transport links close to the site.

Based on a development of 150 dwellings the assessment concluded that Mortimer Lewis Drive would be able to accommodate the traffic generated by the development. The additional trips will not noticeably affect the performance, delay time or queuing of the Drakeford Drive/Mortimer Lewis Drive intersections (north and south). Access into the site off Mortimer Lewis Drive will be subject to further consideration at the detailed design stage.

For the period 1 January 2008 to 31 December 2014 there were 33 accidents at the intersection of Drakeford Drive/Mortimer Lewis Drive/Taverner Street of which 30 were property damage and 1 property damage accident at the intersection of Drakeford Drive/Mortimer Lewis Drive. During the same period there were 5 other accidents at locations such as mid-blocks, 4 of which were property damage. Considering crashes at all intersections in the ACT, these locations are outside the top 250 intersections in terms of priority for improvements.

It is expected that cars will use both intersections to enter or leave Drakeford Drive. Traffic using the south intersection of Mortimer Lewis Drive and Drakeford Drive will probably not travel past the Scout Hall, as access onto Drakeford Drive would be quicker via the northern intersection of Drakeford Drive.

3.2.3 Car parking

The existing public car park at the lake shore is already being occupied by the existing residents. Proposed residential development would result in increased residents and visitors parking at the public car park.

Response

The level of parking to be provided on the site will be determined in accordance with the requirements of the Territory Plan parking and vehicular access general code at the time a development application is submitted for the development of the site. This covers parking for residents as well as visitors.

Roads ACT and the Transport Planning Section of the ACT Government were consulted in relation to this matter and did not object to the draft variation.

3.2.4 Street lighting

Existing street lighting is poor and insufficient for the proposed increase in population.

Response

The provision of streetlights is primarily a matter for the Territory and Municipal Services Directorate (TAMS). However development of the site would be required to comply with the relevant codes of the Territory Plan including the crime prevention through environmental design general code which stipulates lighting requirements for a range of uses.

3.2.5 Type and impacts of commercial development

LTSS raised concerns regarding the proposed commercial development at the lower level of the residential development. The type of the commercial development is not known and LTSS is concerned that licensed premises may be built there. Commercial uses could potentially increase traffic and car parking requirements, impacting on youth members as well as result in higher level of vandalism to LTSS and Sailability (sailing venue at the lake).

Response

The Territory Plan limits the type of commercial activity that might occur within the RZ4 zone. Those commercial activities which would normally be licensed, such as club, restaurant, drink establishment and shop, are prohibited uses in the RZ4 zone. In this regard, the rezoning of the land from the CZ6 leisure and accommodation zone will remove the potential for development of the site for these uses.

Activities such as a child care centre and a health facility are permitted. Such uses would be more compatible with the existing dwellings in the area as well as those which might be developed on the site.

While such uses generate traffic and car parking requirements there would be peak times of usage, generally confined to business hours during the week days.

Residential development on the site provides an opportunity for increased casual surveillance of the LTSS and Sailability properties.

4. COMPLIANCE WITH THE PLANNING AND DEVELOPMENT ACT 2007

4.1 Release for Public Comment (section 63)

DV 337 was made available for public comment from Friday 7 November 2014 to Friday 19 December 2014 and a consultation notice under s 63 of the P&D Act was published in the ACT Legislation Register on Friday 7 November 2014 in the Canberra Times on Saturday 8 November 2014.

4.2 National Capital Authority (section 61 (b) (i))

The NCA provided the following comments on 3 October 2014:

“Block 2 Section 28 Greenway is located within urban areas as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The subject site is outside Designated Areas and is not subject to Special Requirements. DV337 is not inconsistent with the Plan.”

Response

The comments are noted.

4.3 Conservator of Flora and Fauna (section 61 (b) (ii))

The Conservator made the following comments on 30 September 2014:

“This proposal can be supported provided that the rule in the Precinct Code that relates to the Landscape Area means that the area cannot be used for the construction of basements.”

Response

The comments are noted and the provisions relating to the landscape area have been amended to clarify that construction of basements cannot occur within the landscape area.

4.4 Environment Protection Authority (section 61 (b) (iii))

The EPA made the following comments on 24 October 2014:

“Thank you for the opportunity to review and provide comment on the draft variation to the Territory Plan, DV337, for the rezoning of block 2 section 28 Greenway from CZ6 Leisure and Accommodation Zone to RZ4 Medium Density Residential Zone. I have reviewed the documentation and support the variation in its current form.”

Response

The comments are noted.

4.5 ACT Heritage Council (section 61 (b) (iv))

The ACT Heritage Council made the following comments on 10 October 2014:

“There are no nominated or registered heritage places in the area affected by DV337. Consequently, ACT Heritage has no objection to the proposed DV337.”

Response

Comments are noted.

4.6 Land Custodian (section 61 (b) (v))

The Land Custodian Territory and Municipal Services Directorate (TAMS) provided the following comments 8 October 2014:

“Nil comments.”

Response

Nil comments are noted.

4.7 Notice of Submission to the Minister (section 70)

In accordance with s 70 of the P&D Act, a public availability notice will be placed in the ACT Legislation Register, *The Canberra Times* stating that DV337 has been submitted to the Minister and that the documents are available for public inspection.

5. APPENDICES

APPENDIX 1

Omnibus Territory Plan Variation 1 Part A Community Feedback

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APPENDIX 2
Draft variation 337 public release version

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APPENDIX 3
Copies of public comments received on draft variation

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APPENDIX 4
Traffic Report March 2015

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ACT
Government

Environment and Planning

Planning and Development Act 2007

**Draft
Variation to the
Territory Plan
No 337**

**ACT Government Land Release
Program**

Greenway section 28 block 2
Zoning changes and changes to the
Greenway precinct map and code

June 2015

Draft variation submitted to the Minister
under s69 of the *Planning and Development Act 2007*

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1. EXPLANATORY STATEMENT

1.1 Background

The site at Greenway section 28, block 2, is being released by the ACT government under the Land Release Program 2014-15 to 2017 – 18. The supply and release of land is a central part of the Government's economic and social strategy and supports the needs of a growing population, changing households and an expanding economy. In particular, land supply has an important role in providing a range of affordable housing choices, and in meeting the needs of the commercial and industrial sectors, factors that are crucial in attracting and retaining a skilled workforce.

More information can be found at:

<http://www.economicdevelopment.act.gov.au/land> and <http://www.lda.act.gov.au>

1.2 Summary of the proposal

This draft variation proposes to rezone block 2, section 28 Greenway from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone.

The site, located on the eastern side of Lake Tuggeranong is currently undeveloped. There has been limited demand for development of the site for commercial CZ6 uses. There is an existing supply of CZ6 zoned land in other locations in Tuggeranong, including the town centre. The site is 1km away from the Tuggeranong town centre and is located near public transport links to both Woden and Tuggeranong.

The range of uses permitted under RZ4 medium density zoning is considered more appropriate to this site than the commercial uses permitted under the current CZ6 zoning. The RZ4 zoning is consistent with the zoning of part block 5, section 10 Greenway, also on the eastern side of Lake Tuggeranong south of Soward Way. The RZ4 zoning does allow development of the site for a child care centre or a health facility, but provides for a range of uses more compatible with the existing residential uses in the vicinity of the site.

1.3 The National Capital Plan

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (the Plan) and to keep the NCP under constant review and to propose amendments to it when necessary.

The Plan, which was published in the Commonwealth Gazette on 21 January 1990, is required to ensure Canberra and the Territory are planned and developed in accordance with their national significance. The *Australian Capital Territory (Planning and Land Management) Act 1988* also requires the Territory Plan is not inconsistent with the Plan. The area covered by this draft variation is within urban areas identified in the Plan.

1.4 Site Description

The subject site includes block 2, section 28 Greenway and is located at the eastern edge of the suburb of Greenway on Mortimer Lewis Drive approximately 1km by road from the Tuggeranong Town Centre, adjacent to the foreshore of Lake Tuggeranong and immediately east of Oxley (**Figure 1** refers). The site is also adjacent to Drakeford Drive which is a major arterial road linking Tuggeranong to other parts of Canberra, with public transport stops near the subject site providing ready public transport links between Woden and Tuggeranong.

The subject site is bordered to the west and south by urban open space zone and the Lake, to the north by multi-unit residential dwellings in a residential RZ2 suburban core zone and to the east, across Drakeford Drive by dwellings in Oxley in the residential RZ1 suburban zone.

The site is approximately 44,645m² in area and has an irregular shape primarily because it follows the lake shore. The site has a curving frontage of about 700 metres to Mortimer Lewis Drive and approximately 400 metres to Drakeford Drive.

The Tuggeranong town centre provides commercial, retail, office, education, community, government services, leisure, entertainment and residential opportunities for the broader Tuggeranong community. The site is located within reasonable proximity to the Kambah South local centre and the Erindale group centre. The subject site is also close to a range of other community facilities such as the Sea Scouts, playgrounds, dog park and outdoor recreational areas.

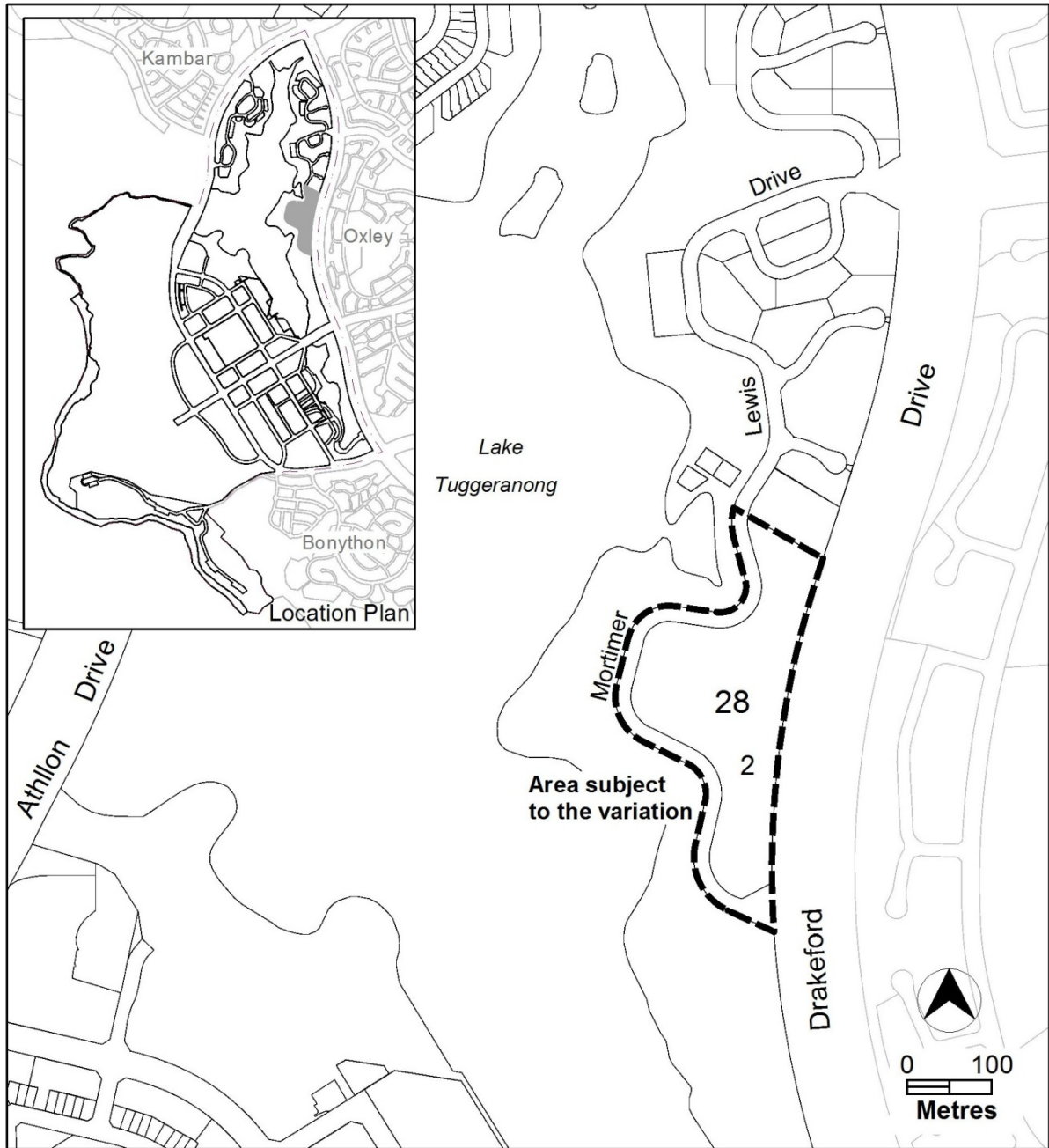


Figure 1: Site Plan

1.5 Current Territory Plan Provisions

The Territory Plan map zone for the area subject to this variation is shown in **Figure 2**

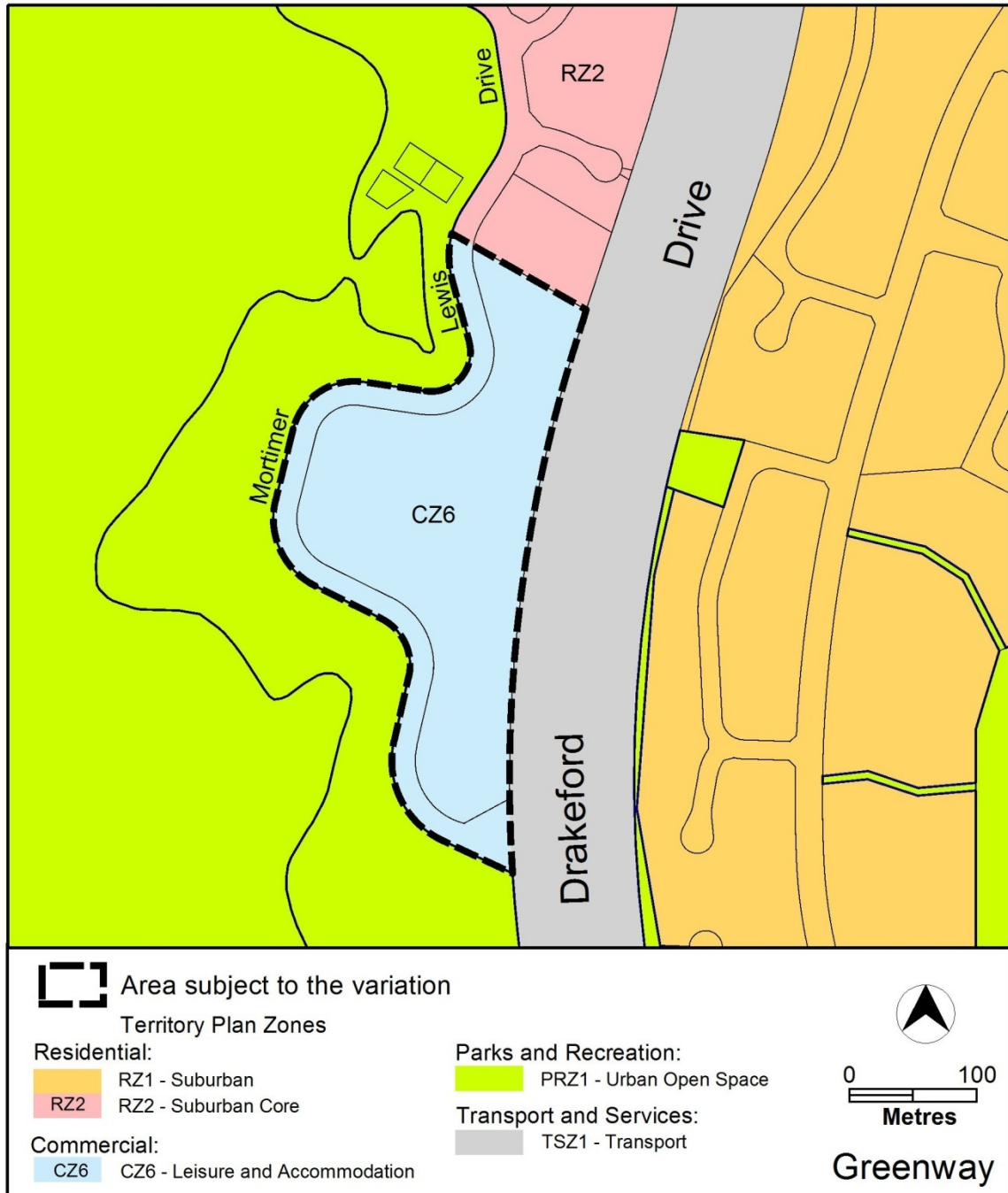


Figure 2 Territory Plan Zones Map

The Greenway precinct map for the area subject to this variation is shown in **Figure 3**.

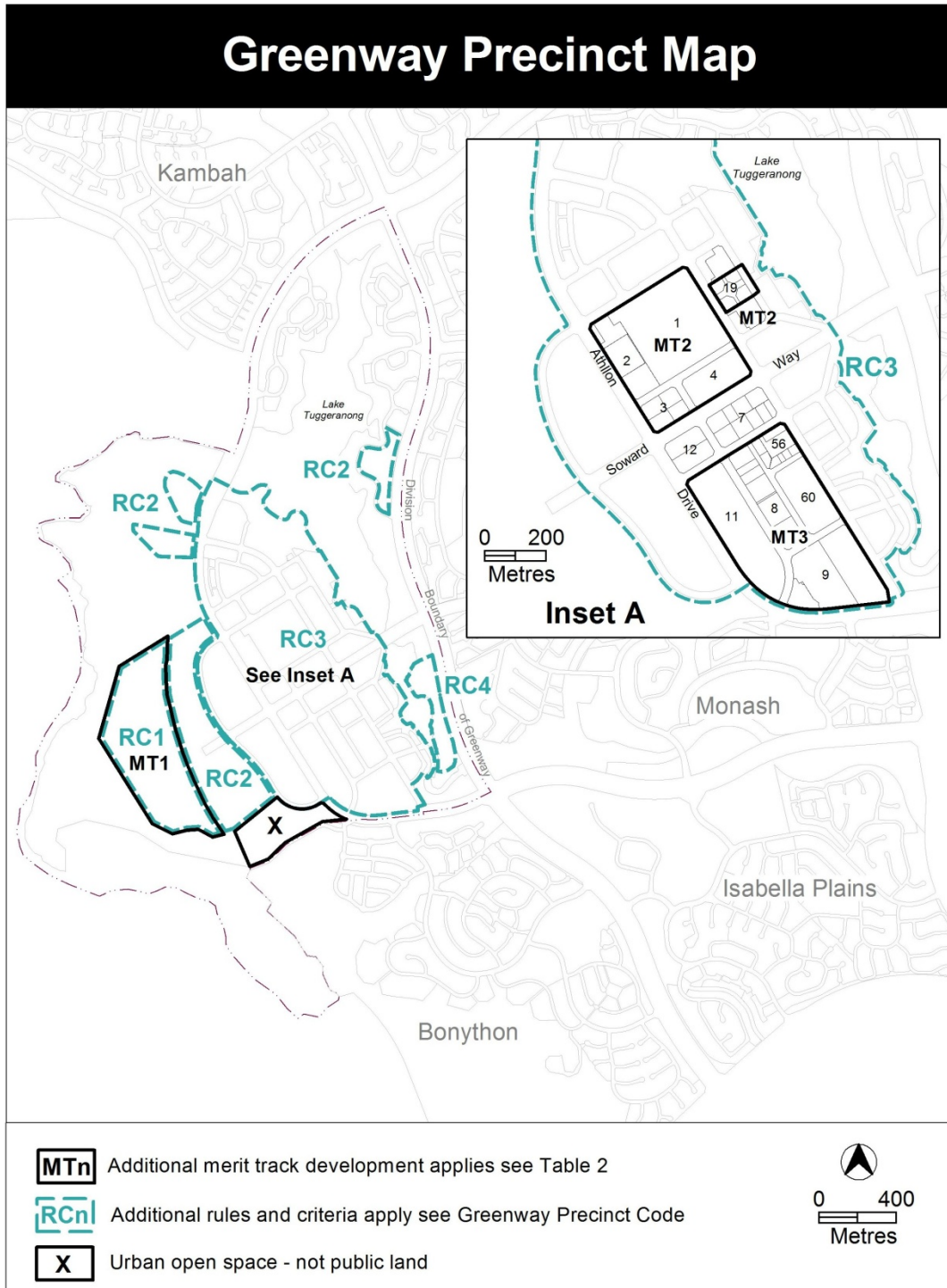


Figure 3 – Greenway precinct map.

1.6 Changes to the Territory Plan

Detailed changes to the Territory Plan are noted in section 2 of this document and include a change of zoning of the site as well as amendments to the Greenway precinct map and code to guide the future development of the site.

1.7 Consultation on the Draft Variation

Draft Variation No 337 (DV337) was released for public comment between Friday 7 November 2014 and Friday 19 December 2014. A consultation notice under section 63 of the *Planning and Development Act 2007* (P&D Act) was published on the ACT Legislation Register on 7 November 2014 and in *The Canberra Times* on Saturday 8 November 2014.

One written submission was received in relation to the proposal. The main issues raised in the submission were water quality and run-off into the lake, increase in traffic, overflow parking, amenity, and type and impact of commercial use.

The above issues were considered and are detailed in a report on consultation, which is available at www.act.gov.au/recommendedvariations. No changes were made as a result of consultation. The Minister will consider the outcomes of consultation prior to making a decision on this draft variation.

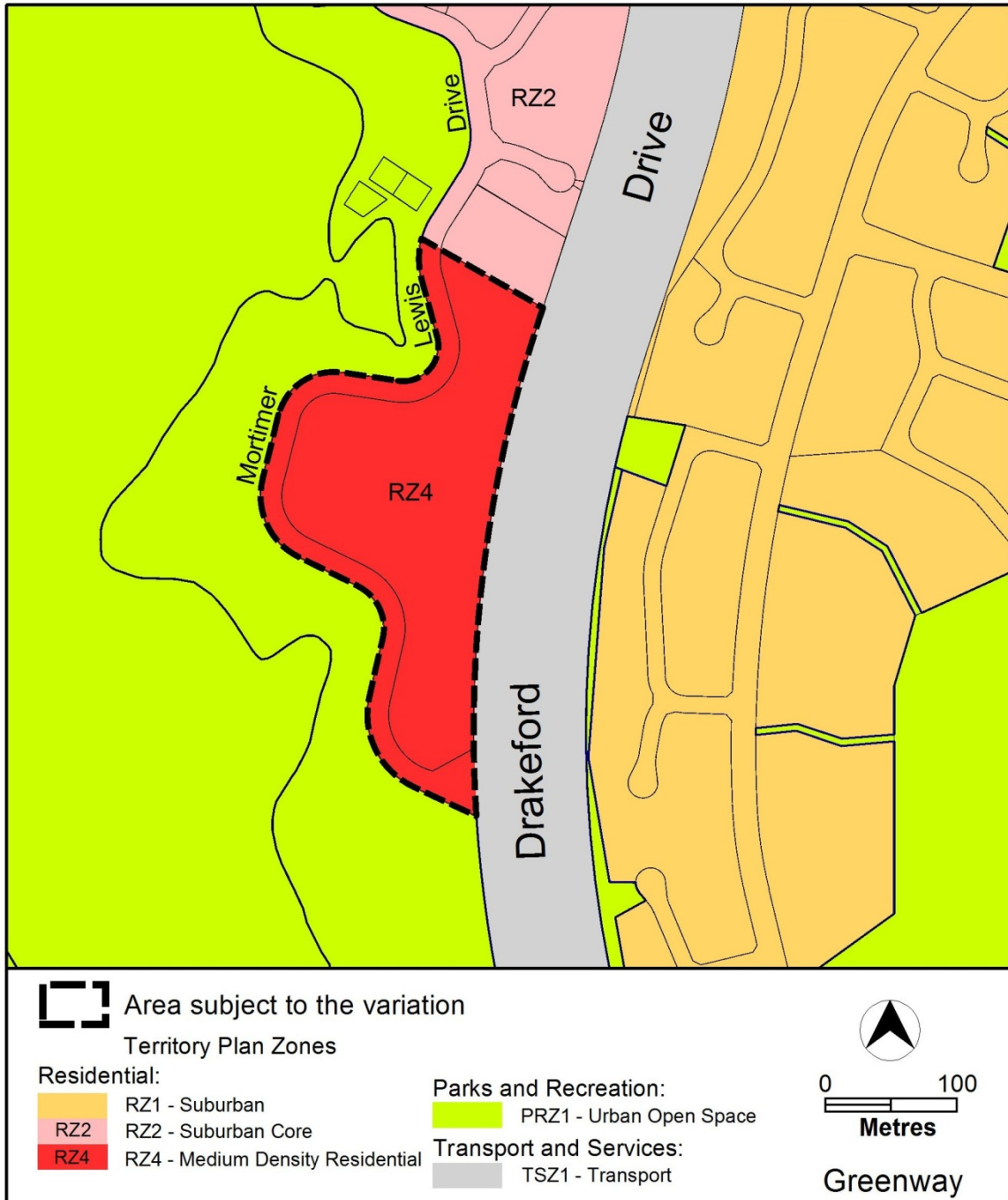
1.8 Interim Effect

Section 72 of the *Planning and Development Act 2007* does not apply in relation to the draft variation and therefore it does not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

2. DRAFT VARIATION

2.1 Variation to the Territory Plan Map

The Territory Plan map is varied in all of the following ways:

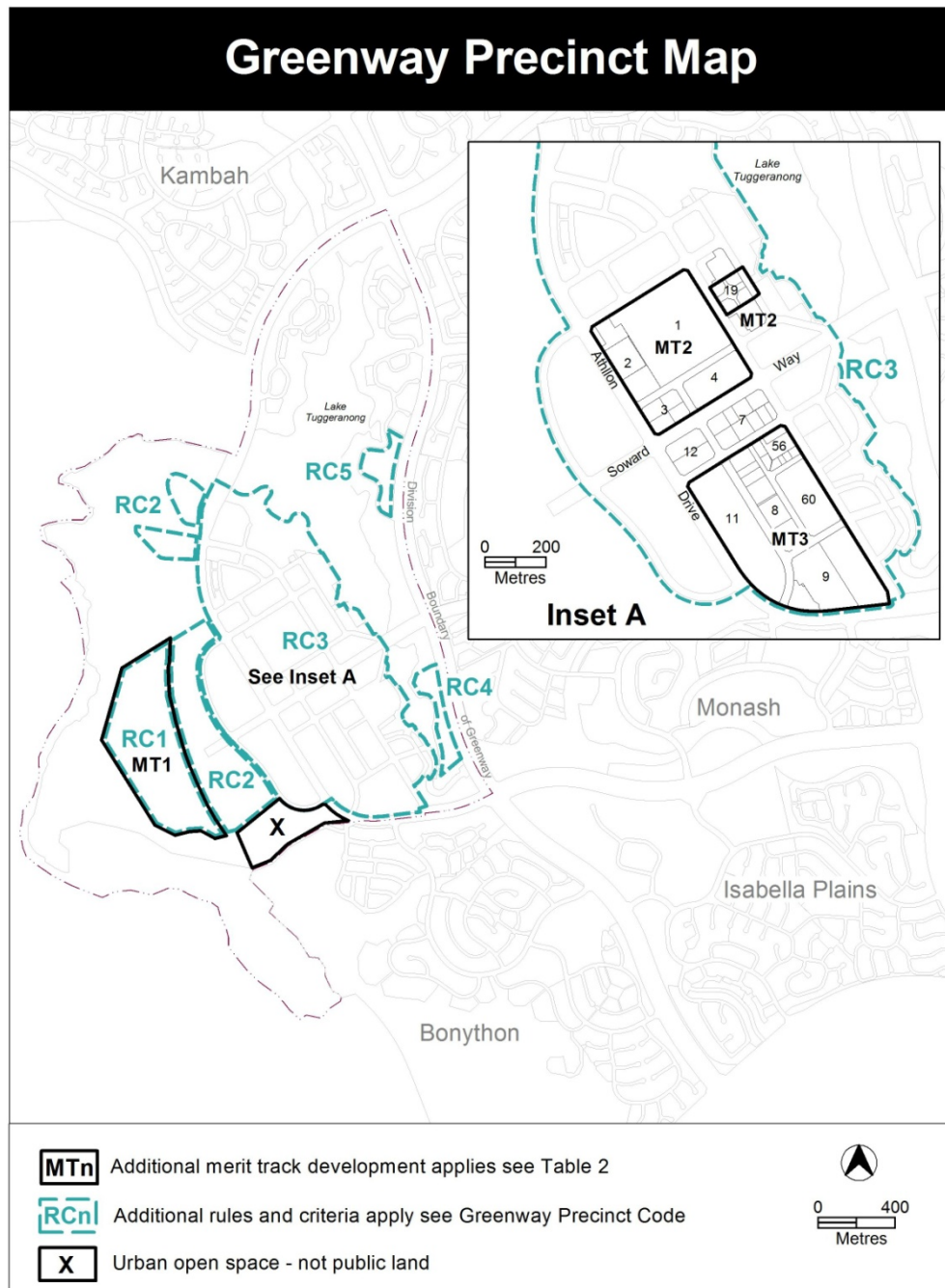


2.2 Variation to the Territory Plan written statements

Variation to the Greenway precinct map

1. Greenway precinct map – Remove the RC2 Leisure and accommodation area and introduce new RC5 – medium density area

Substitute



Variation to the Greenway precinct code

2. RC5 – Medium density area

Insert

RC5 – Medium density area

This part applies to blocks and parcels identified in area RC5 shown on the Greenway precinct map. RC5 includes the medium density area.

