



ACT Planning &  
Land Authority

# **Bicycle Parking General Code**

**See pg 8**





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## 1. Planning Context

### 1.1 Objectives of this Code

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

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

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

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

This Code therefore has the following objectives:

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

## 1.2 How this Code relates to other documents

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

<sup>1</sup> Action 2.10 of the *Sustainable Transport Plan* commits the Government to developing "a *bicycle parking guideline that ensures adequate parking, showers and lockers are provided in new developments.*"<sup>2</sup>

ACT Parking Strategy Study, p 121.

Authorised by the ACT Parliamentary Counsel—also accessible at [www.legislation.act.gov.au](http://www.legislation.act.gov.au)

### 1.3 Application of this code

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

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

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

### 1.4 How to use this Code

This Code is divided into six main parts:

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

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

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

## 2. Requirements for end-of-trip cycling facilities

### 2.1 Requirements for end-of-trip cycling

#### 2.1.1 Objectives

- a) To reduce the barriers to cycling by ensuring safe and convenient end-of-trip facilities are available at residences as well as common commuting and recreational destinations.
- b) To ensure the quantity of bicycle parking available is enough to meet demand, which is expected to increase significantly in line with the *Sustainable Transport Plan*.

- c) To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.
- d) To ensure end-of-trip facilities for cyclists are cost-effective, and do not impose an unreasonable cost burden on developers.
- e) To promote cycling as a healthy and environmentally friendly way to make commuter, shopping and recreational trips.

### 2.1.2 Standards

This Code applies to all development shown in Table 1.

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

Development		
Apartment	Boarding house	Bulky goods retailing
Business agency	Chancellery	Child care centre
Civic administration	Club	Community activity centre

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

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

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

### 2.1.3 Guidance

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

## 2.2 Individual Assessment

### 2.2.1 Objectives

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

### 2.2.2 Background

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

### 2.2.3 Standards

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

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

- a) the requirements contained within the relevant sections of the Code; and
- b) the objectives outlined within the relevant sections of the Code; and

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

## 3. Provision for Bicycle Parking Spaces

### 3.1 Number of Bicycle Parking Spaces required

#### 3.1.1 Objectives

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

#### 3.1.2 Background

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

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

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

#### 3.1.3 Standards

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

#### 3.1.4 Guidance

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

**Table 2 – Quantity and Type of Bicycle Parking Required**

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

<sup>3</sup> Employee parking except where indicated as residents parking. <sup>4</sup> Where requirements are given as a ratio, the resulting number of spaces should be rounded upwards to the nearest whole number. For example, if the ratio resolves to 4.8 spaces, the requirement is rounded upwards to 5 spaces. Similarly if the ratio resolves to 0.3 spaces, the requirement is rounded up and 1 space is required.

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

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

6 bicycle spaces have been provided within the undercover parking area.

<b>Development</b>	<b>Employees and residents<sup>3</sup></b>		<b>Visitors, shoppers and guests</b>		<b>Allowances that apply for this land use</b>
	<b>Bicycle Parking Spaces required<sup>4</sup></b>	<b>Class<sup>5</sup></b>	<b>Bicycle Parking Spaces required<sup>4</sup></b>	<b>Class<sup>5</sup></b>	

Club	1 per 100 m <sup>2</sup> bar floor area after the first 100 m <sup>2</sup> bar floor area  PLUS  1 per 400 m <sup>2</sup> of lounge and beer garden after the first 400 m <sup>2</sup> of lounge and beer garden	1, 2   1, 2	1 per 25 m <sup>2</sup> bar floor area after the first 25 m <sup>2</sup> bar floor area  PLUS  1 per 100 m <sup>2</sup> of lounge and beer garden after the first 100 m <sup>2</sup> of lounge and beer garden (minimum 2)	3   3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Community activity centre	Individual Assessment		Individual Assessment		Individual Assessment
Community theatre	Nil		1 per 50 seats (minimum 2)	3	Section 3.4: Pre-existing bicycle parking
Cultural facility	Individual Assessment		Individual Assessment		Individual Assessment
Defence installation	Individual Assessment		Individual Assessment		Individual Assessment

Development	Employees and residents <sup>3</sup>		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	
Drink establishment	1 per 100 m <sup>2</sup> bar floor area after the first 100 m <sup>2</sup> bar floor area  PLUS  1 per 400 m <sup>2</sup> of lounge and beer garden after the first 400 m <sup>2</sup> of lounge and beer garden	1, 2   1, 2	1 per 25 m <sup>2</sup> bar floor area after the first 25 m <sup>2</sup> bar floor area  PLUS  1 per 100 m <sup>2</sup> of lounge and beer garden after the first 100 m <sup>2</sup> of lounge and beer garden (minimum 2)	3   3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

<b>Education establishment:</b>					
Primary school	1 per 15 students	1, 2	1 per 200 students after the first 200 students	1, 2, 3	Section 3.4: Pre-existing bicycle parking
Secondary school	1 per 10 students	1, 2	1 per 200 students after the first 200 students	1, 2, 3	Section 3.4: Pre-existing bicycle parking
Tertiary institution (excluding student accommodation)	Individual Assessment		Individual Assessment		Individual Assessment
Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	Individual Assessment		Individual Assessment		Individual Assessment

<b>Development</b>	<b>Employees and residents<sup>3</sup></b>		<b>Visitors, shoppers and guests</b>		<b>Allowances that apply for this land use</b>
	<b>Bicycle Parking Spaces required<sup>4</sup></b>	<b>Class<sup>5</sup></b>	<b>Bicycle Parking Spaces required<sup>4</sup></b>	<b>Class<sup>5</sup></b>	
Financial establishment	1 per 400 m <sup>2</sup> GFA after the first 400 m <sup>2</sup> GFA	1, 2	1 per 300 m <sup>2</sup> GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
<b>Guest house:</b>					

Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	1 per 80 guest bedrooms after the first 50 bedrooms	1, 2	1 per 30 guest bedrooms after the first 30 bedrooms	1, 2	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Health facility	1 per 8 practitioners after the first 8 practitioners	1, 2	1 per 4 practitioners	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Hospital	Individual Assessment		Individual Assessment		Individual Assessment

Development	Employees and residents <sup>3</sup>		Visitors, shoppers and guests <sup>3</sup>		Allowances that apply for this land use
	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	

Hotel	1 per 100 m <sup>2</sup> bar floor area after the first 100 m <sup>2</sup> bar floor area PLUS 1 per 400 m <sup>2</sup> of lounge and beer garden after the first 400 m <sup>2</sup> of lounge and beer garden PLUS 1 per 80 guest bedrooms after the first 50 bedrooms	1, 2  1, 2  1, 2	1 per 25 m <sup>2</sup> bar floor area after the first 25 m <sup>2</sup> bar floor area PLUS 1 per 100 m <sup>2</sup> of lounge and beer garden after the first 100 m <sup>2</sup> of lounge and beer garden PLUS 1 per 30 guest bedrooms after the first 30 bedrooms (minimum 2 Class 3 Bicycle Parking Spaces)	3  3  1, 2	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
	Indoor entertainment facility	Individual Assessment	Individual Assessment	Individual Assessment	
	Indoor recreation facility	Individual Assessment	Individual Assessment	Individual Assessment	
Motel	1 per 80 guest bedrooms after the first 50 bedrooms	1, 2	1 per 30 guest bedrooms after the first 30 bedrooms	1, 2	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

Development	Employees and residents <sup>3</sup>		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	
<b>Multi-unit housing:</b>					

Apartments	<u>Residents:</u> 1 per apartment	1, 2	1 per 12 apartments after the first 12 apartments	3	Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	Nil	N/A	Nil	N/A	N/A
Office (Includes office as an ancillary use)	1 per 250 m <sup>2</sup> GFA after the first 250 m <sup>2</sup> GFA	1, 2	1 per 950 m <sup>2</sup> GFA after the first 400 m <sup>2</sup> GFA	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
Outdoor recreation facility	Individual Assessment		Individual Assessment		Individual Assessment
Personal service	1 per 400 m <sup>2</sup> GFA after the first 400 m <sup>2</sup> GFA	1, 2	1 per 300 m <sup>2</sup> GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

Development	Employees and residents <sup>3</sup>		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	

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

<sup>1</sup> For example, retirement village, special care establishment, special care hostel, special dwelling, supportive housing.

Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Restaurant	1 per 400 m <sup>2</sup> GFA after the first 400 m <sup>2</sup> GFA	1, 2	1 per 200 m <sup>2</sup> GFA after the first 200 m <sup>2</sup> GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
<b>Retirement village:</b>					
Independent living units	<u>Residents:</u> 1 per 2 independent living units	1, 2	1 per 12 independent living units after the first 12 independent living units	3	Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

Development	Employees and residents <sup>3</sup>		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	

<b>Shop:</b> (Includes a shop as an Ancillary Use) (Excludes shop land uses covered elsewhere in this table <sup>2</sup> )					
Department store	1 per 1750 m <sup>2</sup> GFA after the first 1750 m <sup>2</sup> GFA	1, 2	1 per 1000 m <sup>2</sup> GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 500 m <sup>2</sup> GFA after the first 500 m <sup>2</sup> GFA	1, 2	1 per 300 m <sup>2</sup> GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
<b>Special care establishment:</b>					
Independent living units	<u>Residents:</u> 1 per 2 independent living units	1, 2	1 per 12 independent living units after the first 12 independent living units	3	Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

Development	Employees and residents <sup>3</sup>		Visitors, shoppers and guests		Allowances that apply for this land use
	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	Bicycle Parking Spaces required <sup>4</sup>	Class <sup>5</sup>	
<b>Special care hostel:</b>					

<sup>2</sup> For example, bulky goods retailing, personal service, supermarket, take-away food shop.

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

Student accommodation	<u>Residents:</u> 1 per 3 beds	1, 2	1 per 12 beds	3	Section 3.4: Pre-existing bicycle parking Section 3.5: Reduction of car parking requirements
Independent living units	<u>Residents:</u> 1 per 2 independent living units		1 per 12 independent living units after the first 12 independent living units	3	Section 3.2: Storage space (residents' parking) Section 3.4: Pre-existing bicycle parking
All other developments or parts of developments	1 per 10 beds after the first 10 beds	1, 2	1 per 15 beds after the first 15 beds	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Take-away food shop	1 per 250 m <sup>2</sup> GFA after the first 250 m <sup>2</sup> GFA	1, 2	1 per 100 m <sup>2</sup> GFA (minimum 2)	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking
Tourist facility	Individual Assessment		Individual Assessment		Individual Assessment
Tourist resort	Individual Assessment		Individual Assessment		Individual Assessment
Veterinary hospital	1 per 8 practitioners after the first 8 practitioners	1, 2	1 per 8 practitioners after the first 8 practitioners	3	Section 3.2.4: Storage space (other secure parking) Section 3.4: Pre-existing bicycle parking

## **3.2 Allowance: Storage space (residents' parking)**

### **3.2.1 Objectives**

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

### **3.2.2 Background**

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

### **3.2.3 Standards**

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

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

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

### **3.2.4 Guidance**

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

## **3.3 Allowance: Storage space (other secure parking)**

### **3.3.1 Objectives**

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

### **3.3.2 Background**

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

### 3.3.3 Standards

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

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

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

## 3.4 Allowance: Pre-existing bicycle parking

### 3.4.1 Objectives

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

### 3.4.2 Background

In many commercial zones, the ACT Government has previously provided suitable Bicycle Rail Bicycle Parking Facilities. In these cases, further Bicycle Rails may not be required to meet demand. In the case of redevelopments, existing bicycle parking may be able to be retained. This section allows flexibility in such cases.

### 3.4.3 Standards

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

When calculating the required provision of Bicycle Parking Spaces in accordance with Table 2, preexisting Bicycle Parking Spaces may be counted towards meeting the requirements provided that:

- a) the pre-existing Bicycle Parking Spaces are of the same Class as the required Bicycle Parking Spaces; and
- b) the pre-existing Bicycle Parking Spaces and the Bicycle Parking Facility they are contained in is fully compliant with the requirements of Part 4 of these Code; and
- c) the pre-existing Bicycle Parking Spaces are within the development, or where located off-site, meet the requirements for off-site provision of Bicycle Parking Spaces in section 4.8; and
- d) the pre-existing Bicycle Parking Facility can be demonstrated to have spare capacity equal to the number of Bicycle Parking Spaces to be counted towards the requirements of Table 2.

### 3.4.4 Guidance

- a) Where pre-existing Bicycle Parking Facilities would otherwise meet the requirements of this section but are not compliant with Part 4 of this Code, upgrading the pre-existing Bicycle Parking Facilities may be less costly than constructing a new Bicycle Parking Facility.

## 3.5 Allowance: Reduction of car parking requirements

### 3.5.1 Objectives

- a) To provide flexibility in cases where a development's users would be better served by a higher level of bicycle parking but do not require the normally mandated level of car parking.

### 3.5.2 Background

Some groups have higher rates of bicycle use and lower rates of car use than the general population (for example, university students). For developments catering to these groups, flexibility is required for developers to be able to provide additional Bicycle Parking Spaces, but fewer car parking spaces than is normally required.

### 3.5.3 Standards

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

Provision of additional Bicycle Parking Spaces above the minimum number specified in Table 2 will allow for a reduction in the requirement to provide car parking as follows:

- a) For each additional four Class 1 or 2 Bicycle Parking Spaces provided, the provision of car parking spaces calculated using the *Parking and Vehicular Access General Code* may be reduced by one space, up to a maximum of 5% of the total number of car parking spaces required.
- b) No substitution is allowed for Class 3 Bicycle Parking Spaces.

### 3.5.4 Guidance

This section does not allow substitution of an additional 5% of spaces.

## 4. Design and Location of Bicycle parking Facilities

### 4.1 Introduction

In the past, insufficient priority has been given to the design and location of bicycle parking installations and the facilities they are housed in. The resulting theft of bicycles or accessories, vandalism and inconvenience has been a barrier to cycling and has led to under-utilisation of some bicycle parking. Provision of secure, well-designed and suitably located bicycle parking is necessary if cycling rates are to be increased.

#### 4.1.1 Different users have different parking needs

Just as for car trips, different cycling trips have different parking needs. There are two general situations to consider.

- a) *Long-stay parking* (eg residents' parking at apartments and employee parking) requires a high level of physical security to prevent theft or tampering with the bicycle. Because bicycles can be damaged through long exposure to rain, weatherproofing is also important. Convenience, however, is less critical.
- b) For *short-stay parking* (eg shoppers and visitors), convenience is the critical issue. A lower level of physical security is required, provided physical security is supplemented by placing installations in locations with good natural surveillance, for example in visible locations with frequent pedestrian traffic. Weatherproofing is preferable but not necessary.

#### 4.1.2 Types of Bicycle Parking Facilities

There are four types of Bicycle Parking Facility, each suitable for different user groups and situations. Table 3 outlines the features of each type and links this to the security classes used in Part 3 of this Code.



**Table 3 – Types of Bicycle Parking Facilities**

Type	Description	Physical security	Long/short stay	Class	Suitable for
Bicycle Locker	Fully enclosed individual lockers	High	Long	1	<ul style="list-style-type: none"> <li>• Apartment residents</li> <li>• Bike and ride commuters at public transport interchanges</li> <li>• Guests at motels, serviced apartments</li> </ul>
Bicycle Enclosure	Locked cages or compounds containing Bicycle Rail installations as described below. Communal access using duplicated keys or electronic swipe cards	Medium	Long	2	<ul style="list-style-type: none"> <li>• Apartment residents</li> <li>• Regular employees or students</li> <li>• Guests at motels, serviced apartments</li> </ul>
Bicycle Rail	Installations such as metal hoops and rails which support the bicycle and to which the bicycle frame and both wheels can be locked	Low	Short	3	<ul style="list-style-type: none"> <li>• Shoppers</li> <li>• Visitors to offices and apartments</li> </ul>
Supervised Parking Station	High capacity facilities with constant security supervision, typically available to the public.	High	Both	All	<input type="checkbox"/> All users

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### 4.1.3 Location of Bicycle Parking Facilities

The two key location issues for Bicycle Parking Facilities are security and convenience. For users to feel secure, physical security needs to be supplemented by placing installations in locations with good natural surveillance, for example in visible locations with frequent pedestrian traffic or visible from a distance.

If Bicycle Parking Facilities are not conveniently located cyclists will ignore the facilities and continue the insecure and unsafe practice of locking bicycles to railings, posts, parking meters etc. Short-stay parking, in particular, needs to be very convenient if it is to be effective. Bicycle Parking Facilities are more effective if provided in small clusters close to various destinations rather than as one large parking area.

Experience has shown that:

- a) Long-stay parking should generally be provided no more than 100 metres from the cyclist's destination; and
- b) Short-stay parking should be placed every 30 metres throughout on-street shopping areas or in small clusters near the entrances to major destination buildings.

## 4.2 Design and location requirements for bicycle parking

### 4.2.1 Objectives

- a) To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.

### 4.2.2 Standards

All Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code, including storage space provided in lieu of Bicycle Parking Spaces, must meet the requirements of section 4.3.

- a) All Class 1 Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code must be either:

- i) Bicycle Lockers designed in accordance with section 4.4 of the Code; or ii) Part of a Supervised Parking Station designed in accordance with section 4.7 of the Code.

All Class 2 Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code must be either:

- iii) Bicycle Enclosures designed in accordance with section 4.5 of this Code; or
- iv) Part of a Supervised Parking Station designed in accordance with section 4.7 of this Code.

All Class 3 Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code must be either:

- v) Bicycle Rails designed in accordance with section 4.6 of this Code; or
- vi) Part of a Supervised Parking Station designed in accordance with section 4.7 of this Code.

Any Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code, excluding storage space provided in lieu of Bicycle Parking Spaces, may be provided off-site in accordance with section 4.8.

## 4.3 Requirements applicable to all Bicycle Parking Facilities

### 4.3.1 Objectives

- a) To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.

### 4.3.2 Standards

All Bicycle Parking Spaces provided to meet the requirements of Part 3 of this Code, and the Bicycle Parking Facilities they are contained in, including storage space provided in lieu of providing Bicycle Parking Spaces, must:

- a) be accessible from a road, driveway or footpath via a Bicycle-Friendly Access Path; and
- b) be located outside of pedestrian movements paths. In particular, Bicycle Parking Facilities must not be located within a Continuous Accessible Path of Travel; and
- c) be arranged so that a bicycle can be parked without damaging adjacent objects such as landscaping, access doors and corridors and other parked bicycles; and
- d) be protected from manoeuvring motor vehicles and opening doors; and
- e) be lit in accordance with the *ACT Crime Prevention and Urban Design Resource Manual* and *Australian Standard 1158.3.1 – Pedestrian area (Category P) lighting*. This applies both to the Bicycle Parking Facility itself and to all reasonable access routes between the Bicycle Parking Facility and the block boundary, and the Bicycle Parking Facility and public entrances to the development.<sup>3</sup>

### 4.3.3 Guidance

To ensure Bicycle Parking Facilities are well utilised by cyclists and well accepted by surrounding land owners, it is recommended that all Bicycle Parking Facilities provided are: a) designed to aesthetically harmonise with their surroundings; and

- b) as close as possible to the cyclist's ultimate destination; and
- c) easy to find, including signage if necessary. Standard signage designs are shown in *Australian Standard 2890.3 – Bicycle Parking Facilities*.

In addition to cyclists, Bicycle Parking Facilities may be used for motorised scooter parking by persons with a mobility impairment. This is particularly relevant for development that cater specifically for such persons, such as aged care and seniors' recreation facilities. For these developments, Bicycle Parking Facilities should be specifically designed to cater for motorised scooter users. For example, a Continuous Accessible Path of Travel should be provided between Bicycle Parking Facilities and public entrances to the development.

## 4.4 Requirements for Bicycle Lockers (Class 1)

### 4.4.1 Objectives

- a) To ensure Bicycle Lockers are safe, secure and convenient.
- b) To ensure Bicycle Lockers provide an appropriate level of service for all day or overnight use.

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<sup>3</sup> This requirement supersedes the lighting requirements of *Australian Standard 2890.3*.

#### 4.4.2 Background

Bicycle Lockers offer the highest level of security available. They should be considered at locations where:

- a) Bicycle parking is not readily visible to passers-by.
- b) The body of potential users is large and not fully under the control of the building owner or tenant (eg at residential apartments, motels and public transport interchanges).
- c) Parking is likely to be used at night as well as during the day.

They have the added advantage that helmets and other gear can be securely stored along with the bicycle.

Note that unless coin-operated, lockers are not suitable for casual parking as management of access to lockers becomes difficult with a high turnover of users. Lockers are therefore most suitable where they can be leased on a long-term basis.

#### 4.4.3 Standards

For Bicycle Lockers to be accepted as Class 1 Bicycle Parking Spaces, they must:

- a) be designed in accordance with Australian Standard 2890.3 – Bicycle Parking Facilities; and<sup>4</sup>
- b) be designed to only store one bicycle in each compartment<sup>10</sup>; and
- c) be completely enclosed. Mesh walls are not acceptable where the mesh contains gaps of greater than 9cm<sup>2</sup> as bicycles may be tampered with through the mesh; and
- d) be fully weatherproof; and
- e) be lockable with a duplicate key, swipe card, access code or other similar mechanism; and
- f) have a hard floor surface such as metal, concrete or paving.

#### 4.4.4 Guidance

It is recommended that Bicycle Lockers:

- a) Are situated in a location with good natural surveillance or active security supervision (for example a security camera) to ensure the safety of users and deter vandalism of the Bicycle Parking Facility. Guidance is available in the *ACT Crime Prevention and Urban Design Resource Manual*.
- b) Do not allow users of Bicycle Lockers to supply their own locks as lockers may be appropriated by occasional users and remain empty and locked. Possible alternative arrangements include a coin-operated system or locks being supplied by those responsible for the management of the Bicycle Lockers, who will then retain a duplicate key and maintain a register of the regular users.

Bicycle Lockers may present a terrorism hazard at high-risk sites. Law enforcement agencies should be consulted on the design and location of lockers for these sites.

### 4.5 Requirements for Bicycle Enclosures (Class 2)

#### 4.5.1 Objectives

- a) To ensure bicycle enclosures are safe, secure and convenient

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<sup>4</sup> *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence. <sup>10</sup>

Installations with several compartments are acceptable where no access is possible between compartments. In this case, each compartment can be considered a separate Bicycle Parking Space.

b) To ensure bicycle enclosures provide an appropriate level of service for all day or overnight use.

#### 4.5.2 Background

Bicycle enclosures offer a medium level of security in that while the owner can lock the bicycle within the enclosure, other users also have access to the enclosure. They are suitable for all day parking at locations such as workplaces and schools. Because they are not as secure as Bicycle Lockers, some level of surveillance or monitoring of access should be provided to ensure satisfactory operation.

An example of a Bicycle Enclosure Bicycle Parking Facility is shown in *Figure 1*.



**Figure 1 – Example of an Acceptable Bicycle Enclosure**

#### 4.5.3 Standards

For Bicycle Enclosures to be accepted as Class 2 Bicycle Parking Facilities, they must:

- a) be designed in accordance with Australian Standard 2890.3 – Bicycle Parking Facilities; and<sup>5</sup>
- b) contain one Bicycle Rail<sup>12</sup> for each Bicycle Parking Space required by Part 3 of these Guidelines; and
- c) be securely enclosed, for example by a wire mesh compound; and
- d) provide weather-protection for parked bicycles; and
- e) have a hard floor surface such as concrete or paving; and
- f) where visible from a public area, be designed to protect the aesthetic amenity of the surrounding streetscape and/or buildings.

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<sup>5</sup> *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence. <sup>12</sup> The design features of Bicycle Rails are specified in section 4.6.

#### 4.5.4 Guidance

Bicycle Enclosures should be situated in a location with good natural surveillance or active security supervision (for example a security camera) to ensure the safety of users and deter vandalism of the Bicycle Parking Facility. Guidance is available in the *ACT Crime Prevention and Urban Design Resource Manual*.

### 4.6 Requirements for Bicycle Rails (Class 3)

#### 4.6.1 Objectives

- a) To ensure Bicycle Rails are safe, secure and convenient
- b) To ensure Bicycle Rails provide an appropriate level of service for part-day use by both regular and casual users.

#### 4.6.2 Background

Bicycle Rails come in a wide number of forms, including free-standing hoops, wall-mounted rails and wall-mounted vertical storage racks. Examples of Bicycle Rail Bicycle Parking Facilities based on free-standing hoops are shown in Figure 2.



*Figure 2 – Examples of Acceptable Bicycle Rail Parking Facilities*

The Bicycle Rail is one of the most versatile methods of bicycle parking because it: a) is low in cost;

- b) comes in a range of different forms to suit different situations; and
- c) is able to be located close to cyclist destinations.

However, Bicycle Rails provide a low level of security. While they prevent theft, they do not prevent vandalism. As a result, they should be located in a position that has good passive surveillance. For example, Bicycle Rails provided at a school should be sited next to classrooms or administrative offices that permit overlooking of the Bicycle Parking Facility.

Note that racks and stands which allow only one wheel to be locked to the installation or which support the bicycle by only one wheel do not provide proper support or security for the bicycle as a whole. As a result, they do not meet the requirements of *Australian Standard 2890.3 – Bicycle Parking Facilities*. Specific problems related to these types of racks and stands are:

- a) as only the front wheel can be secured to the rack the remainder of the bicycle can be easily stolen; and
- b) they do not provide adequate stability and can result in damage to the bicycles; and
- c) they are often a pedestrian hazard when not in use.

An example of this type of unacceptable installation is shown in Figure 3.

### 4.6.3 Standards

a) For Bicycle Rails to be accepted as Class 3 Bicycle Parking Spaces, they must be:

- i) Situated in a location with good natural surveillance or active security supervision (for example a security camera) to ensure the safety of users and deter vandalism of the Bicycle Parking Facility. Guidance is available in the *ACT Crime Prevention and Urban Design Resource Manual*.
- ii) Designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*.<sup>6</sup> (Installations which do not allow users to lock the frame and both wheels to the installation do not meet the requirements of the *Australian Standard*.)

For Bicycle Parking Facilities based on Bicycle Rails to be acceptable as Class 3 Bicycle Parking Facilities, they must:

- i) be designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*<sup>13</sup>; and
- ii) provide a hard floor surface such as concrete or paving over the entire area used to park and manoeuvre bicycles.



**Figure 3 – An Example of Unacceptable Parking Installations**

### 4.6.4 Guidance

Some Bicycle Rail installations are designed for parking more than one bicycle. These installations can be counted as providing more than one Bicycle Parking Space.

To ensure cyclists use the Bicycle Rails provided rather than posts and trees, Bicycle Rails should be located within 30 metres of a public entrance to the development.

Consideration should be given to constructing Bicycle Rail Bicycle Parking Facilities as an off-site work on the road verge as such locations are convenient and typically provide good natural surveillance. For further information on off-site provision, see section 4.8.