Element 6 – Site

Rules	Criteria
6.1 Site Access	
<p>R20</p> <p>Vehicular access or egress to the site from Drakeford Drive is not permitted.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
6.2 Pedestrian access	
<p>R21</p> <p>This rule applies to the area identified in figure 6.</p> <p>A public pedestrian footpath is provided and complies with all of the following:</p> <ul style="list-style-type: none"> a) is 5 metres wide b) links the Drakeford Drive pedestrian underpass to the Lake Tuggeranong urban open space. 	<p>C21</p> <p>Public pedestrian access between the Drakeford Drive pedestrian underpass and the Lake foreshore is retained.</p>

Element 7 Built form

Rules	Criteria
7.1 Height of buildings	
<p>R22</p> <p>This rule applies to areas shown in figure 6</p> <p>The maximum <i>height of buildings</i> in the areas shown on figure 6 are as follows:</p> <ul style="list-style-type: none"> a) in area 'a' – 9.5 metres b) in area 'b' – 13 metres. Area 'b' is measured as a maximum depth of 27 metres from the edge of the tree drip zone identified in figure 6. <p>For this rule the building height excludes all of the following:</p> <ul style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 8 Environment

Rules	Criteria
8.1 Trees	
<p>R23</p> <p>This rule applies to the drip zone area identified in figure 6.</p> <p>Building and construction works do not encroach on land within the drip zone plus 2.0m of the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive. This includes any basements.</p>	<p>C23</p> <p>The health of existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive is maintained.</p> <p>Compliance with this criterion is achieved by a report that has been prepared by a suitably qualified arborist and endorsed by the Conservator of Flora and Fauna.</p>
8.2 Landscape area	
<p>R24</p> <p>This rule applies to the landscape area identified in figure 6.</p> <p>No buildings or structures are located within the landscape area. This includes any basements.</p>	<p>C24</p> <p>The site is screened from the car park on Lewis Mortimer Drive through retention of existing vegetation and creation of a landscape area.</p>

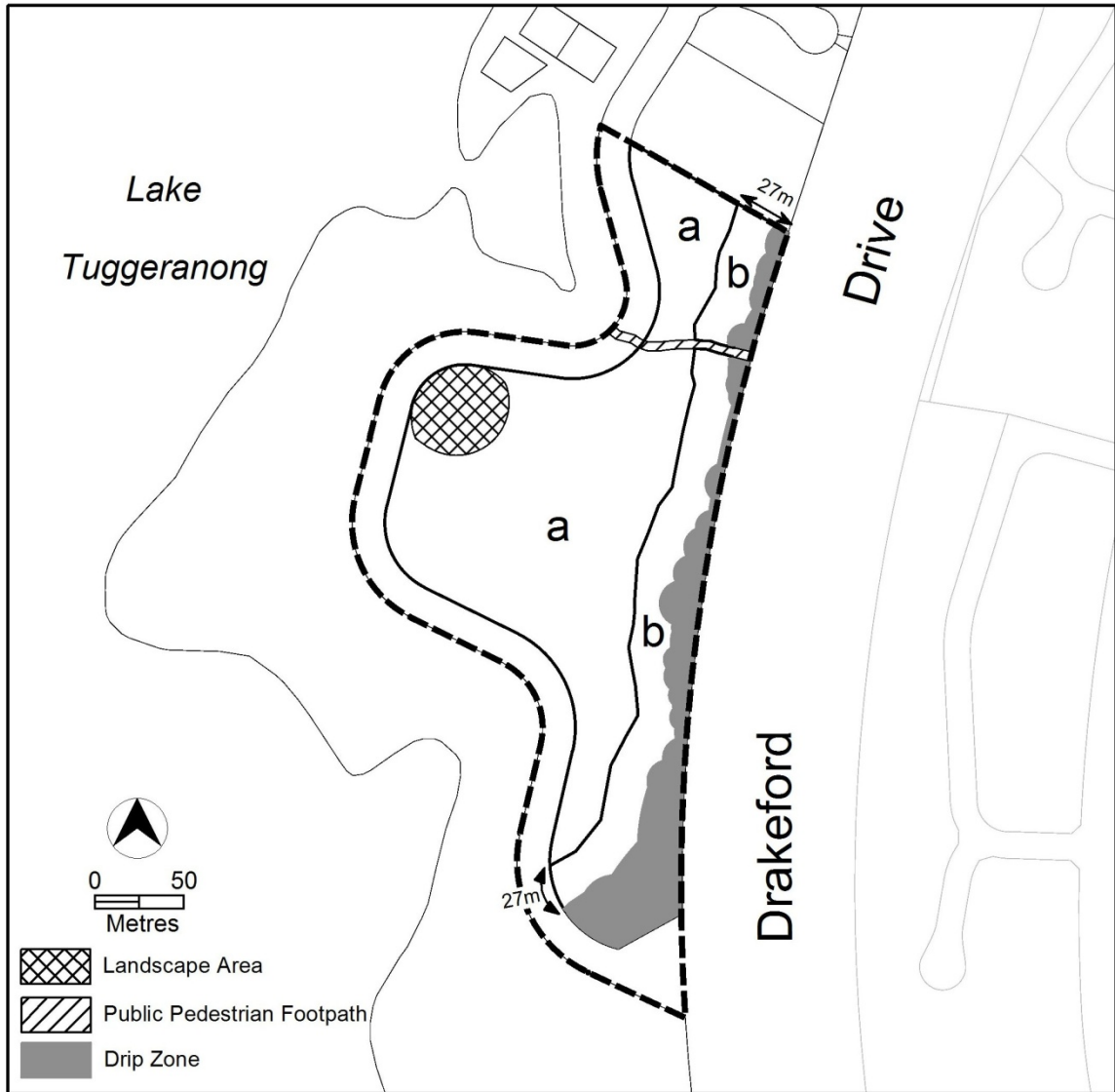


Figure 6: Site, built form and environment

Interpretation service

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-għajjnuna 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:

TRANSLATING AND INTERPRETING SERVICE

131 450

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

DV - Public availability notice (PAN)

Obj. A10567070

The Canberra Times – Saturday 27 June 2015
Community noticeboard

Territory Plan

Public Availability Notice: Draft Variation 337 (DV337) – Greenway section 28 block 2

DV337 would rezone section 28 block 2 Greenway from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone. Amendments are also proposed to the Greenway precinct map and code to guide the future development of the site.

DV337 has been referred to the Minister and the planning and land authority is making it available for public inspection, as well as background papers and a report on consultation, which contains the issues raised in written comments on the draft variation. It also includes consultation activities undertaken with the public, the National Capital Authority, the Conservator of Flora and Fauna, the Environment Protection Authority, the Heritage Council and the Chief Minister, Treasury and Economic Development Directorate (being the land custodian of the land).

The documents are available for viewing online at www.act.gov.au/recommendedvariations and at the Environment and Planning Directorate shopfront at 16 Challis Street, Dickson from Monday to Friday (except public holidays) between 8.30am and 4.30pm.

Section 72 of the *Planning and Development Act 2007* does not apply in relation to DV337, so it does not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

Planning and Land Authority

Australian Capital Territory

Planning and Development (Draft Variation No 337) Public Availability Notice 2015

Notifiable Instrument NI2015—

made under the

Planning and Development Act 2007, section 70 (Public notice of documents given to Minister) and section 71 (Public availability notice—notice of interim effect etc)

The planning and land authority, within the Environment and Planning Directorate (EPD), is making available for public inspection Draft Variation No 337 (DV337), including the related documents listed below, which has been given to the Minister for approval:

- background papers
- a report on consultation, including:
 - a written report setting out the issues raised in any written comments (including consultation comments) about the variation
 - a written report about the Authority's consultation with the public, the National Capital Authority, the Conservator of Flora and Fauna, the Environment Protection Authority, the Heritage Council and the Chief Minister, Treasury and Economic Development Directorate (being the land custodian).

DV337 would rezone section 28 block 2 Greenway from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone. Amendments are also proposed to the Greenway precinct map and code to guide the future development of the site.

DV337 and related documents are available for viewing online at www.act.gov.au/recommendedvariations and at the EPD shopfront at 16 Challis Street, Dickson from Monday to Friday (except public holidays) between 8:30am and 4:30pm.

Effect of the draft variation

Section 72 of the *Planning and Development Act 2007* does not apply in relation to the draft variation and therefore it does not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

Jim Corrigan
Delegate of the Planning and Land Authority
June 2015

Objective Reference: A10567073

SUBJECT Public availability notice (PAN) and Canberra Times advertisement for draft variation No 337 – Greenway section 28 block 2

EXECUTIVE DIRECTOR

PURPOSE

To gain agreement to publish the public availability notice for the draft variation on the Legislation Register on Friday 26 June 2015 and the advertisement in the Canberra Times on Saturday 27 June 2015.

BACKGROUND

The Minister's office has advised that it has received the recommended draft variation. Section 70 of the Planning and Development Act 2007 requires the planning and land authority to give public notice of documents given to the Minister. This public notice is given by publishing a PAN on the Legislation Register and in a daily newspaper.

ISSUES

The PAN and advertisement are statutory requirements that must be complied with.

POTENTIAL MEDIA IMPLICATIONS

A draft media release and talking points have been provided to the Minister as part of the package for the recommended draft variation.

BUDGET IMPLICATIONS

The cost of the advertisement in the newspaper is covered by operational budget of the Environment and Planning Directorate.

CONSULTATION STRATEGY

The publishing of the PAN on the legislation register and the advertisement in the Canberra Times is required by legislation and is part of the wider consultation strategy for these draft variations.

Agency and public consultations have already been undertaken in relation to the draft variation. The report on consultation which details the outcomes of the agency and public consultation has been provided to the Minister and will also be made publicly available on the EPD website once the PAN is published.

CRITICAL DATE

It is usual practice to publish the PAN on the Legislation Register and the advertisement in the newspaper on the first Friday and Saturday respectively after the Ministers office advises it has received the recommended draft variation. The PAN and advertisement should therefore be signed off by close of business Wednesday 24 June 2015 in order for the PAN to be placed on the legislation register on Friday 26 June 2015 and for the advertisement to be notified on Saturday 27 June 2015.

RECOMMENDATIONS

It is recommended that you:

- Agree to the PAN by signing it ([Attachment A](#))
- Agree to the placement of the advertisement ([Attachment B](#)) in the Canberra Times.

Alix Kaucz
Territory Plan Section
Phone: 62050864

June 2015

AGREED/NOT AGREED/NOTED/PLEASE DISCUSS

EXECUTIVE DIRECTOR

June 2015

Contact Officer: Sharmin Aziz
Team: Territory Plan section
Phone: 62052642

Australian Capital Territory

Planning and Development (Draft Variation No 337) Public Availability Notice 2015

Notifiable Instrument NI2015— 344

made under the

Planning and Development Act 2007, section 70 (Public notice of documents given to Minister) and section 71 (Public availability notice—notice of interim effect etc)

The planning and land authority, within the Environment and Planning Directorate (EPD), is making available for public inspection Draft Variation No 337 (DV337), including the related documents listed below, which has been given to the Minister for approval:

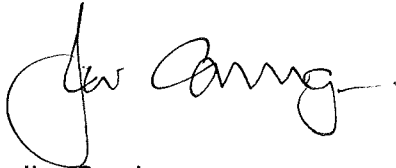
- background papers
- a report on consultation, including:
 - a written report setting out the issues raised in any written comments (including consultation comments) about the variation
 - a written report about the Authority's consultation with the public, the National Capital Authority, the Conservator of Flora and Fauna, the Environment Protection Authority, the Heritage Council and the Chief Minister, Treasury and Economic Development Directorate (being the land custodian).

DV337 would rezone section 28 block 2 Greenway from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone. Amendments are also proposed to the Greenway precinct map and code to guide the future development of the site.

DV337 and related documents are available for viewing online at www.act.gov.au/recommendedvariations and at the EPD shopfront at 16 Challis Street, Dickson from Monday to Friday (except public holidays) between 8:30am and 4:30pm.

Effect of the draft variation

Section 72 of the *Planning and Development Act 2007* does not apply in relation to the draft variation and therefore it does not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

A handwritten signature in black ink, appearing to read 'Jim Corrigan', with a large, stylized initial 'J'.

Jim Corrigan
Delegate of the Planning and Land Authority

24 June 2015



Mick Gentleman MLA

MINISTER FOR PLANNING
 MINISTER FOR ROADS AND PARKING
 MINISTER FOR WORKPLACE SAFETY AND INDUSTRIAL RELATIONS
 MINISTER FOR CHILDREN AND YOUNG PEOPLE
 MINISTER FOR AGEING

MEMBER FOR BRINDABELLA

COPY

Ms Meegan Fitzharris MLA
 Chair
 Standing Committee for Planning,
 Environment and Territory and Municipal Services
 ACT Legislative Assembly
 London Circuit
 CANBERRA ACT 2601

Dear Ms Fitzharris

RE: Information copy of draft omnibus variation DV337 – Greenway

I have decided to exercise my discretion to not refer draft omnibus variation DV337 – Greenway to the Standing Committee for Planning, Environment and Territory and Municipal Services (the committee) under section 73(2) of the *Planning and Development Act 2007*.

Recommended DV337 – Greenway (attached) proposes to rezone block 2, section 28 Greenway from the commercial CZ6 leisure and accommodation zone to the RZ4 mixed use residential zone (*Attachment A*).

The draft variation was publicly notified as part of the omnibus draft variations between 7 November 2014 and 19 December 2014. As detailed in the report on consultation (*Attachment B*), DV337 attracted one submission from the Lake Tuggeranong Sea Scouts (LTSS). The sea scouts raised concerns in relation to potential impacts on the water quality of the lake, traffic impacts, car parking, street lighting and possible commercial development on the site.

I believe the matters raised during the public consultation period have been adequately addressed, with no changes required to the draft variations. The majority of matters raised are able to be managed at the detailed design stage as part of a development application and subject to the relevant Territory Plan codes.

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601
 Phone: (02) 6205 0218 Fax: (02) 6205 0368 Email: GENTLEMAN@act.gov.au
 Twitter: @GENTLEMANMick Facebook: www.facebook.com/MickGentleman



CANBERRA

The rezoning of the land to a residential zone will actually reduce the range of commercial development that could occur on the site. A traffic report has been prepared in relation to the draft variation and demonstrates capacity for the site to be developed for the range of uses permitted in the proposed RZ4 medium density residential zone.

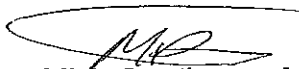


I also note that the officials from EPD and CMTEDD provided a further update briefing on the omnibus Territory Plan variation package on 11 March 2015. The briefing included discussion about this Greenway site and no concerns were raised by Committee members at the time.

I intend to table DV337 – Greenway in the Legislative Assembly as soon as possible after I have approved the variation.

Relevant officers from the Environment and Planning Directorate can be made available to brief the committee on the draft variation, if required. Please contact my office on 6205 0218 to make the necessary arrangements, should the committee so choose.

Yours sincerely


Mick Gentleman MLA
Minister for Planning
1 July 2015



AUSTRALIAN CAPITAL TERRITORY
PLANNING AND DEVELOPMENT ACT 2007
APPROVAL OF PLAN VARIATION NUMBER 337
TO THE
TERRITORY PLAN

ACT Government Land Release Program
Greenway section 28 block 2
Zoning changes and changes to the
Greenway precinct map and code

Pursuant to s 76(3)(a) of the *Planning and Development Act 2007*, I hereby APPROVE plan variation No 337 to the Territory Plan as set out in Annexure "A" to this instrument.

Mick Gentleman MLA
Minister for Planning

Dated this day of July 2015



AUSTRALIAN CAPITAL TERRITORY

PLANNING AND DEVELOPMENT ACT 2007

**APPROVAL OF PLAN VARIATION NUMBER 337
TO THE
TERRITORY PLAN**

**ACT Government Land Release Program
Greenway section 28 block 2
Zoning changes and changes to the
Greenway precinct map and code**

Pursuant to s 76(3)(a) of the *Planning and Development Act 2007*, I hereby APPROVE plan variation No 337 to the Territory Plan as set out in Annexure "A" to this instrument.

A handwritten signature in black ink, appearing to read "MG", written over a horizontal line.

Mick Gentleman MLA
Minister for Planning

Dated this 17th day of July 2015



ACT
Government

Environment and Planning

ANNEXURE A

Planning and Development Act 2007

**Variation to the
Territory Plan
No 337**

ACT Government Land Release Program

Greenway section 28 block 2

Zoning changes and changes to the

Greenway precinct map and code

Final variation prepared under s76 of the
Planning and Development Act 2007

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1.2	Summary of the Proposal	1
1.3	The National Capital Plan	2
1.4	Site Description.....	2
1.5	Current Territory Plan Provisions.....	4
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2.1	Variation to the Territory Plan written statements	8

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1. EXPLANATORY STATEMENT

1.1 Background

The site at Greenway section 28, block 2, is being released by the ACT government under the Land Release Program 2014-15 to 2017 – 18. The supply and release of land is a central part of the Government's economic and social strategy and supports the needs of a growing population, changing households and an expanding economy. In particular, land supply has an important role in providing a range of affordable housing choices, and in meeting the needs of the commercial and industrial sectors, factors that are crucial in attracting and retaining a skilled workforce.

More information can be found at:

<http://www.economicdevelopment.act.gov.au/land> and <http://www.lida.act.gov.au>

1.2 Summary of the Proposal

This variation rezones block 2, section 28 Greenway from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone.

The site, located on the eastern side of Lake Tuggeranong is currently undeveloped. There has been limited demand for development of the site for commercial CZ6 uses. There is an existing supply of CZ6 zoned land in other locations in Tuggeranong, including the town centre. The site is 1km away from the Tuggeranong town centre and is located near public transport links to both Woden and Tuggeranong.

The range of uses permitted under RZ4 medium density zoning is considered more appropriate to this site than the commercial uses permitted under the current CZ6 zoning. The RZ4 zoning is consistent with the zoning of part block 5, section 10 Greenway, also on the eastern side of Lake Tuggeranong south of Soward Way. The RZ4 zoning does allow development of the site for a child care centre or a health facility, but provides for a range of uses more compatible with the existing residential uses in the vicinity of the site.

1.3 The National Capital Plan

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The Planning and Land Management Act 1988 also required that the Territory Plan is not inconsistent with the NCP.

In accordance with section 10 of the *Australian Capital Territory (Planning and Land Management) Act 1988*, the National Capital Plan defines the planning principles and policies for Canberra and the Territory, for giving effect to the object of the NCP and sets out the general policies to be implemented throughout the Territory, including the range and nature of permitted land uses.

It also sets out the detailed conditions of planning, design and development for areas that have special significance to the National Capital known as designated areas and identifies special requirements for the development of some other areas.

1.4 Site Description

The subject site includes block 2, section 28 Greenway and is located at the eastern edge of the suburb of Greenway on Mortimer Lewis Drive approximately 1km by road from the Tuggeranong Town Centre, adjacent to the foreshore of Lake Tuggeranong and immediately east of Oxley (Figure 1 refers). The site is also adjacent to Drakeford Drive which is a major arterial road linking Tuggeranong to other parts of Canberra, with public transport stops near the subject site providing ready public transport links between Woden and Tuggeranong.

The subject site is bordered to the west and south by urban open space zone and the Lake, to the north by multi-unit residential dwellings in a residential RZ2 suburban core zone and to the east, across Drakeford Drive by dwellings in Oxley in the residential RZ1 suburban zone.

The site is approximately 44,645m² in area and has an irregular shape primarily because it follows the lake shore. The site has a curving frontage of about 700 metres to Mortimer Lewis Drive and approximately 400 metres to Drakeford Drive.

The Tuggeranong town centre provides commercial, retail, office, education, community, government services, leisure, entertainment and residential opportunities for the broader Tuggeranong community. The site is located within reasonable proximity to the Kambah South local centre and the Erindale group centre. The subject site is also close to a range of other community facilities

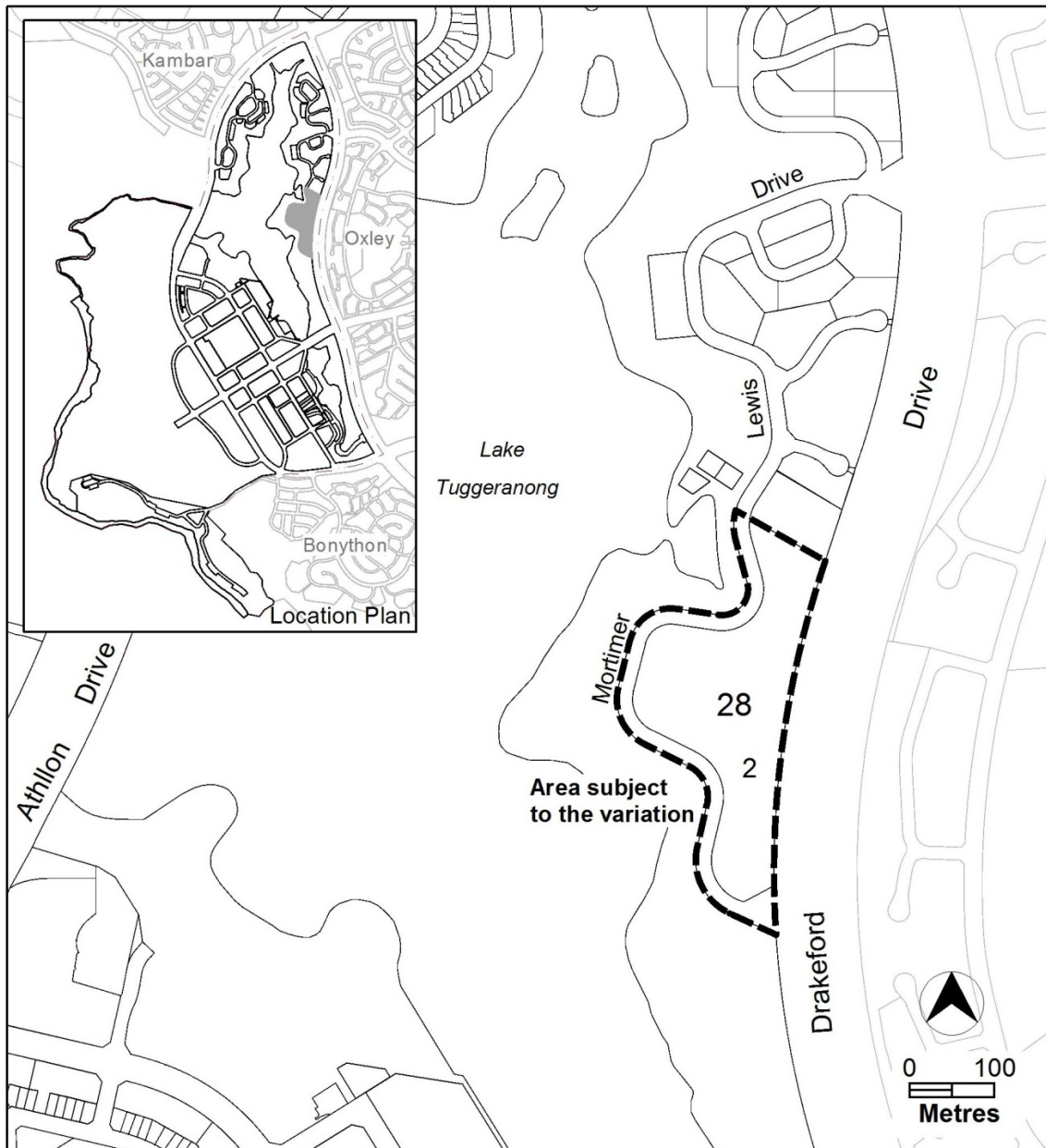


Figure 1: Site Plan

1.5 Current Territory Plan Provisions

The Territory Plan map zone for the area subject to this variation is shown in **Figure 2**

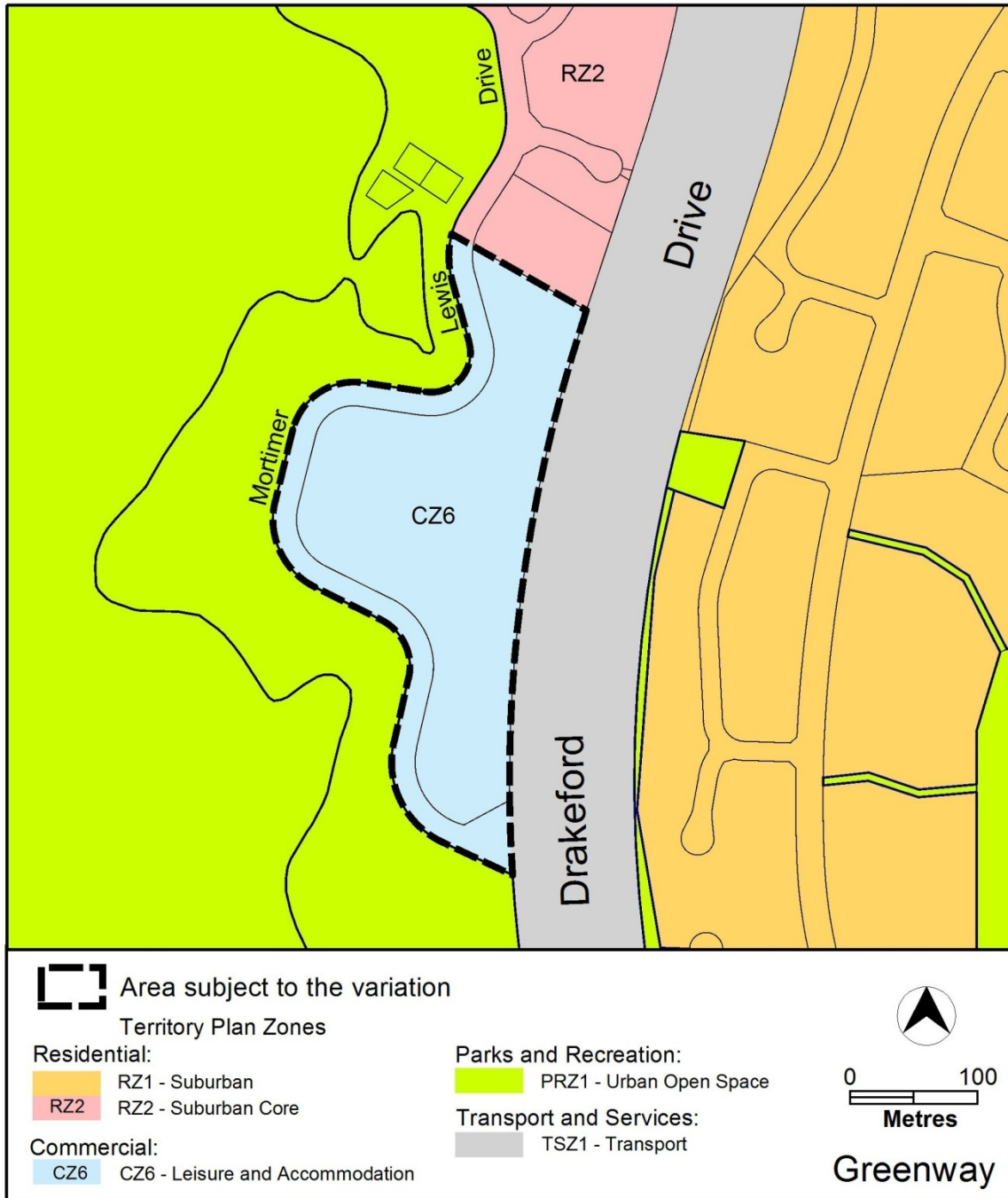


Figure 2 Territory Plan Zones Map

The Greenway precinct map for the area subject to this variation is shown in **Figure 3**.