It is recommended that in high-traffic areas, installations be based on a free-standing hoop design, rather than a wall-mounted rail. Wall-mounted rails are typically less visible than free-standing hoops and are therefore more likely to cause injury to passing pedestrians and cyclists.

## 4.7 Requirements for Supervised Parking Stations (All Classes)

### 4.7.1 Objectives

- a) To ensure Supervised Parking Stations are safe, secure and convenient.
- b) To ensure Supervised Parking Stations provide an appropriate level of service for both long and short stays, and for both regular and casual users.

### 4.7.2 Background

The development of high-capacity bicycle parking stations open to members of the public is becoming increasingly popular internationally. Australia's first such facility is currently under construction in Brisbane. These facilities are typically located at high demand locations such as transit nodes,

<sup>6</sup> *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence.

universities or major city-centre developments. To ensure the Bicycle Parking Facility receives maximum use, all bicycle users are catered for, regardless of stay length or regularity of use.

Because they are available for public use, the level of security supervision required is high and is usually provided with a combination of staff surveillance and security cameras. However, the high level of security increases the attractiveness of the Bicycle Parking Facility and in many cases, users pay for use in the same way as car drivers pay for car parking. To increase the attractiveness of the Bicycle Parking Facility and thereby improve cost-recovery, it is common for such Bicycle Parking Facilities to provide add-on services including shower, locker and towel hire, bicycle repairs and bicycle hire.

### 4.7.3 Standards

For a Supervised Parking Station to be accepted as a Bicycle Parking Facility for the purposes of these Guidelines, it must:

- a) be under constant, active security supervision by security camera and/or security staff; and
- b) have access to the Bicycle Parking Facility controlled and monitored by staff or an electronic entry control system; and
- c) have an internal layout designed to minimise crime;<sup>7</sup> and
- d) be completely enclosed and fully weatherproof; and
- e) contain one Bicycle Rail<sup>15</sup> for each Bicycle Parking Space required by Part 3 of these Guidelines; and
- f) be available for long and short-stay parking by both regular and occasional users; and
- g) be designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*, excluding clauses 1.4 (Classification) and 3.1 (Security).<sup>16</sup>

### 4.7.4 Guidance

Given the high standard of service provided by Supervised Parking Stations, it is appropriate to charge users.

Overseas experience has shown that the level of cost recovery for Supervised Parking Stations is increased through the provision of additional services at the Bicycle Parking Facility. This can include:

- a) sub-leasing part of the Bicycle Parking Facility to a bicycle repair business;
- b) providing showers, lockers and change rooms within the Bicycle Parking Facility; and
- c) providing add-on services similar to those provided in commercial carparks, such as the ability to lease a dedicated Bicycle Parking Space.

## 4.8 Off-site provision

### 4.8.1 Objectives

- a) To allow flexibility when selecting a location for bicycle parking by allowing off-site provision where this meets the needs of both the developer and cyclists.

### 4.8.2 Background

In many cases, the most suitable location for Bicycle Parking Facilities will not be on the development site itself. For example, Bicycle Rails are typically better utilised when located on a road verge rather

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<sup>7</sup> Guidance on design for crime prevention is available in the *ACT Crime Prevention and Urban Design Resource Manual*.<sup>15</sup> The design features of Bicycle Rails are specified in section 4.6.<sup>16</sup> *Australian Standard 2890.3* covers issues such as the layout of facilities, clearances and security. Where there is a conflict between these Guidelines and the *Australian Standard*, these Guidelines take precedence.

than in a basement as the road verge is more convenient and passing pedestrians provide a high level of natural surveillance.

### 4.8.3 Standards

A Bicycle Parking Facility (but not secure storage space provided in lieu of bicycle parking) may be provided off-site in cases where the off-site Bicycle Parking Facility will be: a) accessible to users of the development<sup>8</sup>; and

- b) within 30 metres of a public entrance to the development in the case of Bicycle Rails; or within 100 metres of a public entrance to the development in the case of Bicycle Lockers, a Bicycle Enclosure or a Supervised Parking Station.

### 4.8.4 Guidance

Where Bicycle Parking Spaces are to be located on footpaths or in other pedestrian areas, attention is drawn to the requirement of section 4.3 that Bicycle Parking Spaces are located outside of pedestrian movements paths.

For clarity, shared Bicycle Parking Facilities available to users of several buildings are permitted, as long as they meet the requirements of these Guidelines, for example being accessible to users from each of the buildings.

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<sup>8</sup> For example, existing Bicycle Rails in a public space would be accessible to users of the development. However, a Bicycle Enclosure located in the secure basement of a neighbouring building would not be accessible as users would not typically have access to that basement.

## 5. Other Facilities

### 5.1 Showers and clothing lockers

#### 5.1.1 Objectives

- a) To reduce the barriers to cycling being a viable alternative to car-based commuting through the provision of showers and change facilities in workplaces.
- b) To ensure that showers and change facilities provided are suitable for use by commuter cyclists.
- c) To ensure that showers and change facilities are cost-effective, and do not impose an unreasonable cost burden on developers.

#### 5.1.2 Background

To effect substantial change in travel modes requires the creation of an environment in which people can cycle safely and comfortably. In order to make bicycle trips in excess of five kilometres attractive, it is necessary that clean, safe showers and changing facilities are provided in the workplace. The provision of showers and clothing lockers is also beneficial to many non-cyclists, including people who jog or walk a long distance to work, carry out manual labour or exercise at lunchtime.

#### 5.1.3 Standards

For new buildings only, showers must be provided in accordance with Table 4.

Where more than 1 shower is required, separate shower and change facilities are to be provided for males and females.

Where showers are required, change rooms must also be provided. They must be provided as either:

- a) a combined shower and change cubicle; or
- b) one communal change room for each gender, directly accessible from the showers for that gender without passing through a public space.

Shower and change facilities must be located so that users and their belongings have a high level of security.

All showers provided are to dispense both hot and cold water. Cold-only showers must not be counted towards the requirements of this section.

**Table 4 – Rates of Provision for Showers**

Number of Employee Bicycle Parking Spaces Required	Number of Showers
0 to 4	0
5 to 9	1
10 to 24	2
25 and above	2 PLUS 2 showers per 20 Employee Bicycle Parking Spaces after the first 24 Spaces, rounded up to the nearest even number <sup>18</sup>

<sup>18</sup>

That is, 4 showers for 25 to 44 employee spaces, 6 showers for 45 to 64 employee spaces, 8 showers for 65 to 84 spaces and so on.

### 5.1.4 Guidance

For redevelopment or refurbishment of existing buildings, showers should be provided at the rates shown in Table 4, where possible within the constraints of the size of works to be undertaken and building design.

Clothing lockers encourage cycling by providing secure storage for cycling clothes, footwear and towels. Clothing lockers should be:

- a) provided at a rate greater than one for each Employee Bicycle Parking Space, bearing in mind they may be used by non-cyclists; and
- b) of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear; and
- c) well ventilated, secure and lockable; and
- d) located close to shower and change facilities.

Where possible, showers and clothing lockers should be located close to Bicycle Parking Facilities.

## 5.2 Signage

### 5.2.1 Objectives

- a) To ensure cyclists can locate Bicycle Parking Facilities.
- b) To encourage use of Bicycle Parking Facilities by increasing their visibility to potential cyclists.

### 5.2.2 Guidance

Where the location of bicycle parking is not obvious from public entrances to a development, signs should be provided to direct cyclists to bicycle parking. Signage should be designed in accordance with *Australian Standard 2890.3 – Bicycle Parking Facilities*.

## 6. Definitions

Where the following terms appear in the text of this Code, they have the meaning specified below:

Term	Definition
Ancillary Use	Has the same meaning as in the <i>Territory Plan</i>
Authority, the	The ACT Planning and Land Authority and its successors
Bicycle Enclosure	A locked cage or compound containing Bicycle Rails. Design requirements for Bicycle Enclosures are outlined in Part 4 of these Guidelines.
Bicycle Rail	Installations such as metal hoops and rails to which the bicycle frame and both wheels can be locked. Design requirements for Bicycle Rails are outlined in Part 4 of these Guidelines.
Bicycle-Friendly Access Path	A continuous path of travel that: <ul style="list-style-type: none"><li>• does not include any step, stairway, turnstile, revolving door, escalator or other impediment that would prevent it from being safely negotiated by a person pushing a bicycle (lift access is acceptable but not preferable); and</li><li>• has an unobstructed width of at least 1,500mm and an unobstructed height of at least 2,250mm along the entire length of the path.</li></ul>
Bicycle Locker	A fully-enclosed individual locker suitable for storing bicycles. Design requirements for Bicycle Lockers are outlined in Part 4 of these Guidelines.
Bicycle Parking Facility	A set of one or more Bicycle Parking Spaces.
Bicycle Parking Space	An installation such as a hoop, rail or Bicycle Locker designed to enable the parking of one bicycle.
Class 1	A Bicycle Parking Space/Facility designed to Class 1 standard in accordance with Part 4 of these Guidelines.
Class 2	A Bicycle Parking Space/Facility designed to Class 2 standard in accordance with Part 4 of these Guidelines.
Class 3	A Bicycle Parking Space/Facility designed to Class 3 standard in accordance with Part 4 of these Guidelines.
Continuous Accessible Path of Travel	A Continuous Accessible Path of Travel for the purposes of <i>Australian Standard 1428.1 – Design for access and mobility</i> .
Employee Bicycle Parking Space	A Bicycle Parking Space that are provided for use by employees, as specified in the 'Employees and residents' column of Table 2.
GFA / Gross Floor Area	As defined in the <i>Territory Plan</i> .
Individual Assessment	A process whereby the Authority determines on a case-by-case basis what facilities are needed to ensure the objectives of these Guidelines are met. For further details, see section 2.2.
Residents' Bicycle Parking Space	A Bicycle Parking Space that is provided for use by residents, as specified in the 'Employees and residents' column of Table 2.
Supervised Parking Station	High capacity Bicycle Parking Facilities typically available to the public which are suitable for short and long-stay use, and provide constant security supervision. Design requirements for Supervised Parking Stations are outlined in Part 4 of these Guidelines.

### 11.2 Bicycle Parking General Code

Effective: 4 October 2013

## 7. Reference Documents

### 7.1 Referenced documents

The following documents are referenced in these Guidelines.

- a) ARRB (2005) *ACT Parking Strategy Study – Final Report*, ACT Planning and Land Authority, Canberra.
- b) ACT Government (1997) *Canberra Bicycle 2000: A Bicycle Strategy for the Australian Capital Territory*, ACT Government, Canberra.
- c) ACT Government (2004) *The Sustainable Transport Plan for the ACT*, ACT Planning and Land Authority, Canberra.
- d) ACT Government (2004) *The Canberra Social Plan*, ACT Planning and Land Authority, Canberra.
- e) Standards Australia (1993) *Australian Standard 2890.3 – 1993, Parking Facilities, Part 3: Bicycle Parking Facilities*, Standards Australia International and Standards New Zealand, Sydney.
- f) Standards Australia (1999) *Australian Standard 1158.3.1 – 1999, Road Lighting, Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements*, Standards Australia International and Standards New Zealand, Sydney.
- g) Standards Australia (2001) *Australian Standard 1428.1 – 2001, Design for Access and Mobility, Part 1: General Requirements for Access – New Building Work*, Standards Australia International and Standards New Zealand, Sydney.

### 7.2 Other resources

The following documents on bicycle infrastructure planning may be of interest to readers:

- a) Austroads (1999) *Guide to Traffic Engineering Practice, Part 14 – Bicycles*, Austroads, Sydney.
- b) Western Australian Government (undated) *End of Trip Facilities in Government Buildings*, retrieved 10 September 2005 from [http://www.dpi.wa.gov.au/mediaFiles/cycling\\_end\\_of\\_trip.pdf](http://www.dpi.wa.gov.au/mediaFiles/cycling_end_of_trip.pdf).
- c) NSW Department of Infrastructure, Planning and Natural Resources (2004) *Planning Guidelines for Walking and Cycling*, NSW Government, Sydney.
- d) Victorian Department of Sustainability and Environment (2004) *Particular Provisions – Clause 52.34, Bicycle Facilities*, Victorian Government, Melbourne.
- e) NSW Roads and Traffic Authority (2004), *NSW Bicycle Guidelines*, NSW Roads and Traffic Authority, Sydney.



ACT Planning &  
Land Authority

# **Community and Recreation Facilities Location Guidelines General Code**

**See pg 12**

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NI2008-27

Effective: 8 December 2017

Authorised by the ACT Parliamentary Counsel—also accessible at [www.legislation.act.gov.au](http://www.legislation.act.gov.au)



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NI2008-27

11.5 Community and Recreation Facilities Location  
Guidelines General Code  
Effective: 8 December 2017

contents 1

Authorised by the ACT Parliamentary Counsel—also accessible at [www.legislation.act.gov.au](http://www.legislation.act.gov.au)



# 1. Introduction

## Purpose

This Code is for use in making decisions about where to locate a broad range of community and recreational facilities, whether new facilities or the re-use of existing ones. They document sound town planning practice for agencies providing facilities, and include detailed guidelines which reflect the key location objectives. They are not rigid standards, but a guide intended for ACT planning and facility providers in determining suitable sites and locations for facilities. Location decisions should try to meet the general objectives, recognising that specific guidelines may not be achievable in all cases.

This Code covers those facilities used for community purposes and which need public access: health, education, community services, arts, sport and recreation. Other civic facilities not needing direct public access have been included because of their need for locations which enable short response times: those providing fire, emergency and ambulance services. Although public telephones, post offices and post boxes have no site implications they require accessible locations and are included for completeness.

This Code covers the very broad range of facilities that may be provided in the ACT. It aims for facilities that are in the best place for both users and providers. While they will help in location decisions, this Code does not infer that facilities listed *will* be provided by agencies.

The Code has three key components:

1. Objectives
2. General location guidelines
3. Detailed location guidelines

The Objectives set out the general location principles which facilities should meet.

The Detailed Location Guidelines provide criteria for specific facilities. These criteria refer to how close facilities should be to buses and shops; the relationship of the facility in relation to other uses (what the facility should be close to and what it should be separated from); opportunities for co-location with other facilities, and other issues, such as locations on major roads. The detailed location guidelines outline practical ways of meeting the general location guidelines and objectives.

It may not be possible to achieve all the detailed location guidelines in locating a new facility. In this case, the location of facilities should still try to meet the general location guidelines and the objectives of the Code.

It should be noted that this Code is not retrospective – it applies only to the location of new facilities, whether on new or existing sites. They also apply in re-using existing building for new purposes.

## **2. Objectives**

The objectives of the Code are:

1. To protect and enhance social amenity for all ACT resident and visitors. Social amenity includes access to services, safety and equity in the distribution of facilities.
2. To maximise efficient land use, accessibility and convenience for uses through clustering related facilities and encouraging shared use.
3. To protect and enhance residential amenity for ACT residents whilst meeting the need to provide access to facilities best located in the residential area.

### 3. General Location Guidelines

#### 3.1 Public Transport Routes

All community and recreation facilities which are directly used by the public should be located on or near public transport routes which provide *services which are appropriate to the user group* of the facility.

The location guidelines in this code commonly aim for facility locations within 500 metres of *bus stops*, except where facilities are likely to be used by small children, older people, or people with a disability. Users may include day visitors to facilities, as well as longer term occupants of the facility.

A distance of 400 metres is considered a reasonable maximum walking distance for older people and is consistent with guidelines used elsewhere in Australia. Distances for very young children should aim to be shorter, and 200 metres has been assessed as the maximum walking distance that can be managed by children under about 7 years of age. Similarly, whilst 400 metres has been assessed as acceptable for older people, a shorter distance (200m) to public transport stops would ensure greater accessibility for older or infirmed people, or persons with a disability. These guidelines should be achievable in most cases. In some cases, such as retirement villages, on-site transport services may compensate where maximum distances are exceeded.

ACTION aims for daytime *bus routes* which are within 500 metres of 95 percent of all dwellings. Facilities for planning new developments should be located in consultation with ACTION.

#### 3.2 Parks

In locating parks, reference should also be made to the *Canberra Landscape Guidelines*, and the *ACT Code for Residential Development*.

ACT City Operations aims for all residential areas to be within 400 metres of local parks with playground facilities.

#### 3.3 Retail Facilities

Community facilities generally should be located near retail centres in a position that is relatively central to their long-term catchment and at a level of the urban hierarchy that is appropriate to their size and scale.

### **3.4 Co-location/ Mixed Use opportunities**

Compatible facilities should be clustered at every opportunity, and facilities shared wherever possible to increase participation opportunities and a range of amenities to meet community needs. Flexible designs to meet changing needs are also encouraged.

Early stages of planning for new areas should address the need to cluster appropriate land uses to increase opportunities for co-location of appropriate community and recreational facilities, and to share parking.

By mixing compatible industrial, institutional, retail, entertainment, business and residential use areas, greater community safety can also be achieved by increasing after-hours activity levels.

Mixed uses must be compatible in scale and consistent with neighbouring uses. Facilities used at night should also be located to enable informal surveillance or 'overlooking' by other activity in the area or by passing traffic.

### **3.5 Separation**

In considering relationships to other uses, "separated from" (unless specifically prescribed) will mean:

1. *noise separation* – set apart from roads or other noise generating activities by distances which are within the relevant noise guidelines volumes set out under the *Noise Management Guidelines*; and
2. *social separation* – the maximum achievable distance between access points.

Facilities likely to generate noise (such as clubs and outdoor recreation facilities) should be located so that they do not reduce residential amenity, nor constrain or preclude later residential development in surrounding areas.

### **3.6 Access and Mobility**

Reference should be made to Australian Standards 1428.1-1993 *Design for Access and Mobility* to ensure access to all community and recreation sites by older people and people with disabilities. Community and recreation sites should be as flat as possible. Where it is necessary to move further than 18 metres, the maximum gradient should be between 1:20 and 1:33. Steeper gradients should only be considered for shorter distances and / or where design solutions according to Australia Design standard 1428.1/1993 will enable disability access (preferably unassisted access). A key criterion for accessibility for people with disabilities is to ensure that access is possible with dignity.

### **3.7 Parking**

Parking for people with disabilities and older persons should be provided close to entrances of public buildings for both convenience and safety factors, particularly for after hours use, and low gradient access should be provided to parking areas.

Parking should be provided for all community and recreation facilities referred to in this Code in accordance with the *Parking and Vehicular Access General Code*. This code includes requirements for set down and pick up areas and parking for people with disabilities.

The location of parking should enable safe, well lit pedestrian access after dark, and should not disrupt the amenity of the area.

### **3.8 Pedestrian Access**

Safe access is a key location criteria for all community and recreation facilities. Facilities which are used by pedestrians should avoid locations on arterial roads and other roads with high traffic volumes. Walking distances to bus stops, shops and associated facilities should not involve crossing such roads except where safe crossing are provided. Permeability should be maximised around community and recreation facilities by providing pedestrian access through or around buildings and connections to appropriate path networks. Pathways should be easily identifiable, follow logical desire lines and have clear and safe entry and exit points.

### **3.9 Lighting/ Surveillance**

All facilities likely to be used at night should provide well-lit pedestrian and cycling routes to parking areas on and off the site, and good artificial lighting to parking areas and external access points to enhance the safety and security of users. Parking to be used at night should be visible, preferably by users of the facility, to ensure safety and security. Landscaping of areas likely to be used after dark should avoid plantings that screen areas and make them unsafe. After-hours uses should be located together to enhance safety through increased activity.

To maximise surveillance of public areas and thereby increase community safety, colocation of main pedestrian and cycle routes with roads is desirable. Appropriate separation must be considered between different travel modes with respect to safe travel speeds. Provision of shade, amenity and surveillance must be considered.

### **3.10 Design and Siting in Residential areas**

All community facilities located in Residential zones should comply with the Residential Zones Development Code where applicable, particularly in relation to:

- 1 Building height
- 2 Building in relation to front boundaries
- 3 Building in relation to side and rear boundaries
- 4 Private Open Space

#### 4. Detailed Location Guidelines for community and recreation facilities

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>Arts</b>					
* <b>Visual Arts/Craft - Professional Arts Space</b> <i>(for professionals working in the arts)</i>	Near group or town centre	Near public parking		Arts Centre	
* <b>Visual Arts/Craft-Community</b> to <b>Arts Space site</b> <i>(non-professional group space)</i>			Noise separation/ adequately buffered from residential areas if noisy	Community or youth centre; library; theatre studio; schools	Access for large vehicles
* <b>Community Arts Centre</b> <i>(theatre, gallery space, workshop etc)</i>	Near town retail centre			Concert hall	
* <b>Community Theatre</b> On site <i>(small fitted out theatre) building as</i>	Near town retail centre	Near public transport routes; Close to arterial roads; near public parking	Noise separation from residential areas unless sound insulated	Major community arts space; schools; youth facility	parking as close to possible for performer safety after hours  Access for large vehicles to site

* <b>Theatre Studio</b> ( <i>rehearsal space</i> )	Near retail centre	Near public transport routes; Close to arterial roads	Noise separation from residential areas unless sound insulated	Community arts space; schools; youth facility	On site parking as close to building as possible for performer safety after hours  Access for large vehicles to site
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☐ Section 2.1 refers to public transport

\*

Not a defined use under the Territory Plan; refer to index of Common Terminology for relevant definition

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
* <b>Major Theatre, Concert Hall, Recital Hall</b>		Near public transport routes; Close to arterial roads; near major car parking areas	Noise separation from residential areas	Arts centre; cinemas; restaurants; other indoor entertainment	On site parking as close to building as possible for performer safety after hours  Provision for safe drop-off area and bus bay
<b>Commercial</b> * <b>Club – Licensed</b> ( <i>eg, ethnic clubs, football clubs, Labor club, Leagues club, RSL clubs</i> )	Within group centre or town centre	Near car parking	Noise separation from residential areas, or adequately noise buffered; social and noise separation from schools, colleges and youth facilities	Indoor/outdoor sporting facility	
* <b>Drink Establishment</b> ( <i>tavern, bar, nightclub</i> )	Within group centre or town centre	Restaurants and other entertainment facilities	Noise separation from residential areas, or adequately noise buffered; social and noise separation from schools, colleges and youth facilities		

<p><b>*Brothel</b> (Note locations restricted to Mitchell and Fyshwick under ACT Prostitution Regulations (Subordinate Law No 19 of 1993))</p>		<p>Located in areas with good artificial lighting at night; safe vehicle drop off and pick up area within 50 metres of premises</p>	<p>Not in residential areas; not within sight lines of schools, child care or similar community facilities; not within sight line of hotels or night clubs or other licensed premises; not in isolated areas where no other after hours uses are operating</p>		<p>On-site parking should be concealed from road and as close to building as possible.</p> <p>Ensure adequate surveillance from building for worker security</p>
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\*  
Not a defined use under the Territory Plan; refer to index of Common Terminology for relevant definition

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<p><b>Community</b> Provision for emergency vehicle access and safe <b>Community Centre</b> (large multi-purpose centre site; also  <i>community group vehicles accommodation</i>)</p>	<p>400 metres of town centre</p>	<p>Near major car parking area</p>	<p>Noise separation or adequately noise insulated from residential areas</p>	<p>College; youth centre; aged day care centre; recreation centre; child care centre; library; health facility</p>	<p><i>with</i> drop-off area on  off-street parking for large</p>

<b>*Neighbourhood Centre</b> (smaller centre for recreation, family support etc)	400 metres of group or local centre	In residential area, close to schools	Noise separation or adequately noise insulated from residential areas	Child care centre; day care for elderly persons; small scale health facility; school	Provision for safe drop-off area at site
<b>*Community House Scale and</b> (house for meeting, family support etc) surrounding residential	400 metres of local centre	In residential areas, close to open space and pedestrian paths		Child care centre; pre-school; primary school	character to be generally compatible with development. Cul-de-sacs acceptable if there is street capacity to handle traffic generated by the centre; corner blocks acceptable if safe access to site provided. Sufficient parking is vital
<b>*Senior Citizens' Centre</b> (recreation and social support)	Near town or group retail centre	Close to other community facilities, shops, health facilities		Library; community centre; day care for aged persons; health facility	Provision for emergency vehicle access and safe drop-off area on site. Ground floor access preferred

\*\* Section 2.1 refers to public transport

\* Not a defined use under the Territory Plan; refer to index of Common Terminology for relevant definition

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>*Scout/Guide Hall, Community Hall</b>		Bicycle networks and pedestrian paths	At residential fringe to minimise noise impact on residents	Park; oval or playing field	Provision for safe drop-off area at site

<b>*Sea Scout Hall</b>		At lake edge	At residential fringe to minimise noise impact on residents	Open space	Provision for safe drop-off area at site
<b>* District Youth Centre</b> <i>(youth café and recreation)</i>	In town centre		Noise separation or adequately noise buffered from residential areas  Separated from safety hazards (eg stormwater channels)  Social separation from clubs and other licensed premises	Recreation including skateboard facilities, cinema, skating rink; group centre	
<b>*Youth Resources Centre</b> <i>(smaller outreach centre for support, information, structured activities and recreation)</i>	Near town or group retail centre	Close to/direct access to open space; close to primary school, high school	Noise separation or adequately noise buffered from residential areas  Separated from safety hazards (eg stormwater channels)  Social separation from clubs and other licensed premises	Recreation including skateboard facilities, group centre; college; community centre; library	

\*\* Section 2.1 refers to public transport

\* Not a defined use under the Territory Plan; refer to index of Common Terminology for relevant definition

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to <input type="checkbox"/></b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
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<p><b>*Child Care Centre</b> Child care (long day care or occasional care) the</p> <p>(Note: The licensing authority for child care in the ACT is the include Children's Youth &amp; Family standards for Bureau. They building size and play area. about Bureau must be facilities) consulted in the process</p>	<p>Near retail centre (for occasional care)</p>	<p>Long day care centres on major work routes, or easy vehicle access near major work places. Only small centres in residential areas; on pedestrian path/open space system where possible</p>	<p>Social separation from correction facilities. Buffered from sight, smell, fumes and noise of industrial uses and from roads with high traffic volumes (refer to air quality guidelines). Separated from safety hazards (eg water bodies; busy roads)</p>	<p>Pre-School or primary school for long day care</p> <p>Recreation facility or community centre/ house for occasional care centre; neighbourhood centre</p> <p>Baby health clinic</p> <p>Long day care with occasional care or at major workplaces</p>	<p>centres must be licensed to operated by Children's Youth &amp; Family Services Bureau. Requirements</p> <p>Services minimum should be consulted location for child care The</p> <p>of site selection. Play areas should have north easterly orientation</p> <p>Cul-de-sac sites acceptable if there is street capacity to handle traffic generated by the centre; corner blocks acceptable if safe access to site provided</p>
<p><b>* Multi-Agency Accommodation for Non-Government Organisations</b> (community office/service space)</p>	<p>Town centre</p>	<p>Near major car parking areas and town centre bus passenger facilities</p>		<p>Community centre; library and town centre bus passenger facilities</p>	
<p><b>*Meals on Wheels Centre</b></p>		<p>Near car parking areas</p>		<p>Community centre; hospital</p>	

☐ Section 2.1 refers to public transport

\*\* Section 2.1 refers to public transport

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Not a defined use under the Territory Plan; refer to index of Common Terminology for relevant definition  
 Accessibility of bus stops for Corrections Facilities enables access for older visitors and visitors with small children.

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>Corrections Facility</b> *Custodial Complex <i>(Prison)</i>		Industry/work opportunities. Closeness to courts is an advantage	Social separation from residential areas and from facilities serving older persons or children	Remand centre	Large site allowing secure boundaries. Extra internal security required.  Capacity for unbroken visibility on every perimeter
*Remand Centre <i>(adults)</i>		Industry/work opportunities. Closeness to courts is an advantage	Social separation from residential areas and from facilities serving older persons or children in non-correctional matters	Custodial complex	Medium site allowing secure external boundaries and internal security  Capacity for unbroken visibility on every perimeter
*Transitional Release Hostel <i>(adults)</i>	Near town or group centre	Preferably close to residential area	Social separation from other facilities serving children or older persons in non-correctional matters	Locate with periodic detention centre/ community service order depot	Capacity for visibility of site boundaries
*Periodic Detention Centre <i>(adults)</i>	Near town or group centre		Social separation from other facilities serving children or older persons in non-correctional matters	Community service order depot	Capacity for visibility of site boundaries

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to <input type="checkbox"/></b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
*Capacity for visibility of site <b>Community Service Order Depot</b> boundaries (adults)	Near town centre		Social separation from other facilities serving children or older persons in non-correctional matters	Periodic detention centre	
Medium site allowing <b>Remand Shelter</b> (youth) secure external  visibility on every perimeter	Near town or group retail centre	Within 15 minutes drive of courts	Social separation from other facilities serving children or older persons in non-correctional matters		boundaries and internal security Capacity for unbroken
* <b>Juvenile Justice Centre</b> (residential care) custodial <i>Note: defined as a special care establishment in the Territory Plan</i>			Social separation from other facilities serving children or older persons in non-correctional matters	Youth attendance centre	Separated from adult complexes
* <b>Youth Attendance Centre</b> (non-residential) custodial			Social separation from other facilities serving children or older persons in non-correctional matters	Juvenile justice centre; youth remand centre	Separated from adult complexes
* <b>Transitional Release Facility; transport</b> <b>Periodic Detention Centre; Bail Probation Hostel</b> (youth)	Near town centre		Social separation from other facilities serving children or older persons in non-correctional matters	Periodic detention centre	Proximity to public vital

\*\* Section 2.1 refers to public transport

\* Not a defined use under the Territory Plan; refer to index of Common Terminology for relevant definition

<b>*Courts</b>	On major transport routes	Police station; social services (eg legal aid, welfare services)		Major police station, community corrections centre for adults	Secure access to building and secure building perimeters essential.  Where connected with police station, underground tunnel preferable for secure access
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<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>Cultural Facility</b> <b>*Public Art Gallery</b>		Near public transport routes; Close to arterial road; near major car parking areas; close to major pedestrian paths, adjacent to park or open space	Separated from residential areas to preserve amenity, particularly in relation to traffic	Museum; other cultural or entertainment facilities	Safe drop-off area and bus bay.  Ground floor access essential  Separate loading facilities
<b>*Cinema</b> <i>(private enterprise)</i>	Near town retail centre	Close to major car parking areas		Major arts centre	Provision for safe drop-off area
<b>*Library</b>	Near town or group retail centre	Near public transport routes; Close to arterial roads and major car parking areas		Community facilities (youth centres, community centre, senior citizens centre); cultural facilities; retail centres	The size of the library should be related to the total catchment population to be served.  Ground floor access essential  Access to loading bay

<b>*Museum, Culture and Heritage Centre<sup>4</sup></b>	Close to town retail centre	On pedestrian route, close to parking	Separated from residential areas to preserve amenity, particularly in relation to traffic	Major community facility; other cultural or entertainment facilities	Ground floor access essential Safe drop-off area and bus bay Separate loading facilities
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\* Not a defined use under the Territory Plan; refer to index of Common Terminology for relevant definition

<sup>2</sup> Refer to detailed site selection guidelines

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to <input type="checkbox"/></b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>Education</b> <b>*Preschool</b>	400 metres from centre where area, linked to major	Central to catchment special	Noise separation from care hostels; social Safe drop-off areas possible	Child care centre, primary school, baby health clinic pedestrian system	Northerly aspect retail separation from clubs and essential
			other licensed premises; separated from safety hazards (eg roads with high traffic volumes, stormwater channels)		

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<p>* <b>Primary School</b> (<i>education and community use, includes kindergarten</i>)</p>	<p>400 metres from retail centre where possible</p>	<p>Adjoining/adjacent to playing fields/ovals essential, and on cycleway; central to long-term catchment; located on distributor or local road or close to a collector road; within safe pedestrian access to dwellings in catchment</p>	<p>Noise separation from special care hostels; social separation from clubs and other licensed premises; separated from safety hazards (eg roads with high traffic volumes, stormwater channels)</p> <p>No direct access off arterial roads and other roads with high traffic volumes; social separation from major shopping areas and amusement centres; careful consideration should be given to relationship between school and residential streets to avoid disturbing residents, and to ensure safety of children.</p>	<p>Other community facilities; child care centre; preschool; church for non-government church school</p>	<p>Northerly aspect immediately adjoining oval or playing fields</p> <p>Substantial, uninhibited street frontage on three boundaries where possible</p> <p>Streets must be suitable for bus laybys and pick up and set down areas</p>
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<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
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<p><b>*High School</b> (<i>education and community use</i>)</p>	<p>400 metres from district playing fields essential, on cycleway;</p>	<p>Adjoining/adjacent to special care hostels; social separation from clubs and central to long-term catchment on two boundaries distributor roads</p>	<p>Noise separation from special care hostels; social separation from clubs and other licensed premises; amusement centres; Uninhibited street frontage On collector or distributor roads hazards (eg roads with high traffic volumes, stormwater bus laybys and pick up and channels) set down areas No direct access off arterial roads and other roads with high traffic volumes, but within easy access of arterial roads</p>	<p>Government and non-government high school, primary school; other community facilities</p>	<p>Northerly aspect retail centre where immediately adjoining possible easterly aspect separated from safety Street must be suitable for</p>
<p><b>*Secondary College</b> (<i>education and community use</i>)</p>	<p>Located on adjacent to district or group centre licensed premises, distance of</p>	<p>Near open space, special care hostels; social playing fields Uninhibited street frontage way network; safe separated from safety town centre bus hazards (eg roads with high passenger facilities traffic volumes)</p>	<p>Noise separation from special care hostels; social separation from clubs and amusement centres; No direct access off arterial roads and other roads with high traffic volumes</p>	<p>Recreation facilities, library; theatre playing fields where possible amusement centres; on at least one boundary walking</p>	<p>Northerly aspect boundary of town immediately adjoining (essential), on cycle- other traffic volumes)</p>
<p><b>Emergency Services</b></p>					
<p><b>*Ambulance Station</b></p>		<p>On major road. Locate for 10 minute response time to edge of catchment</p>	<p>Separated from schools or other children's facilities to enhance safety</p>	<p>Other emergency services</p>	<p>Wide and uninhibited street frontage required for vehicular access</p>
<p><b>*Fire Station</b></p>		<p>Quick access to a major road; to ACT Standards of Fire Cover</p>	<p>Not adjacent to residential areas</p>	<p>Other emergency services</p>	<p>Wide and uninhibited street frontage required for vehicular access</p>

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<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to **</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>*Police Station</b>		Remand centre; court house; public parking area		Other emergency services	Special parking and traffic movement requirements (secure parking and access to site). Wide and uninhibited street frontage required for vehicular access.  Where connected with courts, underground tunnel preferable for secure access
<b>*Police Shopfront</b>	In town centre			ACT Government Shopfront	
<b>Health</b>					
<b>* District Health Centre</b> <i>(health services and aged day care)</i>	Near or within town centre of group centre	Near major car parking areas		Other health and welfare services	Provision for emergency vehicle access
<b>*Outreach Health Centre</b> <i>(satellite centre)</i>	At group centre or local centre	Near major car parking areas		Other health and welfare services; neighbourhood centres	Provision for emergency vehicle access
<b>*Baby Health Clinic, Family Care Centre</b>	Near local or group retail centres	Safe and easy access from housing		Preschools, primary schools, health centre, community centre	
<b>Hospital</b>		Near public transport routes; Close to arterial roads  Preferably quiet location	Noise separation from residential areas	Primary health services; Child care facility	Northerly aspect preferable  Provision for emergency vehicle access

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<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to <input type="checkbox"/></b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<p><b>*Hospice</b> Provision for emergency (palliative nursing care for vehicle people)  Note: defined as a special care hostel in the Territory Plan</p>		<p>Near public transport routes; Park; close to arterial roads  Preferably quiet location</p>	<p>Noise separation, or adequately buffered from major and/or continuous sources of noise; not on arterial roads or roads with high traffic volumes, unless safe crossing is provided to access facilities</p>	<p>Hospital</p>	<p>access terminally ill</p>
<p><b>*Convalescent Facility</b> Northerly (<i>recuperative nursing care</i>) vehicle access  <b>Rehabilitation Centre</b> (<i>rehabilitation for head injuries or other reasons</i>)  Note: both defined as a special care establishment in the Territory Plan</p>	<p>200 metres</p>	<p>Park  Preferably quiet location</p>	<p>Noise separation, or adequately buffered from major and/or continuous sources of noise; not on arterial roads or roads with high traffic volumes, unless safe crossing is provided to access facilities</p>	<p>Hospital; primary health services; retirement village, nursing home</p>	<p>aspect preferable  Provision for emergency</p>
<p>North or north-easterly  <b>Day Care Centre for Elderly People</b> orientation  (<i>day activity centre</i>) Provision for</p>	<p>Near retail centre</p>	<p>On major work routes or easy vehicle access near major work places</p>		<p>Preschool or primary school; community centre/house; child care centre</p>	<p>emergency vehicle access and safe drop-off area at site  Cul-de-sac sites acceptable if street capacity to handle traffic generated by the centre;</p>
	<p>corner blocks if safe access to site</p>				

<b>*Day Care Centre – Mental Health</b> ( <i>day activity centre for psychiatric patients</i> )	Near retail centre	On major work routes or easy vehicle access near major work places		Recreation facility; community centre/house	
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<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>*Medical Centre/Surgery/Dental Surgery</b> vehicle access ( <i>medical/dental consulting rooms</i> )	In or within 200 metres of retail centre	Residential areas		Health facility; retail centre	Provision for emergency
<b>*Secure mental health/ corrections facility</b> vehicle ( <i>constrained residential care</i> )			Social separation from other facilities serving children or older persons	Remand centre; hospital	for emergency access
<b>*Half-way House, Hostel, Nursing Home</b> ( <i>see Residential page 25</i> )					

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<b>Indoor Sport &amp; Recreation</b> Safe drop-off bus bays * <b>Sports Hall; Indoor Basketball/ licensed Netball Centre; Cricket</b> appropriate if		Near town or district based recreation; near major car parking areas if parking demand not met on site	Noise separation or adequately noise buffered from residential areas; social separation of youth facilities and liquor outlets	Community centre; gym; indoor courts, secondary college; child care centre	area at or near site;  Close proximity to Centre club may be other relations (eg with schools and colleges) are not compromised
<b>*Fitness Gymnasium; Squash Centre</b> site; bus bays			Noise separation or adequately noise buffered from residential areas	Recreation facilities	Safe drop-off at or near
<b>*Indoor Recreation Centre</b> ( <i>pool, gym, indoor courts, etc</i> ) <b>Swimming Complex; Tennis Centre</b>	At town or group retail centre	Near major car parking areas if parking demand not met on site	Social separation of youth facilities and liquor outlets Noise separation or adequately noise buffered from residential areas	Outdoor recreation facilities; enclosed oval; skating rink; school; secondary college; gym; indoor courts; community arts and cultural facilities; youth resources centre	Safe drop-off area at or near site; bus bays Close proximity to licensed club may be appropriate if other relationships (eg with schools and colleges) are not compromised

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>Roller Skating or Ice Skating Rink</b>		With town based recreation; near major areas if residential uses parking demand not met on site	Not on residential street, or within audible distance of recreation facilities; youth centre; secondary met on site	Where possible with other indoor or outdoor college; swimming	Safe drop-off area at or near site car parking
<b>*Amusement Centre<sup>5</sup></b> ( <i>pinball parlour</i> )	Near retail centre		Not within 500 metres of a school or college, or visible from school or college grounds	Recreation facilities	

<b>*Bowling Alley</b>	Near town or group retail centre	Park	Noise separation or adequately noise buffered from residential areas	Co-locate where possible with other	Safe drop-off area at or near site
<b>Outdoor Recreation</b>					
<b>*Local/neighbourhood park</b> (including playground)		Within 400 metres of dwellings; on cycleway route		Local playing field; primary school; pre-school	Refer to Canberra Landscape Guidelines for detailed on-site guidelines
<b>*District Park</b> (eg Kambah, Latham)		Water features; major pedestrian pathway; on cycleway route		Primary school; high school; playing fields; secondary college; tennis courts	Refer to Canberra Landscape Guidelines for detailed on-site guidelines
<b>*Town Park</b> eg Glebe Park in Civic, Woden Town Park)	Near town retail employment guidelines	Food outlets, water facilities; outdoor cycleway network	Indoor recreation Landscape Guidelines for centres; major district playing fields	Refer to Canberra centre recreation facilities;	features, detailed on-site
<b>*District Playing Fields</b>		Locate near schools, parks and convenient to residential areas; near major car parking areas if parking demand not met on site		District park; high school essential	North of school buildings where co-located

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<sup>3</sup> Location in relation to schools is significant and should be subject to assessment

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<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>*Neighbourhood Oval</b>	Near local retail	Locate near schools, parks and convenient to residential areas		Primary school	North of school buildings where co-located
<b>*Enclosed Oval</b>	At or near town or group retail centre	Near major car parking areas if parking demand not met on site; district playing fields	Noise separation from residential areas; protect residential areas from oval lighting for night time use	District playing fields; other recreation facilities – indoor or outdoor	

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to ☐☐</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>Orientation and special Skateboard Facility</b>	Near town or group retail centre	On cycleway/ pedestrian network (close to road for informal surveillance) Near public parks	Noise separation or adequately noise buffered from residential areas	Park; recreation facilities (including BMX track, swimming pool); schools; secondary college; district youth centre; youth resources centre	landscaping treatment needed Locate in active area for informal surveillance and for safety of users Design surrounds/access to reduce tendency to ride boards to/from facility
<b>*BMX Track (bicycle track)</b>			Noise separation or adequately noise buffered from residential areas	Town or district park; skateboard facility and other youth recreation facility; District playing field	
<b>*Tennis Centre (tennis courts)</b>		Near car parking if demand not met on site	Protect residential areas from court lighting for night time use	Schools; other outdoor courts	Wind protection and North/South orientation needed
<b>*Synthetic Hockey Field, Netball Complex</b>	areas if parking adequately noise buffered college	Near major car parking high school; secondary	Noise separation or demand not met on site	District playing fields; from residential areas	
<b>*Mini-bike, Go-kart, Drag Racing Track, other Motor based Sports (small motor racing) grass areas</b>			Noise separation or adequately noise buffered from residential areas	Race track	Avoid potential fire risk by separation from long dry
<b>*Motor Racing Circuit Extensive</b>			Noise separation or adequately noise buffered from residential areas	Go-kart, minibike track; drag racing	vehicular access needed
<b>*Horse or Greyhound Race Track; Trotting Track</b>			Noise separation or adequately noise buffered from residential areas		Extensive vehicular access needed

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<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to **</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<b>Golf Driving Range</b>		Golf course	Away from major roads unless high fencing provided around the facility	Golf course	Reasonably flat site with buffer around it for safety
<b>Equestrian Facility</b>		Equestrian trails; pine plantations; access to cycle paths; residential area; major competition areas		Showground; racecourse; trotting tracks; agistment paddocks	Extensive vehicular access needed
<b>Equestrian Trail</b>		Equestrian facilities; agistment paddocks; access to cycle paths	Away from major roads	Cycle paths	Safe road crossings and adequate sign posting required Ring routes favoured
<b>*Gun/Rifle Range</b>			Essential that remote from residential areas; separated from natural locations of concentrations of wildlife		Solar orientation and special landscaping requirements apply Boundary fencing and warning signs for safety
<b>*Archery Course</b>			Separated from areas likely to be developed to enhance safety		Solar orientation and special landscaping requirements apply Boundary fencing and warning signs for safety
<b>*Croquet Green; Lawn Bowling Club</b>		Near town or district based recreation			
<b>*Velodrome</b>			Noise separation from residential areas; on cycleway network	District playing fields; other recreation facilities	

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Development	Relationship to Shops	Relationship to other uses – Close to ☐☐	Separated from	Co-location Opportunity	Other Issues
<b>Place Of Worship</b> <i>(Church, Mosque, Temple, Chapel, bus Shrine, Synagogue) bay</i> Ground floor access	Proximity desirable	Near major car parking areas if parking demand not met on site; close to residential areas	Noise separation or adequately noise buffered from residential areas or large traffic generation if likely	Related non-government school; government school	Safe drop-off area and essential
<b>Public Amenities</b> *Public Telephone Also located in customer demand	At shops	Near high demand areas and/or high density housing; close to main road			areas of high
<b>*Retail Post Shop (Post Office)</b>	At shops				
<b>*Post Box</b>	At shops				
<b>*Public Toilets</b> <i>(excluding those provided by shopping centres, commercial facilities)</i>	Proximity desirable (but not located behind or in isolated position; entrances to be visible from shop frontage or other opportunities for informal surveillance)	Taxi stand, car park, town centre bus passenger facilities, park, street lights, telephones	Social separation from residential areas, taverns, night clubs	Service trades area; sport and recreation facilities	Good lighting; locate and landscape for public safety (ie provide opportunities for informal surveillance)  To enhance user safety, group other activities near toilets (eg change facilities, telephones, seating)

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Development	Relationship to Shops	Relationship to other uses – Close to ☐☐	Separated from	Co-location Opportunity	Other Issues
<b>Public Transport</b> *Town Centre Bus Passenger Facilities	Near town based retail and employment centres  To be visible from shop frontage or other opportunities for informal surveillance		Social separation from taverns, night clubs	Park and ride facility, taxi stand, telephones, toilets, theatre, cinema	Good lighting; locate and landscape for public safety
*'Park and Ride' Centre (Commuter Parking for Bus Travel)		On major commuter routes and bus stops		Town centre bus passenger facilities and facilities used outside working hours	Existing car parks used
*Bus Stops		Close to nearby facilities or residences and telephone to increase passenger safety; adjacent to walkways where possible			Active locations away from vacant land, car parks or buildings set back from the street to enhance passenger safety

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Development	Relationship to Shops	Relationship to other uses – Close to <input type="checkbox"/>	Separated from	Co-location Opportunity	Other Issues
<b>Residential</b> <b>Special Dwelling</b> <i>(Refuge, Halfway House, Residential Treatment Unit)</i>	400 metres where maximum gradient 1:20; otherwise closer (so that the same effort is required to travel the distance)	In residential area, within walking distance of open space and relevant facilities (eg School, pre-school, shops)  In some cases, a quiet location may be preferable to proximity to the above facilities	Not on arterial roads or roads with high traffic volumes' social separation from shopping centres, hotels or similar commercial uses.  Avoid concentrations of special dwellings in a suburb	Some special dwellings may require proximity to health facilities, but not to shopping centres	On-site parking for refuges should be concealed from road and as close to building as possible for security purposes and to increase anonymity  Gardens should have north or north easterly aspect for good sun penetration  Avoid extensive exposed boundary such as corner blocks unless benefits outweigh exposure  Site dependant on street parking capacity to accommodate peak demand (eg staff meetings)  Scale and character to be generally compatible with surrounding residential development  Refer to Residential Design and Siting Codes, Single Dwellings, Appendix III., Territory Plan

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Development	Relationship to Shops	Relationship to other uses – Close to ☐☐	Separated from	Co-location Opportunity	Other Issues
Residential Care Accommodation	400 metres where maximum gradient 1:20; otherwise closer (so that the same effort is required to travel the distance)	Hostels and nursing homes <sup>5</sup> should be located in quiet areas (such as residential areas); residents of these uses value quiet locations over accessibility  Preferably on pedestrian path system with good access to health facilities, places of worship, parks	Noise separation or adequately buffered from major and/or continuous sources of noise; not on arterial roads or roads with high traffic volumes, unless safe crossing is provided to access facilities	Aged persons' units for aged persons' hostels or nursing homes	Locate hostels and nursing homes to maximise views and overlook active streetscape in residential area. An assessment of the extent of relevant facility provision in the surrounding area is required.  Gardens and/or balconies and living areas should have north or north easterly aspect for good sun penetration  Site dependant on street parking capacity to accommodate peak demand (eg staff meetings)  Corner site only where safe access can be achieved  Provision for emergency vehicle access  Refer to Residential Design and Siting Code, MultiDwelling Developments, Appendix III.2, Territory Plan

Section 23.1 refers to public transport <sup>5</sup>

Refer to Commonwealth guidelines in Hostel Design Guidelines, Department of Community Services & Health, 1990 (Section 401)

Development	Relationship to Shops	Relationship to other uses – Close to ☐☐	Separated from	Co-location Opportunity	Other Issues
<b>Retirement Village (Independent Aged Persons' Units with Community Space and either Hostel or Nursing Home)</b>	Complexes with self-care units should be within 400 metres of shops along maximum gradient of 1:20	Within or adjacent to residential areas  Near medical centres, on public transport route to hospital, major health facilities; town centre etc. On pedestrian path system, with access to parks and local centres	Locate to avoid crossing roads with high traffic volumes to access shops and public transport  Noise separation from schools, colleges, youth centres	Park	An assessment of the extent of relevant facility provision in the surrounding area is required. Where there is a shortfall in relevant transport, community, retail, health or personal services, these may be required on site  Avoid public 'short cut' routes through complex  Provide individual access to private open space (eg patios or verandahs) for self-care units  Gardens and/or balconies and living areas should have north or north easterly aspect for good sun penetration  Provision for emergency vehicle access, safe dropoff area and access for service vehicles to site  Refer to Residential Design and Siting Code, MultiDwelling Developments, Appendix III.2, Territory Plan

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Development	Relationship to Shops	Relationship to other uses – Close to ☐☐	Separated from	Co-location Opportunity	Other Issues
<p>* <b>Aged Persons' Units dwellings</b> 400 metres where maximum gradient 1:20; otherwise other residential areas</p>	<p>Recreation or community facility; major and/or continuous closer (so that the same effort is existing the distance)</p>	<p>Noise separation or adequately buffered from have north or north easterly arterial roads or roads with pedestrian crossing safe crossing is provided to</p>	<p>Aged persons' hostel; nursing home sources of noise; not on and</p>	<p>Gardens and/or balconies (attached or detached and living areas should <b>under the Territory Plan</b>) penetration required to travel Siting Codes, Multiaccess facilities</p>	<p>aspect for good sun community; Refer to Residential Design Dwelling Developments, Appendix III.2, Territory Plan</p>
<p>* <b>Boarding House, Mobile Home Park, Long-stay Caravan Park</b></p>	<p>400 metres to shops, near restaurants and cafes where possible</p>	<p>100 metres from pedestrian links to shops; 400 metres from parks. Location desirable next to residential areas</p>			<p>Communal open space to be provided for all occupants For long-stay caravan or mobile home parks an assessment is required of the extent of relevant facility provision in the surrounding area. Where there is a shortfall in relevant community or retail services, these may be required on site</p>

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Development	Relationship to Shops	Relationship to other uses – Close to ☐☐	Separated from	Co-location Opportunity	Other Issues
<b>Guest House</b> (Youth Hostel, chalet, Lodging House, Tourist Lodge)	400 metres to shops, near restaurants and cafes where possible	Locate on or close to arterial roads Near interstate bus depot			
<b>*Short-stay Caravan Park</b>		Locate on or close to arterial roads. Near interstate bus depot.			

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### **Glossary of Terms**

Below are common terms used in this code to describe community facilities, recreation facilities and retail centres:

#### ***Hierarchy of Retail Centres***

Retail centres are provided with the following hierarchy of size:

- City Centre – the commercial and retail centre of Canberra. Also known as Canberra City and Civic
- Town Centre – The commercial and retail centre of a town. Existing town centres are: Belconnen, Woden, Tuggeranong and Gungahlin
- Group Centre – an intermediate retail and commercial centres serving a number of suburbs within a town. Examples of existing group centre include Coleman Court in Weston Creek, Kippax, Jamison Centres in Belconnen and Erindale Centre in Tuggeranong.
- Local Centre – a small retail centre serving a local catchment of one or two suburbs.

#### ***Hierarchy of Community Facilities***

Hierarchical terms are also used for some community facilities:

- District Family – a facility located generally at the town centre level of the hierarchy of centres, providing for a broad catchment of users.
- Outreach/ satellite facility – a facility located within a town area, generally either at or near group centres or local centres.

#### ***Common Terminology***

Other common terminology used in the code include:

- After hours - after hours use or after hours public transport refers to hours outside normal working hours (8am to 6pm)
- Drop off area – a drop off area is a safe parking bay designed to allow ease of vehicular access for users wishing to be dropped off on, or near the premises of the community facility. Commonly, a drop off area is a slip lane parallel to a thoroughfare allowing room for one or more vehicles to be temporarily stopped out of the general flow of traffic.
- High traffic volumes – generally volumes of over 4,000 vehicles each day.