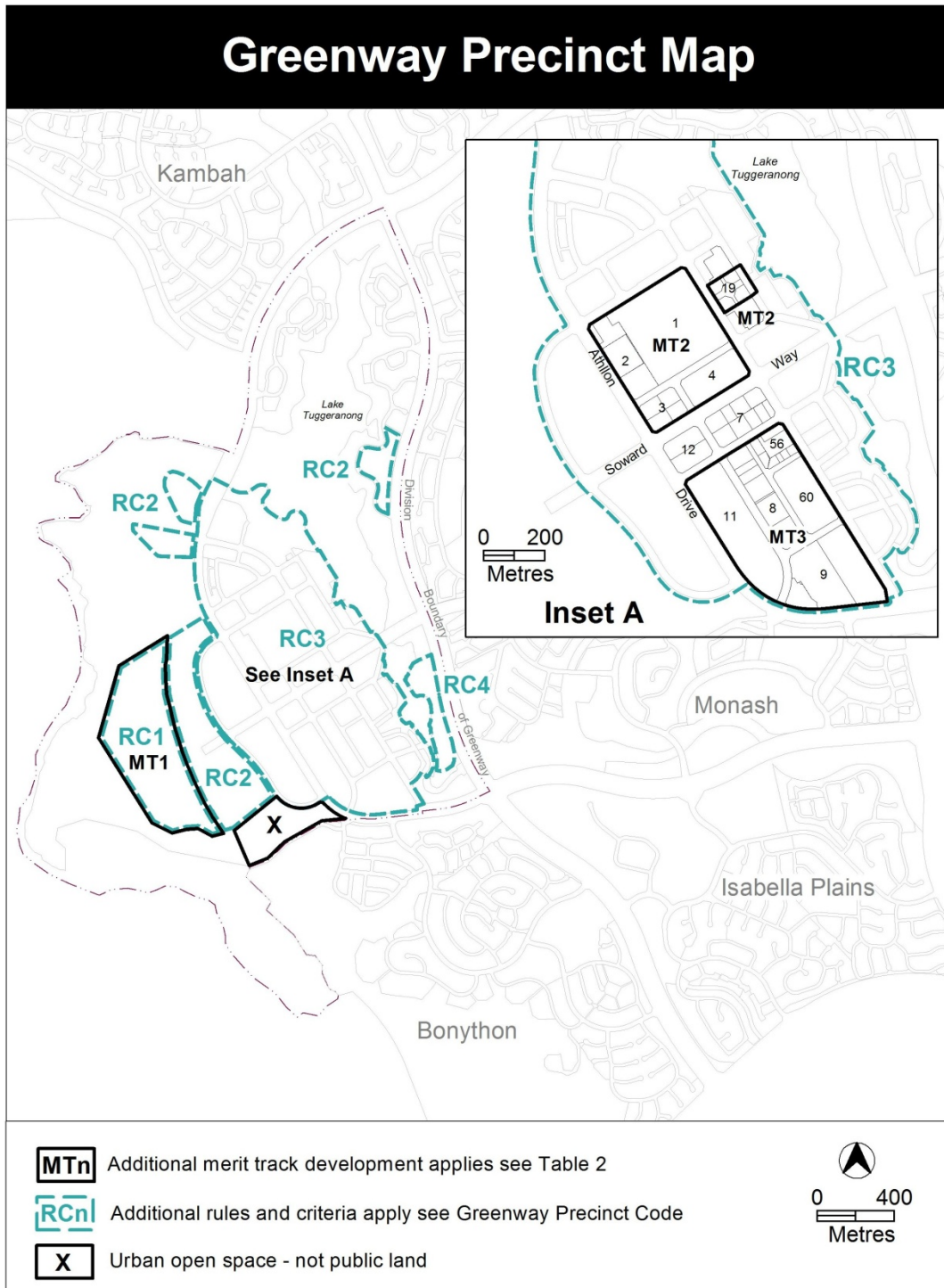


Figure 3 – Greenway precinct map.

1.6 Changes to the Territory Plan

Detailed changes to the Territory Plan are noted in section 2 of this document and include a change of zoning of the site as well as amendments to the Greenway precinct map and code to guide the future development of the site.

1.7 Consultation on the Draft Variation

Draft Variation No 337 (DV337) was released for public comment between Friday 7 November 2014 and Friday 19 December 2014. A consultation notice under section 63 of the Planning and Development Act 2007 (P&D Act) was published on the ACT Legislation Register on 7 November 2014 and in The Canberra Times on Saturday 8 November 2014.

One written submission was received in relation to the proposal. The main issues raised in the submission were water quality and run-off into the lake, increase in traffic, overflow parking, amenity, and type and impact of commercial use.

These issues were considered and are detailed in a report on consultation.

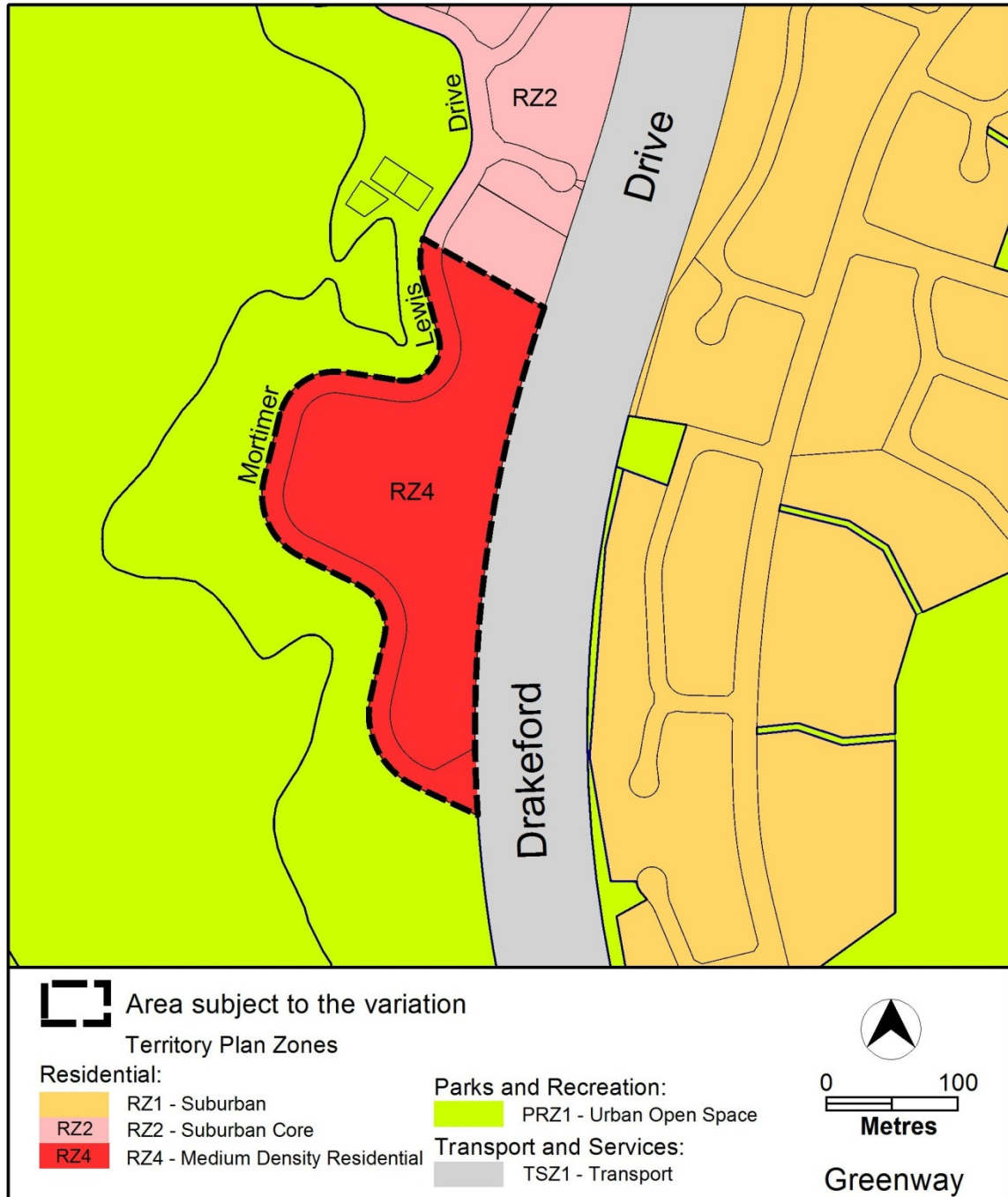
1.8 Revisions to the Draft Variation Recommended to the Minister

No changes were made to the draft variation recommended to the Minister.

2. VARIATION

2.1 Variation to the Territory Plan Map

The Territory Plan map is varied in all of the following ways:

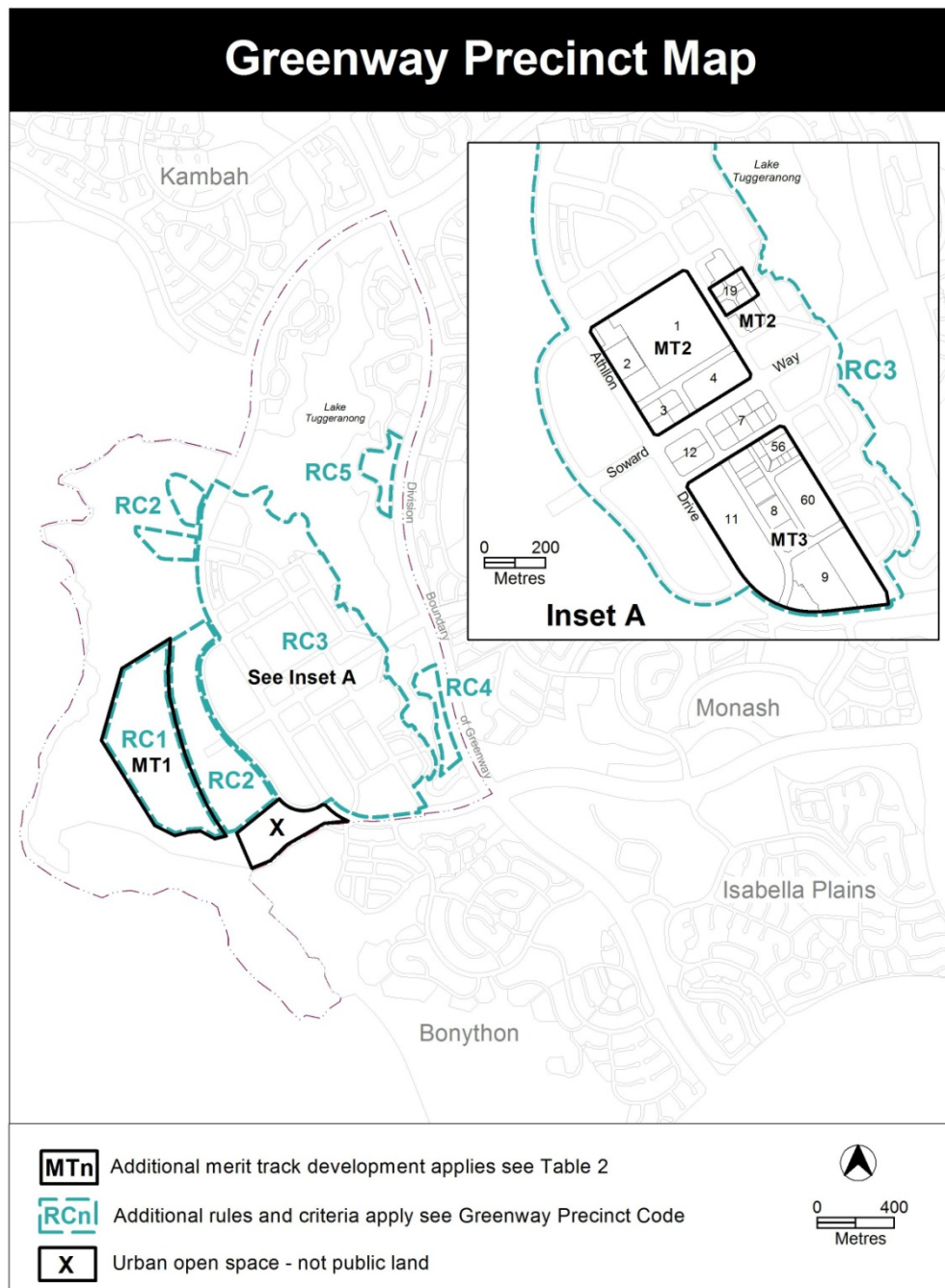


2.1 Variation to the Territory Plan written statements

Variation to the Greenway precinct map

1. Greenway precinct map – Remove the RC2 Leisure and accommodation area and introduce new RC5 – medium density area

Substitute



Variation to the Greenway precinct code

2. RC5 – Medium density area

Insert

RC5 – Medium density area

This part applies to blocks and parcels identified in area RC5 shown on the Greenway precinct map. RC5 includes the medium density area.

Element 6 – Site

Rules	Criteria
6.1 Site Access	
R20 Vehicular access or egress to the site from Drakeford Drive is not permitted.	This is a mandatory requirement. There is no applicable criterion.
6.2 Pedestrian access	
R21 This rule applies to the area identified in figure 6. A public pedestrian footpath is provided and complies with all of the following: <ul style="list-style-type: none"> a) is 5metres wide b) links the Drakeford Drive pedestrian underpass to the Lake Tuggeranong urban open space. 	C21 Public pedestrian access between the Drakeford Drive pedestrian underpass and the Lake foreshore is retained.

Element 7 Built form

Rules	Criteria
7.1 Height of buildings	
<p>R22</p> <p>This rule applies to areas shown in figure 6</p> <p>The maximum <i>height of buildings</i> in the areas shown on figure 6 are as follows:</p> <ul style="list-style-type: none"> a) in area 'a' – 9.5metres b) in area 'b' – 13metres. Area 'b' is measured as a maximum depth of 27metres from the edge of the tree drip zone identified in figure 6. <p>For this rule the building height excludes all of the following:</p> <ul style="list-style-type: none"> a) roof top plant b) lift overruns c) antennas d) photovoltaic panels e) air conditioning units f) chimneys, flues and vents <p>Excluded items are setback from the building facade of the floor immediately below a minimum distance of 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Element 8 Environment

Rules	Criteria
8.1 Trees	
<p>R23</p> <p>This rule applies to the drip zone area identified in figure 6.</p> <p>Building and construction works do not encroach on land within the drip zone plus 2.0m of the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive. This includes any basements.</p>	<p>C23</p> <p>The health of existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive is maintained.</p> <p>Compliance with this criterion is achieved by a report that has been prepared by a suitably qualified arborist and endorsed by the Conservator of Flora and Fauna.</p>
8.2 Landscape area	
<p>R24</p> <p>This rule applies to the landscape area identified in figure 6.</p> <p>No buildings or structures are located within the landscape area. This includes any basements.</p>	<p>C24</p> <p>The site is screened from the car park on Lewis Mortimer Drive through retention of existing vegetation and creation of a landscape area.</p>

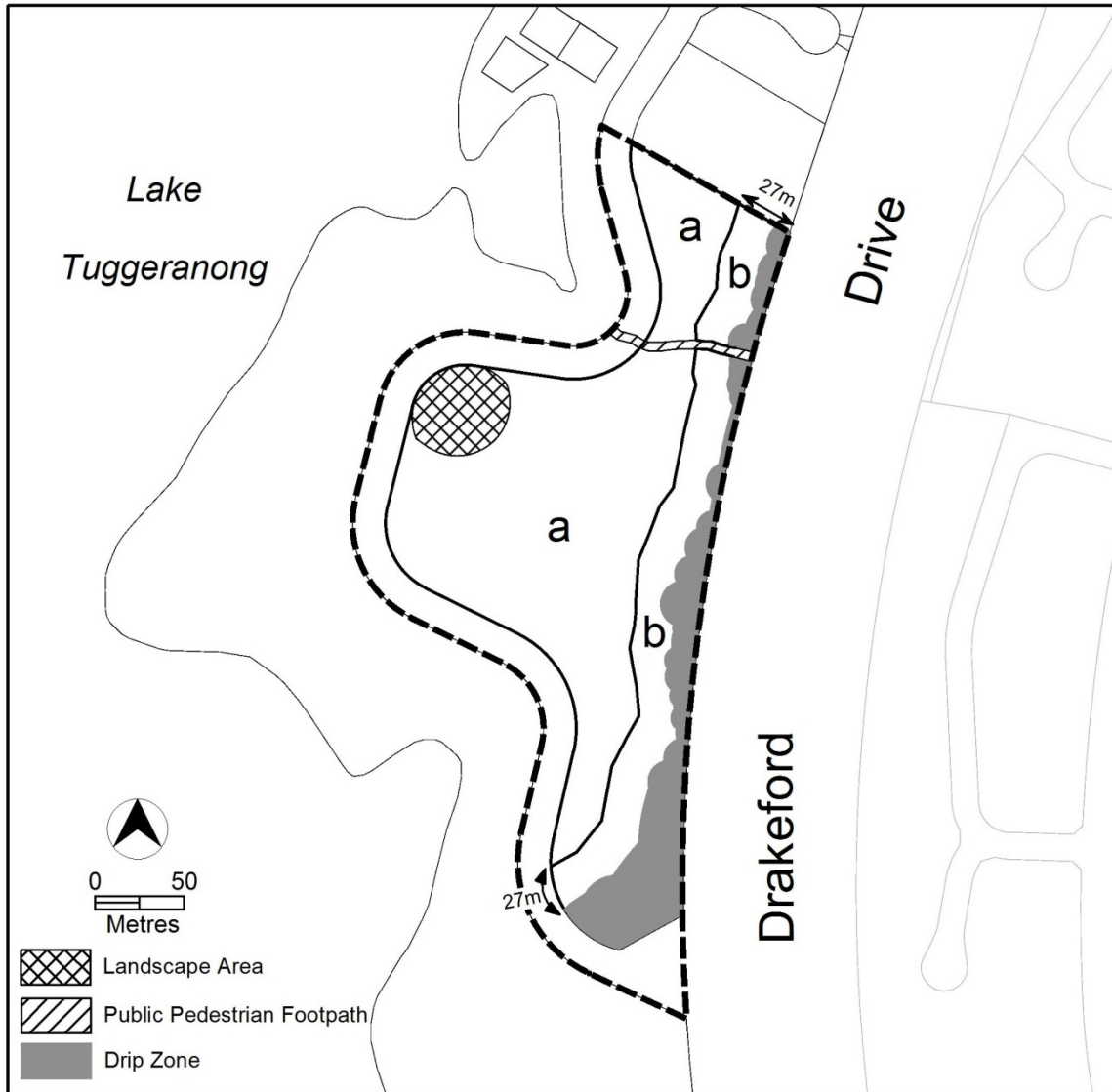


Figure 6: Site, built form and environment

Interpretation service

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 telefonirajte:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

TRANSLATING AND INTERPRETING SERVICE
131 450
 Canberra and District - 24 hours a day, seven days a week



Mick Gentleman MLA

MINISTER FOR PLANNING
 MINISTER FOR ROADS AND PARKING
 MINISTER FOR WORKPLACE SAFETY AND INDUSTRIAL RELATIONS
 MINISTER FOR CHILDREN AND YOUNG PEOPLE
 MINISTER FOR AGEING

MEMBER FOR BRINDABELLA

MEDIA RELEASE

TERRITORY PLAN VARIATION APPROVAL FOR GREENWAY

The Territory Plan variation (DV 337) for Greenway Section 28 Block 2 has been approved and will be tabled in the Legislative Assembly as soon as possible, Minister for Planning, Mick Gentleman said today.

The variation proposes to rezone the site from leisure and accommodation (CZ6) to RZ4 medium density residential zone.

“The proposal will support the Government’s socio-economic strategy in relation to land supply and release.

“In particular, land supply has an important role in providing a range of affordable housing choices, and in meeting the needs of the commercial and industrial sectors, factors that are crucial in attracting and retaining a skilled workforce”, Mr Gentleman said.

“Changes in the zoning are also consistent with the zoning of part block 5, section 10 Greenway, also eastern side of Lake Tuggeranong- south of Soward Way.

The community consultation on the draft variation attracted one submission. Overall, it appeared that there was general support for the rezoning to occur, with issues focussed run-off into the lake, increase in traffic, overflow parking, amenity, and type and impact of commercial use being the main concerns.

“The Greenway precinct code included provisions relating to site access, pedestrian access, height of buildings, protection of trees and provision of landscape areas on the site. For this reason, no changes were considered necessary after the public notification process for the Territory Plan variation last year so I have approved the draft variation,” Minister Gentleman said.

The rezoning of the site is consistent with the Government’s land supply and release strategy, bringing social and economic benefits to the Greenway and broader ACT community.

Statement Ends

Date: xxxxx

Media Contact: Ellie Yates

Ph: 6205 0351

Mob: 0434 860 282

ellie.yates@act.gov.au

Objective Reference:
A11049473

SUBJECT Commencement Notice for Variations 309, 327, 347, 331, 337 and 321

EXECUTIVE DIRECTOR

PURPOSE

To gain agreement and sign off for the commencement notice and Canberra Times advertisement for:

- Variation 309 Turner Bus Layover (V309) – Part Block 8 Section 25 Turner
- Variation 327 Capital Metro (V327) – Light Rail Stage 1 Gungahlin to Civic
- Variation 331 Lyons (V331) – Strathgordon Court
- Variation 337 Greenway (V337) – Block 2 Section 28 Greenway
- Variation 321 Pialligo agricultural area (V321 Pialligo)
- Variation 347 University of Canberra (V347) – Block 1 Section 3 Bruce

BACKGROUND

These six variations were approved by the Minister in July 2015:

- V337 approved on 1 July
- V327 and V347 approved on 27 July
- V309 and V331 approved on 28 July
- V321 approved on 29 July

These variations were subsequently tabled in the Legislative Assembly on 4 August 2015 and have now completed their disallowance period (ending on 13 August 2015). For their commencement, a combined advertisement is proposed ([Attachment B](#)).

ISSUES

The commencement of each of these variations will require a notice to be published in the daily newspaper (Canberra Times) and on the legislation register under section 83. As this is a statutory administrative process there are no issues arising from publishing the commencement notice in the daily newspaper and on the legislation register.

POTENTIAL MEDIA IMPLICATIONS

These six variations have attracted public and media interest to date at a various degree. There are no foreseeable media implications as this is part of a normal, statutory procedure for draft variation.

BUDGET IMPLICATIONS

There is no budget implications arising from commencing these variations as maintenance of the Territory Plan is covered by base funding.

CONSULTATION STRATEGY

These variations circulated to the public and government agencies prior to approval. Apart from making the commencement of the variation public, which EPD are statutorily required to do, no further consultation has or needs to be undertaken.

CRITICAL DATE

In order for the Variations to commence on Friday 21 August 2015 **signoff of the advertisement and NI will need to occur on or before 12 noon Wednesday 19 August 2015.**

RECOMMENDATIONS

That you:

- Note this brief;
- Sign the Notifiable Instruments (Attachment A);
- Sign the Canberra Times Advertisement (Attachment B);
- Provide the endorsed copy of Attachment A to EPD Government Services to upload on the Legislation Register and provide the endorsed copy of Attachment B to EPD Communications so they can be lodged with the Canberra Times.