## APPENDIX B

### Index of common terms and development defined in the Territory Plan

Common Term	Development
Adjunct child care	Community activity centre or ancillary use
Adult education centre	Educational Establishment
Aeromodelling	Outdoor recreation facility
Aged persons' hostel	Special care hostel
Aged persons' units	Attached house or detached house
Alcohol treatment centre	Special care establishment
Ambulance station	Emergency services facility
Amusement park	Tourist Facility
Amusement centre/ pinball parlour/ arcade	Indoor entertainment facility
Archery course	Outdoor recreation facility
Arena	Outdoor recreation facility
Art dealer	Shop
Art gallery/ public art gallery	Cultural facility
Attendance centre (youth)	Corrections facility
Auditorium (community)	Community theatre
Auditorium (commercial)	Place of assembly
Baby health clinic	Health facility

Bail hostel/ transitional release facility/ probation hostel	Corrections facility
Bar	Drink establishment
Basketball centre (indoor)	Indoor recreation facility
BMX Track	Outdoor recreation facility
Boarding house	Boarding house
Bowling alley	Indoor recreation facility
Bowling green/ lawn	Outdoor recreational facility
Brothel	Personal Services

<b>Common Term</b>	<b>Development</b>
Bus interchange/ town centre bus passenger facilities	Public transport facility
Cabins	Caravan park/ camping ground
Camp(church/ outward bound/ school/ YMCA/ youth/ scout guide)	Group or organised camp
Caravan park (short stay)	Caravan Park/ camping ground
Caravan park (long stay)	Mobile home park
Casino	Indoor entertainment facility
Chalet	Guest house
Chapel	Place of worship
Child health clinic/ baby health clinic	Health facility
Child minding	Community activity centre
Childrens shelter	Special dwelling
Church residence	Religious associated use
Church hall	Religious associated use
Church	Place of worship
Cinema (community)	Community theatre

Cinema (commercial)	Indoor entertainment facility
Civil defence	Emergency services facility
Club (licensed/ football/ RSL/leagues club)	Club
College, secondary college	Educational establishment
Community arts space	Cultural facility
Community arts centre	Cultural facility
Community centre	Community activity centre
Community services order depot	Corrections facility
Community group space/ multi- agency accommodation for nongovernment organisations	Community activity centre
Community house	Community activity centre
Community services/ community space	Community activity centre

<b>Common Term</b>	<b>Development</b>
Community theatre	Cultural facility
Concert hall (commercial)	Indoor entertainment facility
Concert hall (community)	Community theatre
Consulting rooms	Health facility
Convalescent home/ facility	Special care establishment
Convent	Religious associated use
Convention Centre	Place of assembly
Courts	Civic Administration
Craft dealer	Shop
Craft gallery	Cultural facility
Creche/ child care centre	Child care centre
Cricket centre (indoor)	Indoor recreation facility
Croquet green/ lawn	Outdoor recreation facility

Culture and heritage centre	Cultural facility
Custodial complex/ prison	Corrections facility
Dance hall	Indoor entertainment facility
Day activity/ day care centre (elderly people/ mental health)	Health facility
Dental clinic/ surgery	Health facility
Discotheque	Indoor entertainment facility
District health centre	Health facility
District playing fields	Playing field
Doctors surgery/ clinic	Health facility
Drag racing track	Outdoor recreation facility
Drug treatment centre	Special care establishment
Enclosed oval	Outdoor recreation facility
Equestrian facility	Equestrian facility
Exhibition hall	Place of assembly
Family care centre	Health facility
Family planning clinic	Health facility
Farmstead accommodation	Guest house
Fire station	Emergency services facility

<b>Common Term</b>	<b>Development</b>
First aid station	Health facility
Fitness centre/ gymnasium	Indoor recreation facility
Go-karting track	Outdoor recreation facility
Golf course	Outdoor recreation facility
Guest house	Guest house
Guide hall	Community activity centre
Gun range	Outdoor recreation facility

Half-way house	Special dwelling
Hall (scout/ guide/ community)	Community activity centre
Health centre (outreach/ district)	Health facility
High school	Educational establishment
Hockey field	Outdoor recreational facility
Hospice	Special care hostel
Hospital	Hospital
Hostel (aged persons/ other)	Special care hostel
Hotel, private hotel	Boarding house
Ice skating	Indoor recreation facility
Indoor basketball centre	Indoor recreation facility
Indoor cricket centre	Indoor recreation facility
Indoor netball centre	Indoor recreation facility
Indoor recreation centre	Indoor recreation facility
Indoor sports stadium	Indoor recreation facility
Indoor swimming pool/ complex/ centre	Indoor recreation facility
Inn	Drink establishment
Institute of technology	Educational establishment
Interchange (bus)/ town centre bus passenger facilities	Public transport facilities
Juvenile justice centre	Special care establishment
Kindergarten/ preschool	Educational establishment
Lawn bowling club	Outdoor recreational facility
Library	Cultural facility

<b>Common Term</b>	<b>Development</b>
Lodging house	Boarding house
Long day care	Child care centre

Major theatre	Community theatre
Manse	Religious associated use
Medical clinic/ centre/ surgery	Health facility
Meals on wheels centre	Community activity centre
Meeting rooms/ community space	Community activity centre
Mini bike track	Outdoor recreational facility
Mobile/ transportable homes	Mobile home park
Model aviations	Outdoor recreational facility
Monastery	Religious associated use
Mosque	Place of worship
Motor racing track/ circuit	Outdoor recreational facility
Motor bike track	Outdoor recreational facility
Multi-agency accommodation for non-government organisations	Community activity centre
Museum	Cultural facility
Music hall	Indoor entertainment facility
Heighbourhood centre	Community activity centre
Netball court/ centre/ complex *(indoor)	Indoor recreational facility
Netball court/ centre/ complex (outdoor)	Outdoor recreational facility
Night club	Indoor recreational facility
Nursing home	Special care establishment
Occasional child care centre	Child care centre
Outreach health centre	Health facility
Oval (neighbourhood)	Playing field
Park (local/neighbourhood/ district/ town)	Parkland
Park and ride centre	Public transport facility

Pathology centre	Health facility
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<b>Common Term</b>	<b>Development</b>
Periodic detention centre	Corrections facility
Pinball parlour/ amusement centre	Indoor entertainment facility
Place of worship	Place of worship
Playing field/ district playing field	Playing field
Playschool/ child care centre	Child care centre
Police shopfront	Emergency services facility
Police station	Emergency services facility
Pony club	Equestrian facility
Post office/ retail post shop	Public agency
Post box	Ancillary use
Presbytery	Religious associated use
Preschool	Educational establishment
Primary school	Educational establishment
Priory	Religious associated use
Prison/ custodial complex	Corrections facility
Private hotel	Boarding house
Probation hostel Transitional release hostel/ bail hostel	Corrections facility
Professional arts work space	Craft workshop
Public art gallery/ art gallery	Cultural facility
Public toilets	Ancillary use
Public telephone	Ancillary use
Racecourse	Outdoor recreational facility
Racing track (motor/ horse/ greyhound/ trotting)	Outdoor recreational facility
Reception rooms	Place of assembly

Recital hall	Community theatre
Rectory	Religious associated use
Refuge	Special dwelling
Rehabilitation centre/ facility	Special care establishment
Religious retreat	Group or organised camp
Remand centre/ shelter	Corrections facility

<b>Common Term</b>	<b>Development</b>
Residential treatment unit	Special dwelling
Retirement Village	Retirement Village
Riding school	Equestrian facility
Rifle range	Outdoor recreational facility
Road safety education centre	Educational establishment
Roller skating rink	Indoor recreation facility
Scout hall	Community activity centre
Sculpture dealer	Shop
Sea scout hall	Community activity centre
Secure mental health/ corrections facility	Special care establishment
Senior citizens centre	Community activity centre
Serviced room	Boarding house
Sheltered worship	Educational establishment
Showground	Outdoor recreation facility
Shrine	Place of worship
Skateboard arena/ facility	Outdoor recreation facility
Ski run (grass/snow)	Outdoor recreation facility
Special care establishment	Special care establishment
Special care hostel	Special care hostel

Special dwelling	Special dwelling
Sports institute	Educational establishment
Sports hall	Indoor recreation facility
Sports ground	Outdoor recreation facility
Squash court/ centre	Indoor recreation facility
Stables	Equestrian facility
Stadium	Outdoor recreation facility
Swimming pool complex (indoor)	Indoor recreation facility
Swimming pool complex (outdoor)	Outdoor recreation facility
Synagogue	Place of worship
Synthetic hockey field	Outdoor recreation facility
<b>Common Term</b>	<b>Development</b>
Tavern	Drink establishment
Technical and further education	Educational establishment
Temple	Place of worship
Tennis court/ centre (outdoor)	Outdoor recreation facility
Tennis court/ centre	Indoor recreation facility
Theatre (commercial)	Indoor entertainment facility
Theatre (community)	Community theatre
Theatre studio	Community theatre
Theatrette (community)	Community theatre
Theme park	Tourist facility
Tourist Lodge	Guest house
Trade fair	Place of assembly
Transitional release centre/ bail hostel Probation hostel	Corrections facility
Transportable/ mobile home	Mobile home
Treatment centre (drug/ alcohol)	Special care establishment

Trotting track	Outdoor recreation facility
University	Education establishment
Velodrome	Outdoor recreation facility
Veterinary surgeon/ hospital/ clinic	Health facility
Visual arts and craft	Craft workshop
Welfare services	Community activity centre
X-ray centre	Health facility
Youth attendance centre	Corrections facility
Youth centre/ youth resources centre/ district youth centre	Community activity centre



ACT Planning &  
Land Authority

# **Crime Prevention Through Environmental Design General Code**

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NI2008-27

Effective: 16 December 2011

Authorised by the ACT Parliamentary Counsel—also accessible at [www.legislation.act.gov.au](http://www.legislation.act.gov.au)



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NI2008-27

11.4 Crime Prevention Through Environmental Design  
General Code  
Effective: 16 December 2011

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# Introduction

This General Code applies to developments across all zones in the ACT, except for development in rural and broadacre zone, and for proposals for single dwellings regardless of the zone.

## How to use this code

Please refer to the Territory Plan User Guide, which contains detailed information on the Territory Plan, including the use of assessment codes in the planning and development process.

## Purpose of the Code

This Code outlines specific requirements for crime prevention through environmental design (CPTED) for development within the ACT. While all of the Development Codes contain objectives, rules and criteria important to producing safer environments, the purpose of this Code is to provide more explicit direction to ensure that issues of community safety are adequately addressed in decision making for land use and development activities in the ACT.

## Terms Used in the Code

There are four key principles of crime prevention through environmental design:

**Natural Surveillance:** This is intended to limit the opportunity for crime by designing spaces and buildings that foster human activity and interaction as well as overlooking of the environment.

Included in the designs are such features as:

- a) clear, direct paths that encourage pedestrian movement through spaces;
- b) streets that allow passing traffic to observe open spaces and car parks;
- c) obvious building entry points, clearly visible from the street and/or pedestrian spaces;
- d) building entrances and windows that look out on to streets, open spaces and parking areas.

**Natural access:** This is the 'channelling' of the movement of people in the environment either to encourage them into spaces to increase activity and hence increase natural surveillance, or to discourage people from entering areas where it is generally inappropriate for pedestrian movement. It is possible to alter the movement of people through the environment by the use of symbolic and/ or actual barriers. These may take the form of changes in level, gardens, ground markings, lighting, entrances, fences, bollards etc.

**Territorial reinforcement:** This involves developing and/or maintaining a sense of proprietary for the space or development by the community. If people feel a pride of ownership then there is a greater propensity to take care of the environment and look after those in the community. Territorial reinforcement requires a sense of 'place' and amenity to be established. This is best when it is considered through the whole design process and when there is a clear delineation between private, semi-private and public realm. This delineation may be achieved by changes in level, formal entries, fences, garden beds or signs. Increasing the use of the site by legitimate groups in the community increases the sense of ownership and the legitimate users may take on the role of voluntary custodians of the site.

**Target hardening:** This is where the property owner or occupier seeks to deter criminal activity by making it as difficult as practicable to steal or vandalise property, or buildings. This includes making the physical security of a site stronger and increasing the perceived risk to an offender. The basis of

target hardening is to strengthen the defences of a site to deter the attack and/or delay the success of an attack.

## **Definitions Used in the Code**

### **Activity centres**

The traditional focus for services, employment and social interaction in cities and towns. People shop, work, meet, relax and live in activity centres. Usually well served by public transport, they range in size and intensity from local centres to Group and Town Centres and the City Centre.

### **Activity generators**

Land uses that encourage and intensify use of the public domain – may include outdoor cafes and restaurants, shops and outdoor sporting areas located in open space.

### **Community safety**

The actual and perceived safety existing in any community. 'Actual' safety is measurable and usually expressed as 'a rate of crime'. This may differ from 'perceived' community safety – derived from interviews and attitude surveys.

### **Crime Prevention Through Environmental Design (CPTED)**

An analytical tool used to redesign and modify the built environment to reduce opportunities for crime. CPTED focuses on the effective design and use of the built environment to reduce the incidence and fear of crime and improve quality of life.

### **Entrapment spots/hiding places**

Small confined areas, shielded on three sides by some sort of barrier that may be used by criminal offenders to trap potential victims or conceal themselves.

### **Escape route**

An alternative and safe means of exit.

### **Legibility**

The ease with which visitors are able to see, understand and use an area or development. A 'legible' layout is one that visitors and residents find easy to move through and to use.

### **Permeable layout**

Layout that allows for visible and frequent access routes through an area.

### **Public spaces/Public Realm**

Spaces that are publicly owned and intended for use by the public and spaces that are privately owned but encourage public use free of any rules or constraints of normal public behaviour.

### **Sightlines**

Lines of clear physically uninterrupted sight.

## Part A - General Requirements

### Element 1: Neighbourhood Design

**Intent:**

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

**Intent:**

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

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

Rules	Criteria
<b>1.1 Neighbourhood Design</b>	
There is no rule applicable.	C1 Design is in accordance with the recommendations of a crime risk assessment as outlined in the ACT Crime Prevention and Urban Design Resource Manual.

### Element 2: Use

**Intent:**

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

Rules	Criteria
<b>2.1 General Code</b>	
There is no applicable rule. <b>- SEE ASSESSMENT BELOW</b>	C2 The development described in Table 1 meet the Crime Prevention Through Environmental Design General Code.

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

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

### Element 3: Public Realm

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

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

Rules	Criteria
<b>3.1 Open Space and Community (Shared) Areas</b>	
<p>There is no rule applicable.</p> <p>NA</p>	<p>C3</p> <p>Natural surveillance of open space and community areas is provided by:</p> <ul style="list-style-type: none"> <li>a) locating to adjacent activity centres;</li> <li>b) encouraging pedestrian (or cyclist) movement through the space;</li> <li>c) ensuring clear site lines from, and between, buildings and open space areas: community areas; and</li> <li>d) designing out any entrapment spaces.</li> </ul>
<p>There is no rule applicable.</p> <p>NA</p>	<p>C4</p> <p>Natural access is considered, providing clear entry and exit points and a legible, accessible route through the space.</p>
<p>There is no rule applicable.</p> <p>NA</p>	<p>C5</p> <p>Planting in public spaces do not obscure views along paths and streets, or to entrances and should not create secluded, hiding areas.</p>
<p>There is no rule applicable.</p> <p>NA</p>	<p>C6</p> <p>Selection of plant material are sturdy and in areas of high crime, to make it difficult to snap main growing stems, heavy standard (140-160mm girth) or semi-mature trees (200-270mm girth) should be used to increase their chance of survival.</p>



There is no rule applicable. <b>NA</b>	Plant material, such as creepers or low hedges may be used to deter to access and limit the opportunity for graffiti on fences and walls.
<b>Rules</b>	<b>Criteria</b>
There is no rule applicable. <b>NA</b>	C8 Hard landscape features such as low walls, bollards are used to delineate movement areas from semi-private areas.
<b>3.2 Children's Play Areas</b>	
There is no rule applicable. <b>- SEE TP ASSESSMENT FOR RESPONSE</b>	C9 Children's play areas are located and designed to to comply with each of the following: a) there is natural surveillance from adjoining areas b) adjacent areas are used by compatible groups c) there are multiple entry/exits
<b>3.3 Lighting</b>	
There is no rule applicable. <b>RULE MET</b>	C10 Provide a schedule of lighting showing that lighting complies with each of the following: a) Australian Standard AS1158 Lighting for Roads and Public Spaces Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Design Requirements b) Australian Standard AS1158: Lighting for Roads and Public Spaces Part 2: Computer Procedures for the Calculations of Light Technical Parameters for Category V and Category P Lighting c) Australian Standard AS4282: The Control of Obtrusive Effects of Outdoor Lighting, in the case of security lighting

<p>There is no rule applicable.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C11</p> <p>Legitimate users and activities at night are encouraged by lighting:</p> <ul style="list-style-type: none"> <li>a) spaces evenly and consistently (except where accent/feature lighting is necessary)</li> <li>b) inset spaces, entries/exits and paths</li> <li>c) to reduce the casting of shadows that could hide intruders</li> <li>d) directional signage</li> <li>e) building entries</li> <li>f) exterior to interior spaces evenly to allow for surveillance</li> </ul>
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Rules	Criteria
<p>There is no rule applicable.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C12</p> <p>Areas that are not intended for night time are not lit and are closed off to pedestrians.</p>
<p>There is no rule applicable.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C13</p> <p>Damage to light fixtures are minimised by selecting vandal-resistant, high mounted light fixtures. All light bulbs are protected with a suitable lantern bowl.</p>
<p><b>3.4 Signs</b></p>	
<p><b>R14 - NA</b></p> <p>A statement is provided that all directional signage will comply with the requirements of AS1742.10 (1991) Manual of Uniform Traffic Control Devices – Pedestrian Control and Protection</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>There is no rule applicable</p> <p><b>NA</b></p>	<p>C15</p> <p>Locate signs so that they comply with each of the following:</p> <ul style="list-style-type: none"> <li>a) they are clearly visible from a distance at all times</li> <li>b) they are not likely to be obscured by growing vegetation</li> <li>c) they are strategically placed at entrances and near activity centres including bus stops, taxi rank and public facilities</li> </ul>

<p>There is no rule applicable.</p> <p>- NA</p>	<p>C16</p> <p>Provide legible signs for all users:</p> <ul style="list-style-type: none"><li>a) specify signs of high contrast, with light lettering on dark backgrounds with nonreflective surfaces;</li><li>b) signs should be developed as a system with a consistent pattern, based on a hierarchy of most important messages.</li></ul>
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## Element 4: Built Form

### Intent:

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

Rules	Criteria
<b>4.1 Interface between buildings and public realm</b>	
There is no rule applicable. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C17 Building entrances are easily identified, providing easy access to all users, affording visibility to and from the street and minimising the potential for hiding spots.
There is no rule applicable. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C18 Provide clear sightlines from the building foyer so that occupants can see the nearest pedestrian area/car park before leaving the building.
There is no rule applicable. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C19 Recessed sections in the building elevation/façade are detailed and located so as that there is opportunity for natural surveillance, for spill lighting and the potential for hiding is minimised.
There is no rule applicable. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C20 Buildings are detailed in a manner that deters scaling (climbing) the building to access balconies from the ground and/or access between individual balconies.
There is no rule applicable. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C21 Where buildings are set back from the street and/or pedestrian path, the area is developed to minimise hiding and entrapment spots.
Rules	Criteria
<b>4.2 Materials and Finish</b>	

<p>There is no rule applicable.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C22</p> <p>Building materials and finishes are of an appropriate quality and detailed in a manner to:</p> <ul style="list-style-type: none"> <li>a) reduce opportunities for graffiti and vandalism</li> <li>b) facilitate cleaning and replacement</li> <li>c) avoid facilitating illegal access to the building and to services</li> </ul>
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## Element 6: Travel and Access

### Intent:

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

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

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

Rules	Criteria
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<p>There is no rule applicable.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C25</p> <p>Security of pedestrian routes, bicycle paths and lanes are provided by:</p> <ul style="list-style-type: none"> <li>a) selecting and lighting 'safe routes' to the standard required for pedestrian areas so that these become the focus of legitimate movement after dark;</li> <li>b) ensuring that laneways have more than one entrance to avoid "dead-ends" and entrapment spots, where possible.</li> </ul>
<p>There is no rule applicable.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C26</p> <p>When planting adjacent to pedestrian /bicycle routes:</p> <ul style="list-style-type: none"> <li>a) ensuring there are open sightlines. Low planting (maximum height 600mm) and high-branching trees (two metres) should be used;</li> <li>b) avoiding tall bushes, dense shrubbery and dense clusters of trees, especially immediately adjacent to routes and at predictable stopping points such as road crossings.</li> </ul>
<p>R27 <b>SEE TP ASSESSMENT FOR RESPONSE</b></p> <p>A Statement is provided that pedestrian paths are designed in accordance with AUSTROADS Guide to Traffic Engineering Practice Part 13. – Pedestrians</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R28 <b>- NA</b></p> <p>A Statement is provided that Bicycle Paths are designed in accordance with AUSTROADS Guide to Traffic Engineering Practice Part 14. – Bicycles.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<b>6.2 Pedestrian Underpasses and Overpasses</b>	

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

There is no rule applicable. NA	C33 Directional signage makes it easy to find bus stops or taxi ranks, and provides up-to-date passenger information.
There is no rule applicable. NA	C34 Interchanges are located on the same level as significant activity generators to avoid entrapment, increase natural surveillance and provide direct routes of access.

## Element 7: Services

### Intent:

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

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

Rules	Criteria
<b>7.3 Local Utility Facilities</b>	
<p>There is no rule applicable.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C40</p> <p>Air conditioning plants, meter boxes and other service points are mounted within a secure building / enclosure for protection.</p>
<b>7.4 Delivery and Storage Facilities</b>	
<p>There is no rule applicable.</p> <p><b>NA</b></p>	<p>C41</p> <p>Ensure that:</p> <ul style="list-style-type: none"> <li>a) Delivery and storage areas are not isolated from the main building</li> <li>b) Secure storage areas are provided for shop owners</li> </ul>
<b>7.5 Public Toilets</b>	
<p>There is no rule applicable.</p> <p><b>NA</b></p>	<p>C42</p> <p>Ensure that:</p> <ul style="list-style-type: none"> <li>a) Public toilets are located in obvious locations, but not in isolated areas of activity centres</li> <li>b) Entrances are highly visible so that people cannot loiter or enter without being seen, particularly for toilets close to Children's' playgrounds</li> <li>c) Public seating and telephones are located away from public toilets to avoid opportunities for loitering.</li> </ul>
<b>7.6 Public Telephones</b>	
<p>There is no rule applicable.</p> <p><b>NA</b></p>	<p>C43</p> <p>Public telephones are located in obvious locations, are well lit and well signposted, eg near bus stops or taxi ranks.</p>



# Form Legislated Requirements Merit Track

## ASSESSMENT REPORT

ASSESSMENT OFFICER: Mr Trent Varlow

APPLICATION NUMBER: 201733198

BLOCK: 18                      SECTION: 11

DIVISION: MITCHELL

**Zone:     IZ2 Mixed Use Industrial Zone**

### The Planning and Development Act 2007

This document provides analysis of a development proposal in the Merit Track in relation to the legislated requirements of the Planning and Development Act 2007 (the Act), specifically Section 119 and Section 120.

### Planning and Development Act 2007 - Section 119

In deciding a Merit Track development application, the decision maker must ensure the application meets the following four items numbered S119 (1)(a) to (c) and S119 (2). Approval of an application in the Merit Track must not be given unless the application meets the Section 119 requirements.

<p>S119 (1)(a) The relevant code</p> <p><b>NB:</b> Refer to form Territory Plan Code Requirements Merit Track to complete this question</p>	The relevant code(s) for the development proposal are:	
	Precinct Code:	<b>Mitchell Precinct Map</b>
	Development Code:	<b>Industrial Zones Development Code</b>
	General Code:	<b>Parking and Vehicular Access General Code</b>
	General Code:	<b>Bicycle Parking General Code</b>
	General Code:	<b>Access and Mobility General Code</b>
General Code:	<b>Crime Prevention Through Environmental Design General Code</b>	
<p>The proposal is consistent with the above code(s) for reasons identified in <u>Form – Territory Plan Code Requirements – Merit Track</u>.</p>		

<p>S119 (1)(b) Any land management agreement for the land (for proposed development relating to land comprised in a rural lease)</p>	<p>The proposal is not for a proposed development relating to land comprised in a rural lease.</p>
<p>S119 (1)(c) the advice of the Conservator of Flora and Fauna in relation to the proposal (if the proposed development will affect a registered tree or declared site)</p> <p><b>NB:</b> In accordance with Section 119(3)(a), the application must not be approved unless the approval is consistent with the advice of the Conservator of Flora and Fauna in relation to a proposal that will affect a registered tree or declared site.</p> <p><b>NB:</b> Section 119A may affect the operation of this section for proposals relating to Light Rail. Assessment should be included here where relevant. Section 119A does not apply to a proposal involving a protected matter. In most cases it cannot be used for a DA subject to an ESO.</p>	<p>The proposal is not for a proposed development that will affect a registered tree or declared site.</p>

<p>S119 (2) Consistency with advice given by an entity to which the application was referred under division 7.3.3 of the Act.</p> <p><b>NB:</b> Under Section 119 (2) of the Act, development approval must not be given for a development proposal in the merit track if approval would be inconsistent with any advice given by an entity to which the application was referred under division 7.3.3 unless the person deciding the application is satisfied that –</p> <p>(a) the following have been considered:</p> <ul style="list-style-type: none"><li>(i) any applicable guidelines;</li><li>(ii) any realistic alternative to the proposed development, or relevant aspects of it; and</li></ul> <p>(b) the decision is consistent with the objects of the Territory Plan</p> <p><b>NB:</b> Section 119A may affect the operation of this section for proposals relating to Light Rail. Assessment should be included here where relevant. Section 119A does not apply to a proposal involving a protected matter. In most cases it cannot be used for a DA subject to an ESO.</p>	<p>The decision is inconsistent with advice given by an entity to which the application was referred under division 7.3.3 of the Act. The justification for the departure against s119 (2) of the Act, is addressed in the Notice of the Decision.</p>
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**Planning and Development Act 2007 - Section 120**

In deciding a Merit Track development application, a decision maker must consider the following six items numbered S120 (a) to S120 (g).

S120 (a) Zone Objectives	<p>The development is proposed to take place in the IZ2 – Industrial Mixed Use zone.</p> <p>The application meets all applicable objectives of the zone.</p>
S120 (b) Suitability of the Land	<p>The proposed development seeks approval to use the land or a building or structure of the land for the purpose(s) of construction of a new 3 storey childcare centre, new driveways, car park and dropoff area, landscaping and associated site works.</p> <p>The proposed use is listed as an assessable development in the IZ2 – Industrial Mixed Use development table, and is therefore determined to be a permissible use for the land.</p> <p>The proposed development is in accordance with the provisions of the Crown Lease.</p> <p>The land is suitable for the development proposed.</p>
S120 (c) Environmental Significance Opinion	<p>An Environmental Significance Opinion (ESO) is not in force for the development proposal.</p>
S120 (d) Representations	<p>Representations received are addressed in the Notice of Decision.</p> <p>Major issues raised include:</p> <ul style="list-style-type: none"> <li>• No representation were received for this DA.</li> </ul>

<p>S120 (e) advice given by an entity in accordance with section 149 of the Act</p> <p><b>NB:</b> Under Section 150 of the Act, if entity advice is not received within 15 working days, the entity is taken to have given advice in support of the application.</p>	<p>Entity advice received is addressed in the Notice of Decision.</p> <p>Comments provided by the referral entities include:</p> <ul style="list-style-type: none"> <li>• Evoenergy</li> <li>• Jemena</li> <li>• Icon Water</li> <li>• ESA</li> <li>• EPA</li> <li>• TCCS</li> </ul>
<p>S120 (f) the plan of management for the land (if the proposed development relates to land that is Public Land)</p>	<p>The proposal is not for a proposed development relating to land that is public land.</p>
<p>Proposal for development on land reserved under S315 for the purpose of wilderness area, national park, nature reserve, or special purpose reserve.</p>	<p>The proposal does not occur on land that is reserved under S315 of the Act for the purpose of wilderness area, national park, nature reserve, or special purpose reserve.</p>
<p>S120 (g) the probable impact of the proposed development, including the nature, extent and significance of probable environmental impacts.</p>	<p>Based on the matters to be considered by the relevant Code there are no probable environmental impacts of significance associated with the proposed development.</p>
<p>Site Inspection (Although not a legislative requirement as such, a site inspection may assist with the assessment of the proposal against the provisions of S120)</p>	<p>A site inspection was conducted on 18 May 2018.</p> <p>Accompanying officer: Minh Pham</p>

# Form

## Territory Plan Code Requirements Merit Track

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**ASSESSMENT REPORT**  
**I22: Industrial Mixed Use Zone**

ASSESSMENT OFFICER: Mr Hayden Pini  
APPLICATION NUMBER: 201733198  
BLOCK: 18                      SECTION: 11  
DIVISION: MITCHELL

### Territory Plan Code Requirements

This document provides analysis of a development proposal in relation to the relevant codes contained in the Territory Plan. The proposal meets all rules of the code(s) that are relevant to the development with the exception of those either identified in the statement against relevant criteria submitted for the proposal or, listed in the tables below. The statement against relevant criteria demonstrates the proposal meets all relevant criteria that are, either:

- the applicable criterion to a relevant rule that is not met; or,
- the criterion is relevant and there is no applicable rule,

with the exception of those listed in the tables below.

#### 1. Assessment of Compliance with Industrial Zones Development Code

The Industrial Zones Development Code is a Code relevant to this proposal. The comments for the criterion or rule identified in the tables below are provided where it is considered warranted to clarify why a particular criterion or rule is either met or not met.

#### Part B

Sub-Element: 1.1 Community Uses	
Rule:  There is no applicable rule.	Applicable Criterion:  C3  Community uses are to be considered only where it is demonstrated that the proposed use does not jeopardise the use of surrounding land for industrial purposes.
Conditions have been included in part 1 of the notice of decision to ensure appropriate actions are taken by the applicant to ensure the use of the surrounding blocks are not jeopardised.	

Sub-Element: 1.1 Community Uses	
Rule:  There is no applicable rule.	Applicable Criterion:  C4  An application for community uses demonstrates that the proposed use:

	a)services the needs of the local workforce, or b)requires a scale of building or level of amenity that is not compatible with other available land.
The proposal meets the criterion or rule because the development, being a childcare centre, would service the needs of the local workforce in the Mitchell area.	

Sub-Element: 2.4 Setbacks	
Rule:  There is no applicable rule.	Applicable Criterion:  C12  Front and side boundary setbacks provide an acceptable design solution for the development of the site and are not detrimental to the visual relationship with adjoining buildings or the streetscape.
The proposal is located on a corner block and the adjoining block to the West is open space, therefore the impact of the development to the side boundary setbacks is minimal. The Ground floor front boundary set back is nearly 4m. However the first and second floors will come close to the boundary line, however will not have a detrimental impact to the streetscape.	

Sub-Element: 3.1 Building Design	
Rule:  There is no applicable rule.	Applicable Criterion:  C15  The elevations of all buildings facing roads should contribute to the quality of the streetscape through well-designed buildings that respect adjoining buildings and street landscaping.
The proposal contribute to the quality of the streetscape through articulated elevations that use a variety of materials creating visual interest.	

Sub-Element: 3.1 Building Design	
Rule:  There is no applicable rule.	Applicable Criterion:  C16  The proposal identifies opportunities for retrofitting of existing buildings where appropriate.
The proposal's internal layout and outdoor spaces provides opportunities for retrofitting.	

Sub-Element: 3.2 Materials and Finish	
Rule:	Applicable Criterion:

There is no applicable rule.	C17 The roof and/or wall finish is of low reflectivity and not white or off-white or untreated metal.
The proposal meets / does not meet the criterion or rule because the proposed roof and wall finishes are of low reflectivity. No white or off-white or untreated metals have been included in this part of the design.	

Sub-Element: 3.2 Materials and Finish	
Rule:  There is no applicable rule.	Applicable Criterion:  C19 Materials colours and textures are compatible within any development and should contribute to the built character of the adjoining development.
The proposal meets the criterion or rule because materials colours and textures are compatible within the development and contribute to the built character of the area.	

Sub-Element: 4.1 Access and Parking	
Rule:  R28 Parking facilities are located behind the minimum front setback but forward of any onsite activity.	Applicable Criterion:  C28 The location of car-parking areas maximises opportunities for passive surveillance from areas within and adjacent to the site.
The proposal meets the criterion or rule because car parking is located on-site adjacent to the buildings entry, where there is opportunity for passive surveillance.	

Sub-Element: 5.1 Landscape	
Rule:  There is no applicable rule.	Applicable Criterion:  C31 The minimum setback area includes landscaping, comprising advanced trees and shrubs, in order to minimise the visual impacts of buildings, car parking areas, and plant and materials stored on site.
The proposal meets / does not meet the criterion or rule because proposed landscaping includes advanced trees and shrubs which minimise the visual impacts of the building and car parking area.	

Sub-Element: 5.1 Landscape	
Rule:  There is no applicable rule.	Applicable Criterion:  C32 Tree planting to parking areas are positioned to provide shade to such areas and to soften the visual impact of such areas.
This criterion does not apply to the application because car parking is located under cover, however tree planting is proposed along the front boundary of the site to soften the visual impact.	

Sub-Element: 5.2 Noise	
Rule:  There is no applicable rule.	Applicable Criterion:  C33 Where the proposed use is adjacent to, or is, a noise producing activity, noise attenuation measures are utilised to protect the amenity of the area and promote compatibility of uses.
Complies – refer to noise management plan submitted by applicant.	

Sub-Element: 7.2 Utilities	
Rule:  R51  A Statement of Compliance from each relevant utility provider is provided, which confirms that the location and nature of earthworks, utility connections, proposed buildings, pavements and landscape features comply with utility standards, access provisions and asset clearance zones.  Note: Where there is a conflict between planning and utility requirements, the utility requirements take precedence over other provisions of this Code.	Applicable Criterion:  C51  If a statement of endorsement is not provided the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i> .
The Da was referred to all relevant utility agencies. A condition of approval has been included in the notice of decision that approval does not take effect until a statement of acceptance has been submitted to the planning and land authority confirming compliance with Icon Water and Evoenergy requirements. Jemena has endorsed the proposal.	

Sub-Element: 7.4 Waste Water	
Rule:	Applicable Criterion:

R53 Subject to ACTEWAGL approval, all under cover areas drain to the sewer.	C53 This is a mandatory requirement. There is no applicable criterion.
A condition of approval has been included in the notice of decision that approval does not take effect until a statement of acceptance has been submitted to the planning and land authority confirming compliance with Icon Water and Evoenergy requirements.	

Sub-Element: 7.5 Storage	
Rule:  R54 Outdoor storage areas are located behind the building line and screened from view from any road or other public area.	Applicable Criterion:  C54 Where the proposed use of the site requires open areas for storage of goods and materials, adequate provision is included in the design and layout of the site.
The proposal meets / does not meet the criterion or rule because outdoor storage areas are behind the building line and screened from public view.	

Sub-Element: 7.5 Storage	
Rule:  R55 Outdoor storage areas do not encroach on required car-parking spaces, driveways exclusively required for vehicular circulation or landscape areas.	Applicable Criterion:  This is a mandatory requirement. There is no applicable criterion.
The proposal meets / does not meet the criterion or rule because outdoor storage areas are located on the first and second storey of the building and do not impact on proposed car parking.	

### 3. Assessment of Compliance with Access and Mobility General Code

The insert code e.g. Access and Mobility General Code is a Code relevant to this proposal. The proposal meets all rules of this Code that are relevant to the development, with the exception of those listed in the tables below. The criterion identified in the tables below is, either the applicable criterion to a relevant rule that is not met or the criterion is relevant and there is no applicable rule.

#### Part A

Sub-Element: 2.2 Lighting	
Rule:  R4 Internal lighting along the whole of the continuous	Applicable Criterion:  C4 This is a mandatory requirement. There is no

accessible path of travel designed to meet AS1680.0.	applicable criterion.
A condition of approval has been included in the notice of decision to ensure compliance with this mandatory rule.	

#### 4. Assessment of Compliance with Crime Prevention through Environmental Design General Code

The Crime Prevention through Environmental Design General Code is a Code relevant to this proposal. The proposal meets all rules of this Code that are relevant to the development, with the exception of those listed in the tables below. The criterion identified in the tables below is, either the applicable criterion to a relevant rule that is not met or the criterion is relevant and there is no applicable rule.

##### Part A

Sub-Element: 3.2 Children's Play Areas	
Rule:  There is no applicable rule.	Applicable Criterion:  C9 Children's play areas are located and designed to comply with each of the following: a)there is natural surveillance from adjoining areas b)adjacent areas are used by compatible groups c)there are multiple entry/exits
The proposal meets the criterion or rule because children's play areas have adequate opportunities for surveillance and have multiple entry/exits.	

Sub-Element: 3.3 Lighting	
Rule:  There is no applicable rule.	Applicable Criterion:  C11 Legitimate users and activities at night are encouraged by lighting: a)spaces evenly and consistently (except where accent/feature lighting is necessary) b)inset spaces, entries/exits and paths c)to reduce the casting of shadows that could hide intruders d)directional signage e)building entries f)exterior to interior spaces evenly to allow for surveillance
The proposal meets the criterion or rule because the only areas proposed to be lit for night time use are at the buildings entrance for pick up.	

Sub-Element: 3.3 Lighting	
Rule:  There is no applicable rule.	Applicable Criterion:  C12 Areas that are not intended for night time are not lit and are closed off to pedestrians.
The proposal meets the criterion or rule because areas not intended for night time use have not been lit.	

Sub-Element: 3.3 Lighting	
Rule:  There is no applicable rule.	Applicable Criterion:  C13 Damage to light fixtures are minimised by selecting vandal-resistant, high mounted light fixtures. All light bulbs are protected with a suitable lantern bowl.
The proposal meets the criterion or rule because high mounted light fixtures have been proposed for areas where opportunities of vandalism may be present.	

Sub-Element: 4.1 Interface between buildings and public realm	
Rule:  There is no applicable rule.	Applicable Criterion:  C17 Building entrances are easily identified, providing easy access to all users, affording visibility to and from the street and minimising the potential for hiding spots.
The proposal meets the criterion or rule because building entrances are easily visible from the front boundary and car park.	

Sub-Element: 4.1 Interface between buildings and public realm	
Rule:  There is no applicable rule.	Applicable Criterion:  C18 Provide clear sightlines from the building foyer so that occupants can see the nearest pedestrian area/car park before leaving the building.
The proposal meets the criterion or rule because there are clear sightlines of the buildings car park from the foyer.	

Sub-Element: 4.1 Interface between buildings and public realm	
Rule:	Applicable Criterion:

There is no applicable rule.	<p>C19</p> <p>Recessed sections in the building elevation/façade are detailed and located so as that there is opportunity for natural surveillance, for spill lighting and the potential for hiding is minimised.</p>
The proposal meets the criterion or rule because recessed sections in the building have been identified through the plans.	

Sub-Element: 4.1 Interface between buildings and public realm	
<p>Rule:</p> <p>There is no applicable rule.</p>	<p>Applicable Criterion:</p> <p>C20</p> <p>Buildings are detailed in a manner that deters scaling (climbing) the building to access balconies from the ground and/or access between individual balconies.</p>
The proposal meets the criterion or rule because the elevation of the ground floor is of an appropriate height to prevent scaling and climbing to the first or second storey.	

Sub-Element: 4.1 Interface between buildings and public realm	
<p>Rule:</p> <p>There is no applicable rule.</p>	<p>Applicable Criterion:</p> <p>C21</p> <p>Where buildings are set back from the street and/or pedestrian path, the area is developed to minimise hiding and entrapment spots.</p>
The proposal meets the criterion or rule because the area between the boundary line and the building has been landscaped/developed.	

Sub-Element: 4.2 Materials and Finish	
<p>Rule:</p> <p>There is no applicable rule.</p>	<p>Applicable Criterion:</p> <p>C22</p> <p>Building materials and finishes are of an appropriate quality and detailed in a manner to:</p> <ul style="list-style-type: none"> <li>a) reduce opportunities for graffiti and vandalism</li> <li>b) facilitate cleaning and replacement</li> <li>c) avoid facilitating illegal access to the building and to services</li> </ul>
The proposal meets the criterion or rule because materials are of an appropriate quality that both	

reduce opportunities of vandalism or allow for cleaning/replacement if need be.

Sub-Element: Pedestrian Routes, Bicycle Paths and Lanes

Rule:

There is no applicable rule.

Applicable Criterion:

C23  
Pedestrian Routes, Bicycle Paths and Lanes are designed to maximise opportunities for natural surveillance by:  
a) maintaining sightlines along paths between destination points  
b) allowing overlooking from adjacent areas

The proposal meets the criterion or rule because overlooking to pedestrian areas is optimised through the design.

Sub-Element: Pedestrian Routes, Bicycle Paths and Lanes

Rule:

There is no applicable rule.

Applicable Criterion:

C24  
Provide direct access routes to buildings streets, car parks and public transport. Signs should be used to assist pedestrians where it is not possible to establish clear sightlines between destinations.

The proposal meets the criterion or rule because the car park has been designed to allow direct access to the building, as well as direct access from the building to pedestrian routes.

Sub-Element: Pedestrian Routes, Bicycle Paths and Lanes

Rule:

There is no applicable rule.

Applicable Criterion:

C25  
Security of pedestrian routes, bicycle paths and lanes are provided by:  
  
a) selecting and lighting 'safe routes' to the standard required for pedestrian areas so that these become the focus of legitimate movement after dark;  
b) ensuring that laneways have more than one entrance to avoid "dead-ends" and entrapment spots, where possible.

The proposal meets the criterion or rule because external lighting is to Australian Standards and is provided along pedestrian routes to allow for legitimate movement at night.

Sub-Element: Pedestrian Routes, Bicycle Paths and Lanes

Rule:

Applicable Criterion:

There is no applicable rule.	<p>C26 When planting adjacent to pedestrian /bicycle routes:</p> <p>a)ensuring there are open sightlines. Low planting (maximum height 600mm) and high-branching trees (two metres) should be used; b)avoiding tall bushes, dense shrubbery and dense clusters of trees, especially immediately adjacent to routes and at predictable stopping points such as road crossings.</p>
The proposal meets the criterion or rule because low planting is proposed along pedestrian routes.	

<b>Sub-Element: 7.2 Local Waste Storage Facilities</b>	
<p>Rule:</p> <p>There is no applicable rule.</p>	<p>Applicable Criterion:</p> <p>C39 Screening does not provide entrapment or hiding spots and safe access and adequate lighting is provided near the waste storage areas.</p>
The proposal meets the criterion or rule because adequate lighting and screening has been provided for the proposed waste enclosure. Screening will not allow for opportunities of entrapment.	

<b>Sub-Element: 7.3 Local Utility Facilities</b>	
<p>Rule:</p> <p>There is no applicable rule.</p>	<p>Applicable Criterion:</p> <p>C40 Air conditioning plants, meter boxes and other service points are mounted within a secure building / enclosure for protection.</p>
The proposal meets the criterion or rule because utility facilities are to be mounted and adequately enclosed.	

## 5. Assessment of Compliance with Community and Recreation Facilities Location Guidelines General Code

The Community and Recreation Facilities Location Guidelines General Code is a Code relevant to this proposal. The proposal meets all rules of this Code that are relevant to the development, with the exception of those listed in the tables below. The criterion identified in the tables below is, either the applicable criterion to a relevant rule that is not met or the criterion is relevant and there is no applicable rule.

<b>Sub-Element: Child Care Centre</b>	
<p>Rule:</p> <p>Relationship to Shops:</p>	<p>Refer to noise management plan, air quality report and traffic report submitted by applicant.</p>

<p>Near retail centre (for occasional care)  Relationship to other uses – **Close to:  Long day care centres on major work routes, or easy vehicle access near major work places.  Only small centres in residential areas; on pedestrian path/open space system where possible.  Separated from:  Social separation from correction facilities.  Buffered from sight, smell, fumes and noise of industrial uses and from roads with high traffic volumes (refer to air quality guidelines).  Separated from safety hazards (eg water bodies; busy roads)  Co-location Opportunity:  Pre-School or primary school for long day care  Recreation facility or community centre/ house for occasional care centre; neighbourhood centre  Baby health clinic</p>	
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IZ2 – Industrial Mixed Use Zone Objectives:

- a) *Support the diversification and expansion of the ACT's industrial base and employment growth.*

*The proposed child care centre will support the diversification of the ACT's industrial base, whilst also providing additional employment opportunities within the Mitchell precinct.*

- b) *Facilitate investment in a wide range of industrial and related activities, with efficient land utilisation and provision of infrastructure;*

N/A

- c) *Provide convenient access for ACT and regional residents to industrial goods, services and employment opportunities, including by encouraging active travel and access to public transport.*

*The proposed child care centre will provide convenient access for ACT and regional residents to a service that is currently limited within the Mitchell precinct (currently only 1 available – YMCA Children's Services, limited to before/after school and school holiday care). It will also increase the diversification of employment opportunities currently available in Mitchell.*

- d) *Ensure that industrial development achieves high environmental standards of cleaner production, waste disposal, and noise and air quality.*

N/A

- e) *Encourage the design and construction of industrial and commercial buildings that are energy efficient, functional and flexible.*

*The proposed child care centre meets the requirements of the industrial zone development code and relevant general codes. The applicant has sought appropriate advice regarding the design, with particular regard to water sensitive urban design, noise management, air quality and waste disposal and, with the conditions imposed in this decision, the design will reflect the design advice provided.*

*The proposed development is three levels, the ground floor comprising of an undercover carpark and a designated drop-off/pick-up zone, entry to the buildings foyer and reception area as well as staff offices and amenities. The first floor comprises of 2 toddler rooms and 3 pre-schooler rooms, as well as a 606sqm outdoor play area, and 4 bathrooms. The second floor comprises of 2 baby activity rooms, 2 toddler activity rooms, 4 cot rooms, an outdoor play area of 317sqm and 3 bathrooms. All levels are accessible via stairs or lift.*

*From the proposed plans submitted, each level appears to be flexible in function and provides opportunity for retrofitting.*

- f) *Ensure that development along major approach routes and major roads meets appropriate standards of urban design.*

*Although the development is not situated along a major approach route or major road, the applicant has provided an independent traffic report that demonstrates the development meets traffic and parking standards. TCCS have also supported the development, subject to conditions.*

- g) *Accommodate industry-associated retailing, services and other commercial uses without jeopardising an adequate supply of industrial land.*

*The proposed development will accommodate a service that, with the appropriate measures taken, will not jeopardise the adequate supply of industrial land.*

- h) *Provide for a range of commercial and service activities at a scale that will protect the planned hierarchy of commercial centres and the Territory's preferred locations for office development.*

*The proposed development will provide a service that is currently limited within the Mitchell precinct. The development has been assessed and determined to be of an appropriate scale that meets the requirements of the Industrial Zones Development Code, and therefore protects the planned hierarchy of commercial centres and the Territory's preferred locations for office development*

- i) *Meet the need for a mix of lower rent bulky goods retailing, specialised industrial, commercial and service activities alongside general industry.*

*The proposed development will provide a service that is currently limited within the Mitchell precinct.*

- j) *Preserve and promote viable industries that can coexist with more commercially oriented uses.*

*The proposed development promotes a service that, with appropriate measures taken, can coexist with more commercially oriented uses.*

- k) *Make provision for small-scale services that support surrounding industrial activities, or which meet the needs of the local workforce;*

*The proposed development will ultimately provide a service that meets the need of the local workforce by providing opportunities of child-minding while working in Mitchell and the surrounding area. It will also provide a service that meets the needs of residents in neighbouring suburbs.*

- l) *The following Zone Objectives apply specifically to West Fyshwick:*
- (i) Encourage Canberra's regional role for food processing, wholesaling, distribution and marketing;*
  - (ii) Cluster uses which are compatible with and complementary to existing facilities, particularly with regard to food processing and warehousing and the markets, including some small scale food retailing;*
  - (iii) Protect the safety and amenity of food related enterprises iv) Promote buildings along Canberra Avenue that maintain and enhance a character appropriate for a major approach road to the Central National Area.*

N/A

#### Environment Protection Authority Entity Advice:

Matters raised have been considered and deliberated on by the planning and land authority. The planning and land authority considered that it has the option to support or depart from the advice provided by the Environment Protection Authority. In various respects the (4) statements of advice received from the Environment Protection Authority were contradictory and inconclusive. The planning and land authority subsequently consulted with the Environment Protection Authority on 16 May 2018, where it was decided to support the proposal subject to the requirements of the Environment Protection Authority – refer to condition A1 in Part 1 of this decision.

The advice provided by the Environment Protection Authority allows for design related solutions to mitigate concerns i.e. a fully enclosed play area. Due to the potential for design amendments a decision was made to include a condition of approval in the Notice of Decision, to allow the applicant to respond to EPA's advice.

#### Health Protection Service Entity Advice:

Similar to the advice received from the Environment Protection Authority, the advice provided by the Health Protection Service allows for design related solutions to mitigate concerns. Therefore, a decision was made to include a condition of approval in the Notice of Decision, to allow the applicant to respond to the Health Protection Service's advice.

#### Child care centre close by:

During the assessment of the proposal it was discovered that there is an existing child care service within 100m of the development – YMCA Child services. This facility is limited to before/after school care.

## Pini, Hayden

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**From:** Cilliers, George  
**Sent:** Monday, 30 April 2018 10:51 AM  
**To:** Pini, Hayden  
**Subject:** FW: EPA ADVICE: REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** EPAPanningLiaison  
**Sent:** Monday, 30 April 2018 9:31 AM  
**To:** Cilliers, George <George.Cilliers@act.gov.au>; Sargent, Narelle <Narelle.Sargent@act.gov.au>  
**Cc:** EPAPanningLiaison <EPAPanningLiaison@act.gov.au>; Stedman, Andrew (Health) <Andrew.Stedman@act.gov.au>; Ponton, Ben <Ben.Ponton@act.gov.au>; Phillips, Brett <Brett.Phillips@act.gov.au>  
**Subject:** RE: EPA ADVICE: REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

Hi George,

I am available and would be happy to attend. Can you please forward a copy of the advice the Health Protection Service have provided in response to this referral.

Regards,

Robin Brown | Environment Protection Authority Planning Liaison

**Phone 02 6207 5642**

**Environmental Quality** | Construction Environment & Workplace Protection | Access Canberra | **ACT Government**

GPO Box 158 Canberra ACT 2601 | [www.environment.act.gov.au](http://www.environment.act.gov.au)

---

**From:** Cilliers, George  
**Sent:** Friday, 27 April 2018 5:39 PM  
**To:** Sargent, Narelle <[Narelle.Sargent@act.gov.au](mailto:Narelle.Sargent@act.gov.au)>  
**Cc:** EPAPanningLiaison <[EPAPanningLiaison@act.gov.au](mailto:EPAPanningLiaison@act.gov.au)>; Stedman, Andrew (Health) <[Andrew.Stedman@act.gov.au](mailto:Andrew.Stedman@act.gov.au)>; Ponton, Ben <[Ben.Ponton@act.gov.au](mailto:Ben.Ponton@act.gov.au)>; Phillips, Brett <[Brett.Phillips@act.gov.au](mailto:Brett.Phillips@act.gov.au)>  
**Subject:** RE: EPA ADVICE: REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

Good afternoon Narelle,

This DA will be considered at the next MPRG meeting – Tuesday, 1 May @2pm.

The MPRG (Major Projects Review Group) is an advisory panel to assist the assessment of large or complex development proposals, and also provide advice to the assessing officer if a departure from entity advice is considered.

It would be good if you can attend the meeting's deliberation of this item. Discussion is usually limited to about 15minutes per item, and I'm happy to arrange the agenda to suit your availability. Let me know and I'll send an invite and associated documentation.

Regards

George

Phone: 02 6207 6804

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**From:** Sargent, Narelle  
**Sent:** Friday, 27 April 2018 5:13 PM  
**To:** Ponton, Ben <[Ben.Ponton@act.gov.au](mailto:Ben.Ponton@act.gov.au)>  
**Cc:** EPAPanningLiaison <[EPAPanningLiaison@act.gov.au](mailto:EPAPanningLiaison@act.gov.au)>; Stedman, Andrew (Health) <[Andrew.Stedman@act.gov.au](mailto:Andrew.Stedman@act.gov.au)>; Cilliers, George <[George.Cilliers@act.gov.au](mailto:George.Cilliers@act.gov.au)>  
**Subject:** EPA ADVICE: REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

Dear Ben

Following is the EPA's advice in response to **DEVELOPMENT APPLICATION NO: 201733198**

**BLOCK: 18 SECTION: 11 DIVISION: MITCHELL**

**Description: PROPOSAL FOR CHILDCARE CENTRE - construction of a new 3 storey childcare centre, new driveways, car park and dropoff area, landscaping and associated site works.**

DA 201733198

BLOCK: 18	SECTION: 11	DIVISION: MITCHELL
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And EPA provide the following:

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

The air quality monitoring report titled "Ambient Air Quality Monitoring Report – Mitchell, ACT", dated 9 February 2018, is not sufficient to demonstrate the site is suitable for the proposed use from an air quality perspective. The Report provides limited commentary on the surrounding activities, does not assess uses permitted by the zoning and failed to identify existing risks in the immediate area that have the potential to adversely impact the health of occupants including children at the centre.

An Air Quality Impact Assessment (AQIA) report should be prepared that includes an assessment of the permitted uses in the zone and potential sources of pollution impacting the subject site. The air quality monitoring report does not adequately refer to activities and potential pollutants and odours from neighbouring sites such as the landscape supply business to the north on block 44 section 7 Mitchell. The business supplies potting mix and other landscape supplies which are likely at times to emit odours and human pathogens such as *Legionella Longbeachae* which could be present in dust that can be released into the surrounding environment when handling these products is carried out on a scale that utilises large loaders and dump trucks. The landscape supply block is 17 metres from the subject site.

The DA and AQIA report should be referred to the Health Protection Service for their consideration.

Further, it is recommended that a Hazard Analysis be required to be completed by a suitably qualified consultant in accordance with the [NSW Planning and Environment's Hazardous Industry Planning Advisory Papers](#). As the introduction of this sensitive use to the industrially zoned area may have consequences for land use in the area in the future. The applicant should be required to prepare a planning report, informed by the Hazard Analysis and AQIA, to assess and discuss the potential planning land use impacts to the surrounding land should the proposal be approved.