Alix Kaucz
Manager – 6205 0864
Territory Plan Section

Date: August 2015

AGREED/NOT AGREED/NOTED/PLEASE DISCUSS

EXECUTIVE DIRECTOR

Date: August 2015

Contact Officer: Helen Hai
Position: Planning Officer
Team: Territory Plan Section
Phone: 6205 3989

Australian Capital Territory

Planning and Development (Plan Variation No 337) Notice 2015

Notifiable Instrument NI2015-

made under the

Planning and Development Act 2007, section 76(3)

1 Name of instrument

This instrument is the *Planning and Development Act 2007 (Plan Variation No 337) Notice 2015* .

2 Plan Variation No 337

On 1 July 2015, the Minister for Planning approved a draft of the attached plan variation to the Territory Plan (*Annexure A*) under s76 (3).

Jim Corrigan
Delegate of the Planning and Land Authority
July 2015

Commencement notice for plan variation

Obj. A11019648

Paper where advertisement is to be published and proposed advertisement date
e.g. *The Canberra Times*
Saturday 22 August 2015

Draft Advertisements need to be cleared by Senior Manager Communications

Territory Plan notices

Commencement of Territory Plan variations

Plan variation numbers 309, 327, 321, 331, 337 and 347 commenced on 21 August 2015.

Under the *Planning and Development Act 2007*, section 79 (1), the Territory Plan variations listed above were presented to the Legislative Assembly on 4 August 2015.

Variation 309: Turner Bus Layover refers to section 25 part block 8 – changes to the Turner Precinct Map and Code to allow a ‘bus layover’ to be developed.

Variation 321: Pialligo agricultural area - amendments to the Pialligo precinct map and code

Variation 327: Capital Metro Light Rail Stage 1 Gungahlin to Civic – definition changes to include “Light Rail” and some rezoning to accommodate light rail associated works and the proposed light rail depot

Variation 331: Lyons section 53 blocks 1, 4, 5 and 8 – (Strathgordon Court) – zone changes and amendments to the Lyons precinct map and code

Variation 337: Greenway section 28 block 2 – zones changes and amendments to the Greenway precinct map and code

Variation 347: University of Canberra refers to Bruce section 3, block 1 – changes to the Bruce precinct map and code to allow streamlined development of the University of Canberra Campus.

The commencement notices for the plan variations are available on the ACT Legislation Register at www.legislation.act.gov.au/cn. Note that free access to the Internet is available at all ACT public libraries.

Copies of the variation are available for inspection and purchase at the Environment and Planning Directorate Customer Service Centre, 16 Challis Street, Dickson weekdays between 8:30am–4:30pm. Please call 6207 1923 to arrange a copy for purchase.

Delegate of the planning and land authority

Questions & Answers

Variation 337 Greenway – Section 28 Block 2 (V337)

1. Why has the government produced a variation to the Territory Plan in relation to the land in Greenway?

Variation 337 is part of the Omnibus Territory Plan variation which seeks to utilise undeveloped land and make changes to blocks of land so that they support the Government's land release program and deliver the highest return when they are sold.

2. What does variation 337 to the Territory Plan do?

V337 changes the zoning for block 2 section 28 Greenway from the commercial CZ6 leisure and accommodation zone to Residential RZ4 medium density zone. Block 2 is located on the eastern side of Lake Tuggeranong and is currently undeveloped. The site is 1km away from the Tuggeranong town centre and is located near public transport links to both Woden and Tuggeranong.

V337 also introduces changes to the Greenway Precinct Code which are designed to manage the redevelopment of the site and address any potential impacts that may arise.

3. What are the key planning changes in Variations 337 to the Territory Plan?

The key planning changes for V337 are changes from the zoning of commercial CZ6 leisure and accommodation to the RZ4 medium density zone. There has been limited demand for development of the site for commercial CZ6 uses, and there is an existing supply of CZ6 zoned land in other locations in Tuggeranong including the Town Centre.

4. Is V337 part of a broader government strategy ?

Yes. V337 supports the Government's land supply and release strategy and the needs of a growing population, changing households and an expanding economy. In particular, land supply has an important role in providing a range of affordable housing choices, and in meeting the needs of the commercial and industrial sectors, factors that are crucial in attracting and retaining a skilled workforce.

4. What were the main community concerns during consultation for the variations?

There was one submission received from Lake Tuggeranong Sea Scouts (LTSS) raising concerns regarding run-off into the lake, increase in traffic, overflow parking, amenity, and type and impact of commercial use.

5. What happens next following ministerial approval?

The variation is tabled in the Legislative Assembly for the tabling day plus five sitting days. Provided the variation is not subject to a motion during the disallowance period, the variation is approved and commences at a date set shortly thereafter. The variation then becomes part of the Territory Plan.

Australian Capital Territory

Planning and Development (Plan Variation No 337) Commencement Notice 2015

Commencement Notice CN 2015—

made under the

Planning and Development Act 2007, section 83 (Commencement and publication of plan variations)

Under the *Planning and Development Act 2007*, section 79 (1), plan variation No 337 to the Territory Plan – Greenway section 28 block 2 zone changes and Greenway precinct map and code amendments was presented to the Legislative Assembly on 4 August 2015.

I fix 21 August 2015 as the commencement of plan variation No 337 to the Territory Plan.

The Notifiable Instrument relating to plan variation No 337 may be obtained from the ACT Legislation Register at www.legislation.act.gov.au/ni/2015-375

Note that access to the Internet is available free of charge at all ACT Libraries during library opening hours.

Jim Corrigan
Delegate of the Minister for Planning
August 2015

Variation 337 Greenway – ACT Government Land Release Program

Talking points

Summary

- The Greenway variation (V 337) changes Greenway section 28 block 2 from the leisure and accommodation CZ6 to medium density residential RZ4 zone.
- Once approved, DV337 will help facilitate the Government's social and economic strategy in relation to supply and release of land in the ACT.

Public Consultation:

- DV337 was released for public comment from 7 November 2014 to 19 December 2014.
- Community consultation was conducted on the proposed land use changes before the draft Territory Plan variation was released for public comment. A range of issues were raised in that early consultation: concern over loss of green space and mature trees; parking and traffic access to the site; building heights and orientation of buildings to maximise solar access and any overshadowing/overlooking; maintaining views to the lake and surrounding areas; types of commercial uses; and housing choice options. Changes were made to the proposal as a result of this community consultation.
- During the statutory public notification process, one submission was received on the Greenway draft variation from the Lake Tuggeranong Sea Scouts.
- The submission supported development of the site but raised a number of concerns in relation to run-off into the lake, increase in traffic, overflow parking, amenity, and type and impact of commercial use.
- The submission has been reviewed by the Environment and Planning Directorate and a consultation report has been prepared responding to the concerns.

Changes from the public consultation version

- No changes were made to the recommended version for V337 as a result of public consultation.

Benefits

- The site in Greenway is well located for medium density residential development – it is adjacent to existing residential dwellings, Lake Tuggeranong Foreshore and Dog Park.
- Taller building elements reduces the building footprint which makes more land available for open space/landscaped area and increases the opportunity to retain existing trees and vegetation.
- It makes more efficient use of existing land resources, focussing urban intensification in an appropriate location- the site is 1km away from the Tuggeranong town centre and is located near public transport links to both Woden and Tuggeranong.
- The proposal will increase housing choice in the Greenway area. This will allow people with well established community links to move into housing that better suits their needs.



Land Development Agency

**MORTIMER LEWIS DRIVE
TRAFFIC AND PARKING INVESTIGATION**

DRAFT REPORT

RG 16001

27 January 2016

DRAFT



Consulting Engineers

MORTIMER LEWIS DRIVE**TRAFFIC AND PARKING INVESTIGATION****Prepared for Land Development Agency**

Document Register

Version	Date	Rev No	Authorisation	
			Name	Signed
Draft	27 January 2016	Draft		

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 Telephone: +61 2 6251 6313
 Date: 27 January 2016
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1. EXECUTIVE SUMMARY

R D Gossip (RDG) was commissioned by the Land Development Agency (LDA) on the 6 January 2016 to undertake traffic and parking investigation of Mortimer Lewis Drive, Greenway. The objective of this study was to evaluate current traffic and parking conditions and provide recommendations to address any identified traffic safety issues and parking demand.

It also involved reviewing previous Traffic Impact Assessments (TIA) for Block 2, Section 28 Greenway.

Findings of this study are detailed below:

1.1 Current Conditions

Parking demand	<p>Parking was reviewed on the Mortimer Lewis Drive on a weekday and two weekends.</p> <p>Peak demand was observed on Saturday morning at the dog park with 12 vehicles and Saturday afternoon at the Scott hall with 21 vehicles.</p>
Traffic volumes	<p>Traffic volumes were collected over a week period at three locations with tube counters.</p> <p>Volumes are higher (approximately 3 times greater) at the northern end of Mortimer Lewis Drive, with a higher volume of traffic travelling towards the signalised intersection with Drakeford Drive.</p>
Traffic speed	<p>Traffic speeds were collected over a week period at three locations with tube counters.</p> <p>Majority of vehicles are complying with the speed limit.</p> <p>Vehicles are exceeding the speed limit between John Young Crescent and Drakeford Drive.</p>

1.2 Recommendations

The following recommendations are made in relation to the findings of this study:

- Provide an addition 10 car parking spaces minimum, 15 car parking spaces preferred, at the dog park.
- Advise police to enforce the speed limit on Mortimer Lewis Drive between John Young Crescent and Drakeford Drive.

2. PREVIOUS INVESTIGATIONS

2.1 Greenway Section 28 Block 2 Traffic Impact Assessment Report

RDG prepared a TIA for Section 28 Block 2 Greenway in November 2014 for LDA based on the development of 150 dwellings.

The report identified that the addition of the traffic generated by the development would result in minimal impact to the performance of the intersections. It recommended that all the parking generated by the development should be contained within the boundaries of the block due to the limited provision on Mortimer Lewis Drive, including visitor parking.

It also recommended that the parking provision for the dog park on Mortimer Lewis Drive should be increased to reduce the impact of this facility on the development.

2.2 Proposed Residential Development, Block 2 Section 28 in Greenway Report

Motion Traffic Engineering prepared a TIA for Section 28 Block 2 Greenway in January 2015 for LDA based on the development of 150 dwellings.

Similar to the RDG report, this report identified that the additional trips from the proposed development can be accommodated at the nearby intersection and at the midblock of Mortimer Lewis Drive without noticeably affecting intersection performance, delays or queues.

The report did not provide details on the parking associated with the dog park.

2.3 Greenway Part Block 2 Section 28, Traffic Impact Assessment Report

RDG prepared a TIA for the northern part of Block 2 Section 28 Greenway in October 2015 for LDA based on the development of 28 dwellings.

The report identified that the addition of the traffic generated by the development would result in minimal impact to the performance of the intersections. It recommended that all the parking generated by the development should be contained within the boundaries of the block due to the limited provision on Mortimer Lewis Drive, including visitor parking.

Due to the location, no recommendation was provided for parking provision at the dog park.

3. COLLECTION OF TRAFFIC AND PARKING DATA

3.1 Traffic Tube Counts

Tube counts were undertaken at three locations on Mortimer Lewis Street from Saturday 16 January 2015 to Monday 25 January 2015.

The tube counts collected the following information:

- Traffic volumes
- Vehicle classification
- Speed

The location where the tube counter were installed is shown in Figure 3-1.

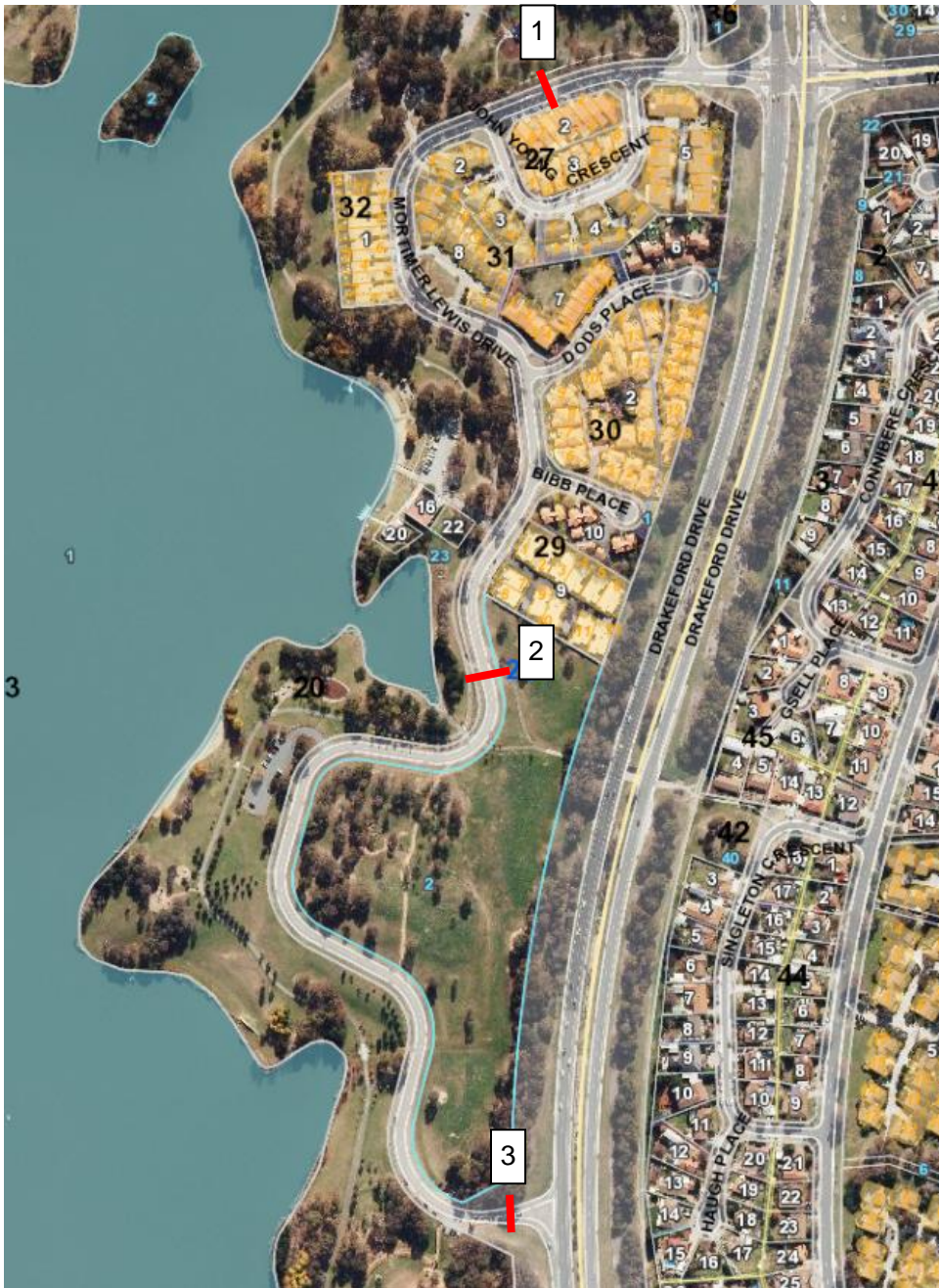


Figure 3-1 Tube counter location

Results of the tube counts are provided in Appendix 1.

3.2 Parking Counts

Parking counts were undertaken at key periods of the day to observe the demand during a weekday and two weekends (both on Saturday). The counts were undertaken at the following times:

- Wednesday 20th January 2015 at 8:00 am and 5:00 pm;
- Saturday 16th January 2015 at 10:00 am and 5:00 pm; and,
- Saturday 23rd January 2015 at 10:00 am and 5:00 pm.

Results of the parking counts are provided in Appendix 2.

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4. ASSESSMENT OF TRAFFIC AND PARKING

4.1 Assessment of Traffic Data

The traffic data was collected during the school holiday period. Although it is uncommon practice to collect traffic data during holiday periods as traffic flows can differ to a typical working week, a comparison with traffic data previously collected shows that the volumes are within an acceptable range and are considered satisfactory for this assessment.

4.1.1 Traffic volume

Traffic volumes were collected at three locations on Mortimer Lewis Drive (as shown in Figure 3-1).

Site 1 (between John Young Crescent) had the highest combined (both directions) volume of traffic with an average weekday volume of 821 daily vehicles, average weekend of 975 vehicles, and a weekly average of 856 daily vehicles.

Traffic volumes are higher in the eastbound direction. This is likely contributed to the restrictions to traffic movements (left-in/left-out configuration) at the southern intersection with Drakeford Drive.

The higher volumes would also be contributed to the majority of the traffic generated by the area (residential dwellings) is at the northern end of Mortimer Lewis Drive and would use this section of road rather than the southern sections.

Site 2 (south of Bibb Place near the shared path crossing) had an average combined weekday volume of 285 daily vehicles, average weekend of 437 vehicles, and an weekly average of 324 daily vehicles.

Traffic volumes are higher in the northbound direction, indicating that the motorists are using the southern intersection (potentially residents but also visitors to the area including the dog park) to access the area.

Site 3 (near the southern intersection with Drakeford Drive) had an average combined weekday volume of 302 daily vehicles, average weekend of 473 vehicles, and an weekly average of 340 daily vehicles.

Similar to Site 2, Traffic volumes are higher in the westbound direction (northbound equivalent). It is suspected that the majority of the motorists exiting onto Drakeford Drive at this intersection are visiting the area (dog park/ lake/ recreational activities) than residents from the northern section of Mortimer Lewis Drive.

4.1.2 Traffic classification

Sites 1 and 2 both had an average of under 3% heavy vehicles. This is typical to this type street where heavy vehicles consist of service vehicles, buses, trade vehicles, delivery vehicles, etc. The majority of these vehicles were medium size two axle heavy vehicles.

The results from Site 3 indicated that there was a higher percentage of heavy vehicles. However this is suspected to have some minor errors in the reading due to the angle that some vehicles entered the road near the tube location and influenced by vehicle movements associated with the dog park.

4.1.3 Speed

The speed limit of Mortimer Lewis Drive is 50 km/h. The horizontal alignment of the road assist in limiting the speed of vehicles.

When assessing the speed environment, the 85th percentile is usually used. This speed is the speed that 85% of vehicles travel at or below and is usually taken to characterise typical driver speed behaviour. Maximum speeds are also recorded but these need to be reviewed with caution as it is possible that a recorded high maximum speed might identify one-off antisocial behaviour rather than consistent practice. However, recorded maximum speeds that regularly exceed the speed limit or regularly exceed the 85th percentile speed by a significant margin usually indicate a consistent pattern of speeding behaviour that warrants consideration.

Table 4-1 shows a summary of the speed data collected.

Table 4-1 Summary of speed data

Location	Direction	Average speed (km/h)	85 th Percentile speed (km/h)	Maximum Speed (km/h)
Site 1	Westbound	47.6	54.4	89.3
	Eastbound	47.9	55.9	93.4
Site 2	Northbound	41.2	47.1	67.7
	Southbound	39.7	45.1	62.4
Site 3	Westbound	31.1	35.3	55.0
	Eastbound	30.0	32.5	50.0

The speed results for Sites 2 and 3 indicate that motorists within the section of road where the data was collected generally conform to the speed limit. There are instances of some antisocial behaviour.

Site 1 shows that on average motorists conform to the speed limit, however the 85th percentile speed within 10% of the posted speed limit, with maximum speeds nearly double the speed limit. The 85th percentile is marginally within an acceptable range. The speed is likely contributed to the motorists speeding towards/ away from the traffic lights and that the speed limit on Drakeford Drive is 80 km/h.

4.2 Assessment of Parking

The demand for parking varied based on the day and time. All parking except for at the dog park was contained within the set car parks.

There were some locations where vehicles associated with dwellings were parking on the verge, however this is more of parking infringement issue than a control issue as parking was available off-street in these locations. These vehicles did not impede on pedestrian safety or driver sight distance.

Based on the provision of approximately 6 informal parking spaces on an indented gravelled area, multiple visitors to the dog park are parking their vehicles on the verge on both sides of the road. The peak observed demand was on Saturday with 12 vehicles. It should be noted that aerial images and other observation have identified a higher parking demand of 15 to 17 vehicles parked at the dog park. It was also advised from a person attending the dog park that there facility is becoming more popular.

5. PROVISION OF TRAFFIC CALMING TREATMENTS

The 85th percentile speed indicates that motorists travelling past Sites 2 and 3 are within an acceptable range. Therefore these locations do not warrant traffic calming devices to reduce the speed of vehicles.

The 85th percentile speed indicates that motorists travelling past Sites 1 at speeds greater than the posted speed limit. A treatment to reduce speed in this location would be to install speed cushions. The cost of installing speed cushions and associated signage is approximately \$3,000 excluding GST per section of road.

However, due to the higher speeds it is likely that the motorists who are currently exceeding the speed limit would still exceed the speed limit prior and post a traffic calming device. It is recommended that police enforce the area on a regular basis until motorists start complying within the posted speed limit before traffic calming devices are implemented.

The provision of traffic calming devices on Mortimer Lewis Drive between John Young Crescent (west) and Drakeford Drive would require consultation with local residents. It would also require a lighting assessment.

6. PROVISION OF ADDITIONAL CAR PARKING SPACES

The observed parking demand on Mortimer Lewis Drive exceeds the provided capacity at the dog park. Based on the observed demand, it is recommended that a minimum additional 10 parking spaces be provided, with preference to provide 15 additional car parking spaces.

This could be through providing formal (bitumen similar to other off street car parks on Mortimer Lewis Drive) or informal (match existing gravel car park) parking spaces.

It should be noted that formal spaces are approximately 10%-20% more efficient than informal parking spaces. However, informal spaces are considerably less expensive to construct.

There are several options available for the location of the additional car parking spaces. This would need to take into account the development of Block 2, Section 28 and the assessment of nearby trees.

The cost of constructing 10 car parking spaces is approximately \$16,185 excluding GST for gravel and approximately \$35,100 excluding GST for bitumen. This is dependent on services and location on the car park.

APPENDIX 1 TUBE COUNTS RESULTS

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TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 883 936 - F. 1300 882 932 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Mortimer Lewis Drive	Location :	Near house 19
Suburb :	Greenway	Start Date :	00:00 Sat 16/January/2016
Metrocount ID	9586	Finish Date :	00:00 Sat 23/January/2016
Site ID Number :	162	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Combined	Westbound	Eastbound
Lat	35° 24' 11.28 North			
Long	149° 4' 22.04 East			
Traffic Volume :	Weekdays Average	820	347	473
(Vehicles/Day)	7 Day Average	876	365	511
Weekday	AM 06:00	71	23	48
Peak hour start	PM 12:00	65	37	35
Speeds :	85th Percentile	55.1	54.4	55.9
(Km/Hr)	Average	47.7	47.6	47.9
Classification % :	Light Vehicles up to 5.5m	97.4%	99.4%	96.1%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -35.403134, 149.072789



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)

Direction

Westbound

Day

7 Days

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	2	47.4	51.0	59	26.0	61.1	4.8
01:00	1	42.8	54.4	55	14.3	61.2	6.6
02:00	1	48.8	50.0	58	37.3	62.8	1.7
03:00	2	44.4	53.3	59	28.7	60.0	4.0
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	2	39.7	48.5	49	26.5	55.1	2.9
06:00	7	51.1	56.6	53	33.2	63.9	5.7
07:00	13	50.3	56.4	50	25.3	64.6	6.2
08:00	20	48.1	53.9	49	7.8	78.7	6.7
09:00	20	46.5	54.5	50	4.9	63.4	9.2
10:00	22	46.6	54.0	47	10.8	89.3	8.5
11:00	25	47.2	54.1	48	6.1	74.4	8.3
12:00	20	48.3	55.4	49	11.5	71.1	8.2
13:00	21	48.4	55.3	51	26.6	67.1	7.7
14:00	23	48.4	56.0	49	5.4	72.8	9.1
15:00	28	48.3	54.9	49	26.0	76.2	7.1
16:00	29	48.0	54.9	48	20.2	68.5	6.9
17:00	35	47.8	55.2	49	12.9	67.8	7.3
18:00	28	47.9	54.5	48	17.5	86.1	7.4
19:00	18	48.6	55.0	49	24.6	66.7	6.9
20:00	13	48.5	55.4	50	18.2	70.6	7.5
21:00	13	48.2	54.5	51	19.0	65.1	8.0
22:00	10	50.5	56.1	47	28.8	67.3	6.0
23:00	5	49.8	56.7	37	19.4	72.4	9.9
Summary	358	47.6	54.4	50	4.9	89.3	6.8

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)

Direction

Eastbound

Day

7 Days

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	2	49.6	52.0	55	26.5	62.1	3.0
01:00	1	41.2	50.4	55	33.6	57.2	3.1
02:00	1	41.3	52.5	58	35.1	58.2	3.9
03:00	1	53.7	59.4	64	37.1	67.1	2.6
04:00	1	46.0	53.7	59	26.8	61.3	4.0
05:00	4	49.2	57.3	66	12.1	72.0	9.7
06:00	13	46.4	55.1	48	12.1	64.4	8.8
07:00	30	50.4	58.7	53	13.6	67.9	8.4
08:00	42	49.2	57.6	50	14.1	76.1	8.9
09:00	40	47.4	56.9	48	11.5	73.0	10.8
10:00	37	46.4	55.4	47	10.8	83.6	9.3
11:00	38	47.3	55.0	50	12.7	73.9	9.3
12:00	37	49.2	56.6	52	16.2	88.9	9.1
13:00	30	48.9	56.9	52	10.6	93.4	9.2
14:00	27	49.2	59.0	51	10.7	89.0	10.2
15:00	32	49.5	56.9	49	18.8	76.5	8.2
16:00	30	47.2	55.5	50	12.7	75.2	8.7
17:00	31	47.8	56.3	50	15.4	75.1	9.6
18:00	34	47.5	55.6	49	11.3	84.1	9.9
19:00	26	45.1	53.3	44	16.2	66.6	8.2
20:00	21	45.5	54.9	47	17.1	67.0	9.7
21:00	14	48.7	55.5	50	21.6	78.2	7.5
22:00	8	51.0	58.0	52	17.2	82.6	8.0
23:00	4	51.6	58.9	59	11.7	80.8	9.1
Summary	504	47.9	55.9	52	10.6	93.4	7.9