Please do not hesitate to be in contact if you have any questions.

Yours sincerely

Narelle Sargent  
Environment Protection Authority

**Narelle Sargent | DeputEnvironment Protection Authority**

Phone: 02 6207 5782 | Mobile [REDACTED] | Email: [narelle.sargent@act.gov.au](mailto:narelle.sargent@act.gov.au)

**Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT**

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---

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

**Sent:** Thursday, 22 February 2018 9:28 AM

**To:** EPAPanningLiaison <[EPAPanningLiaison@act.gov.au](mailto:EPAPanningLiaison@act.gov.au)>; McKeown, Helen <[Helen.McKeown@act.gov.au](mailto:Helen.McKeown@act.gov.au)>

**Subject:** REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

**NOTE: CHILD CARE IN INDUSTRIAL ZONE.**

**DEVELOPMENT APPLICATION NO:** 201733198

**BLOCK:** 18 **SECTION:** 11 **DIVISION:** MITCHELL

**Description:** PROPOSAL FOR CHILDCARE CENTRE - construction of a new 3 storey childcare centre, new driveways, car park and dropoff area, landscaping and associated site works.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice (**15/03/2018**).

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

Please forward any written advice via email to Customer Services – [EPDcustomerservices@act.gov.au](mailto:EPDcustomerservices@act.gov.au)

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

COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01

Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards,  
Ebony Evatt  
Customer Services

**Phone 02 6207 1923**

**Access Canberra | ACT Government**

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

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**Pini, Hayden**

---

**From:** Sargent, Narelle  
**Sent:** Wednesday, 16 May 2018 3:37 PM  
**To:** EPD, Customer Services  
**Cc:** Cilliers, George; Pini, Hayden; EPAPlanningLiaison  
**Subject:** CLARIFICATION: EPA ADVICE: REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Customer Services

**DEVELOPMENT APPLICATION NO: 201733198 BLOCK: 18 SECTION: 11 DIVISION: MITCHELL**

**Description: PROPOSAL FOR CHILDCARE CENTRE - construction of a new 3 storey childcare centre, new driveways, car park and dropoff area, landscaping and associated site works.**

DA 201733198

BLOCK: 18	SECTION: 11	DIVISION: MITCHELL
-----------	-------------	--------------------

And EPA provide the following:

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

To clarify, the Environment Protection Authority does not support the Development Application and recommends the application be refused. Should the Planning Authority choose to approve the application, the applicant should first be required to complete an Environmental Assessment that includes an Air Quality Impact Assessment (AQIA) that assesses permitted uses in the zone and potential sources of pollution impacting the subject site. The report should refer to activities and potential pollutants and odours from neighbouring sites such as the landscape supply business to the north on block 44 section 7 Mitchell and demonstrate that the site is suitable for the proposed activity to ensure human health is not put at unnecessary risk.

The report should also demonstrate that the proposed use will not jeopardise the use of surrounding land for any industrial purposes.

Your sincerely  
Narelle Sargent

**Narelle Sargent | Deputy Director Environment Protection (Environment Protection Authority)**

Phone: 02 6207 5782 | Mobile [REDACTED] | Email: [narelle.sargent@act.gov.au](mailto:narelle.sargent@act.gov.au)

**Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT**

470 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au/accessCBR](http://www.act.gov.au/accessCBR)



**From:** Sargent, Narelle  
**Sent:** Friday, 27 April 2018 5:13 PM  
**To:** Ponton, Ben <Ben.Ponton@act.gov.au>  
**Cc:** EPAPanningLiaison <EPAPanningLiaison@act.gov.au>; Stedman, Andrew (Health) <Andrew.Stedman@act.gov.au>; Cilliers, George <George.Cilliers@act.gov.au>  
**Subject:** EPA ADVICE: REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

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**BLOCK: 18 SECTION: 11 DIVISION: MITCHELL**

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BLOCK: 18	SECTION: 11	DIVISION: MITCHELL
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The DA and AQIA report should be referred to the Health Protection Service for their consideration.

Further, it is recommended that a Hazard Analysis be required to be completed by a suitably qualified consultant in accordance with the NSW Planning and Environment's Hazardous Industry Planning Advisory

Papers. As the introduction of this sensitive use to the industrially zoned area may have consequences for land use in the area in the future. The applicant should be required to prepare a planning report, informed by the Hazard Analysis and AQIA, to assess and discuss the potential planning land use impacts to the surrounding land should the proposal be approved.

Please do not hesitate to be in contact if you have any questions.

Yours sincerely

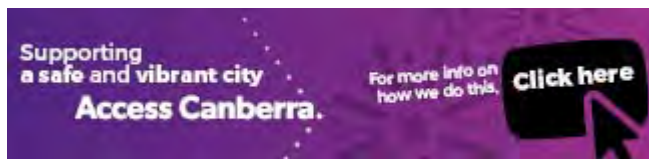
Narelle Sargent  
Environment Protection Authority

**Narelle Sargent | Deputy Environment Protection Authority**

Phone: 02 6207 5782 | Mobile [REDACTED] | Email: [narelle.sargent@act.gov.au](mailto:narelle.sargent@act.gov.au)

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

**Sent:** Thursday, 22 February 2018 9:28 AM

**To:** EPAPlanningLiaison <[EPAPlanningLiaison@act.gov.au](mailto:EPAPlanningLiaison@act.gov.au)>; McKeown, Helen <[Helen.McKeown@act.gov.au](mailto:Helen.McKeown@act.gov.au)>

**Subject:** REFERRAL-EPA-NOISE-201733198-18/11 MITCHELL-01 [SEC=UNCLASSIFIED]

**NOTE: CHILD CARE IN INDUSTRIAL ZONE.**

**DEVELOPMENT APPLICATION NO:** 201733198

**BLOCK:** 18 **SECTION:** 11 **DIVISION:** MITCHELL

**Description:** PROPOSAL FOR CHILDCARE CENTRE - construction of a new 3 storey childcare centre, new driveways, car park and dropoff area, landscaping and associated site works.

Pursuant to Section 148(1) of the Planning and Development Act 2007 the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice (**15/03/2018**).

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Please forward any written advice via email to Customer Services – [EPDcustomerservices@act.gov.au](mailto:EPDcustomerservices@act.gov.au)

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

COMM-Agency Name-20080XXXX-Block XX Section XX SuburbXXXXX-01

Example: COMM-Heritage-200801234-Block 10 Section 10 Dickson-01

Regards,  
Ebony Evatt  
Customer Services

**Phone 02 6207 1923**

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## Pini, Hayden

---

**From:** Cilliers, George  
**Sent:** Tuesday, 19 June 2018 3:38 PM  
**To:** Pini, Hayden  
**Cc:** Gell, Chris  
**Subject:** FW: Extension of Time Request - DA201733198 – Block 18 Section 11 Mitchell. [SEC=UNCLASSIFIED]

Hayden,  
FYI – please file in objective against DA.  
Thanks  
George

---

**From:** Cilliers, George  
**Sent:** Tuesday, 19 June 2018 3:37 PM  
**To:** 'Harry Konstantinou' [redacted]@vivaleisure.com.au>  
**Cc:** Morgan Bryant [redacted]@vivaleisure.com.au>  
**Subject:** RE: Extension of Time Request - DA201733198 – Block 18 Section 11 Mitchell. [SEC=UNCLASSIFIED]

Good afternoon Mr Konstantinou,

In relation to your request for an extension of time to respond to the conditions of approval (pursuant to Section 165), I wish to point out that Condition A5 of the Notice of Decision for DA201733198 already provides 24 months to comply with conditions A1 – A4. In accordance with condition A5(b) I'd suggest that you apply again for an extension in this regard if you haven't resolved A1 – A4 closer to the expiry of the 24 month timeframe.

In relation to your request for an extension of time to lodge a reconsideration application, I wish to advise that this timeframe is hereby extended for six months. Should you wish to lodge a reconsideration application, please lodge it prior to or on **19 December 2018**.

Regards

George Cilliers | Snr Manager (Development Assessment)  
**Phone 02 6207 6804**  
**Planning Delivery** | Environment, Planning and Sustainable Development | **ACT Government**  
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 1908 Canberra ACT 2601 | [www.actpla.act.gov.au](http://www.actpla.act.gov.au)

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---

**From:** Harry Konstantinou [redacted]@vivaleisure.com.au]  
**Sent:** Monday, 18 June 2018 11:45 AM  
**To:** Cilliers, George <[George.Cilliers@act.gov.au](mailto:George.Cilliers@act.gov.au)>; Morgan Bryant [redacted]@vivaleisure.com.au>  
**Subject:** Extension of Time Request - DA201733198 – Block 18 Section 11 Mitchell.  
**Importance:** High

Dear Mr Cilliers

We refer to the decision of DA201733198 – Block 18 Section 11 Mitchell.

We note that there are requirements that prevent the decision from taking effect being conditions A1 – A4.

As per our recent meeting we would appreciate the opportunity to address these matters appropriately and feel that additional time to respond to the conditions of approval under Section 165 would be useful. Please consider our request for such an extension of time for 4 – 6 months.

We also wish to request an extension of time to progress a reconsideration of the decision by 6 months. In light of our recent discussions we feel that the outcome of the work we are undertaken commensurate to the S165 conditional approval address may put us in a position where we may seek a reconsideration of the approval. Your consideration of extending the opportunity for submitting a reconsideration to the approval in line with Section 191 of the Planning Act would be appreciated.

We confirm that we would like consideration of both extensions of time to respond to the Conditions of approval under S1645 as well as the opportunity to seek a reconsideration of the Approval under Section 191.

Your timely response will be appreciated.

Regards

**Harry Konstantinou** | Managing Director | Viva Leisure & The Club Group

Head Office: First Floor, Unit 7, 141 Flemington Road, Mitchell ACT 2911  
**Direct Phone: 02 6163 8088** | Switchboard: 1300 11 LIME | Facsimile: 02 6163 4088 | [www.vivaleisure.com.au](http://www.vivaleisure.com.au)



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ACT Planning &  
Land Authority

# Industrial Zones Development Code

Effective: 12 December 2017

Authorised by the ACT Parliamentary Counsel—also accessible at [www.legislation.act.gov.au](http://www.legislation.act.gov.au)

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NI2008-27

Effective: 12 December 2017

Authorised by the ACT Parliamentary Counsel—also accessible at [www.legislation.act.gov.au](http://www.legislation.act.gov.au)



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Effective: 12 December 2017

## Introduction

### Application of this code

This Development Code applies to all development in the Industrial Zones identified in the zones' development table as being within the code, merit and impact assessment tracks.

### Purpose of codes

Codes provide additional planning, design and environmental controls to support the zone objectives and assessable uses in the development tables.

The Codes are used by the Authority to assess development applications. The Codes therefore also provide guidance to intending applicants in designing their developments and preparing their development applications.

Each Code's controls are expressed as either **rules**, which are generally quantitative, or as qualitative **criteria**.

- Proposals in the **code track** must comply with all rules relevant to the development.
- Proposals in the **merit track** and **impact track** have the option to comply with the rules or criteria, unless the rule is mandatory. Where it is proposed to meet the criteria, the onus is on the applicant to demonstrate, by supporting plans and written documentation, that the proposed development satisfies the criteria and therefore the intent of the element.
- Proposals in the **impact track** also have the option to justify any non-compliance with the rules and the criteria, unless the rule is mandatory. Where it is proposed to not meet the rules and the criteria, the onus is on the applicant to justify the non-compliance by demonstrating that the proposed development is consistent with the relevant principles of the Statement of Strategic Directions. Supporting plans and written documentation, providing consideration of the relevant Intents of the Code and the Zone objectives, are to accompany the development application.

### Structure of codes

The Industrial Zones Development Code is divided into two Parts:

**Part A – Zone Specific Controls** provide any specific controls for each Industrial Zone (IZ1 General Industrial Zones, and IZ2 Industrial Mixed Use).

**Part B – General Development Controls** provide general controls that are applicable to all Industrial Zones.

**Part C – Site Specific Controls** provide any additional specific controls for particular industrial areas or sites. [Care is needed to check whether any specific controls apply to individual sites]

Each Part is divided into sections referred to as **Elements**, although each Part may not include provisions for every Element. The Elements describe the various issues for consideration:

1. Restrictions on Use
2. Building and Site Controls
3. Built Form
4. Parking and Site Access

5. Amenity
6. Environment
7. Services

Each Element consists of Intents and Items under which are Rules and Criteria.

**Intent** describes the purpose of the development controls

**Rules** provide the quantitative, or definitive, controls for development

**Criteria** provide the qualitative controls for development

In some instances, there are rules that are mandatory. For clarity of use, the mandatory rules are emphasized by the following words: “**This is a mandatory requirement. There is no applicable criterion**”. Non-compliance with these provisions will result in the refusal of a development application. Conversely, the words “**There is no applicable rule**” is used when controls cannot be quantitative or definitive and only criteria exist.

Any application of a **General Code** to a development proposal is identified as part of the relevant rule or criteria.

Where more than one type of Code applies to a development, the order of precedence when there is inconsistency of provisions between Codes, as defined by the Act, is **Precinct Code**, then **Development Code**, and then **General Code**.

### Further information

Please refer to the Development Application Guide, for more information on preparing applications under the Territory Plan, including the use of assessment codes.

### Abbreviations

GFA = gross floor area m<sup>2</sup>  
= metres squared



## Relevant codes

In addition to this code, **precinct codes** and **general codes** may be relevant.

**Precinct codes** are located in section 10 of the Territory Plan.

The following **general codes**, in particular, may be relevant to development in industrial zones.

Access and Mobility General Code

Bicycle Parking General Code

Communications Facilities and Associated Infrastructure General Code

Community and Recreational Facilities Location Guidelines General Code

Crime Prevention through Environmental Design General Code

Home Business General Code

Lease Variation General Code

Parking and Vehicular Access General Code

Planning for Bushfire Risk Management General Code

Signs General Code

Water Use and Catchment General Code

Water Ways: Water Sensitive Urban Design General Code

**General codes** are found in part 11 of the Territory Plan.

Development must comply with the relevant codes (including other general codes that may not be listed above), subject to the code hierarchy outlined in the introduction to this code.

## Part A – Zone Specific Controls

Part A provides the detailed development controls for each Industrial Zone (IZ1 – General Industrial Zone and IZ2 – Industrial Mixed Use).

### Part A(1) – IZ1 - General Industrial Zone - **NA**

#### Element 2: Building and Site Controls

**Intent:**

- a) To ensure use in Industrial Zones provides for a wide range of industrial uses on large blocks

Rules	Criteria
<b>2.1 Subdivision</b>	
<p>R1</p> <p>Unless stated otherwise in the lease:</p> <ul style="list-style-type: none"> <li>a) the minimum block size for blocks subdivided from existing leases is 2000m<sup>2</sup></li> <li>b) the average of all blocks to be created via subdivision of the original lease is to be not less than 5000m<sup>2</sup></li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>2.2 Bushfire</b>	
<p>R1A</p> <p>This rule applies to blocks identified in a precinct code as having a specified Bushfire Attack Level.</p> <p>Buildings are constructed to Australian Standard AS3959 – <i>Construction of buildings in bushfire prone areas</i> for the specified Bushfire Attack Level.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

## Part A(2) – IZ2 - Industrial Mixed Use Zone

### Element 1: Restrictions on Use

#### Intent:

- a) To provide for complementary commercial services to meet the needs of the Industrial Zones while protecting the viability of commercial centres through limited size and nature of uses

Rules	Criteria
<b>1.1 Gross Floor Area</b>	
<p>R2 <b>RULE MET - AREA PROPOSED IS 2,086</b></p> <p>The maximum gross floor area per shop is as follows:</p> <p>a) supermarket or shop selling food: 200 m<sup>2</sup></p> <p>b) other shops, except for bulky goods retailing: 3000 m<sup>2</sup></p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

### Element 2: Building and site controls

Rules	Criteria
<b>2.1 Bushfire</b>	

R2A - NA

This rule applies to blocks identified in a precinct code as having a specified Bushfire Attack Level.

Buildings are constructed to Australian Standard AS3959 – Construction of buildings in bushfire prone areas for the specified Bushfire Attack Level.

This is a mandatory requirement. There is no applicable criterion.

## Part B – General Development Controls

Part B provides the general development controls applicable to all Industrial Zones.

### Element 1: Restrictions on Use

#### Intent:

- a) To provide for sufficient land to meet the industrial needs of the ACT
- b) To ensure that uses ancillary to the Industrial Zone remain subordinate to primary uses and ensure an appropriate level of amenity for users

Rules	Criteria
<b>1.1 Community Uses</b>	
There is no applicable rule. <b>REFER TO NOISE REPORT AND AIR QUALITY REPORT PROVIDED BY APPLICANT</b>	C3 Community uses are to be considered only where it is demonstrated that the proposed use does not jeopardise the use of surrounding land for industrial purposes.
There is no applicable rule. <b>- SEE TP ASSESSMENT FOR RESPONSE</b>	C4 An application for community uses demonstrates that the proposed use: <ol style="list-style-type: none"> <li>a) services the needs of the local workforce, or</li> <li>b) requires a scale of building or level of amenity that is not compatible with other available land.</li> </ol>
<b>1.2 Non Retail Commercial Uses</b>	
R5 - NA The total GFA of any individual or combination of the following must not exceed 2000 m <sup>2</sup> per lease: <ol style="list-style-type: none"> <li>a) business agency</li> <li>b) financial establishment</li> <li>c) office</li> <li>d) public agency.</li> </ol>	This is a mandatory requirement. There is no applicable criterion.
<b>1.3 Caretaker's Residence</b>	

There is no applicable rule. <b>NA</b>	C6 Residential amenity is provided, through solar access, privacy, noise attenuation and security measures.
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## Element 2: Building and Site Controls

### Intent:

- a) To provide for building and site development of a scale appropriate to an industrial area while being responsive to interfaces and relationships with other buildings and land uses

Rules	Criteria
<b>2.1 Subdivision</b>	
<p><b>R7 - NA</b></p> <p>Subdivision is only permitted where:</p> <p>a) it is part of a development application for another assessable development</p> <p>b) it is demonstrated that any residual block can accommodate another assessable development designed in accordance with the relevant section of this Code.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p><b>R9 - NA</b></p> <p>Urban infrastructure designs are in accordance with the Design Standards for Urban Infrastructure (ACT Department of Urban Services).</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>2.2 Demolition</b>	

<p><b>R10 - NA</b></p> <p>In accordance with section 148 of the <i>Planning and Development Act 2007</i>, the application is accompanied by a Statement of Endorsement from utility provider (including water, sewerage, stormwater, electricity and gas) stating that:</p> <ul style="list-style-type: none"> <li>a) All network infrastructure on or immediately adjacent the site has been identified on the plan</li> <li>b) All potentially hazardous substances and conditions (associated with or resulting from the demolition process) that may constitute a risk to utility services have been identified</li> <li>c) All required network disconnections have been identified and the disconnection works comply with utility requirements</li> <li>d) All works associated with the demolition comply with and are in accordance with utility asset access and protection requirements.</li> </ul>	<p><b>C10</b></p> <p>If a Statement of Endorsement is not provided the application will be referred to relevant utility provider in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>
<p><b>Rules</b></p>	<p><b>Criteria</b></p>
<p><b>2.3 Height</b></p>	
<p><b>R11 RULE MET - 11.7 m</b></p> <p>The maximum height of any wall of the building is 12 metres above natural ground level.</p>	<p><b>C11</b></p> <p>Development is of an appropriate scale compatible with an industrial area.</p>
<p><b>2.4 Setbacks</b></p>	
<p>There is no applicable rule.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p><b>C12</b></p> <p>Front and side boundary setbacks provide an acceptable design solution for the development of the site and are not detrimental to the visual relationship with adjoining buildings or the streetscape.</p>
<p><b>2.5 National Capital Plan</b></p>	

<p>There is no applicable rule.</p> <p>- NA</p>	<p>C13</p> <p>Where a development is subject to Special Requirements under the National Capital Plan, or any relevant Development Control Plan prepared under the National Capital Plan, the development is not inconsistent with the Special Requirements or Development Control Plan. Where any provision of this code is inconsistent with Special Requirements under the National Capital Plan, or any relevant Development Control Plan prepared under the National Capital Plan, that provision has no effect.</p>
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### Element 3: Built Form

#### Intent:

- a) To provide for visual interest and articulation of buildings, and ensure legible development

*Note: Under the Building Act 2004 buildings need to meet the requirements of the Building Code of Australia. For certain classes of buildings, this will include prescribed energy requirements.*

Rules	Criteria
<b>3.1 Building Design</b>	
<p>R14 - <b>RULE MET</b></p> <p>External service equipment must be screened from public view.</p>	<p>C14</p> <p>External service equipment must be integrated into the building design.</p>
<p>There is no applicable rule.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C15</p> <p>The elevations of all buildings facing roads should contribute to the quality of the streetscape through well-designed buildings that respect adjoining buildings and street landscaping.</p>
<p>There is no applicable rule.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C16</p> <p>The proposal identifies opportunities for retrofitting of existing buildings where appropriate.</p>
<b>3.2 Materials and Finish</b>	
<p>There is no applicable rule.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C17</p> <p>The roof and/or wall finish is of low reflectivity and not white or off-white or untreated metal.</p>

R18 - <b>RULE MET</b> External walls are clad with durable materials, such as masonry, fibre cement sheeting or prefinished metal.	C18 Where practicable, materials are chosen to increase the sustainability of the building and the built environment.
There is no applicable rule. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C19 Materials colours and textures are compatible within any development and should contribute to the built character of the adjoining development.
<b>3.3 Interface</b>	
There is no applicable rule. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C20 Public access to shops and offices ancillary to industrial buildings provide legible and safe entries, located to the front of buildings.
<b>Rules</b>	<b>Criteria</b>
There is no applicable rule. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C21 Fencing visible from the public domain is compatible with the predominant building on the site, and is at least 50% transparent.
<b>3.4 Crime Prevention Through Environmental Design</b>	
There is no applicable rule. <b>SEE CPTED ASSESSMENT</b>	C22 The development meets the requirements of the Crime Prevention Through Environmental Design General Code.
<b>3.5 Access and Mobility</b>	
There is no applicable rule. <b>SEE ACCESS ASSESSMENT</b>	C23 The development meets the requirements of the Access and Mobility General Code.
<b>3.6 Location Requirements for Community and Recreation Facilities</b>	
There is no applicable rule. <b>SEE COMMUNIT AND RECREATION ASSESSMENT</b>	C23A The development meets the requirements of the Community and Recreation Facilities Location Guidelines General Code.

## Element 4: Parking and Site Access

### Intent:

- a) To provide for safe and efficient access, circulation and parking facilities for pedestrians, cyclists and vehicles

Rules	Criteria
<b>4.1 Access and Parking</b>	
There is no applicable rule. <b>CRITERIA MET</b>	C24 Driveways and pedestrian entrances to the site are clearly visible from the front site boundary.
R26 - NA Loading docks or vehicular entries to buildings are not provided on the street frontages of buildings.	C26 Loading docks and building entries do not dominate the street frontage or conflict with parking and pedestrian movements in front of the building.
There is no applicable rule. <b>SEE PARKING AND VEHICULAR ACCESS ASSESSMENT</b>	C27 Parking and vehicular access must comply with the requirements of the Parking and Vehicular Access General Code.
R28 Parking facilities are located behind the minimum front setback but forward of any onsite activity. <b>SEE TP ASSESSMENT FOR RESPONSE</b>	C28 The location of car-parking areas maximises opportunities for passive surveillance from areas within and adjacent to the site.
There is no applicable rule. <b>SEE BICYCLE PARKING ASSESSMENT</b>	C29 Where applicable, bicycle parking complies with the requirements of the Bicycle Parking General Code.
Rules	Criteria
<b>4.2 Service Access and Delivery</b>	

<p><b>R30 RULE MET</b></p> <p>Provision is made onsite for the loading and unloading of vehicles, with adequate manoeuvring space so that vehicles can enter and leave the site travelling in a forward direction.</p> <p>Note: Loading/unloading and associated manoeuvring areas is in addition to minimum parking requirements.</p>	<p><b>C30</b></p> <p>Provision is made for associated loading and unloading of goods which complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) demonstrates adequate justification for the proposed arrangements when not entering and exiting in a forward direction</li> <li>b) does not unreasonably compromise the safety of pedestrian and traffic movement and operation of any adjoining facilities such as road, cycleway or pedestrian pathway, and on-street and off-street parking</li> <li>c) provides adequate space for the manoeuvring of vehicles</li> <li>d) is endorsed by the Department of Territory and Municipal Services.</li> </ul>
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## Element 5: Amenity

### Intent:

- a) To provide for a high level of amenity through consideration of personal safety, landscaping and visual impact

Rules	Criteria
<b>5.1 Landscape</b>	
<p>There is no applicable rule.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p><b>C31</b></p> <p>The minimum setback area includes landscaping, comprising advanced trees and shrubs, in order to minimise the visual impacts of buildings, carparking areas, and plant and materials stored on site.</p>
<p>There is no applicable rule.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p><b>C32</b></p> <p>Tree planting to parking areas are positioned to provide shade to such areas and to soften the visual impact of such areas.</p>
Rules	Criteria
<b>5.2 Noise</b>	

<p>There is no applicable rule.</p> <p><b>RULE MET - REFER TO NOISE REPORT PROVIDED BY APPLICANT</b></p>	<p>C33</p> <p>Where the proposed use is adjacent to, or is, a noise producing activity, noise attenuation measures are utilised to protect the amenity of the area and promote compatibility of uses.</p>
<p><b>R34 - NA</b></p> <p>A Noise Management Plan, prepared by an accredited acoustic specialist who is a member of the Australian Acoustical Society, endorsed by Environment Protection is provided for the following uses:</p> <ul style="list-style-type: none"> <li>-club</li> <li>-drink establishment</li> <li>-hotel</li> <li>-industry (except light industry)</li> <li>-indoor entertainment facility</li> <li>-restaurant</li> </ul> <p>The Noise Management Plan details the design, siting and construction methods, which will be used to minimise the impact of noise on neighbours.</p>	<p>C34</p> <p>If an endorsed Noise Management Plan is not provided, the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>
<p><b>5.3 Lighting</b></p>	
<p><b>R35 - RULE MET</b></p> <p>External lighting is provided to building frontages, to all pathways, roads/laneways and car parking areas in accordance with Australian Standard 1158.1.3 <i>Pedestrian Lighting</i>.</p>	<p>C35</p> <p>External lighting is provided in accordance with the Crime Prevention Through Environmental Design General Code.</p>
<p><b>R36 - RULE MET</b></p> <p>All external lighting provided is in accordance with <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>.</p>	<p>C36</p> <p>All lighting, including security and car park lighting, is designed to minimise light spill</p>
<p><b>5.4 Signs</b></p>	
<p><b>- NA</b></p> <p>There is no applicable rule.</p>	<p>C37</p> <p>Signs must comply with the Signs General Code.</p>