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	06:00	06:00	07:00	09:00	09:00	N/A	06:00	N/A	06:00	N/A	09:00
PM Peak	15:00	15:00	12:00	14:00	16:00	19:00	17:00	N/A	12:00	N/A	12:00	N/A	17:00
00:00	1	0	3	0	2	3	4	13	2	6	1	7	4
01:00	0	2	1	2	0	2	2	9	1	5	1	4	2
02:00	2	0	2	1	0	1	1	7	1	5	1	2	1
03:00	0	1	1	0	2	3	4	11	2	4	1	7	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	5	2	0	1	4	15	2	10	2	5	3
06:00	6	5	8	10	11	5	4	49	7	40	8	9	5
07:00	9	18	10	11	13	19	13	93	13	61	12	32	16
08:00	27	26	17	23	20	11	22	146	21	113	23	33	17
09:00	13	20	21	23	18	19	23	137	20	95	19	42	21
10:00	25	11	23	12	18	43	30	162	23	89	18	73	37
11:00	18	22	18	27	20	23	53	181	26	105	21	76	38
12:00	12	16	20	21	13	28	38	148	21	82	16	66	33
13:00	16	12	18	19	17	32	30	144	21	82	16	62	31
14:00	22	26	22	25	23	18	29	165	24	118	24	47	24
15:00	29	26	27	27	30	19	40	198	28	139	28	59	30
16:00	37	33	25	24	20	30	36	205	29	139	28	66	33
17:00	43	38	30	46	29	30	27	243	35	186	37	57	29
18:00	30	35	39	27	20	24	24	199	28	151	30	48	24
19:00	18	30	20	18	10	16	18	130	19	96	19	34	17
20:00	22	20	8	16	6	12	11	95	14	72	14	23	12
21:00	16	14	16	11	12	10	13	92	13	69	14	23	12
22:00	7	9	9	12	9	15	6	67	10	46	9	21	11
23:00	5	3	6	5	8	7	3	37	5	27	5	10	5
Total	361	367	349	362	301	371	435	2546	365	1740	347	806	409
% Heavy	1.11%	1.36%	0.86%	1.93%	0.66%	0.27%	0.00%	0.86%		1.21%		0.12%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	06:00	04:00	10:00	10:00	N/A	10:00	N/A	04:00	N/A	10:00
PM Peak	15:00	12:00	12:00	16:00	14:00	16:00	16:00	N/A	16:00	N/A	14:00	N/A	16:00
00:00	0	0	3	1	1	4	2	11	2	5	1	6	3
01:00	0	2	0	2	0	4	1	9	1	4	1	5	3
02:00	0	0	4	0	0	2	1	7	1	4	1	3	2
03:00	1	0	0	2	0	1	3	7	1	3	1	4	2
04:00	0	0	2	0	0	1	2	5	1	2	0	3	2
05:00	5	4	3	3	7	3	2	27	4	22	4	5	3
06:00	15	17	18	18	12	8	5	93	13	80	16	13	7
07:00	37	37	40	32	36	15	19	216	31	182	36	34	17
08:00	42	52	45	56	45	34	24	298	43	240	48	58	29
09:00	37	48	35	32	39	39	50	280	40	191	38	89	45
10:00	32	22	31	42	40	53	47	267	38	167	33	100	50
11:00	30	31	40	31	25	62	47	266	38	157	31	109	55
12:00	29	27	27	29	25	63	60	260	37	137	27	123	62
13:00	35	24	29	29	22	32	46	217	31	139	28	78	39
14:00	21	20	14	26	25	32	52	190	27	106	21	84	42
15:00	21	28	33	39	24	38	42	225	32	145	29	80	40
16:00	21	27	28	28	26	30	52	212	30	130	26	82	41
17:00	31	41	10	28	23	38	46	217	31	133	27	84	42
18:00	38	46	29	35	28	35	35	246	35	176	35	70	35
19:00	39	24	23	16	13	28	37	180	26	115	23	65	33
20:00	27	32	17	15	12	33	17	153	22	103	21	50	25
21:00	12	20	15	20	5	9	21	102	15	72	14	30	15
22:00	10	6	9	9	4	11	9	58	8	38	8	20	10
23:00	3	6	3	2	4	5	6	29	4	18	4	11	6
Total	486	514	458	495	416	580	626	3575	511	2369	473	1206	608
% Heavy	5.35%	2.72%	4.15%	5.86%	3.13%	2.59%	4.63%	4.06%		4.26%		3.65%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Mortimer Lewis Drive	Location :	North of Bike Corssing
Suburb :	Greenway	Start Date :	00:00 Sat 16/January/2016
Metrocount ID	9586	Finish Date :	00:00 Sat 23/January/2016
Site ID Number :	163	Speed Zone :	50 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Lat 35° 24' 24.41 North		
		Long 149° 4' 19.88 East		
		Direction of Travel		
		Combined	Northbound	Southbound
Traffic Volume :	Weekdays Average	283	197	86
(Vehicles/Day)	7 Day Average	329	230	99
Weekday	AM 06:00	21	15	9
Peak hour starts	PM 12:00	27	18	9
Speeds :	85th Percentile	46.1	47.1	45.1
(Km/Hr)	Average	40.4	41.2	39.7
Classification % :	Light Vehicles up to 5.5m	97.9%	98.3%	96.9%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -35.406781, 149.072188



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site

[Back to Site Summary Page](#)

Direction

Northbound ▼

Day

7 Days ▼

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	1	39.1	48.1	50	30.5	51.5	2.6
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	1	39.7	46.6	52	34.3	52.3	1.8
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	2	35.6	42.3	50	30.5	50.2	2.5
07:00	5	45.2	50.5	44	13.4	61.9	6.7
08:00	12	42.3	47.4	44	18.0	61.0	5.3
09:00	15	42.4	47.7	43	11.8	59.4	6.2
10:00	18	40.3	46.1	41	15.6	58.9	6.3
11:00	20	42.2	47.8	42	20.8	57.4	5.8
12:00	19	42.2	47.3	42	11.0	67.7	6.3
13:00	12	42.6	47.9	39	28.0	60.4	5.1
14:00	12	42.1	47.8	44	23.1	63.1	6.7
15:00	13	41.8	48.6	40	16.1	57.6	6.0
16:00	14	42.2	48.7	44	22.6	61.4	5.9
17:00	20	43.6	49.5	44	17.6	57.8	6.2
18:00	20	42.2	48.0	44	16.9	54.2	5.7
19:00	16	40.4	45.7	40	18.9	61.8	5.9
20:00	12	40.9	45.8	43	14.6	55.7	6.1
21:00	9	39.8	44.7	40	8.9	65.2	6.9
22:00	4	41.0	45.6	40	24.2	57.0	5.3
23:00	2	39.1	46.5	38	25.8	52.9	2.7
Summary	227	41.2	47.1	43	8.9	67.7	5.3

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site

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Direction

Southbound ▼

Day

7 Days ▼

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	1	37.8	37.8	42	26.8	47.2	0.1
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	2	37.4	43.9	46	25.2	51.3	1.9
07:00	6	38.0	48.9	45	19.7	54.3	5.3
08:00	8	38.3	46.9	45	13.6	51.0	7.0
09:00	7	41.9	47.7	43	13.6	54.3	7.2
10:00	7	42.2	47.0	42	23.5	59.4	5.3
11:00	6	40.2	46.1	44	12.8	62.4	6.8
12:00	4	37.0	41.6	48	13.0	49.8	5.4
13:00	4	39.8	44.6	43	27.0	51.0	3.4
14:00	5	41.1	47.3	43	15.3	56.2	7.1
15:00	6	41.3	45.6	40	25.6	54.4	4.7
16:00	6	42.9	49.3	39	13.8	56.2	7.8
17:00	9	42.4	47.4	43	22.9	55.6	5.3
18:00	9	42.3	46.8	42	17.5	55.3	5.7
19:00	6	40.4	44.1	44	20.1	59.7	4.8
20:00	3	42.9	47.1	42	21.0	55.5	5.2
21:00	3	36.2	40.7	39	21.6	50.1	5.6
22:00	1	33.2	39.7	47	29.2	48.8	0.7
23:00	0	N/A	N/A	N/A	N/A	N/A	N/A
Summary	93	39.7	45.1	43	12.8	62.4	5.0

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	06:00	06:00	07:00	09:00	09:00	N/A	06:00	N/A	06:00	N/A	09:00
PM Peak	15:00	15:00	12:00	14:00	16:00	19:00	17:00	N/A	12:00	N/A	12:00	N/A	17:00
00:00	0	0	2	0	0	1	0	3	0	2	0	1	1
01:00	0	0	0	2	0	2	1	5	1	2	0	3	2
02:00	0	0	3	0	0	0	0	3	0	3	1	0	0
03:00	1	0	0	2	0	0	2	5	1	3	1	2	1
04:00	0	0	1	0	0	0	0	1	0	1	0	0	0
05:00	1	0	0	0	0	0	2	3	0	1	0	2	1
06:00	2	2	2	4	2	2	2	16	2	12	2	4	2
07:00	5	7	3	6	4	2	7	34	5	25	5	9	5
08:00	7	18	9	18	8	13	10	83	12	60	12	23	12
09:00	16	13	14	14	10	16	18	101	14	67	13	34	17
10:00	18	9	13	16	15	26	34	131	19	71	14	60	30
11:00	13	16	21	10	16	43	25	144	21	76	15	68	34
12:00	19	13	15	11	14	29	38	139	20	72	14	67	34
13:00	14	9	9	15	12	12	16	87	12	59	12	28	14
14:00	7	11	5	17	8	19	20	87	12	48	10	39	20
15:00	8	12	10	13	8	28	15	94	13	51	10	43	22
16:00	7	11	16	12	11	13	29	99	14	57	11	42	21
17:00	20	21	15	16	16	21	31	140	20	88	18	52	26
18:00	25	23	14	17	13	24	26	142	20	92	18	50	25
19:00	30	13	13	12	6	19	25	118	17	74	15	44	22
20:00	12	20	10	10	8	16	10	86	12	60	12	26	13
21:00	8	15	9	13	1	8	11	65	9	46	9	19	10
22:00	4	4	5	3	0	5	8	29	4	16	3	13	7
23:00	1	4	2	2	0	1	1	11	2	9	2	2	1
Total	218	221	191	213	152	300	331	1626	230	995	197	631	320
% Heavy	2.75%	1.81%	2.09%	4.23%	2.63%	0.67%	2.42%	2.28%		2.71%		1.58%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction Southbound ▼

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	06:00	04:00	10:00	10:00	N/A	10:00	N/A	04:00	N/A	10:00
PM Peak	15:00	12:00	12:00	16:00	14:00	16:00	16:00	N/A	16:00	N/A	14:00	N/A	16:00
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	2	0	0	1	3	0	2	0	1	1
02:00	0	0	1	0	1	0	2	4	1	2	0	2	1
03:00	1	0	0	0	0	1	0	2	0	1	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	1	1	4	1	2	0	2	1
06:00	1	1	1	5	3	2	1	14	2	11	2	3	2
07:00	3	8	6	6	5	5	7	40	6	28	6	12	6
08:00	18	8	6	10	2	6	9	59	8	44	9	15	8
09:00	9	6	6	5	7	11	9	53	8	33	7	20	10
10:00	3	4	10	1	2	15	13	48	7	20	4	28	14
11:00	8	5	5	3	10	4	11	46	7	31	6	15	8
12:00	5	0	2	1	5	3	15	31	4	13	3	18	9
13:00	1	4	5	2	5	7	10	34	5	17	3	17	9
14:00	1	7	5	7	3	5	8	36	5	23	5	13	7
15:00	5	5	4	7	5	6	14	46	7	26	5	20	10
16:00	4	5	4	5	3	12	12	45	6	21	4	24	12
17:00	11	8	6	7	4	14	12	62	9	36	7	26	13
18:00	10	14	10	8	2	11	8	63	9	44	9	19	10
19:00	9	9	11	8	1	4	6	48	7	38	8	10	5
20:00	7	7	3	1	2	0	2	22	3	20	4	2	1
21:00	5	4	3	1	0	2	3	18	3	13	3	5	3
22:00	1	1	1	1	1	3	1	9	1	5	1	4	2
23:00	0	0	0	1	1	0	1	3	0	2	0	1	1
Total	104	96	89	81	62	112	146	690	99	432	86	258	134
% Heavy	0.96%	4.17%	1.12%	9.88%	0.00%	2.68%	2.05%	2.90%		3.24%		2.33%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Mortimer Lewis Drive	Location :	West of Drakeford Drive
Suburb :	Greenway	Start Date :	00:00 Sat 16/January/2016
Metrocount ID	9586	Finish Date :	00:00 Sat 23/January/2016
Site ID Number :	164	Speed Zone :	50 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information	Lat 35° 24' 38.43 North Long 149° 4' 20.54 East	Direction of Travel		
		Combined	Westbound	Eastbound
Traffic Volume :	Weekdays Average	302	215	87
(Vehicles/Day)	7 Day Average	355	253	102
Weekday AM	06:00	22	16	7
Peak hour start PM	12:00	33	24	10
Speeds :	85th Percentile	33.9	35.3	32.5
(Km/Hr)	Average	30.5	31.1	30.0
Classification % :	Light Vehicles up to 5.5m	95.3%	96.9%	92.3%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -35.410675,+149.072373



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)

Direction

Westbound

Day

7 Days

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	1	27.4	31.2	32	23.9	34.3	0.9
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	5	32.4	35.4	30	19.1	41.2	3.2
07:00	8	32.4	37.0	33	16.0	49.2	5.4
08:00	13	31.5	36.1	33	17.2	55.0	4.9
09:00	19	29.9	35.3	29	17.5	41.8	4.9
10:00	19	30.7	34.6	30	16.7	41.3	4.2
11:00	18	30.6	34.9	31	12.5	43.1	4.4
12:00	17	32.2	36.3	32	18.0	42.7	4.1
13:00	12	32.9	36.6	33	21.1	42.8	3.8
14:00	15	32.1	35.6	33	19.9	42.6	3.9
15:00	14	33.4	37.0	35	19.6	43.1	4.0
16:00	16	32.1	35.6	34	12.6	42.2	4.1
17:00	28	31.6	36.2	31	14.8	49.4	4.6
18:00	23	30.8	35.1	31	19.3	45.4	4.3
19:00	20	30.8	35.3	32	13.6	48.2	4.8
20:00	11	32.2	35.8	31	19.0	45.8	4.1
21:00	6	32.7	35.4	34	21.5	48.2	3.3
22:00	3	26.4	33.2	32	23.1	38.8	2.2
23:00	1	28.7	34.5	35	24.1	39.3	1.4
Summary	249	31.1	35.3	32	12.5	55.0	3.8

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)Direction Day

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	2	27.4	28.9	34	16.1	35.1	1.8
07:00	3	31.7	33.8	31	19.0	41.5	2.9
08:00	4	29.7	33.5	25	18.8	47.4	4.0
09:00	7	31.2	34.4	30	19.7	41.1	3.5
10:00	7	28.0	31.9	27	13.1	37.1	4.2
11:00	9	29.4	32.2	29	19.6	50.0	3.9
12:00	6	31.1	34.8	30	13.1	42.2	4.0
13:00	5	32.3	35.7	33	18.7	43.1	4.4
14:00	5	33.4	35.7	29	16.7	43.5	2.5
15:00	5	30.4	33.9	28	19.9	43.0	3.7
16:00	4	31.0	32.9	31	19.4	41.9	2.2
17:00	8	30.3	32.8	31	14.1	39.3	3.3
18:00	12	28.1	31.6	29	12.9	44.3	3.8
19:00	10	27.8	29.5	28	16.0	38.1	2.2
20:00	7	29.1	31.4	30	17.3	45.2	3.3
21:00	2	28.7	30.0	25	20.9	37.3	1.6
22:00	2	26.3	27.1	35	16.2	45.8	0.9
23:00	1	34.6	35.1	45	25.0	45.7	0.7
Summary	99	30.0	32.5	30	12.9	50.0	2.9

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	06:00	06:00	07:00	09:00	09:00	N/A	06:00	N/A	06:00	N/A	09:00
PM Peak	15:00	15:00	12:00	14:00	16:00	19:00	17:00	N/A	12:00	N/A	12:00	N/A	17:00
00:00	0	0	1	2	0	1	0	4	1	3	1	1	1
01:00	1	0	0	1	0	0	1	3	0	2	0	1	1
02:00	0	0	3	0	0	0	0	3	0	3	1	0	0
03:00	0	0	0	0	0	0	2	2	0	0	0	2	1
04:00	0	0	1	0	0	0	0	1	0	1	0	0	0
05:00	0	0	0	0	0	0	3	3	0	0	0	3	2
06:00	5	6	5	7	7	3	2	35	5	30	6	5	3
07:00	8	10	7	10	5	10	7	57	8	40	8	17	9
08:00	12	16	8	18	10	10	16	90	13	64	13	26	13
09:00	14	14	17	18	15	29	29	136	19	78	16	58	29
10:00	15	13	16	9	17	37	30	137	20	70	14	67	34
11:00	12	12	16	11	17	32	34	134	19	68	14	66	33
12:00	15	13	13	10	15	25	31	122	17	66	13	56	28
13:00	10	10	6	14	17	14	19	90	13	57	11	33	17
14:00	8	11	5	26	9	30	19	108	15	59	12	49	25
15:00	4	10	16	10	7	23	29	99	14	47	9	52	26
16:00	7	17	11	13	12	17	35	112	16	60	12	52	26
17:00	34	27	22	19	17	29	46	194	28	119	24	75	38
18:00	28	25	25	19	16	26	26	165	24	113	23	52	26
19:00	35	21	9	19	8	25	21	138	20	92	18	46	23
20:00	8	18	9	14	6	8	13	76	11	55	11	21	11
21:00	10	9	4	7	1	7	7	45	6	31	6	14	7
22:00	1	3	4	2	1	5	5	21	3	11	2	10	5
23:00	1	4	1	1	0	1	2	10	1	7	1	3	2
Total	228	239	199	230	180	332	377	1785	253	1076	215	709	360
% Heavy	3.07%	3.77%	1.51%	4.35%	2.78%	3.01%	2.92%	3.08%		3.16%		2.96%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



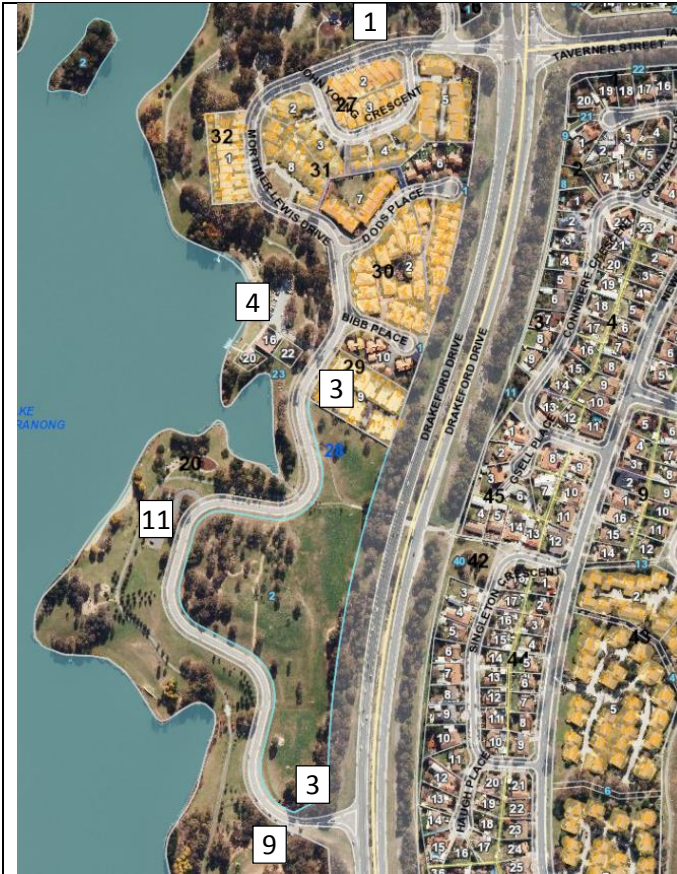
Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	06:00	04:00	10:00	10:00	N/A	10:00	N/A	04:00	N/A	10:00
PM Peak	15:00	12:00	12:00	16:00	14:00	16:00	16:00	N/A	16:00	N/A	14:00	N/A	16:00
00:00	1	1	0	0	0	0	0	2	0	2	0	0	0
01:00	0	0	0	1	0	0	0	1	0	1	0	0	0
02:00	0	0	0	0	1	0	1	2	0	1	0	1	1
03:00	0	0	0	0	0	0	1	1	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	0	1	3	0	2	0	1	1
06:00	4	3	2	1	2	1	1	14	2	12	2	2	1
07:00	2	2	4	4	2	3	3	20	3	14	3	6	3
08:00	5	4	4	5	6	3	5	32	5	24	5	8	4
09:00	11	8	4	7	4	10	6	50	7	34	7	16	8
10:00	2	6	4	8	8	13	11	52	7	28	6	24	12
11:00	8	9	11	2	7	14	15	66	9	37	7	29	15
12:00	3	3	6	0	9	7	16	44	6	21	4	23	12
13:00	3	2	4	2	9	0	16	36	5	20	4	16	8
14:00	1	4	1	8	4	10	8	36	5	18	4	18	9
15:00	2	5	4	6	3	10	13	43	6	20	4	23	12
16:00	2	3	3	3	4	6	12	33	5	15	3	18	9
17:00	7	6	7	8	2	13	16	59	8	30	6	29	15
18:00	12	14	10	10	6	12	18	82	12	52	10	30	15
19:00	15	12	10	6	2	9	12	66	9	45	9	21	11
20:00	14	14	8	7	3	4	5	55	8	46	9	9	5
21:00	6	3	1	3	0	2	1	16	2	13	3	3	2
22:00	1	1	1	1	1	6	1	12	2	5	1	7	4
23:00	0	0	1	0	1	3	1	6	1	2	0	4	2
Total	101	100	85	82	74	126	163	731	102	442	87	289	150
% Heavy	7.92%	9.00%	11.76%	13.41%	4.05%	7.14%	6.13%	8.21%		9.28%		6.57%	

APPENDIX 2 PARKING COUNTS RESULTS

DRAFT



Saturday 16th January 2015 – 10 am



Saturday 16th January 2015 – 5 pm



Monday 20th January 2015 – 8 am



Monday 20th January 2015 – 5 pm



Saturday 23rd January 2015 – 10 am



Saturday 23rd January 2015 – 5 pm

**MORTIMER LEWIS DRIVE
TRAFFIC AND PARKING INVESTIGATION**

FINAL REPORT

RG 16001

1 March 2016



Consulting Engineers

MORTIMER LEWIS DRIVE

TRAFFIC AND PARKING INVESTIGATION

Prepared for Land Development Agency

Document Register

Version	Date	Rev No	Authorisation	
			Name	Signed
Draft	27 January 2016	Draft		
Final	1 March 2016	1	R J Dunn	

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1. EXECUTIVE SUMMARY

R D Gossip (RDG) was commissioned by the Land Development Agency (LDA) on the 6 January 2016 to undertake traffic and parking investigation of Mortimer Lewis Drive, Greenway. The objective of this study was to evaluate current traffic and parking conditions and provide recommendations to address any identified traffic safety issues and existing parking demand.

It also involved reviewing previous Traffic Impact Assessments (TIA) for Block 2, Section 28 Greenway.

Findings of this study are detailed below:

1.1 Current Conditions

Existing Parking demand	<p>Parking was reviewed on the Mortimer Lewis Drive on a weekday and two weekends.</p> <p>Peak demand was observed on Saturday morning at the dog park with 12 vehicles and Saturday afternoon at the Scott hall with 21 vehicles.</p>
Traffic volumes	<p>Traffic volumes were collected over a week period at three locations with tube counters.</p> <p>Volumes are higher (approximately 3 times greater) at the northern end of Mortimer Lewis Drive, with a higher volume of traffic travelling towards the signalised intersection with Drakeford Drive.</p>
Traffic speed	<p>Traffic speeds were collected over a week period at three locations with tube counters.</p> <p>Majority of vehicles are complying with the speed limit.</p> <p>Vehicles are exceeding the speed limit between John Young Crescent and Drakeford Drive.</p>

1.2 Recommendations

The following recommendations are made in relation to the findings of this study:

- Provide an addition 10 car parking spaces minimum, 15 car parking spaces preferred, at the dog park.
- Advise police to enforce the speed limit on Mortimer Lewis Drive between John Young Crescent and Drakeford Drive.

2. PREVIOUS INVESTIGATIONS

2.1 Greenway Section 28 Block 2 Traffic Impact Assessment Report

RDG prepared a TIA for Section 28 Block 2 Greenway in November 2014 for LDA based on the development of 150 dwellings.

The report identified that the addition of the traffic generated by the development would result in minimal impact to the performance of the intersections. It recommended that all the parking generated by the development should be contained within the boundaries of the block due to the limited provision on Mortimer Lewis Drive, including visitor parking.

It also recommended that the parking provision for the dog park on Mortimer Lewis Drive should be increased to reduce the impact of this facility on the development.

2.2 Proposed Residential Development, Block 2 Section 28 in Greenway Report

Motion Traffic Engineering prepared a TIA for Section 28 Block 2 Greenway in January 2015 for LDA based on the development of 150 dwellings.

Similar to the RDG report, this report identified that the additional trips from the proposed development can be accommodated at the nearby intersection and at the midblock of Mortimer Lewis Drive without noticeably affecting intersection performance, delays or queues.

The report did not provide details on the parking associated with the dog park.

2.3 Greenway Part Block 2 Section 28, Traffic Impact Assessment Report

RDG prepared a TIA for the northern part of Block 2 Section 28 Greenway in October 2015 for LDA based on the development of 28 dwellings.

The report identified that the addition of the traffic generated by the development would result in minimal impact to the performance of the intersections. It recommended that all the parking generated by the development should be contained within the boundaries of the block due to the limited provision on Mortimer Lewis Drive, including visitor parking.

Due to the location, no recommendation was provided for parking provision at the dog park.

3. COLLECTION OF TRAFFIC AND PARKING DATA

3.1 Traffic Tube Counts

Tube counts were undertaken at three locations on Mortimer Lewis Street from Saturday 16 January 2015 to Monday 25 January 2015.

The tube counts collected the following information:

- Traffic volumes
- Vehicle classification
- Speed

The location where the tube counter were installed is shown in Figure 3-1.

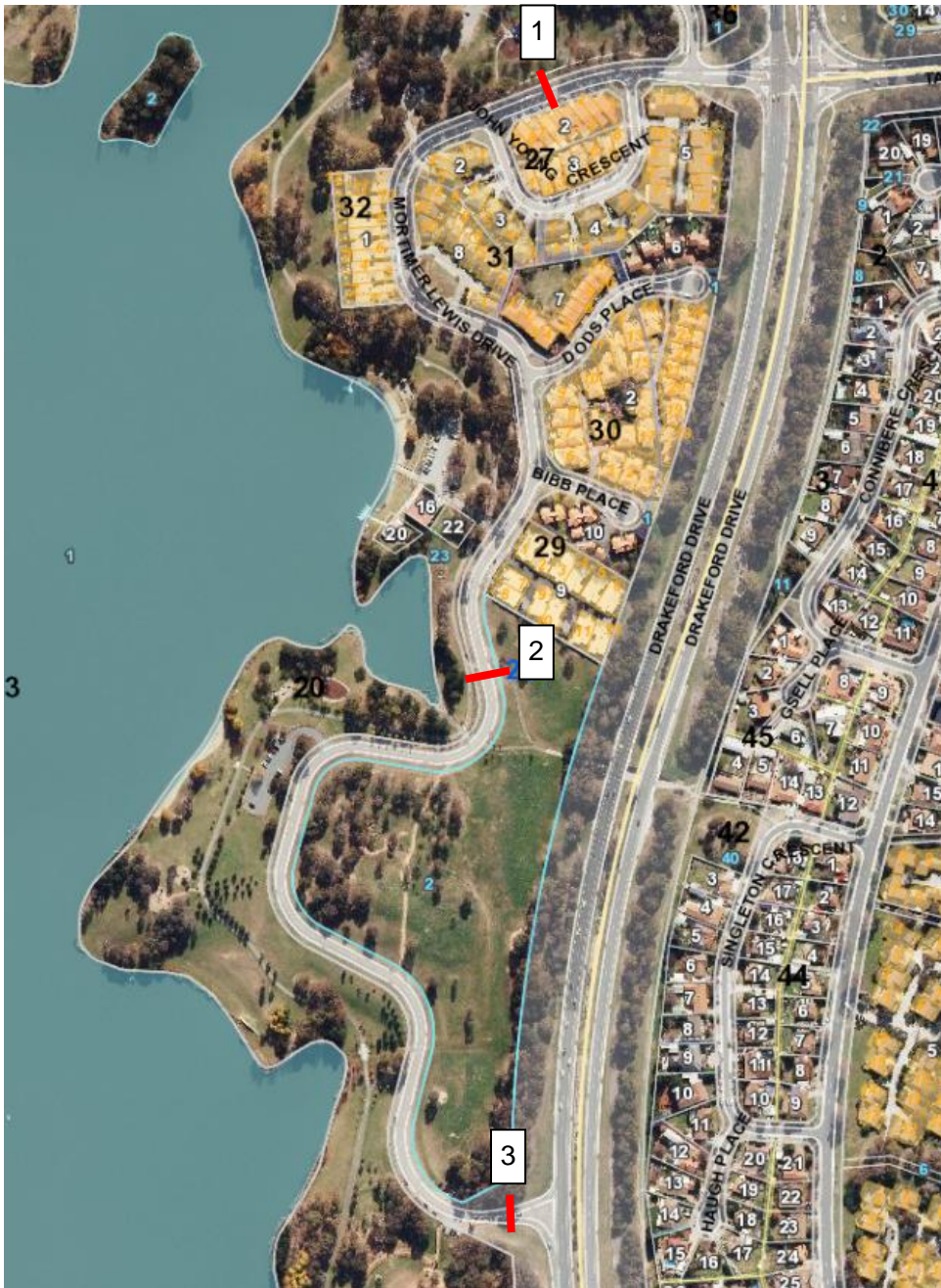


Figure 3-1 Tube counter location

Results of the tube counts are provided in Appendix 1.

3.2 Parking Counts

Parking counts were undertaken at key periods of the day to observe the demand during a weekday and two weekends (both on Saturday). The counts were undertaken at the following times:

- Wednesday 20th January 2015 at 8:00 am and 5:00 pm;
- Saturday 16th January 2015 at 10:00 am and 5:00 pm; and,
- Saturday 23rd January 2015 at 10:00 am and 5:00 pm.

Results of the parking counts are provided in Appendix 2.

4. ASSESSMENT OF TRAFFIC AND PARKING

4.1 Assessment of Traffic Data

The traffic data was collected during the school holiday period. Although it is uncommon practice to collect traffic data during holiday periods as traffic flows can differ to a typical working week, a comparison with traffic data previously collected shows that the volumes are within an acceptable range and are considered satisfactory for this assessment.

4.1.1 Traffic volume

Traffic volumes were collected at three locations on Mortimer Lewis Drive (as shown in Figure 3-1).

Site 1 (between John Young Crescent) had the highest combined (both directions) volume of traffic with an average weekday volume of 821 daily vehicles, average weekend of 975 vehicles, and a weekly average of 856 daily vehicles.

Traffic volumes are higher in the eastbound direction. This is likely contributed to the restrictions to traffic movements (left-in/left-out configuration) at the southern intersection with Drakeford Drive.

The higher volumes would also be contributed to the majority of the traffic generated by the area (residential dwellings) is at the northern end of Mortimer Lewis Drive and would use this section of road rather than the southern sections.

Site 2 (south of Bibb Place near the shared path crossing) had an average combined weekday volume of 285 daily vehicles, average weekend of 437 vehicles, and an weekly average of 324 daily vehicles.

Traffic volumes are higher in the northbound direction, indicating that the motorists are using the southern intersection (potentially residents but also visitors to the area including the dog park) to access the area.

Site 3 (near the southern intersection with Drakeford Drive) had an average combined weekday volume of 302 daily vehicles, average weekend of 473 vehicles, and an weekly average of 340 daily vehicles.

Similar to Site 2, Traffic volumes are higher in the westbound direction (northbound equivalent). It is suspected that the majority of the motorists exiting onto Drakeford Drive at this intersection are visiting the area (dog park/ lake/ recreational activities) than residents from the northern section of Mortimer Lewis Drive.

4.1.2 Traffic classification

Sites 1 and 2 both had an average of under 3% heavy vehicles. This is typical to this type street where heavy vehicles consist of service vehicles, buses, trade vehicles, delivery vehicles, etc. The majority of these vehicles were medium size two axle heavy vehicles.

The results from Site 3 indicated that there was a higher percentage of heavy vehicles. However this is suspected to have some minor errors in the reading due to the angle that some vehicles entered the road near the tube location and influenced by vehicle movements associated with the dog park.

4.1.3 Speed

The speed limit of Mortimer Lewis Drive is 50 km/h. The horizontal alignment of the road assist in limiting the speed of vehicles.

When assessing the speed environment, the 85th percentile is usually used. This speed is the speed that 85% of vehicles travel at or below and is usually taken to characterise typical driver speed behaviour. Maximum speeds are also recorded but these need to be reviewed with caution as it is possible that a recorded high maximum speed might identify one-off antisocial behaviour rather than consistent practice. However, recorded maximum speeds that regularly exceed the speed limit or regularly exceed the 85th percentile speed by a significant margin usually indicate a consistent pattern of speeding behaviour that warrants consideration.

Table 4-1 shows a summary of the speed data collected.

Table 4-1 Summary of speed data

Location	Direction	Average speed (km/h)	85 th Percentile speed (km/h)	Maximum Speed (km/h)
Site 1	Westbound	47.6	54.4	89.3
	Eastbound	47.9	55.9	93.4
Site 2	Northbound	41.2	47.1	67.7
	Southbound	39.7	45.1	62.4
Site 3	Westbound	31.1	35.3	55.0
	Eastbound	30.0	32.5	50.0

The speed results for Sites 2 and 3 indicate that motorists within the section of road where the data was collected generally conform to the speed limit. There are instances of some antisocial behaviour.

Site 1 shows that on average motorists conform to the speed limit, however the 85th percentile speed within 10% of the posted speed limit, with maximum speeds nearly double the speed limit. The 85th percentile is marginally within an acceptable range. The speed is likely contributed to the motorists speeding towards/ away from the traffic lights and that the speed limit on Drakeford Drive is 80 km/h.

4.2 Assessment of Existing Parking Demand

The existing demand for parking varied based on the day and time. All parking except for at the dog park was contained within the set car parks.

There were some locations where vehicles associated with dwellings were parking on the verge, however this is more of parking infringement issue than a control issue as parking was available off-street in these locations. These vehicles did not impede on pedestrian safety or driver sight distance.

Based on the provision of approximately 6 informal parking spaces on an indented gravelled area, multiple visitors to the dog park are parking their vehicles on the verge on both sides of the road. The peak observed demand was on Saturday with 12 vehicles. It should be noted that aerial images and other observation have identified a higher parking demand of 15 to 17 vehicles parked at the dog park. It was also advised from a person attending the dog park that there facility is becoming more popular.

5. PROVISION OF TRAFFIC CALMING TREATMENTS

The 85th percentile speed indicates that motorists travelling past Sites 2 and 3 are within an acceptable range. Therefore these locations do not warrant traffic calming devices to reduce the speed of vehicles.

The 85th percentile speed indicates that motorists travelling past Sites 1 at speeds greater than the posted speed limit. A treatment to reduce speed in this location would be to install speed cushions. The cost of installing speed cushions and associated signage is approximately \$3,000 excluding GST per section of road.

However, due to the higher speeds it is likely that the motorists who are currently exceeding the speed limit would still exceed the speed limit prior and post a traffic calming device. It is recommended that police enforce the area on a regular basis until motorists start complying within the posted speed limit before traffic calming devices are implemented.

The provision of traffic calming devices on Mortimer Lewis Drive between John Young Crescent (west) and Drakeford Drive would require consultation with local residents. It would also require a lighting assessment.

6. PROVISION OF ADDITIONAL CAR PARKING SPACES

The observed parking demand on Mortimer Lewis Drive exceeds the provided capacity at the dog park. Based on the observed demand, it is recommended that a minimum additional 10 parking spaces be provided, with preference to provide 15 additional car parking spaces.

This could be through providing formal (bitumen similar to other off street car parks on Mortimer Lewis Drive) or informal (match existing gravel car park) parking spaces.

It should be noted that formal spaces are approximately 10%-20% more efficient than informal parking spaces. However, informal spaces are considerably less expensive to construct.

There are several options available for the location of the additional car parking spaces. This would need to take into account the development of Block 2, Section 28 and the assessment of nearby trees.

The cost of constructing 10 car parking spaces is approximately \$16,185 excluding GST for gravel and approximately \$35,100 excluding GST for bitumen. This is dependent on services and location on the car park. A preliminary sketch of a potential arrangement is provided in Appendix 3.

APPENDIX 1 TUBE COUNTS RESULTS

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 883 936 - F. 1300 882 932 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Mortimer Lewis Drive	Location :	Near house 19
Suburb :	Greenway	Start Date :	00:00 Sat 16/January/2016
Metrocount ID	9586	Finish Date :	00:00 Sat 23/January/2016
Site ID Number :	162	Speed Zone :	60 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information	Lat 35° 24' 11.28 North Long 149° 4' 22.04 East	Direction of Travel		
		Combined	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	820	347	473
	7 Day Average	876	365	511
Weekday AM	06:00	71	23	48
Peak hour start PM	12:00	65	37	35
Speeds : (Km/Hr)	85th Percentile	55.1	54.4	55.9
	Average	47.7	47.6	47.9
Classification % :	Light Vehicles up to 5.5m	97.4%	99.4%	96.1%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -35.403134, 149.072789



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)Direction ▼Day ▼

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	2	47.4	51.0	59	26.0	61.1	4.8
01:00	1	42.8	54.4	55	14.3	61.2	6.6
02:00	1	48.8	50.0	58	37.3	62.8	1.7
03:00	2	44.4	53.3	59	28.7	60.0	4.0
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	2	39.7	48.5	49	26.5	55.1	2.9
06:00	7	51.1	56.6	53	33.2	63.9	5.7
07:00	13	50.3	56.4	50	25.3	64.6	6.2
08:00	20	48.1	53.9	49	7.8	78.7	6.7
09:00	20	46.5	54.5	50	4.9	63.4	9.2
10:00	22	46.6	54.0	47	10.8	89.3	8.5
11:00	25	47.2	54.1	48	6.1	74.4	8.3
12:00	20	48.3	55.4	49	11.5	71.1	8.2
13:00	21	48.4	55.3	51	26.6	67.1	7.7
14:00	23	48.4	56.0	49	5.4	72.8	9.1
15:00	28	48.3	54.9	49	26.0	76.2	7.1
16:00	29	48.0	54.9	48	20.2	68.5	6.9
17:00	35	47.8	55.2	49	12.9	67.8	7.3
18:00	28	47.9	54.5	48	17.5	86.1	7.4
19:00	18	48.6	55.0	49	24.6	66.7	6.9
20:00	13	48.5	55.4	50	18.2	70.6	7.5
21:00	13	48.2	54.5	51	19.0	65.1	8.0
22:00	10	50.5	56.1	47	28.8	67.3	6.0
23:00	5	49.8	56.7	37	19.4	72.4	9.9
Summary	358	47.6	54.4	50	4.9	89.3	6.8

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)Direction Day

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	2	49.6	52.0	55	26.5	62.1	3.0
01:00	1	41.2	50.4	55	33.6	57.2	3.1
02:00	1	41.3	52.5	58	35.1	58.2	3.9
03:00	1	53.7	59.4	64	37.1	67.1	2.6
04:00	1	46.0	53.7	59	26.8	61.3	4.0
05:00	4	49.2	57.3	66	12.1	72.0	9.7
06:00	13	46.4	55.1	48	12.1	64.4	8.8
07:00	30	50.4	58.7	53	13.6	67.9	8.4
08:00	42	49.2	57.6	50	14.1	76.1	8.9
09:00	40	47.4	56.9	48	11.5	73.0	10.8
10:00	37	46.4	55.4	47	10.8	83.6	9.3
11:00	38	47.3	55.0	50	12.7	73.9	9.3
12:00	37	49.2	56.6	52	16.2	88.9	9.1
13:00	30	48.9	56.9	52	10.6	93.4	9.2
14:00	27	49.2	59.0	51	10.7	89.0	10.2
15:00	32	49.5	56.9	49	18.8	76.5	8.2
16:00	30	47.2	55.5	50	12.7	75.2	8.7
17:00	31	47.8	56.3	50	15.4	75.1	9.6
18:00	34	47.5	55.6	49	11.3	84.1	9.9
19:00	26	45.1	53.3	44	16.2	66.6	8.2
20:00	21	45.5	54.9	47	17.1	67.0	9.7
21:00	14	48.7	55.5	50	21.6	78.2	7.5
22:00	8	51.0	58.0	52	17.2	82.6	8.0
23:00	4	51.6	58.9	59	11.7	80.8	9.1
Summary	504	47.9	55.9	52	10.6	93.4	7.9

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	06:00	06:00	07:00	09:00	09:00	N/A	06:00	N/A	06:00	N/A	09:00
PM Peak	15:00	15:00	12:00	14:00	16:00	19:00	17:00	N/A	12:00	N/A	12:00	N/A	17:00
00:00	1	0	3	0	2	3	4	13	2	6	1	7	4
01:00	0	2	1	2	0	2	2	9	1	5	1	4	2
02:00	2	0	2	1	0	1	1	7	1	5	1	2	1
03:00	0	1	1	0	2	3	4	11	2	4	1	7	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	5	2	0	1	4	15	2	10	2	5	3
06:00	6	5	8	10	11	5	4	49	7	40	8	9	5
07:00	9	18	10	11	13	19	13	93	13	61	12	32	16
08:00	27	26	17	23	20	11	22	146	21	113	23	33	17
09:00	13	20	21	23	18	19	23	137	20	95	19	42	21
10:00	25	11	23	12	18	43	30	162	23	89	18	73	37
11:00	18	22	18	27	20	23	53	181	26	105	21	76	38
12:00	12	16	20	21	13	28	38	148	21	82	16	66	33
13:00	16	12	18	19	17	32	30	144	21	82	16	62	31
14:00	22	26	22	25	23	18	29	165	24	118	24	47	24
15:00	29	26	27	27	30	19	40	198	28	139	28	59	30
16:00	37	33	25	24	20	30	36	205	29	139	28	66	33
17:00	43	38	30	46	29	30	27	243	35	186	37	57	29
18:00	30	35	39	27	20	24	24	199	28	151	30	48	24
19:00	18	30	20	18	10	16	18	130	19	96	19	34	17
20:00	22	20	8	16	6	12	11	95	14	72	14	23	12
21:00	16	14	16	11	12	10	13	92	13	69	14	23	12
22:00	7	9	9	12	9	15	6	67	10	46	9	21	11
23:00	5	3	6	5	8	7	3	37	5	27	5	10	5
Total	361	367	349	362	301	371	435	2546	365	1740	347	806	409
% Heavy	1.11%	1.36%	0.86%	1.93%	0.66%	0.27%	0.00%	0.86%		1.21%		0.12%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	06:00	04:00	10:00	10:00	N/A	10:00	N/A	04:00	N/A	10:00
PM Peak	15:00	12:00	12:00	16:00	14:00	16:00	16:00	N/A	16:00	N/A	14:00	N/A	16:00
00:00	0	0	3	1	1	4	2	11	2	5	1	6	3
01:00	0	2	0	2	0	4	1	9	1	4	1	5	3
02:00	0	0	4	0	0	2	1	7	1	4	1	3	2
03:00	1	0	0	2	0	1	3	7	1	3	1	4	2
04:00	0	0	2	0	0	1	2	5	1	2	0	3	2
05:00	5	4	3	3	7	3	2	27	4	22	4	5	3
06:00	15	17	18	18	12	8	5	93	13	80	16	13	7
07:00	37	37	40	32	36	15	19	216	31	182	36	34	17
08:00	42	52	45	56	45	34	24	298	43	240	48	58	29
09:00	37	48	35	32	39	39	50	280	40	191	38	89	45
10:00	32	22	31	42	40	53	47	267	38	167	33	100	50
11:00	30	31	40	31	25	62	47	266	38	157	31	109	55
12:00	29	27	27	29	25	63	60	260	37	137	27	123	62
13:00	35	24	29	29	22	32	46	217	31	139	28	78	39
14:00	21	20	14	26	25	32	52	190	27	106	21	84	42
15:00	21	28	33	39	24	38	42	225	32	145	29	80	40
16:00	21	27	28	28	26	30	52	212	30	130	26	82	41
17:00	31	41	10	28	23	38	46	217	31	133	27	84	42
18:00	38	46	29	35	28	35	35	246	35	176	35	70	35
19:00	39	24	23	16	13	28	37	180	26	115	23	65	33
20:00	27	32	17	15	12	33	17	153	22	103	21	50	25
21:00	12	20	15	20	5	9	21	102	15	72	14	30	15
22:00	10	6	9	9	4	11	9	58	8	38	8	20	10
23:00	3	6	3	2	4	5	6	29	4	18	4	11	6
Total	486	514	458	495	416	580	626	3575	511	2369	473	1206	608
% Heavy	5.35%	2.72%	4.15%	5.86%	3.13%	2.59%	4.63%	4.06%		4.26%		3.65%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Mortimer Lewis Drive	Location :	North of Bike Corssing
Suburb :	Greenway	Start Date :	00:00 Sat 16/January/2016
Metrocount ID	9586	Finish Date :	00:00 Sat 23/January/2016
Site ID Number :	163	Speed Zone :	50 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Combined	Northbound	Southbound
Lat 35° 24' 24.41 North				
Long 149° 4' 19.88 East				
Traffic Volume :	Weekdays Average	283	197	86
(Vehicles/Day)	7 Day Average	329	230	99
Weekday	AM 06:00	21	15	9
Peak hour starts	PM 12:00	27	18	9
Speeds :	85th Percentile	46.1	47.1	45.1
(Km/Hr)	Average	40.4	41.2	39.7
Classification % :	Light Vehicles up to 5.5m	97.9%	98.3%	96.9%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -35.406781, 149.072188



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site

[Back to Site Summary Page](#)

Direction

Northbound ▼

Day

7 Days ▼

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	1	39.1	48.1	50	30.5	51.5	2.6
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	1	39.7	46.6	52	34.3	52.3	1.8
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	2	35.6	42.3	50	30.5	50.2	2.5
07:00	5	45.2	50.5	44	13.4	61.9	6.7
08:00	12	42.3	47.4	44	18.0	61.0	5.3
09:00	15	42.4	47.7	43	11.8	59.4	6.2
10:00	18	40.3	46.1	41	15.6	58.9	6.3
11:00	20	42.2	47.8	42	20.8	57.4	5.8
12:00	19	42.2	47.3	42	11.0	67.7	6.3
13:00	12	42.6	47.9	39	28.0	60.4	5.1
14:00	12	42.1	47.8	44	23.1	63.1	6.7
15:00	13	41.8	48.6	40	16.1	57.6	6.0
16:00	14	42.2	48.7	44	22.6	61.4	5.9
17:00	20	43.6	49.5	44	17.6	57.8	6.2
18:00	20	42.2	48.0	44	16.9	54.2	5.7
19:00	16	40.4	45.7	40	18.9	61.8	5.9
20:00	12	40.9	45.8	43	14.6	55.7	6.1
21:00	9	39.8	44.7	40	8.9	65.2	6.9
22:00	4	41.0	45.6	40	24.2	57.0	5.3
23:00	2	39.1	46.5	38	25.8	52.9	2.7
Summary	227	41.2	47.1	43	8.9	67.7	5.3

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site

[Back to Site Summary Page](#)

Direction

Southbound ▼

Day

7 Days ▼

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	1	37.8	37.8	42	26.8	47.2	0.1
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	2	37.4	43.9	46	25.2	51.3	1.9
07:00	6	38.0	48.9	45	19.7	54.3	5.3
08:00	8	38.3	46.9	45	13.6	51.0	7.0
09:00	7	41.9	47.7	43	13.6	54.3	7.2
10:00	7	42.2	47.0	42	23.5	59.4	5.3
11:00	6	40.2	46.1	44	12.8	62.4	6.8
12:00	4	37.0	41.6	48	13.0	49.8	5.4
13:00	4	39.8	44.6	43	27.0	51.0	3.4
14:00	5	41.1	47.3	43	15.3	56.2	7.1
15:00	6	41.3	45.6	40	25.6	54.4	4.7
16:00	6	42.9	49.3	39	13.8	56.2	7.8
17:00	9	42.4	47.4	43	22.9	55.6	5.3
18:00	9	42.3	46.8	42	17.5	55.3	5.7
19:00	6	40.4	44.1	44	20.1	59.7	4.8
20:00	3	42.9	47.1	42	21.0	55.5	5.2
21:00	3	36.2	40.7	39	21.6	50.1	5.6
22:00	1	33.2	39.7	47	29.2	48.8	0.7
23:00	0	N/A	N/A	N/A	N/A	N/A	N/A
Summary	93	39.7	45.1	43	12.8	62.4	5.0

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	06:00	06:00	07:00	09:00	09:00	N/A	06:00	N/A	06:00	N/A	09:00
PM Peak	15:00	15:00	12:00	14:00	16:00	19:00	17:00	N/A	12:00	N/A	12:00	N/A	17:00
00:00	0	0	2	0	0	1	0	3	0	2	0	1	1
01:00	0	0	0	2	0	2	1	5	1	2	0	3	2
02:00	0	0	3	0	0	0	0	3	0	3	1	0	0
03:00	1	0	0	2	0	0	2	5	1	3	1	2	1
04:00	0	0	1	0	0	0	0	1	0	1	0	0	0
05:00	1	0	0	0	0	0	2	3	0	1	0	2	1
06:00	2	2	2	4	2	2	2	16	2	12	2	4	2
07:00	5	7	3	6	4	2	7	34	5	25	5	9	5
08:00	7	18	9	18	8	13	10	83	12	60	12	23	12
09:00	16	13	14	14	10	16	18	101	14	67	13	34	17
10:00	18	9	13	16	15	26	34	131	19	71	14	60	30
11:00	13	16	21	10	16	43	25	144	21	76	15	68	34
12:00	19	13	15	11	14	29	38	139	20	72	14	67	34
13:00	14	9	9	15	12	12	16	87	12	59	12	28	14
14:00	7	11	5	17	8	19	20	87	12	48	10	39	20
15:00	8	12	10	13	8	28	15	94	13	51	10	43	22
16:00	7	11	16	12	11	13	29	99	14	57	11	42	21
17:00	20	21	15	16	16	21	31	140	20	88	18	52	26
18:00	25	23	14	17	13	24	26	142	20	92	18	50	25
19:00	30	13	13	12	6	19	25	118	17	74	15	44	22
20:00	12	20	10	10	8	16	10	86	12	60	12	26	13
21:00	8	15	9	13	1	8	11	65	9	46	9	19	10
22:00	4	4	5	3	0	5	8	29	4	16	3	13	7
23:00	1	4	2	2	0	1	1	11	2	9	2	2	1
Total	218	221	191	213	152	300	331	1626	230	995	197	631	320
% Heavy	2.75%	1.81%	2.09%	4.23%	2.63%	0.67%	2.42%	2.28%		2.71%		1.58%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction Southbound ▼

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	06:00	04:00	10:00	10:00	N/A	10:00	N/A	04:00	N/A	10:00
PM Peak	15:00	12:00	12:00	16:00	14:00	16:00	16:00	N/A	16:00	N/A	14:00	N/A	16:00
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	2	0	0	1	3	0	2	0	1	1
02:00	0	0	1	0	1	0	2	4	1	2	0	2	1
03:00	1	0	0	0	0	1	0	2	0	1	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	1	1	4	1	2	0	2	1
06:00	1	1	1	5	3	2	1	14	2	11	2	3	2
07:00	3	8	6	6	5	5	7	40	6	28	6	12	6
08:00	18	8	6	10	2	6	9	59	8	44	9	15	8
09:00	9	6	6	5	7	11	9	53	8	33	7	20	10
10:00	3	4	10	1	2	15	13	48	7	20	4	28	14
11:00	8	5	5	3	10	4	11	46	7	31	6	15	8
12:00	5	0	2	1	5	3	15	31	4	13	3	18	9
13:00	1	4	5	2	5	7	10	34	5	17	3	17	9
14:00	1	7	5	7	3	5	8	36	5	23	5	13	7
15:00	5	5	4	7	5	6	14	46	7	26	5	20	10
16:00	4	5	4	5	3	12	12	45	6	21	4	24	12
17:00	11	8	6	7	4	14	12	62	9	36	7	26	13
18:00	10	14	10	8	2	11	8	63	9	44	9	19	10
19:00	9	9	11	8	1	4	6	48	7	38	8	10	5
20:00	7	7	3	1	2	0	2	22	3	20	4	2	1
21:00	5	4	3	1	0	2	3	18	3	13	3	5	3
22:00	1	1	1	1	1	3	1	9	1	5	1	4	2
23:00	0	0	0	1	1	0	1	3	0	2	0	1	1
Total	104	96	89	81	62	112	146	690	99	432	86	258	134
% Heavy	0.96%	4.17%	1.12%	9.88%	0.00%	2.68%	2.05%	2.90%		3.24%		2.33%	