## Element 6: Environment

Intent:

- a) To provide for the identification and mitigation of potential onsite and offsite environmental impacts of any development
- b) To enable the incorporation of alternative design options where necessary

Rules	Criteria
<b>6.1 Water Sensitive Urban Design – Mains Water Consumption</b> Note: Refer to the Water Ways: Water Sensitive Urban Design General Code for more information on Water Sensitive Urban Design	
<b>R38 REFER TO WSUD REPORT PROVIDED</b> Evidence is provided that shows the development achieves a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003 using the ACTPLA on-line assessment tool or another tool as included in the Water Ways: Water Sensitive Urban Design General Code. The 40% target is met without any reliance on landscaping measures to reduce consumption.  This requirement does not apply for extensions with an increase in the combined roof area, driveway, car manoeuvring areas and car parking areas of less than 25% of the original area.	<b>C38</b>  This is a mandatory requirement. There is no applicable criterion.
<b>6.2 Water Sensitive Urban Design – Stormwater Quality</b> Note: Refer to the Water Ways: Water Sensitive Urban Design General Code for more information on Water Sensitive Urban Design	
<b>R39 - NA</b> All sites of size greater than 2,000m <sup>2</sup> need to provide evidence of stormwater storage greater than or equal to the volume of 1.4kL per 100m <sup>2</sup> of impervious area and release over a period of 1 to 3 days. 50% of the volume of rainwater tanks with a toilet connection may be regarded as contributing towards this requirement.  This requirement does not apply for extensions with an increase in the combined roof area, driveway, car manoeuvring areas and car parking areas of less than 25% of the original area.	<b>C39</b>  Evidence is provided that demonstrates that for all sites of size greater than 2,000m <sup>2</sup> , a reduction of 1-in-3 month stormwater peak run off flow to pre-development levels with release of captured flow over a period of 1 to 3 days can be achieved.  This requirement does not apply for extensions with an increase in the combined roof area, driveway, car manoeuvring areas and car parking areas of less than 25% of the original area.
Rules	Criteria

<p><b>R40 - NA</b></p> <p>Sites of size greater than 5,000m<sup>2</sup> need to provide evidence showing a reduction in average annual stormwater pollutant export load of:</p> <ul style="list-style-type: none"> <li>a) suspended solids by 60%</li> <li>b) total phosphorous by 45%</li> <li>c) total nitrogen by 40%</li> </ul> <p>compared to an urban catchment with no water quality management controls, using the MUSIC model to demonstrate compliance.</p> <p>This requirement does not apply for extensions with an increase in the combined roof area, driveway, car manoeuvring areas and car parking areas of less than 25% of the original area.</p>	<p><b>C40</b></p> <p>Sites of size greater than 5,000m<sup>2</sup> need to provide evidence showing a reduction in average annual stormwater pollutant export load of:</p> <ul style="list-style-type: none"> <li>a) suspended solids by 60%</li> <li>b) total phosphorous by 45%</li> <li>c) total nitrogen by 40%</li> </ul> <p>compared to an urban catchment with no water quality management controls, using any other method.</p> <p>This requirement does not apply for extensions with an increase in the combined roof area, driveway, car manoeuvring areas and car parking areas of less than 25% of the original area.</p>
<p><b>6.3 Water Sensitive Urban Design – Stormwater Quantity</b></p> <p>Note: Refer to the Water Ways: Water Sensitive Urban Design General Code for more information on Water Sensitive Urban Design</p>	
<p><b>R41 - NA</b></p> <p>All sites of size greater than 2,000m<sup>2</sup> and subject to redevelopment need to ensure that the capacity of the existing pipe (minor) stormwater connection to the site is not exceeded in the 1-in-10 year storm event.</p> <p>All sites of size greater than 2,000m<sup>2</sup> and subject to redevelopment need to ensure that the capacity of the existing overland (major) stormwater system to the site is not exceeded in the 1-in-100 year storm event.</p> <p>For estate and multiple block developments larger than 5000 m<sup>2</sup>, retardation of stormwater to meet the above requirements are to be met at the estate scale rather than by measures on individual blocks.</p>	<p><b>C41</b></p> <p>Evidence is provided by a suitably qualified person that shows that for all sites of size greater than 2,000m<sup>2</sup> and subject to redevelopment EITHER</p> <p>a reduction of 1-in-5 year and 1-in-100 year stormwater peak run off flow to pre-development levels. See WaterWays General Code for more detail.</p> <p>OR</p> <p>That the capacity of the downstream piped stormwater system to its outlet with an open channel is not exceeded in the 1-in-10 year storm event.</p> <p>For estate and multiple block developments larger than 5000 m<sup>2</sup>, retardation of stormwater to meet the above requirements are to be met at the estate scale unless it can be demonstrated that this is less feasible than measures on individual blocks.</p>

Rules	Criteria
<b>6.4 Heritage</b>	
<p>R42 - NA</p> <p>In accordance with section 148 of the <i>Planning and Development Act 2007</i>, applications for development on land or buildings subject to interim or full heritage registration are to be accompanied by advice from the Heritage Council stating that the development meets the requirements of the <i>Heritage Act 2004</i>.</p>	<p>C42</p> <p>If advice from the Heritage Council is required, but not provided, then the application will be referred to the Heritage Council in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>
<b>6.5 Contamination</b>	
<p>R43 - NA</p> <p>A statement is provided that the potential for land contamination has been assessed in accordance with the <i>ACT Government Strategic Plan – Contaminated Sites Management 1995</i> and the <i>ACT Environment Protection Authority Contaminated Sites Environmental Protection Policy 2000</i>, and it is demonstrated that the land is suitable for the proposed development.</p>	<p>C43</p> <p>If a statement that the site has been assessed is not provided, the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>
<b>6.6 Trees</b>	

<p><b>R44 NA - NO TREES ON SITE</b></p> <p>This rule applies to a development that has one or more of the following characteristics:</p> <ul style="list-style-type: none"> <li>a) requires groundwork within the tree protection zone of a <i>protected tree</i></li> <li>b) is likely to cause damage to or removal of any <i>protected trees</i></li> </ul> <p>The authority shall refer the development application to the Conservator of Flora and Fauna.</p> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Under the <i>Planning and Development Regulation 2008</i> a development application for a <i>declared site</i> under the <i>Tree Protection Act 2005</i>, must be referred to the Conservator of Flora and Fauna.</li> <li>2. The authority will consider any advice from the Conservator of Flora and Fauna before determining the application in accordance with the <i>Planning and Development Act 2007</i>.</li> <li>3. <i>Protected tree</i> and <i>declared site</i> are defined under the <i>Tree Protection Act 2005</i>.</li> </ol>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
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Rules	Criteria
<p><b>R45 - NA - NO TREES ON SITE</b></p> <p>Trees on development sites are removed only with the prior agreement in writing of the Territory.</p>	<p>C45</p> <p>Retained trees are protected and maintained during construction to the satisfaction of the Territory.</p>
<p><b>6.7 Hazardous Material</b></p>	

<p>R46 - NA</p> <p>For the demolition of multi-unit housing (including garages and carports) constructed* prior to 1985, and Commercial / Industrial premises constructed prior to 2005, a Hazardous Materials Survey (including an asbestos survey) is carried out and signed by an appropriately licensed person and is endorsed by Environment Protection.</p> <p>The Survey is provided and covers the disposal of hazardous materials, showing that:</p> <p>a) Hazardous material disposal (including asbestos) is to be at a licensed disposal facility in the ACT</p> <p>b) If hazardous materials are to be transported for disposal interstate, approval from the Environment Protection Authority is obtained prior to removal of material from the site</p> <p>c) An appropriately licensed contractor is engaged for the removal and transport of all hazardous materials (including asbestos) present at the site.</p> <p>* construction date means the date when the Certificate of Occupancy was issued</p>	<p>C46</p> <p>If an endorsed hazardous material survey is required however evidence of an endorsed hazardous materials survey is not provided, the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>
<p><b>6.8 Excavation</b></p>	
<p>There is no applicable rule.</p> <p><b>SEE TP ASSESSMENT FOR RESPONSE</b></p>	<p>C47</p> <p>Onsite cut and fill is minimised and managed to ameliorate negative off site impacts.</p>
<p><b>Rules</b></p>	<p><b>Criteria</b></p>
<p><b>6.9 Erosion and Sediment Control</b></p>	
<p>R48 <b>RULE MET</b></p> <p>For sites less than 0.3 of a hectare, a plan is provided to demonstrate that the development complies with the <i>ACT Environment Protection Authority, Environment Protection Guidelines for Construction and Land Development in the ACT, August 2007</i>.</p>	<p>C48</p> <p>If a plan is not provided, the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>

R49 - NA

For development on a site greater than 0.3 of a hectare, the application is accompanied by an Erosion and Sediment Control Plan endorsed by ACT Environment Protection.

C49

If an endorsed Sediment and Erosion Control Plan is not provided the application will be referred to the relevant agency in accordance with the requirements of the *Planning and Development Act 2007*.

## Element 7: Services

### Intent:

- a) To provide for all necessary onsite services required for the construction and operation stages of the proposed use, to the satisfaction of the relevant authority

Rules	Criteria
<b>7.1 Waste Management</b>	
<p><b>R50 - RULE MET AS SUPPORTED</b></p> <p>In accordance with section 148 of the <i>Planning and Development Act 2007</i>, applications are to be accompanied by a statement of compliance from the Department of Territory and Municipal Services stating that the waste facilities and management associated with the development are in accordance with the current version of the <i>Development Control Code for Best Practice Waste Management in the ACT</i>.</p>	<p>C50</p> <p>If a statement of compliance is not provided the application will be referred to the Department of Territory and Municipal Services in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>
<b>7.2 Utilities</b>	
<p><b>R51 - SEE TP ASSESSMEMNT FOR RESPONSE</b></p> <p>A Statement of Compliance from each relevant utility provider is provided, which confirms that the location and nature of earthworks, utility connections, proposed buildings, pavements and landscape features comply with utility standards, access provisions and asset clearance zones.</p> <p>Note: Where there is a conflict between planning and utility requirements, the utility requirements take precedence over other provisions of this Code.</p>	<p>C51</p> <p>If a statement of endorsement is not provided the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>
<b>7.3 Liquid Trade Waste</b>	
<p><b>R52 - NA</b></p> <p>A Statement of Compliance from the relevant agency is provided, which confirms that the discharge (or potential discharge by accident or spillage) of non-domestic liquid waste to the sewerage or stormwater networks complies with utility standards and requirements.</p>	<p>C52</p> <p>If a Statement of Compliance is not provided the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>

Rules	Criteria
<b>7.4 Waste Water</b>	
<p><b>R53 - SEE TP ASSESSMENT FOR RESPONSE</b></p> <p>Subject to ACTEWAGL approval, all under cover areas drain to the sewer.</p>	<p>C53</p> <p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>7.5 Storage</b>	
<p><b>R54 - SEE TP ASSESSMENT FOR RESPONSE</b></p> <p>Outdoor storage areas are located behind the building line and screened from view from any road or other public area.</p>	<p>C54</p> <p>Where the proposed use of the site requires open areas for storage of goods and materials, adequate provision is included in the design and layout of the site.</p>
<p><b>R55 - SEE TP ASSESSMENT FOR RESPONSE</b></p> <p>Outdoor storage areas do not encroach on required car-parking spaces, driveways exclusively required for vehicular circulation or landscape areas.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>7.6 Servicing and Site Management</b>	
<p><b>R56 - RULE MET</b></p> <p>In accordance with section 148 of the <i>Planning and Development Act 2007</i>, applications is accompanied by a statement of endorsement from the relevant agency stating that the waste facilities and management associated with the development are in accordance with the <i>Design Standards for Urban Infrastructure</i>.</p>	<p>C56</p> <p>If a statement of endorsement is not provided the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>

## **IZ2 - Industrial Mixed Use Zone**

### **Zone Objectives**

- a) Support the diversification and expansion of the ACT's industrial base and employment growth
- b) Facilitate investment in a wide range of industrial and related activities, with efficient land utilisation and provision of infrastructure
- c) Provide convenient access for ACT and regional residents to industrial goods, services and employment opportunities, including by encouraging active travel and access to public transport.
- d) Ensure that industrial development achieves high environmental standards of cleaner production, waste disposal, noise and air quality
- e) Encourage the design and construction of industrial and commercial buildings that are energy efficient, functional and flexible
- f) Ensure that development along major approach routes and major roads meets appropriate standards of urban design
- g) Accommodate industry-associated retailing, services and other commercial uses without jeopardising an adequate supply of industrial land
- h) Provide for a range of commercial and service activities at a scale that will protect the planned hierarchy of commercial centres and the Territory's preferred locations for office development
- i) Meet the need for a mix of lower rent bulky goods retailing, specialised industrial, commercial and service activities alongside general industry
- j) Preserve and promote viable industries that can coexist with more commercially oriented uses
- k) Make provision for small-scale services that support surrounding industrial activities, or which meet the needs of the local workforce
- l) The following Zone Objectives apply specifically to West Fyshwick:
  - i) Encourage Canberra's regional role for food processing, wholesaling, distribution and marketing
  - ii) Cluster uses which are compatible with and complementary to existing facilities, particularly with regard to food processing and warehousing and the markets, including some small scale food retailing
  - iii) Protect the safety and amenity of food related enterprises
  - iv) Promote buildings along Canberra Avenue that maintain and enhance a character appropriate for a major approach road to the Central National Area

## IZ2 – Industrial Mixed Use Zone Development Table

<b>EXEMPT DEVELOPMENT</b>	
Development approval is not required. Building approval may be required. On leased land, development must be authorised by a lease.	
Development identified in the Planning and Development Act 2007 as exempt (see sections 133 and 134 of the Act and section 20 and schedule 1 of the Planning and Development Regulation 2008)	
<b>ASSESSABLE DEVELOPMENT</b>	
Development application required. On leased land, development must be authorised by a lease.	
<b>MINIMUM ASSESSMENT TRACK CODE</b>	
Development listed below requires a development application and is assessed in the code track	
<b>Development</b>	
Varying a lease to do one or more of the following:	
<ol style="list-style-type: none"> <li>1. express or change the number of approved or lawfully erected units</li> <li>2. remove, relocate or change easements.</li> </ol>	
<b>MINIMUM ASSESSMENT TRACK MERIT</b>	
Development listed below requires a development application and is assessed in the merit track, unless specified in schedule 4 of the Planning and Development Act 2007 (as impact track) or specified as prohibited development in a precinct map.	
<b>Development</b>	
ancillary use	minor road
bulk landscape supplies	minor use
bulky goods retailing	municipal depot
car park	NON RETAIL COMMERCIAL USE
caretaker's residence	outdoor recreation facility
club	parkland
communications facility	pedestrian plaza
COMMUNITY USE	plant and equipment hire establishment
consolidation	public transport facility
craft workshop	recyclable materials collection
defence installation	recycling facility
demolition	restaurant
development in a location and of a type identified in a precinct map as additional merit track development	scientific research establishment
drink establishment	service station
emergency services facility	SHOP
freight transport facility	sign
funeral parlour	store
general industry	subdivision
indoor entertainment facility	temporary use
indoor recreation facility	transport depot
industrial trades	varying a lease (where not prohibited, code track or impact track assessable)
light industry	vehicle sales
liquid fuel depot	veterinary hospital

major road	warehouse
MAJOR UTILITY INSTALLATION	waste transfer station

<b>MINIMUM ASSESSMENT TRACK IMPACT</b>	
Development listed below requires a development application and is assessed in the impact track	
1. Development that is not: <ol style="list-style-type: none"> <li>a. Exempt, code track or merit track development (see section 132 of the Planning and Development Act 2007); or</li> <li>b. Prohibited development, other than development that is permitted under s137 of the Planning and Development Act 2007.</li> </ol>	
2. Development specified in schedule 4 of the Planning and Development Act 2007 and not listed as a prohibited use in this table.	
3. Development that is authorised by a lease and listed as a prohibited use in this table.	
4. Development declared under section 124 or section 125 of the Planning and Development Act 2007 and not listed as a prohibited development in this table.	
5. Varying a lease to add a use assessable under the impact track.	
<b>PROHIBITED DEVELOPMENT</b>	
Development listed below is prohibited development unless the development is identified elsewhere in this development table as assessable under the code, merit or impact track.	
agriculture	multi-unit housing
airport	nature conservation area
animal care facility	offensive industry
animal husbandry	overnight camping area
aquatic recreation facility	place of assembly
boarding house	plantation forestry
caravan park/camping ground	playing field
cemetery	produce market
civic administration	public agency
COMMERCIAL ACCOMMODATION USE	railway use
corrections facility	residential care accommodation
development in a location and of a type identified in a precinct map as additional prohibited development	retirement village
drive-in cinema	sand and gravel extraction
farm tourism	secondary residence
group or organised camp	serviced apartment
hazardous industry	single dwelling housing
hazardous waste facility	special dwelling
home business	stock/sale yard
incineration facility	supportive housing
land fill site	tourist facility

land management facility	varying a lease to add a use listed as “prohibited development” in this development table
mining industry	woodlot
mobile home park	zoological facility
<b>RELEVANT CODE</b>	
Development proposals must comply with the Industrial Zones Development Code.	

#### **NOTE ABOUT ANCILLARY, MINOR AND TEMPORARY USE**

Some development that would otherwise be prohibited may be assessed under the merit track if they can be defined as *ancillary, minor or temporary use*. For example, a *dwelling house* alone is prohibited, but could be considered if it is ancillary to a *general industry* (i.e. as caretaker’s residence) which is an assessable development under the merit track.





# ACT

Government

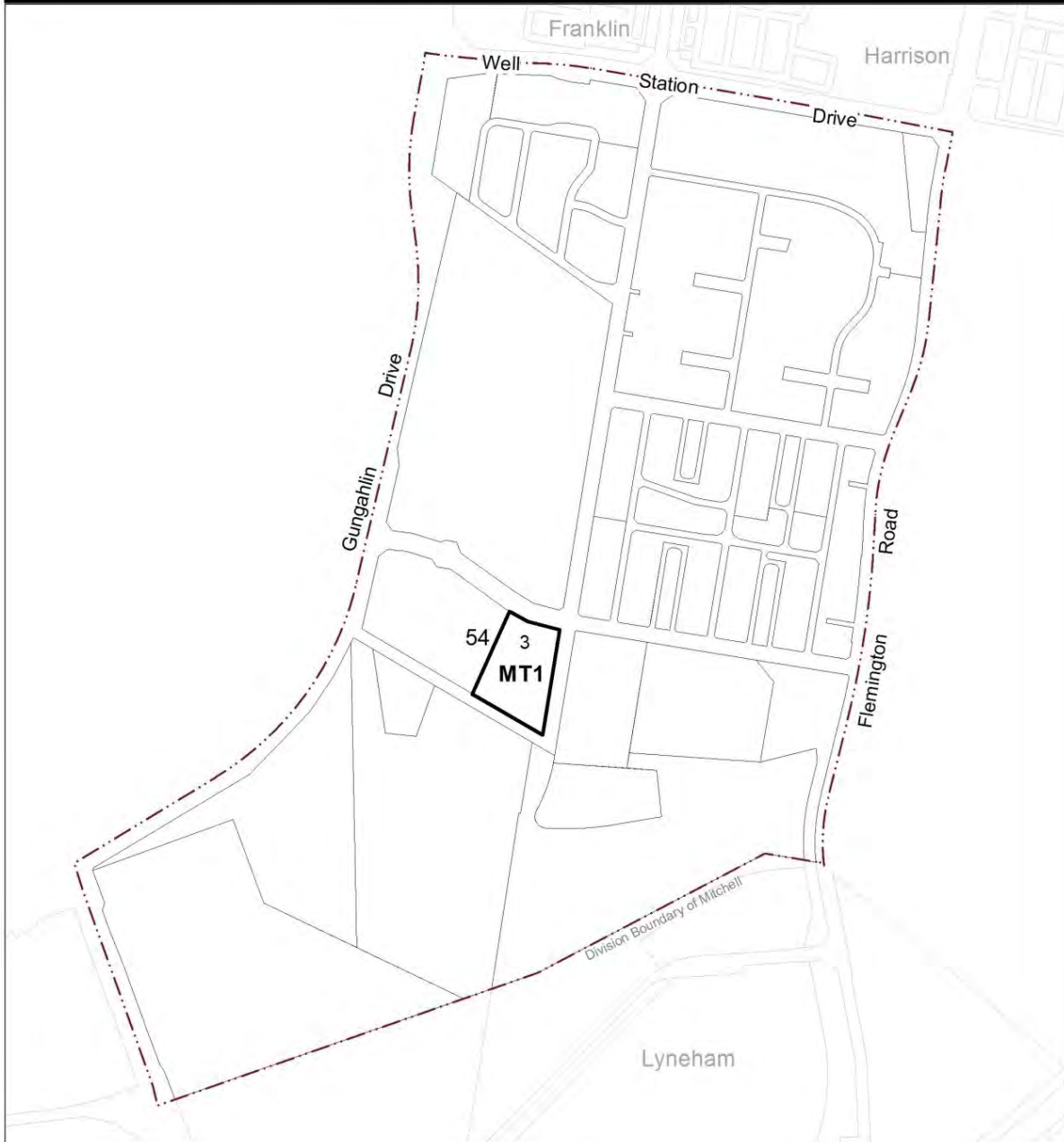
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## Mitchell Precinct Map

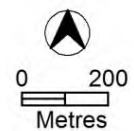
DA is not located within the additional merit track zone on the Mitchell Precinct Map below.

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# Mitchell Precinct Map



**MTn** Additional merit track development applies see Table 1



## 10.1 Suburb Precinct Maps and Codes Mitchell Precinct Map Effective: 10 April 2015

**Table 1 – Additional merit track development**

Additional merit track development that may be approved subject to assessment		
Suburb precinct map label	Zone	Development
MT1	NUZ1	<i>Civic administration</i>



<b>Block/s:</b>	18	<b>Agenda Item:</b>	2
<b>Section:</b>	11	<b>Date:</b>	26/04/2018
<b>Suburb:</b>	Mitchell	<b>DA Number:</b>	201733198
<b>Zone:</b>	IZ2: Industrial Mixed Use Zone	<b>Address:</b>	Corner of Heffernan Street and Darling Street, Mitchell
<b>Representations:</b>	None	<b>Assessment officer:</b>	Hayden Pini
<b>Cleared by:</b>	Senior Manager, Merit Assessment		
<b>Proposal:</b>	Construction of a new 3 storey childcare centre , new driveways, car park and dropoff area, landscaping and associated site works.		
<b>Additional members required:</b>	No		
<b>Reason for seeking advice:</b>	Manager's discretion		

A copy of the development application for this proposal and assessment documents can be found in the Objective file DA201733198.

## KEY ISSUES FOR DISCUSSION

- The key issue is to seek MPRG's advice regarding the appropriateness of the proposed use of the land.
- A secondary issue to be discussed, if the MPRG decides the use is appropriate, is the entity advice provided by the Environment Protection Authority (EPA).

## ENTITY ADVICE RELEVANT TO DISCUSSION

EPA advice can be found under 'Agency Comments' in the Objective file.

EPA have also specified that they may clarify their advice further.

## SUMMARY OF REPRESENTATIONS (list key concerns only)

- No representations were received for this development application.

## OPTIONS

The planning and land authority is responsible for determining the application and has the following options:

- Approve the application
- Approve the application with conditions
- Remit the application back to the applicant
- Refuse the application
- Other.

## RECOMMENDATION

It is recommended that the MPRG support the proposal with conditions.