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AUTOMATIC COUNT SUMMARY

Street Name :	Mortimer Lewis Drive	Location :	West of Drakeford Drive
Suburb :	Greenway	Start Date :	00:00 Sat 16/January/2016
Metrocount ID	9586	Finish Date :	00:00 Sat 23/January/2016
Site ID Number :	164	Speed Zone :	50 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Lat	35° 24' 38.43 North		
		Long	149° 4' 20.54 East		
		Direction of Travel			
			Combined	Westbound	Eastbound
Traffic Volume :		Weekdays Average	302	215	87
(Vehicles/Day)		7 Day Average	355	253	102
Weekday	AM	06:00	22	16	7
Peak hour start	PM	12:00	33	24	10
Speeds :		85th Percentile	33.9	35.3	32.5
(Km/Hr)		Average	30.5	31.1	30.0
Classification % :		Light Vehicles up to 5.5m	95.3%	96.9%	92.3%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -35.410675,+149.072373



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)

Direction

Westbound

Day

7 Days

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	1	27.4	31.2	32	23.9	34.3	0.9
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	5	32.4	35.4	30	19.1	41.2	3.2
07:00	8	32.4	37.0	33	16.0	49.2	5.4
08:00	13	31.5	36.1	33	17.2	55.0	4.9
09:00	19	29.9	35.3	29	17.5	41.8	4.9
10:00	19	30.7	34.6	30	16.7	41.3	4.2
11:00	18	30.6	34.9	31	12.5	43.1	4.4
12:00	17	32.2	36.3	32	18.0	42.7	4.1
13:00	12	32.9	36.6	33	21.1	42.8	3.8
14:00	15	32.1	35.6	33	19.9	42.6	3.9
15:00	14	33.4	37.0	35	19.6	43.1	4.0
16:00	16	32.1	35.6	34	12.6	42.2	4.1
17:00	28	31.6	36.2	31	14.8	49.4	4.6
18:00	23	30.8	35.1	31	19.3	45.4	4.3
19:00	20	30.8	35.3	32	13.6	48.2	4.8
20:00	11	32.2	35.8	31	19.0	45.8	4.1
21:00	6	32.7	35.4	34	21.5	48.2	3.3
22:00	3	26.4	33.2	32	23.1	38.8	2.2
23:00	1	28.7	34.5	35	24.1	39.3	1.4
Summary	249	31.1	35.3	32	12.5	55.0	3.8

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)Direction ▼Day ▼

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	2	27.4	28.9	34	16.1	35.1	1.8
07:00	3	31.7	33.8	31	19.0	41.5	2.9
08:00	4	29.7	33.5	25	18.8	47.4	4.0
09:00	7	31.2	34.4	30	19.7	41.1	3.5
10:00	7	28.0	31.9	27	13.1	37.1	4.2
11:00	9	29.4	32.2	29	19.6	50.0	3.9
12:00	6	31.1	34.8	30	13.1	42.2	4.0
13:00	5	32.3	35.7	33	18.7	43.1	4.4
14:00	5	33.4	35.7	29	16.7	43.5	2.5
15:00	5	30.4	33.9	28	19.9	43.0	3.7
16:00	4	31.0	32.9	31	19.4	41.9	2.2
17:00	8	30.3	32.8	31	14.1	39.3	3.3
18:00	12	28.1	31.6	29	12.9	44.3	3.8
19:00	10	27.8	29.5	28	16.0	38.1	2.2
20:00	7	29.1	31.4	30	17.3	45.2	3.3
21:00	2	28.7	30.0	25	20.9	37.3	1.6
22:00	2	26.3	27.1	35	16.2	45.8	0.9
23:00	1	34.6	35.1	45	25.0	45.7	0.7
Summary	99	30.0	32.5	30	12.9	50.0	2.9

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	06:00	06:00	07:00	09:00	09:00	N/A	06:00	N/A	06:00	N/A	09:00
PM Peak	15:00	15:00	12:00	14:00	16:00	19:00	17:00	N/A	12:00	N/A	12:00	N/A	17:00
00:00	0	0	1	2	0	1	0	4	1	3	1	1	1
01:00	1	0	0	1	0	0	1	3	0	2	0	1	1
02:00	0	0	3	0	0	0	0	3	0	3	1	0	0
03:00	0	0	0	0	0	0	2	2	0	0	0	2	1
04:00	0	0	1	0	0	0	0	1	0	1	0	0	0
05:00	0	0	0	0	0	0	3	3	0	0	0	3	2
06:00	5	6	5	7	7	3	2	35	5	30	6	5	3
07:00	8	10	7	10	5	10	7	57	8	40	8	17	9
08:00	12	16	8	18	10	10	16	90	13	64	13	26	13
09:00	14	14	17	18	15	29	29	136	19	78	16	58	29
10:00	15	13	16	9	17	37	30	137	20	70	14	67	34
11:00	12	12	16	11	17	32	34	134	19	68	14	66	33
12:00	15	13	13	10	15	25	31	122	17	66	13	56	28
13:00	10	10	6	14	17	14	19	90	13	57	11	33	17
14:00	8	11	5	26	9	30	19	108	15	59	12	49	25
15:00	4	10	16	10	7	23	29	99	14	47	9	52	26
16:00	7	17	11	13	12	17	35	112	16	60	12	52	26
17:00	34	27	22	19	17	29	46	194	28	119	24	75	38
18:00	28	25	25	19	16	26	26	165	24	113	23	52	26
19:00	35	21	9	19	8	25	21	138	20	92	18	46	23
20:00	8	18	9	14	6	8	13	76	11	55	11	21	11
21:00	10	9	4	7	1	7	7	45	6	31	6	14	7
22:00	1	3	4	2	1	5	5	21	3	11	2	10	5
23:00	1	4	1	1	0	1	2	10	1	7	1	3	2
Total	228	239	199	230	180	332	377	1785	253	1076	215	709	360
% Heavy	3.07%	3.77%	1.51%	4.35%	2.78%	3.01%	2.92%	3.08%		3.16%		2.96%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

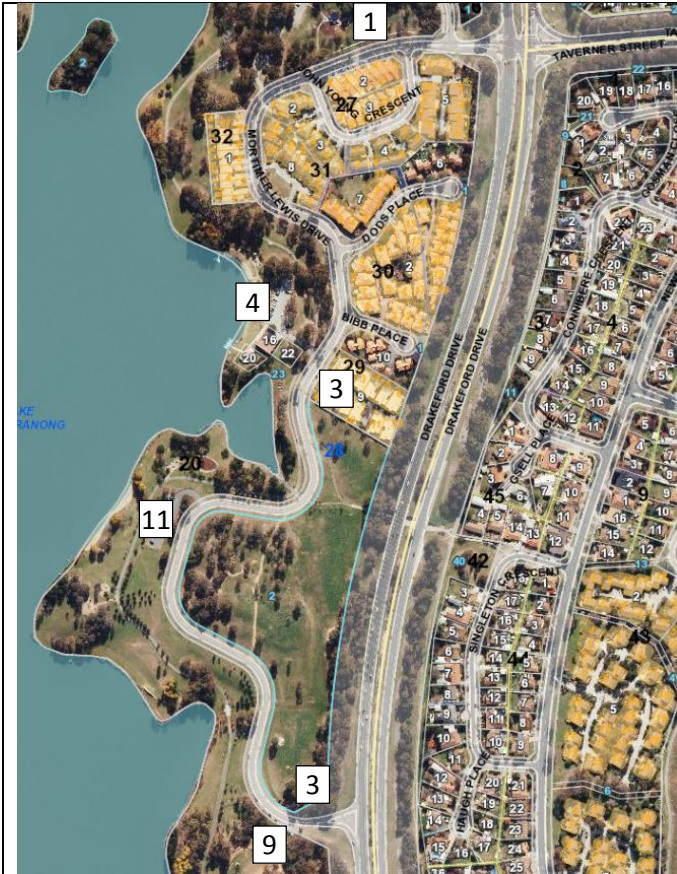


Site Mortimer Lewis Drive

Direction ▼[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	06:00	04:00	10:00	10:00	N/A	10:00	N/A	04:00	N/A	10:00
PM Peak	15:00	12:00	12:00	16:00	14:00	16:00	16:00	N/A	16:00	N/A	14:00	N/A	16:00
00:00	1	1	0	0	0	0	0	2	0	2	0	0	0
01:00	0	0	0	1	0	0	0	1	0	1	0	0	0
02:00	0	0	0	0	1	0	1	2	0	1	0	1	1
03:00	0	0	0	0	0	0	1	1	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	0	1	3	0	2	0	1	1
06:00	4	3	2	1	2	1	1	14	2	12	2	2	1
07:00	2	2	4	4	2	3	3	20	3	14	3	6	3
08:00	5	4	4	5	6	3	5	32	5	24	5	8	4
09:00	11	8	4	7	4	10	6	50	7	34	7	16	8
10:00	2	6	4	8	8	13	11	52	7	28	6	24	12
11:00	8	9	11	2	7	14	15	66	9	37	7	29	15
12:00	3	3	6	0	9	7	16	44	6	21	4	23	12
13:00	3	2	4	2	9	0	16	36	5	20	4	16	8
14:00	1	4	1	8	4	10	8	36	5	18	4	18	9
15:00	2	5	4	6	3	10	13	43	6	20	4	23	12
16:00	2	3	3	3	4	6	12	33	5	15	3	18	9
17:00	7	6	7	8	2	13	16	59	8	30	6	29	15
18:00	12	14	10	10	6	12	18	82	12	52	10	30	15
19:00	15	12	10	6	2	9	12	66	9	45	9	21	11
20:00	14	14	8	7	3	4	5	55	8	46	9	9	5
21:00	6	3	1	3	0	2	1	16	2	13	3	3	2
22:00	1	1	1	1	1	6	1	12	2	5	1	7	4
23:00	0	0	1	0	1	3	1	6	1	2	0	4	2
Total	101	100	85	82	74	126	163	731	102	442	87	289	150
% Heavy	7.92%	9.00%	11.76%	13.41%	4.05%	7.14%	6.13%	8.21%		9.28%		6.57%	

APPENDIX 2 EXISTING PARKING COUNTS RESULTS



Saturday 16th January 2015 – 10 am



Saturday 16th January 2015 – 5 pm



Monday 20th January 2015 – 8 am



Monday 20th January 2015 – 5 pm



Saturday 23rd January 2015 – 10 am



Saturday 23rd January 2015 – 5 pm

APPENDIX 3 PROVISION OF ADDITIONAL CAR PARKING SPACES



Motion Traffic Engineering

PROPOSED RESIDENTIAL DEVELOPMENT

Block 2 Section 28 in Greenway

Prepared for: Land Development Agency

N1414006N (Version 2a)

January 2015

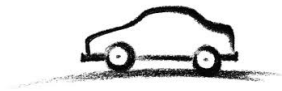
Motion Traffic Engineers Pty Ltd

Telephone: 0433099449

890 13898

syndey@motiontraffic.com.au

ACN 600201483



1. INTRODUCTION

Motion Traffic Engineering was commissioned by Land Development Agency to undertake a traffic and parking impact assessment of proposed residential development at Block 2 Section 28 in Greenway or the north western corner of Drakeford Drive with Mortimer Lewis Drive. Currently the site is unoccupied.

This traffic report focuses on the proposed development and changes in car usage and car park utilisation and additional trips from the proposed development.

In the course of preparing this assessment, the subject site and its environs have been inspected, plans of the development examined, and all relevant traffic and parking data collected and analysed.

2. BACKGROUND AND EXISTING CONDITIONS OF THE PROPOSED LOCATION

2.1 Location and Land Use

The proposed residential development is located on the north western corner of Drakeford Drive with Mortimer Lewis Drive. Currently the site is unoccupied. The surrounding landuses are open fields on the western side of Drakeford Drive adjacent to the site (Lake Tugeranong District Park) with residential house on the eastern side of Drakeford Drive.

Figures 1 and 2 show the location of the development site from the aerial and street map perspective respectively.

Figure 3 shows a photograph of the development.



Figure 1: Location of the Subject Site on Aerial



Figure 3: Photograph of Development Site

2.2 Road Network

This section discusses the road network adjacent to the site.

Drakeford Drive is an arterial road with two lanes each way on a divided carriageway. The sign posted limit is 80km/hr. Figure 4 shows a photograph of Drakeford Drive.

Mortimer Lewis Drive is a local road with one lane each way. The default speed limit is 50km/hr. Figure 5 shows a photograph of Mortimer Lewis Drive.



Figure 4: Drakeford Drive looking north from south of Mortimer Lewis Drive



Figure 5: Mortimer Lewis Drive looking from Drakeford Drive

2.3 Intersection Description

As part of this traffic impact assessment two intersections are assessed for the traffic assessment:

- The signalised intersection of Drakeford Drive with Mortimer Lewis Drive and Taverner Street
- The priority intersection of Drakeford Drive with Mortimer Lewis Drive

External traffic to and from the proposed development will need to travel through one of the above intersections.

Drivers from the north will need to turn right into Mortimer Lewis Drive at the signalised intersection of Drakeford Drive with Mortimer Lewis Drive and Taverner Street. Drivers from the east can travel from Taverner Street to Mortimer Lewis Drive at this intersection.

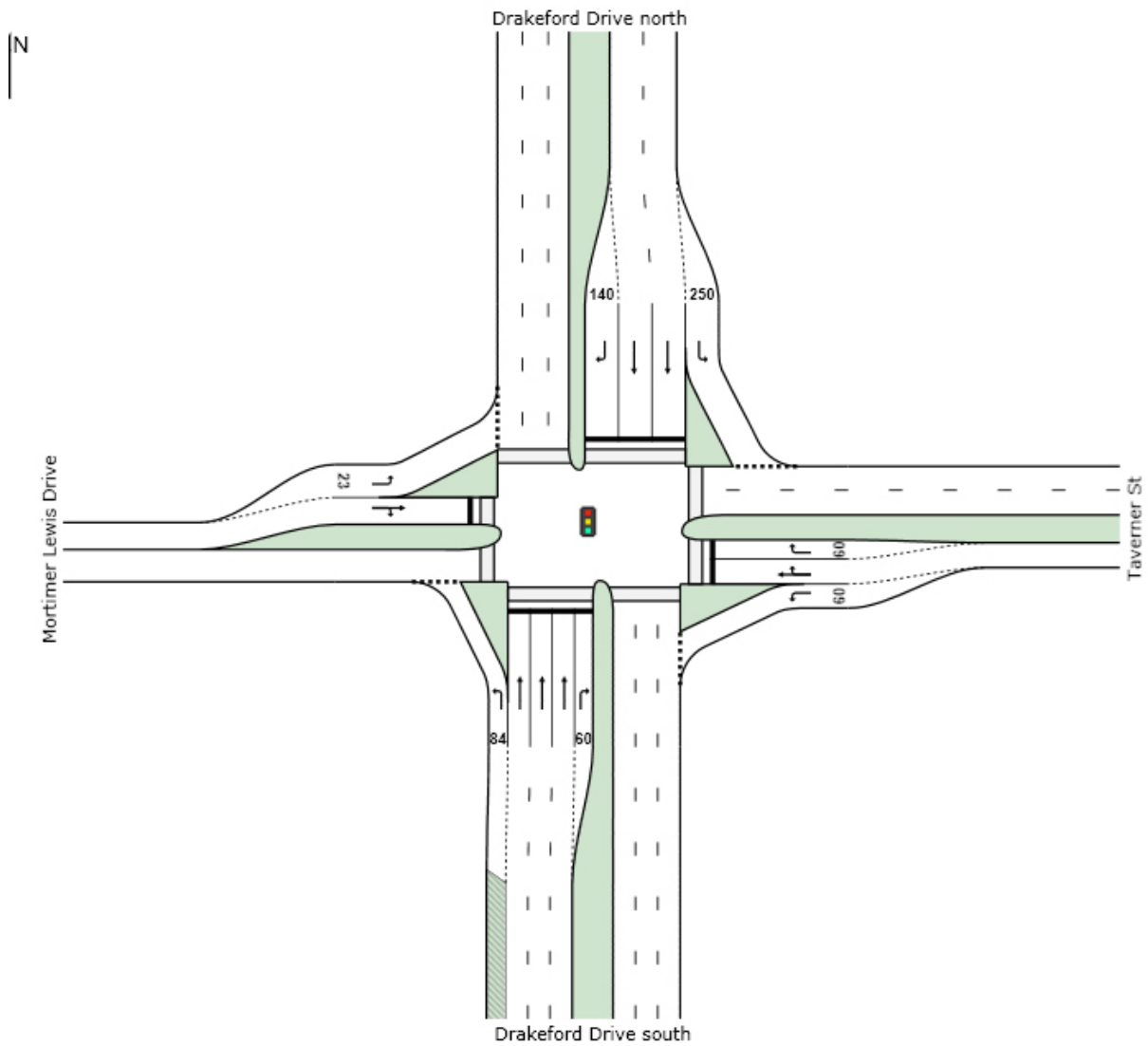


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Drivers from the south can turn left into Mortimer Lewis Drive at the priority intersection of Drakeford Drive with Mortimer Lewis Drive.

The signalised intersection of Drakeford Drive with Mortimer Lewis Drive and Taverner Street is a four leg priority intersection with all turn movements permitted. A left give control slip lane is provided on all approaches. Figure 5 shows a layout of the intersection using SIDRA - an industry standard intersection assessment software. The numbers on the lane represent the length of short lanes in metres. *U-turns are not permitted at this intersection. It is not likely that the ACT Government will introduce U-turns at this intersection.*

The priority intersection of Drakeford Drive with Mortimer Lewis Drive is a three leg signalised with the only turn movements that are permitted are left turns to and from Mortimer Street. Figure 6 shows a layout of the intersection using SIDRA. *U-turns are not permitted at this intersection. It is not likely that the ACT Government will introduce U-turns at this intersection.*



3 December 2014 8:30:02 PM

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Figure 5: Signalised Intersection Layout of Drakeford Drive with Mortimer Lewis Drive and Taverner Street (SIDRA)

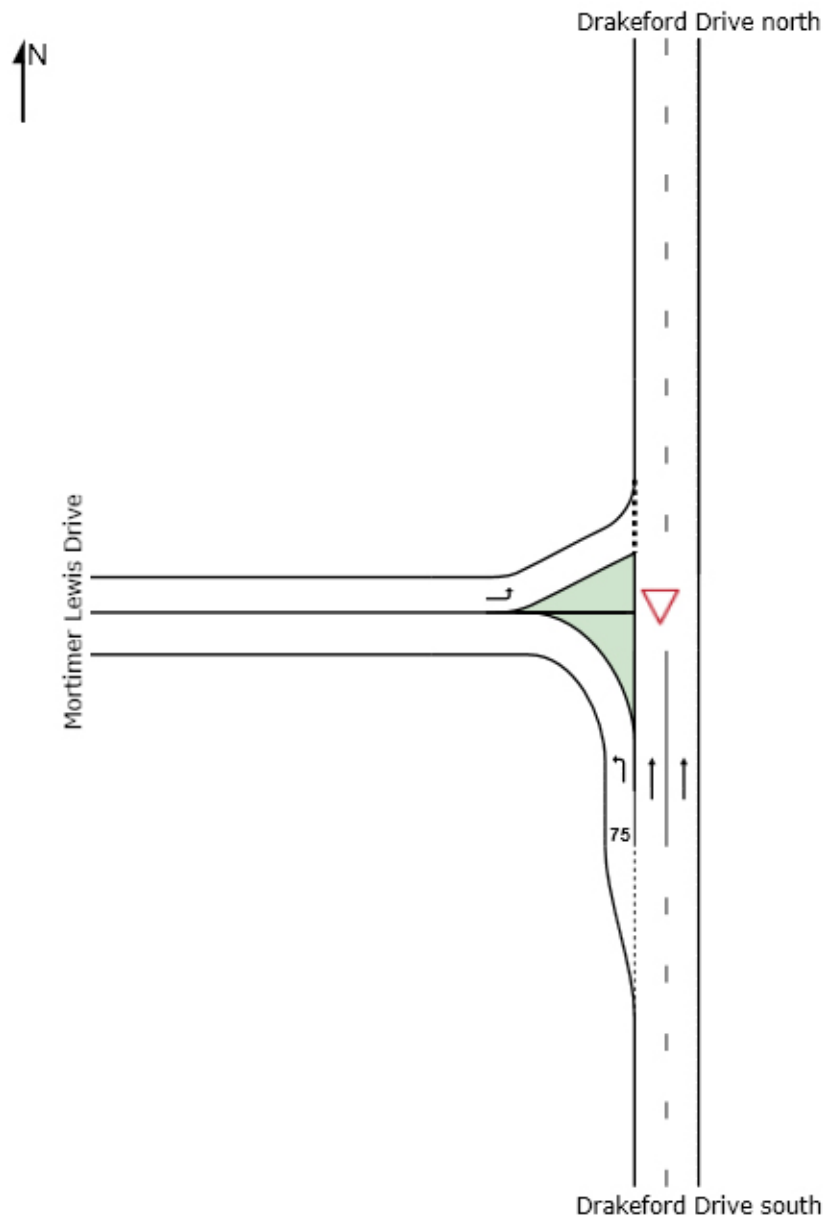


Figure 6: Priority Intersection Layout of Drakeford Drive with Mortimer Lewis Drive (SIDRA)

2.4 Existing Traffic Volumes

As part of the traffic assessment, traffic counts have been undertaken at the two intersections for the weekday AM and PM peak period. The peak hours were



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7:45am to 8:45am and 5pm to 6pm for the weekday AM and PM peak hours respectively. The traffic surveys were undertaken on the 28th November 2014.

The following Figures present the traffic volumes in vehicles for the weekday peak hours.

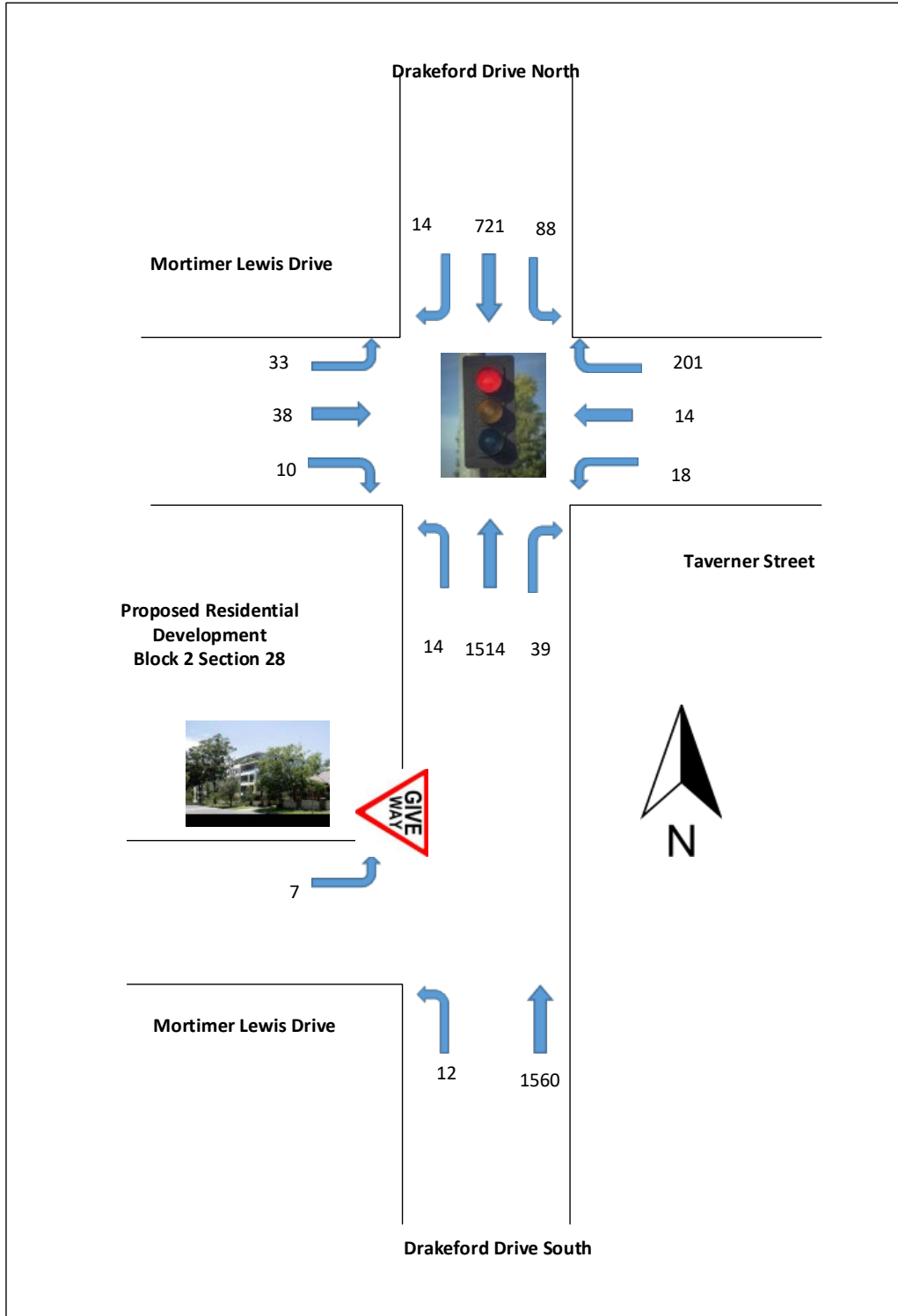


Figure 7: Existing Weekday Traffic Volumes AM Peak Hour

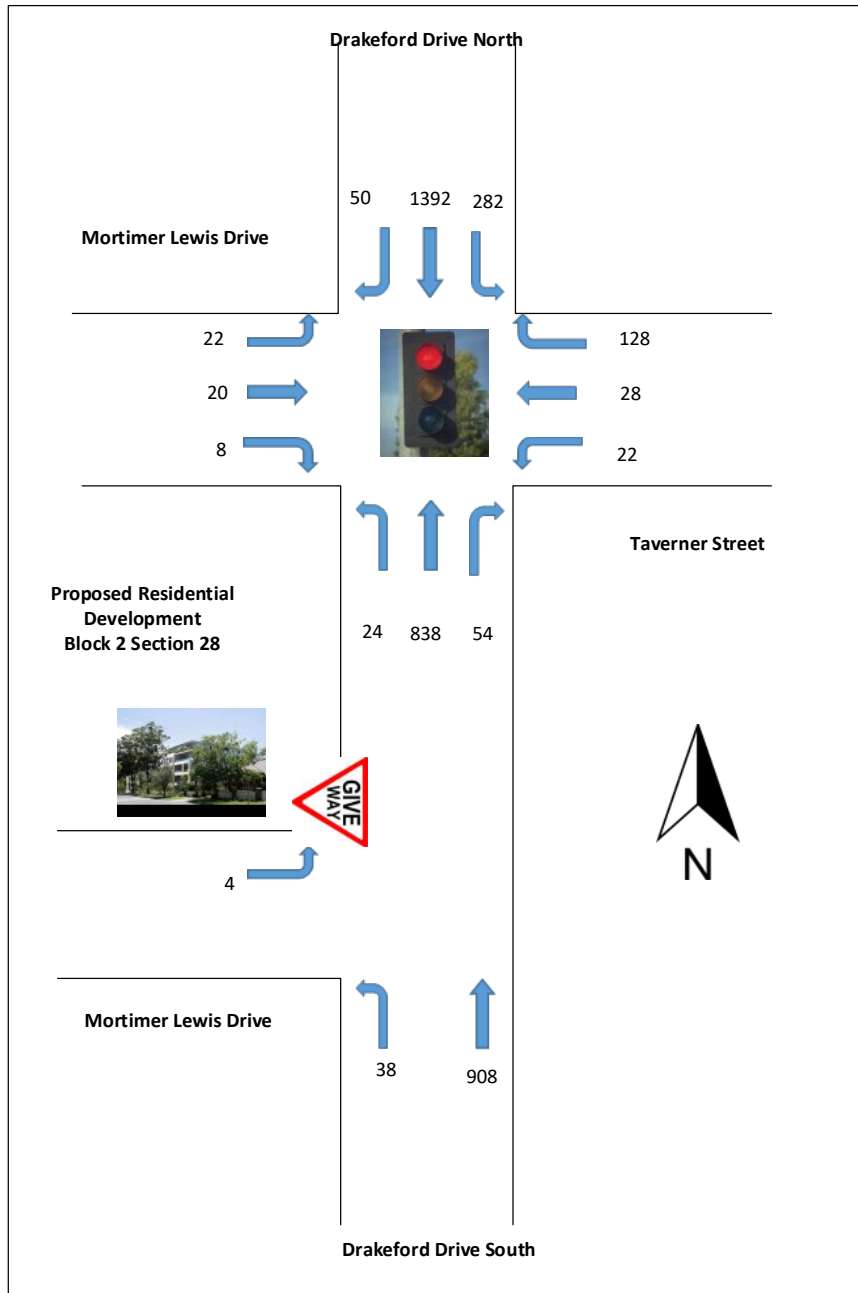


Figure 8: Existing Weekday Traffic Volumes PM Peak Hour



2.5 Intersection Assessment

An intersection assessment has been undertaken for the two surveyed intersections.

The existing intersection operating performance was assessed using the SIDRA software package (version 6) to determine the Degree of Saturation (DS), Average Delay (AVD in seconds) and Level of Service (LoS) at each intersection. The SIDRA program provides Level of Service Criteria Tables for various intersection types. The key indicator of intersection performance is Level of Service, where results are placed on a continuum from 'A' to 'F', as shown in Table 1.

LoS	Traffic Signal / Roundabout	Give Way / Stop Sign / T-Junction control
A	Good operation	Good operation
B	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but accident study required
D	Operating near capacity	Near capacity & accident study required
E	At capacity, at signals incidents will cause excessive delays.	At capacity, requires other control mode
F	Unsatisfactory and requires additional capacity, Roundabouts require other control mode	At capacity, requires other control mode

Table 1: Intersection Level of Service

The Average Vehicle Delay (AVD) provides a measure of the operational performance of an intersection as indicated below, which relates AVD to LOS. The AVD's should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route). For traffic signals, the average delay over all movements should be taken. For roundabouts and priority control intersections (sign control) the critical movement for level of service assessment should be that movement with the highest average delay.



LoS	Average Delay per Vehicles (seconds/vehicle)
A	Less than 14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	>70

Table 2: Intersection Average Delay (AVD)

The degree of saturation (DS) is another measure of the operational performance of individual intersections. For intersections controlled by traffic signals both queue length and delay increase rapidly as DS approaches 1. It is usual to attempt to keep DS to less than 0.9. Degrees of Saturation in the order of 0.7 generally represent satisfactory intersection operation. When DS exceed 0.9 queues can be anticipated.

The results of the intersection analysis are as follows:

Drakeford Drive with Mortimer Lewis Drive and Taverner Street

- The overall intersection LoS is B for the AM and PM peak hour respectively
- There is spare capacity at this intersection

Drakeford Drive with Mortimer Lewis Drive

- All turn movements have a LoS A for the AM and Peak hours respectively
- There is spare capacity at this intersection

The full Sidra results are presented in Appendix A.

2.6 Mortimer Lewis Drive Midblock Assessment

A midblock assessment has been undertaken for Mortimer Lewis Drive at two location for the existing traffic volumes for the AM and PM peak hour. The results are presented in Table 3. A volume capacity ratio greater than 0.85 suggests that midblock congestion is occurring such as reduced headways and low speeds. The existing traffic volumes are well within the road capacity of Mortimer Lewis Drive



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Section	Direction	Capacity per lane per direction	Existing Traffic volumes		Volume Capacity Ratio	
			AM peak hour	PM peak hour	AM peak hour	PM peak hour
west of interseciton of Drakeford Drive with Mortimer Lewis Drive and Tavener Street	East	400	81	50	0.2025	0.125
	West		42	102	0.105	0.255
west of interseciton of Drakeford Drive with Mortimer	East	400	7	4	0.0175	0.01
	West		12	38	0.03	0.095

Table 3: Existing Midblock Assessment of Mortimer Lewis Drive

2.7 Public Parking Opportunities

On street public parking is available on Mortimer Lewish on the shoulder or at the nearby off street car park. Overall there is limited parking nearby.

2.8 Public Transport

The development site is within walking distance to the bus services on Drakeford Drive where there are bus services. Overall the site has good access to public transport especially for people working in Tuggeranong.

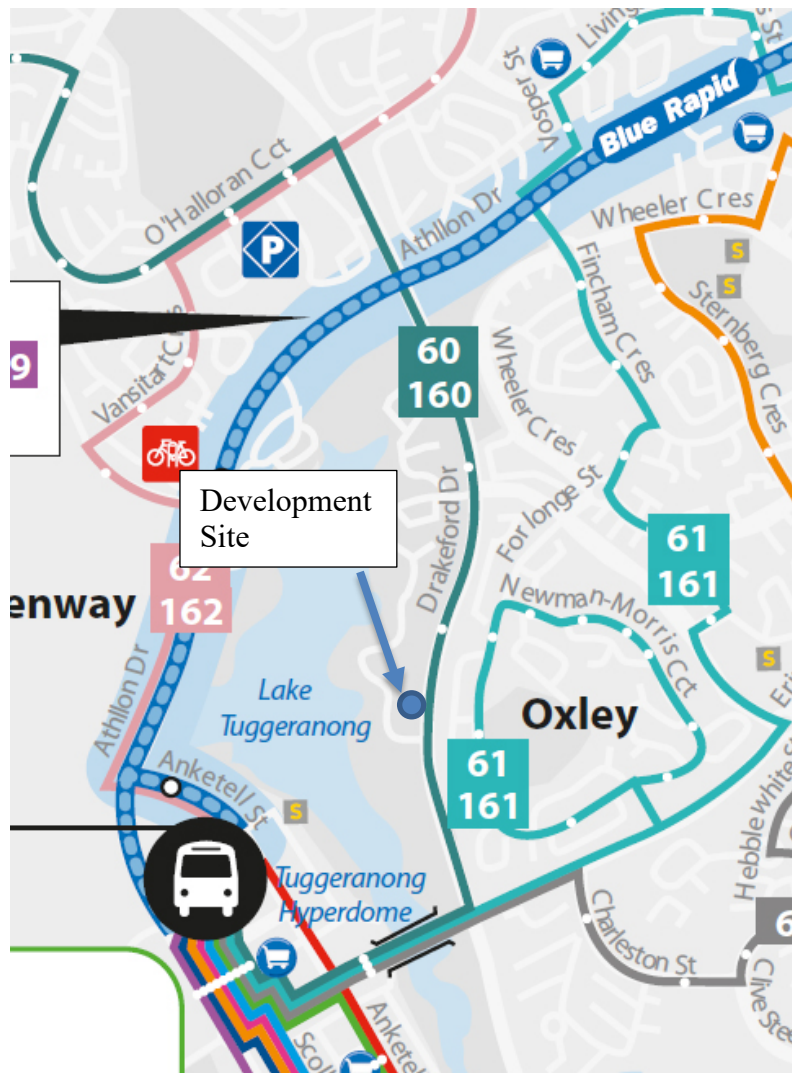


Figure 9: Local Public Transport Services

2.9 Cycling and Walking Paths

Pedestrian and cycling paths are located to the west of the site with paths running adjacent to Lake Tuggeranong – see Figure 10. The site has excellent pedestrian and cycling access to Tuggeranong and the suburbs of Canberra,



Figure 10: Local Cycling and Pedestrian Footpaths

2.10 Conclusions on the Existing Conditions

The proposed development is located in an area where public parking availability is limited.

The nearby intersection overall performs well with sufficient spare capacity to accommodate additional traffic.

The site has excellent access to public transport.

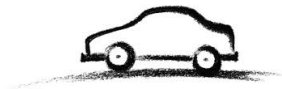


3. PROPOSED DEVELOPMENT

The proposed development will provide up to 150 dwellings (apartments or townhouses). The composition of apartments are not known but adaptable housing will be provided in accordance to the ACT Government requirements.

Vehicle access and egress will be via Mortimer Lewis Drive. The location of the driveway will determine whether right turns into and out of the driveway. Right turns can only be undertaken where there is sufficient sight distance as per Austroads Urban Road Design Guide (Chapter 8).

Based on the review of the alignment of Mortimer Lewis Drive, it is most likely that left turns into and out of the site will be permitted (assuming no specific road upgrades) for road safety purpose *(NO RIGHT TURNS). Changes to traffic control on Mortimer Lewis Drive may allow for the right turn such lower speeds, a roundabout at the entrance and exit etc but further discussion with ACTPLA and TAMS would be needed and agreed and further detailed assessment would be required. The report is a feasibility report only.*



4. PARKING CONSIDERATIONS

4.1 Car Parking Assessment

The minimum car parking requirements for parking are presented in the ACT Government's for residential developments (apartments/townhouses) are as follows:

- 1 car space per one bedroom dwelling
- 1.5 car spaces per two bedroom dwelling (when averaged across the two bedroom apartment numbers)
- Two car spaces per three or more bedroom dwelling
- Visitor car parking at a rate of one per four

The above car parking rate will need to be met.



5. VEHICLE TRAFFIC IMPACT CONSIDERATIONS

5.1 Traffic Generation

The ACT Government does not publish car trip rates for apartments or townhouses.

The RTA Guide to Traffic Generating Developments publishes trip rates for apartments as follows as follows for the weekday peak hours:

- 0.65 trips per apartment/townhouses

Table 4 summarises the proposed and existing trip generation for the respective landuses.

Table 5 summarises the trip distribution for the proposed and existing to obtain the net trip generation.

The proposed development will generate a modest-high number of additional trips in the AM and PM peak hour.

	Number	Trip rate per dwelling	Trips
Dwellings	150	0.65	97.5

Table 4: Summary of Trip Generation for the Proposed Development and

	Origin	Destination	Total
AM Peak Hour	89	9	98
PM Peak Hour	9	89	98

Table 5: Trip Distribution for the Proposed Development and Existing and Net Trip Distribution



5.2 Forecast Traffic Volumes

The following Figures present the existing and with development traffic volumes for the AM and PM peak hours distributed onto the two intersections with the development traffic.

The additional development traffic is in red for origin trips and blue for destination trips. The additional development traffic represents a small proportion of the existing traffic.

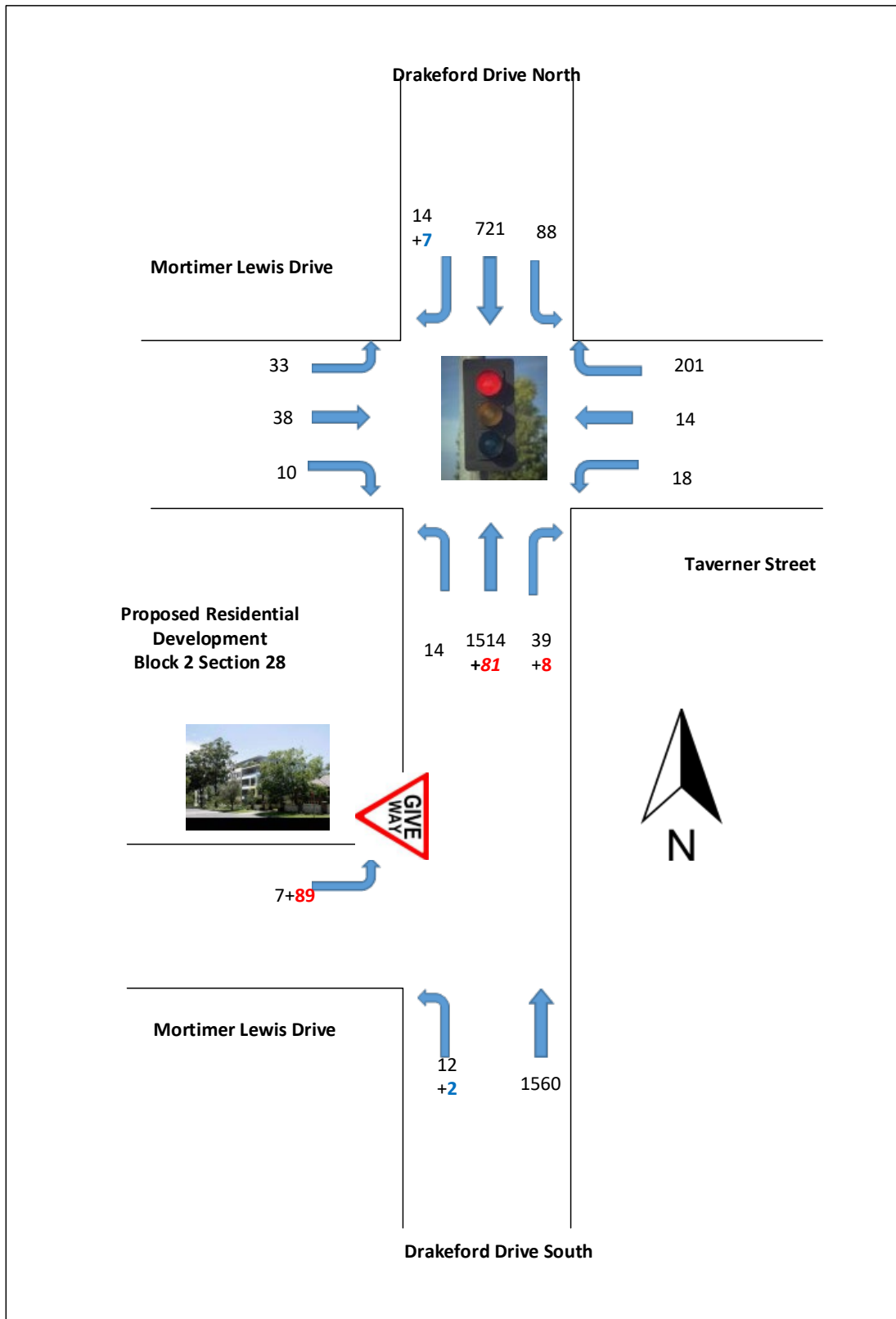


Figure 11: Existing Weekday AM Peak Hour Traffic Volumes with Development Traffic

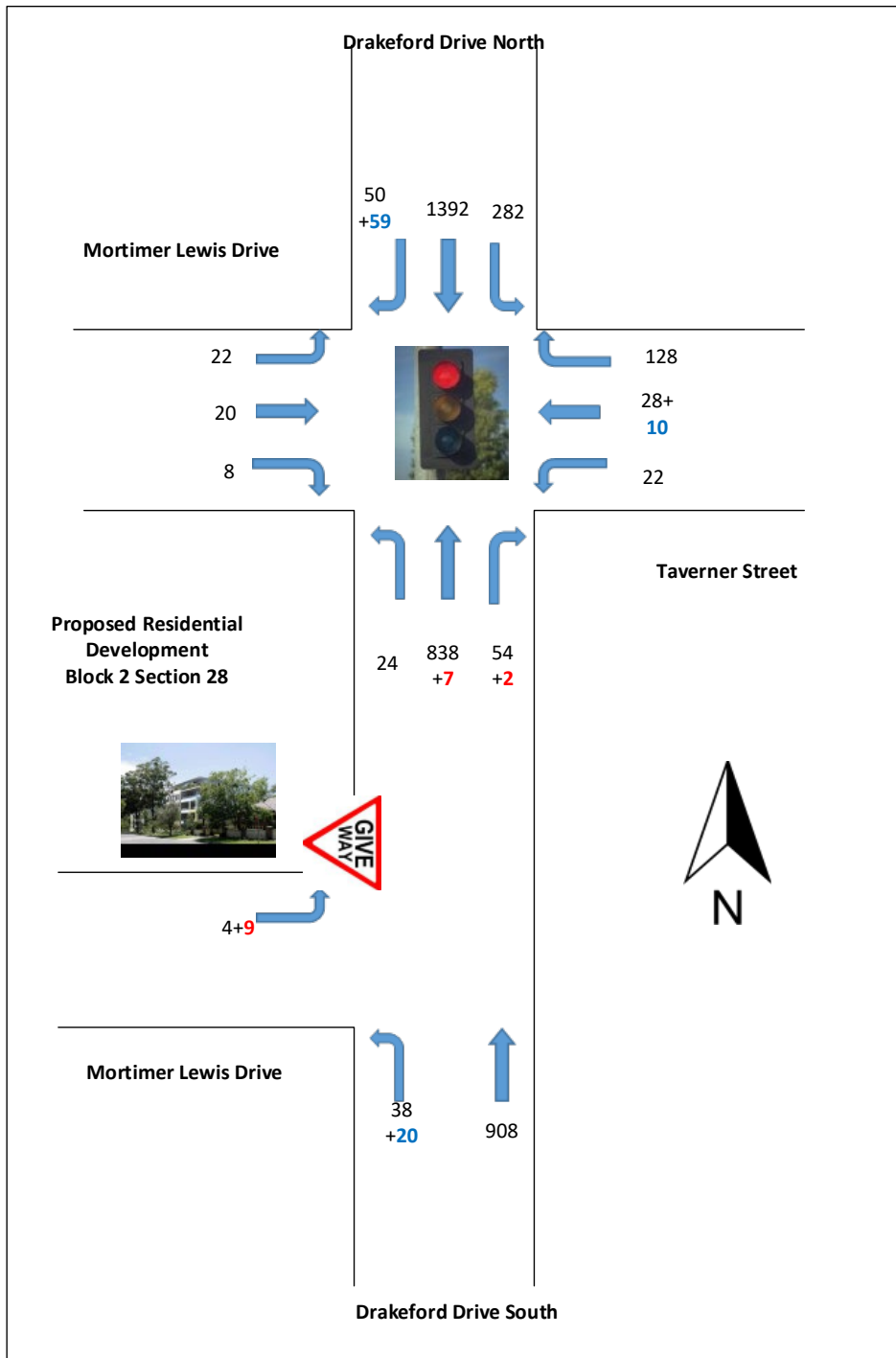


Figure 12: Existing Weekday PM Peak Hour Traffic Volumes with Development Traffic



5.3 Intersection Assessment

This section assesses the following intersections for the existing traffic with the school traffic. The results of the intersection assessment are as follows:

Drakeford Drive with Mortimer Lewis Drive and Taverner Street

- The overall intersection LoS is B for the AM and PM peak hour respectively
- The additional trips do not change the LoS for the overall intersection or for any turn movement

Drakeford Drive with Mortimer Lewis Drive

- All turn movements have a LoS A for the AM and Peak hours respectively
- The additional trips do not change the LoS for the overall intersection or for any turn movement

The full SIDRA results are presented in Appendix B for the existing conditions with the school traffic. The full SIDRA results are presented in Appendix A for the existing conditions.

5.4 Mortimer Lewis Drive Midblock Assessment with Development Traffic

A midblock assessment has been undertaken for Mortimer Lewis Drive at two location for the existing traffic volumes with development traffic for the AM and PM peak hour. The results are presented in Table 6. A volume capacity ratio greater than 0.85 suggests that midblock congestion is occurring such as reduced headways and low speeds. The existing traffic volumes with Development Traffic are well within the road capacity of Mortimer Lewis Drive.



Motion Traffic Engineering

Section	Direction	Capacity per lane per direction	Existing Traffic volumes with Development Traffic		Volume Capacity Ratio	
			AM peak hour	PM peak hour	AM peak hour	PM peak hour
west of interseciton of Drakeford Drive with Mortimer Lewis Drive and Tavener Street	East	400	81	50	0.2025	0.125
	West		49	161	0.1225	0.4025
west of interseciton of Drakeford Drive with Mortimer	East	400	96	13	0.24	0.0325
	West		24	58	0.06	0.145

Table 6: Existing Midblock Assessment of Mortimer Lewis Drive within Development Traffic



6. CONCLUSIONS

Based on the considerations presented in this report, it is considered that:

Parking

- The proposed development will need to comply with the ACT Government's car parking requirements

Traffic

- The additional trips from the proposed development can be accommodated at the nearby intersection and at the midblock of Mortimer Lewis Drive without noticeably affecting intersection performance, delays or queues.

APPENDIX A

SIDRA Intersection Results for Existing Traffic Conditions

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	14	0.0	0.010	5.2	LOS A	0.0	0.3	0.19	0.54	46.7
2	T1	1514	0.0	0.605	16.8	LOS B	13.4	94.1	0.83	0.72	58.6
3	R2	39	0.0	0.137	23.9	LOS B	1.0	7.0	0.75	0.70	37.7
Approach		1567	0.0	0.605	16.8	LOS B	13.4	94.1	0.82	0.72	57.7
East: Taverner St											
4	L2	18	0.0	0.018	6.4	LOS A	0.1	0.9	0.30	0.57	53.1
5	T1	14	0.0	0.185	14.8	LOS B	2.4	17.1	0.68	0.68	39.9
6	R2	201	0.0	0.185	19.3	LOS B	2.4	17.1	0.68	0.69	45.2
Approach		233	0.0	0.185	18.0	LOS B	2.4	17.1	0.65	0.68	45.4
North: Drakeford Drive north											
7	L2	88	0.0	0.066	5.3	LOS A	0.4	2.5	0.22	0.56	46.6
8	T1	721	0.0	0.398	14.9	LOS B	8.5	59.6	0.73	0.63	60.4
9	R2	14	0.0	0.089	28.2	LOS B	0.4	2.8	0.80	0.69	36.1
Approach		823	0.0	0.398	14.1	LOS A	8.5	59.6	0.68	0.62	57.9
West: Mortimer Lewis Dr											
10	L2	33	0.0	0.046	8.2	LOS A	0.3	2.4	0.43	0.61	51.8
11	T1	38	0.0	0.065	13.9	LOS A	1.0	7.1	0.64	0.53	41.7
12	R2	10	0.0	0.065	18.4	LOS B	1.0	7.1	0.64	0.53	47.4
Approach		81	0.0	0.065	12.1	LOS A	1.0	7.1	0.56	0.56	46.0
All Vehicles		2704	0.0	0.605	16.0	LOS B	13.4	94.1	0.75	0.68	56.0

Table A1: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday AM Peak Hour Existing Conditions

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	14	0.0	0.008	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	1872	0.0	0.469	0.1	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		1886	0.0	0.469	0.1	NA	0.0	0.0	0.00	0.00	79.6
West: Mortimer Lewis Drive											
10	L2	8	0.0	0.016	10.0	LOS A	0.1	0.4	0.68	0.76	50.5
Approach		8	0.0	0.016	10.0	LOS A	0.1	0.4	0.68	0.76	50.5
All Vehicles		1895	0.0	0.469	0.2	NA	0.1	0.4	0.00	0.01	79.4

Table A2: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday AM Peak Hour Existing Conditions



Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	24	0.0	0.019	5.3	LOS A	0.1	0.7	0.21	0.55	46.7
2	T1	838	0.0	0.335	14.4	LOS A	6.4	44.8	0.71	0.60	60.9
3	R2	54	0.0	0.395	36.0	LOS C	1.8	12.8	0.94	0.76	33.5
Approach		916	0.0	0.395	15.5	LOS B	6.4	44.8	0.71	0.61	57.6
East: Taverner St											
4	L2	22	0.0	0.027	10.0	LOS A	0.3	2.1	0.47	0.61	50.4
5	T1	28	0.0	0.075	9.6	LOS A	0.9	6.4	0.62	0.56	43.2
6	R2	128	0.0	0.075	6.8	LOS A	0.9	6.4	0.28	0.54	53.3
Approach		178	0.0	0.075	7.6	LOS A	0.9	6.4	0.35	0.55	51.0
North: Drakeford Drive north											
7	L2	282	0.0	0.203	5.6	LOS A	1.5	10.3	0.27	0.59	46.5
8	T1	1392	0.0	0.768	20.0	LOS B	21.4	149.6	0.92	0.85	55.7
9	R2	50	0.0	0.177	22.7	LOS B	1.3	8.8	0.73	0.71	38.2
Approach		1724	0.0	0.768	17.7	LOS B	21.4	149.6	0.80	0.80	53.3
West: Mortimer Lewis Drive											
10	L2	22	0.0	0.024	5.6	LOS A	0.1	0.8	0.24	0.55	53.7
11	T1	20	0.0	0.039	13.7	LOS A	0.6	4.1	0.63	0.52	41.6
12	R2	8	0.0	0.039	18.2	LOS B	0.6	4.1	0.63	0.52	47.3
Approach		50	0.0	0.039	10.9	LOS A	0.6	4.1	0.46	0.54	47.2
All Vehicles		2868	0.0	0.768	16.3	LOS B	21.4	149.6	0.74	0.72	54.3

Table A3: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday PM Peak Hour Existing Conditions

Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive south											
1	L2	46	0.0	0.024	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	1090	0.0	0.273	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		1135	0.0	0.273	0.3	NA	0.0	0.0	0.00	0.02	79.2
West: Mortimer Lewis Drive											
10	L2	5	0.0	0.005	6.5	LOS A	0.0	0.1	0.48	0.56	52.9
Approach		5	0.0	0.005	6.5	LOS A	0.0	0.1	0.48	0.56	52.9
All Vehicles		1140	0.0	0.273	0.4	NA	0.0	0.1	0.00	0.03	79.1

Level of Service (LOS) Method: Delav (RTA NSW).

Table A4: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday PM Peak Hour Existing Conditions



APPENDIX B

SIDRA Intersection Results for Existing Traffic Conditions with Residential Apartment Traffic

Table A1: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday AM Peak Hour Existing Conditions

Table A2: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday AM Peak Hour Existing Conditions

Table A3: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive and Taverner Street Weekday PM Peak Hour Existing Conditions

Table A4: Intersection Performance of Drakeford Drive with Mortimer Lewis Drive Weekday PM Peak Hour Existing Conditions