## MPRG MINUTES

<b>Minutes taken by:</b>	Minh Pham	<b>Chair:</b>	George Cilliers
<b>Conflicts of Interest:</b>	None declared		
<b>Members present:</b>	George Cilliers, Helen McKeown, Rumana Jamaly, Chris Gell, Jonathan Teasdale, Gabriel Joseph, Craig Weller, Robin Brown.		
<b>MPRG Advice:</b>	<p><b>MPRG Advice:</b></p> <p>The assessing officer presented the following information on the proposal:</p> <ul style="list-style-type: none"> <li>- The subject block is zoned Industrial Zone 2</li> <li>- Proposal for a 3 storey childcare to accommodate 130 children</li> <li>- 36 parking spaces provided</li> <li>- Previously, a development application (DA) for a lease variation was lodged to add childcare to the lease. The planning and land authority refused the DA and also refused the reconsideration lodged after. The decision was appealed by the applicant. ACT Civil and Administrative Tribunal over-ruled the decision to support the lease variation.</li> <li>- A new DA was required for the design and siting of the childcare proposal.</li> </ul> <p>The EPA provided the following comments:</p> <ul style="list-style-type: none"> <li>- Two site assessments were conducted. Current activities in the area include dump trucks which service the adjacent landscape supply facility. Currently the facility uses up approximately 50% of the site and the lessee plans to double the facility in future.</li> <li>- A childcare potentially limits the land uses of the surrounding blocks in terms of health and safety of the children.</li> <li>- It should be taken into consideration in worst case scenario that 130 children as young as 6 weeks old are potentially exposed to unsafe air for up to 50 hours per week and 5 days per week.</li> <li>- Discussions with Health Protection Service (HPS) raised concerns the adjacent landscape supply facility potentially impacts the site with Legionella Pneumophila bacteria; bacterium that causes Legionnaires Disease. No planning impact assessment has been provided by the applicant to investigate this matter.</li> <li>- The HPS stated the air quality is inadequate and the proposed use is not supported. The EPA is in agreeance with the HPS.</li> <li>- The EPA does not support this proposal and requests further information.</li> </ul> <p>TCCS raised concerns regarding the high-use road by trucks and the safety of children. A child could run onto the street without warning. One child hit would be regrettable.</p> <p><b>MPRG Outcome:</b></p> <p>The MPRG requests further information from the EPA before a decision can be made.</p>		
<b>Matters to be noted or actioned from MPRG discussion:</b>	<b>Matters to be noted or actioned from MPRG discussion:</b> The EPA will provide further advice and clarify their position on this proposal		
<b>Date minutes cleared:</b>	<a href="#">Click here to enter a date.</a>		

<b>Cleared by:</b>	Choose an item.
<b>Is the decision to undergo quality assurance?</b>	No



# **Parking and Vehicular Access General Code**

**See pg 39**



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# 1. Introduction

## 1.1 Purpose of the code

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

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

## 1.2 Structure of the code

The code is divided into three sections:

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

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

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

## 1.3 Using the code

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

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

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

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

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

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

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

## 1.4 Calculations of parking provision requirements

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

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

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

**Table 1 Calculations of parking provision requirements**

---

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

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

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

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

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

## 1.5 Definitions

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

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

## 2. General Design and Vehicular Access Requirements

### 2.1 Parking location

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

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

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

### 2.2 Parking for people with disabilities

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

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

#### 2.2.1 Dimensions of parking spaces for people with disabilities

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

#### 2.2.2 Headroom

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

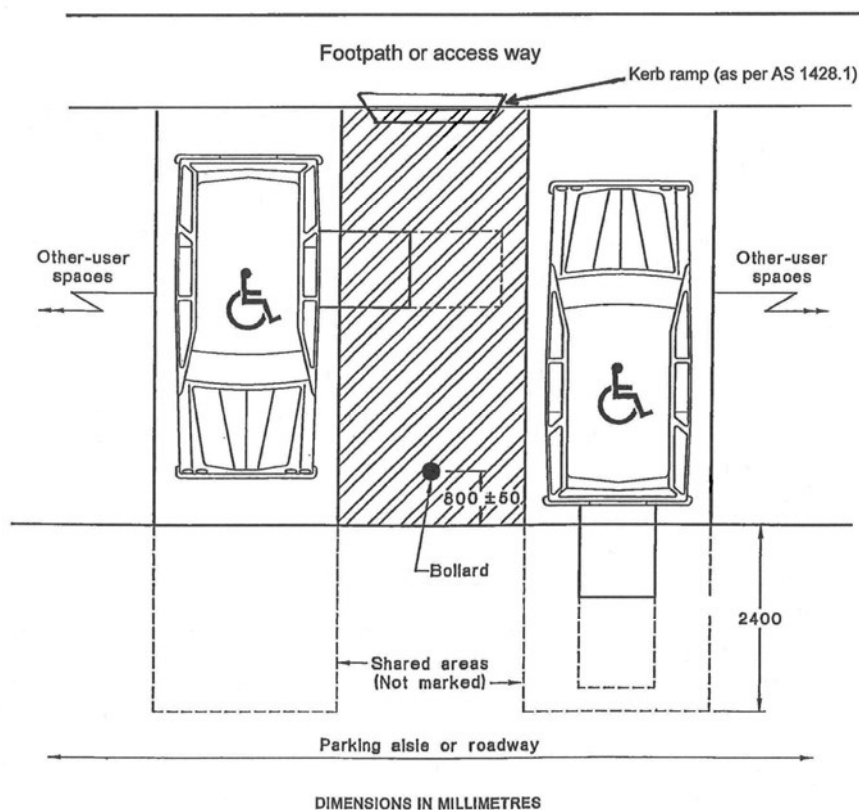
The headroom above each parking space provided for people with disabilities and the adjacent shared area, measured from the level of the parking space, shall be a minimum of 2,500mm. (The method of measuring headroom is given in section 5.3 in *AS2890.1* noting particularly the requirements in section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

#### 2.2.3 Kerb ramps

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

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

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



**Note 1:** Drawing modified from Figure 2.3 in Australian Standard AS/NZS 2890.6:2009 **Note 2:** Kerb ramps are to be provided in accordance with AS 1428.1. **Note 3:** For full dimensions of parking spaces for people with disabilities and the associated shared areas, please refer to Figures 2.1 to 2.3 in AS/NZS 2890.6:2009. For kerb ramp dimensions, refer to AS 1428.1

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

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

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

## 2.3 Physical requirements

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

### 2.3.1 Physical characteristics

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

#### a) Parking layout

- i) The layout of the car park should meet the requirements of AS 2890.1:2004, the Australian

Standard for Parking Facilities, Part 1: Off-street Car Parking. Table 2 and Figures 2.2 and 2.3, extracts from the Australian Standard, are included for information purposes. Full reference must be given to the Australian Standard.

**Table 2 Classification of off-street car parking facilities** (Source: Table 1.1 AS/NZS 2890.1:2004)

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

NOTES:

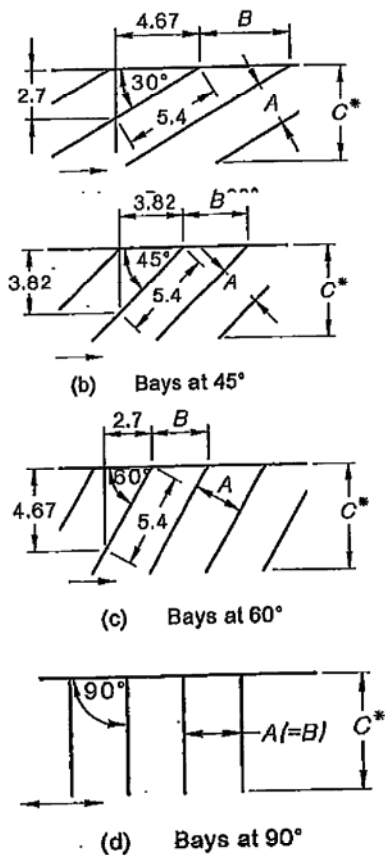
1

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

2

In preparation, see footnote to Clause 1.2.

**Figure 2.2: Layouts for angle parking spaces** (Source: Figure 2 4 Layouts for angle parking spaces – AS/NZS 2890.1:2004)



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

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

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

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

**DIMENSIONS IN METRES**

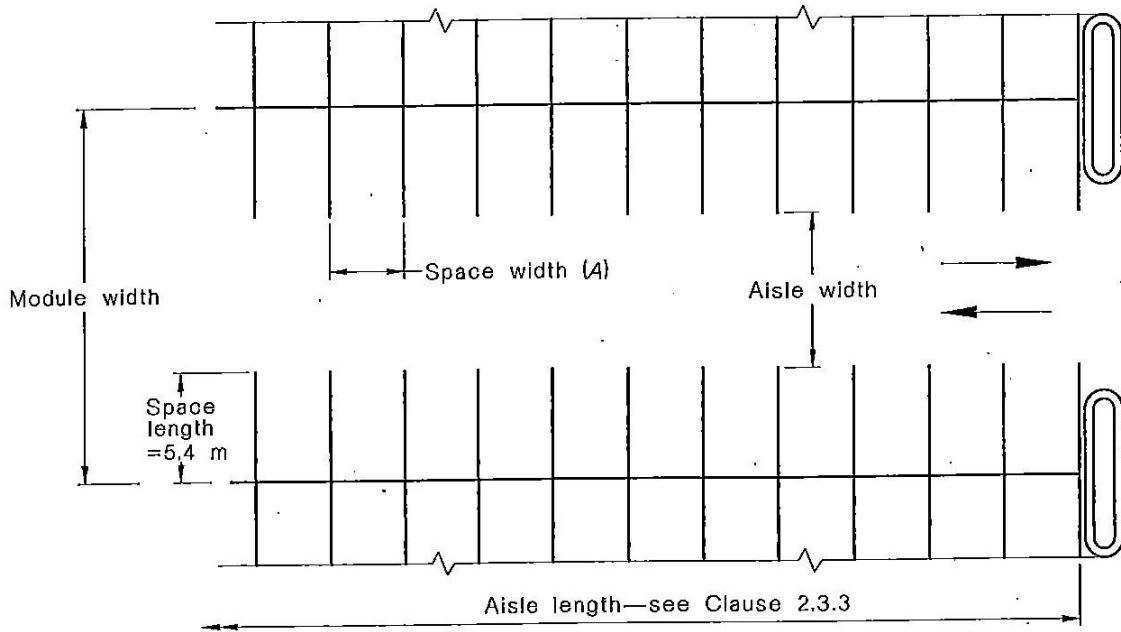
\* Dimension C is selected as follows (see Note 6):

- C<sub>1</sub>—where parking is to a wall or high kerb not allowing any overhang.
- C<sub>2</sub>—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).
- C<sub>3</sub>—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of the parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

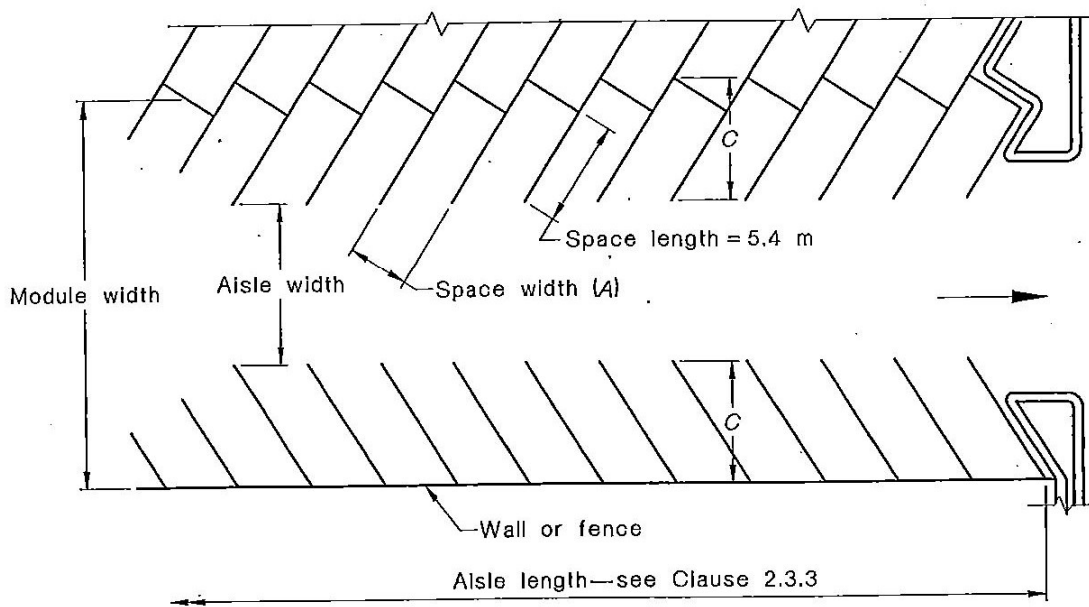
**Notes:**

- 1 User class is defined in Table 1.1. The two Class 3A options given for 90 degree parking are alternatives of equal standing.
- 2 30 degree parking spaces can be made narrower than spaces at other angles because of the reduced chance of open doors hitting adjacent vehicles.
- 3 The design envelope around each parking space, to be kept clear of obstructions, is shown in Figure 5.2
- 4 Dimensions for 90 degree parking aisles are for two-way aisles. These dimensions are required to be observed even though one-way movement along aisles is imposed for other purposes, see Clause 2.3.2(a).
- 5 Space dimensions for User Class 4 spaces (for people with disabilities) are specified in AS/NZS 2890.6\*.
- 6 The values for dimension C have been calculated as follows:
  - $C_1 = 5.4 \sin \theta + 1.9 \cos \theta$
  - $C_2 = C_1 - 0.6 \sin \theta$
  - $C_3 = C_1 + (A - 1.9) \cos \theta$
 where  
 $\theta$  = parking angle  
 A = space width, in metres

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



(a) 90 degree parking



(b) Parking angle other than 90 degrees

Dimensions A and C are as shown in Figure 2.2

NOTE: See also Clause 4.4.1 regarding marking of spaces.

## **b) Traffic controls**

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

## **c) Hydraulics**

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

## **d) Landscaping**

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

## **e) Surface treatment**

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

## **f) Other requirements**

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

### **2.3.2 Vehicular access**

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

#### **a) Engineering and other design guidelines**

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

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

#### **b) Access point**

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

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

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

#### **c) Sight distance**

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

#### d) Driveway location

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

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

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

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

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

#### e) Emergency vehicles access

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

#### f) Loading facilities

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

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

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

#### g) Service stations

Particular access conditions apply to service stations:

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

## **h) Restaurants with drive through facilities**

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

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

## **2.4 Parking for motorcycles and motor scooters**

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

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

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

## **2.5 Car parks and community safety**

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

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

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

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

### **Safety Issues**

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

#### **Lighting**

- a) For exterior car parks with low night-time activity, provide a minimum average illuminance of 10 lux and a minimum illuminance of at least 4 lux, which is double the recommended levels in AS 158.1 Road Lighting, the SAA Public Lighting Codes (for requirements for indoor car parks, see AS1680.2).

- b) For exterior car parks with high night-time activity, provide a minimum average illuminance of 20 lux and a minimum illuminance of 10 lux, which significantly exceeds AS 1158.1 Road Lighting, the SAA Public Lighting Codes.
- c) For underground and multi-storey car parks lighting throughout the car parks must conform to AS 2890.1 and AS 1680.2 as a minimum standard.
- d) Ensure that lighting is vandal-resistant and has a wide beam of illumination which reaches to the next light.
- e) Provide minimum average illuminance of 50 lux for parking spaces in outdoor car parks for people with disabilities.
- f) For car parks used at night, ensure that lighting is such that a person can see the inside of a car's back seat before entering the car.
- g) Provide consistent lighting that does not create shadows and ensure that lighting levels are as high over parking bays as in the rest of the car park.
- h) Pay particular attention to lighting levels near exit points and pedestrian access points to reduce theft from vehicles (see AS1680 Interior Lighting, pp. 11-17.)
- i) Ensure that entries and exits to the car park are well lit.
- j) Provide lighting that illuminates both parking bays and circulation routes.
- k) Use white paint on walls and ceilings (over parking bays as well as lanes), to maximise light distribution.
- l) Design lighting so that it can be on at all hours after dark while the car park is accessible or operated on a sensor system.

### **Sightlines**

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

### **Informal surveillance**

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

### **Signage**

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

## Design

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

## Car park size

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

## Landscaping

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

## Access

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

## Safe pedestrian routes

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

## Escort Service

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

## Facilities

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

## Management

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

## Maintenance

- a) Replace broken lights on a regular basis.

## 2.6 Landscaping of car parks

### General requirements

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

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

### Design and Use

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

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

### Establishment

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

### Safety

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

### Planting

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

The following points should be considered when selecting species.

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

## Drainage

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

## Maintenance

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

## 2.7 Small car spaces

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

## 2.8 Tandem parking in multi unit residential apartment developments

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

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

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

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

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

## 2.9 Impact and merit tracks— assessment of parking rates

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

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

## 3. Parking and vehicular access

### 3.1 Residential zones

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

#### 3.1.1 Objectives for residential zones

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

##### **Amenity**

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

##### **b) Safety**

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

##### **c) Efficiency**

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

##### **d) Access**

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

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

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

##### **Non-residential uses**

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

#### 3.1.2 Parking provision rates

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

### 3.1.3 Calculation of parking provision requirements

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

### 3.1.4 Locational requirements

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

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

### 3.1.5 Schedules of parking provision rates for residential zones

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

#### Schedule 1 - Residential zones

<b>Development</b>	<b>Parking provision rates for residential zones</b>
Apartment	<p>One (1) parking space per single bedroom dwelling; and</p> <p>A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces; or</p> <p>Two (2) parking spaces per two bedroom dwelling; and</p> <p>Two (2) parking spaces for each dwelling with three or more bedrooms; plus</p> <p>One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings</p>
Attached house	<p>One (1) parking space per single bedroom dwelling; and</p> <p>A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces; or</p> <p>Two (2) parking spaces per two bedroom dwelling; and</p> <p>Two (2) parking spaces for each dwelling with three or more bedrooms; plus</p> <p>One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings</p>
Boarding house	<p>0.5 spaces/employee plus</p> <p>0.5 spaces/bedroom</p>
Child care centre	<p>1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows:</p> <p>2spaces : &lt; 30 child care spaces</p> <p>3spaces : 30-59 child care spaces</p> <p>4spaces : 60-90 child care spaces</p> <p>plus</p> <p>1 pick-up/set-down bay per 10 child care places</p>
Community activity centre	4 spaces/100m <sup>2</sup> gross floor area (GFA)

**Development****Parking Provision Rates for Residential Zone**

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

**Note**

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

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

Or

- b) A floor area of not more than 7m<sup>2</sup>.

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

### **3.2.1 Objectives for parking and vehicular access in the commercial zones**

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

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

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

#### **Amenity**

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

#### **b) Safety**

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

#### **c) Efficiency**

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

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

#### **e) Equity**

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

#### **f) Commercial viability**

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

#### **g) Non-commercial use**

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

### 3.2.2 Parking provision rates

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

#### Special condition for city centre CZ3 zone.

For mixed use developments of greater than 1000m<sup>2</sup> GFA where the lease permits a mixture of two or more of the following land uses and two or more of the following are to be developed on the site, the maximum rate applicable shall be 3 spaces per 100m<sup>2</sup> GFA:

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

### 3.2.3 Calculation of parking provision requirement

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

### 3.2.4 Locational requirements

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

#### Locational requirements

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

to be provided on-site 100m

centres, onsite or within 100m

CZ2 zone outside (i) Residential use – On site	Within 200m	On-site adjacent to the development	or	Within 200m
centres and Northbourne Avenue precinct	(ii) Non residential use – on site or within 400m			

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

### 3.2.5 Schedules of parking provision rates for commercial zones

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

## Schedule 2 – Parking provision rates for commercial zones

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

Cultural facility	0.5 spaces/100m <sup>2</sup> GFA		1 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA	
Defence installation	N/A	N/A	N/A	N/A	Subject to individual assessment

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

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<b>Development</b>	<b>City centre</b>	<b>Town centres</b>	<b>Group centres</b>	<b>Local centres</b>	<b>CZ2 zones outside centres and Northbourne Avenue precinct</b>
Hotel	<p>CZ1 zone 1 space/3 employees plus 0.1 spaces/guest room or unit plus 5 spaces/100m<sup>2</sup> GFA of bars and function rooms plus 2 spaces/100m<sup>2</sup> of retail space</p> <hr/> <p>CZ2 and CZ3 zones 1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/100m<sup>2</sup> GFA of bars and function rooms up to 5000m<sup>2</sup> plus 10 spaces/100m<sup>2</sup> over 5000m<sup>2</sup> plus 1 space/10 restaurant seats plus 2 spaces/100m<sup>2</sup> of retail space</p>	<p>1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/100m<sup>2</sup> GFA of bars and function rooms up to 5000m<sup>2</sup> plus 10 spaces/100m<sup>2</sup> over 5000m<sup>2</sup> plus 1 space/10 restaurant seats plus 2 spaces/100m<sup>2</sup> of retail space</p>	<p>1 space/2 employees plus 1 spaces/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m<sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m<sup>2</sup> of retail space</p>	N/A	<p>1 space/2 employees plus 1 spaces/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m<sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m<sup>2</sup> of retail space</p>

Indoor entertainment facility	1 space/12 seats			
Cinema	1 space/3 seats	1 space/4 seats	1 space/ 4 seats	N/A
Commercial theatre				
Amusement arcade, night club, music hall, discothèque	5 spaces/100m <sup>2</sup> GFA		10 spaces/100m <sup>2</sup> GFA	

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

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Parkland	Subject to individual assessment
Pedestrian plaza	Subject to individual assessment

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

<i>Development</i>	<i>City centre</i>	<i>Town centres</i>	<i>Group centres</i>	<i>Local centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Store	2 spaces/100m <sup>2</sup> GFA			N/A	N/A
Tourist facility	Subject to individual assessment		N/A	N/A	N/A
Transport depot	Subject to individual assessment			N/A	N/A
Vehicle sales	4 spaces/service bay plus 3 spaces/100m <sup>2</sup> of sales area		4 spaces/service bay plus 6 spaces/100m <sup>2</sup> of sales area	N/A	N/A
Veterinary hospital	N/A	3.5 spaces/100m <sup>2</sup> GFA		3.5 spaces/100m <sup>2</sup> GFA	N/A
Warehouse	1 spaces/100m <sup>2</sup> GFA plus 2.5 spaces/100m <sup>2</sup> of office area			N/A	N/A
Scientific research establishment	N/A	N/A	N/A	N/A	2.5 spaces/100m <sup>2</sup> of office and laboratory space Plus Individual assessment of provision for other activities
Service station	4 spaces/service bay plus 4 spaces/100m <sup>2</sup> of shop area		4 spaces/service bay plus 5 spaces/100m <sup>2</sup> of shop area	4 spaces/service bay plus 6 spaces/100m <sup>2</sup> of shop area	
Shop	4 spaces/100m <sup>2</sup> GFA		5 spaces/100m <sup>2</sup> GFA	6 spaces/100m <sup>2</sup> GFA	

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**Notes:**

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

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### **3.3 Commercial CZ5 mixed use zone**

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

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

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

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

##### **Amenity**

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

##### **b) Safety**

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

##### **c) Efficiency**

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

##### **d) Access**

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

##### **Equity**

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

##### **f) Non-commercial use**

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

#### **3.3.2 Parking provision rates**

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

#### **3.3.3 Calculation of parking provision requirement**

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

#### **3.3.4 Locational requirements**

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

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

**Provision rates for commercial CZ5 mixed use zone**

**3.3.5 Schedule 3**

the provision of parking in the commercial CZ5 mixed use zone is set out

in the schedule below.

**Schedule 3 – mixed use zone**

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

Hotel  
 1 space/ employee  
 plus  
 1 space/guest room or unit for establishments of up to 36 units  
 OR  
 25 spaces  
 plus  
 0.3 spaces/guest room or unit for establishments of more  
 than 36 units plus  
 10 spaces/100m<sup>2</sup> GFA of bars and function  
 rooms plus

Development	Parking provision rates for CZ5 mixed use zone	
Indoor entertainment facility	1 space/10 restaurant seats plus	
	3 spaces/100m <sup>2</sup> of retail space Cinema, commercial theatre 1 space/3 seats Amusement arcade, night club, music hall, discothèque 10 spaces/100m <sup>2</sup> GFA	
Indoor recreation facility	Basketball, netball	20 spaces/court
	Skating rink	15 spaces/100m <sup>2</sup> of rink area
	Swimming pool	15 spaces per 100m <sup>2</sup> of rink area
	Squash court	2 spaces per court
	Fitness centre, gymnasium	3.5 spaces/100m <sup>2</sup> GFA
	Other	Subject to individual assessment.
Light industry	2.5 spaces/100m <sup>2</sup> GFA.	
Major utility installation	Subject to individual assessment.	
Minor use	Subject to individual assessment.	
Motel	As per hotel	
Multi-unit housing	As per Schedule 1 in the section on Residential Zones.	
Municipal depot	1 space/peak shift employee.	
NON-RETAIL COMMERCIAL	See parking provision rates under <i>business agency, financial Establishment, office and public agency.</i>	
Office	2.5 spaces/100m <sup>2</sup> GFA	
Outdoor recreation facility	Skating rink	15 spaces per 100m <sup>2</sup> of rink area
	Swimming pool	15 spaces per 100m <sup>2</sup> of rink area
	Bowling green	30 spaces for the 1 <sup>st</sup> green, plus 15 spaces for each extra green
	Tennis court	2 spaces per court
	Other	Subject to individual assessment
Place of assembly	1 space/4 seats.	
Public agency	5 spaces/100m <sup>2</sup> GFA.	
Public transport facility	Subject to individual assessment.	
Religious associated use	Subject to individual assessment.	

Relocatable unit	Temporary parking in accordance with the provisions of the relevant section of this code, depending on the use for which the relocatable unit is intended. For example, residential use might attract a requirement for one space per unit, while for school use, the parking provision rates should be related to the number of staff and students as per the requirements of the community facility zone provisions.
RESIDENTIAL USE	As per residential zone schedule
Restaurant	10 spaces/100m <sup>2</sup> GFA
Scientific research establishment	2.5 spaces/100m <sup>2</sup> of office and laboratory space plus Individual assessment of provision for other activities

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

Note

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

### **3.4 Commercial CZ6 leisure and accommodation zone**

#### **3.4.1 Objectives for CZ6 leisure and accommodation zone**

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

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

**a) Amenity**

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

**b) Safety**

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

### c) Efficiency

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

### d) Access

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

## 3.4.2 Parking provision rates

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

## 3.4.3 Calculation of parking provision requirements

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

## 3.4.4 Locational requirements

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

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

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

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

### Schedule 4 – Leisure and accommodation zone Development Parking provision rates for leisure and accommodation zone

Aquatic recreation facility	Subject to individual assessment
Car park	1 space/peak shift employee
Caravan park / camping ground	2.5 spaces/100m <sup>2</sup> GFA of office space plus 1 space/site or unit plus 0.25 visitor spaces/site or unit
Club	15 spaces/100m <sup>2</sup> GFA except for CZ6 zones in town centres where the rate is 10 spaces/100m <sup>2</sup> GFA
COMMUNITY USE	As per schedule in the community facility zone
Craft workshop	3 spaces/100m <sup>2</sup> GFA

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

Restaurant	In city centre 5 spaces/100m <sup>2</sup> GFA In town centres 5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> GFA, then 10 spaces/100m <sup>2</sup> GFA In group centres and local centres 10 spaces/100m <sup>2</sup> GFA
Shop	In all other areas 15 spaces/100m <sup>2</sup> GFA 6 spaces/100m <sup>2</sup> GFA
Tourist facility	Subject to individual assessment
Zoological facility	Subject to individual assessment

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Note

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

## 3.5 Industrial zones

### 3.5.1 Objectives for parking and access in the industrial zones

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

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

The objectives for the provision of parking and access in industrial zones Policies areas are to ensure:

#### a) Amenity

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

#### b) Safety

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

#### c) Efficiency

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

#### d) Access

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

### e) Commercial viability

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

### 3.5.2 Parking provision rates

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

### 3.5.3 Calculation of parking provision requirements

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

### 3.5.4 Location requirements

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

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

### 3.5.5 Schedule of parking provision rates for industrial zones

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

#### Schedule 5 - Industrial zones Development Parking provision rates for industrial zones

Bulk landscape supplies	Subject to individual assessment	The DA meets the parking requirements for the proposal. 130 children and 18 staff requires 25 parking spaces and 13 pick-up set-down bays.
Bulky goods retailing	3 spaces/100m <sup>2</sup> GFA	
Business agency	6 spaces/100m <sup>2</sup> GFA	Enough parking has been provided - 32 in total Pick-up set-down bays - TBC
Car park	1 space/peak shift employee	
Child care centre	1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces : < 30 child care places 3 spaces : 30-59 child care places 4 spaces : 60-90 child care places plus 1 pick-up/set-down bay per 10 child care places	
Club	15 spaces/100m <sup>2</sup> GFA	

Communications facility	1 space/peak shift employee
Community activity centre	4 spaces/100m <sup>2</sup> GFA
Defence installation	Subject to individual assessment
Drink establishment	15 spaces/100m <sup>2</sup> GFA
Educational establishment	4 spaces/10 students
Emergency services facility	1 space/peak shift employee
Financial establishment	6 spaces/100m <sup>2</sup> GFA
Freight transport facility	Subject to individual assessment
Funeral parlour	2 spaces/100m <sup>2</sup> GFA excluding chapel area plus 1 space/4 chapel seats
General industry	2 spaces/100m <sup>2</sup> GFA
Hazardous industry	1 space/peak shift employee
Hazardous waste facility	1 space/peak shift employee
Health facility	3 spaces/practitioner
Incineration facility	1 space/peak shift employee

**Development Parking provision rates for industrial zones**

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Indoor recreation facility	20 spaces/court
Basketball, netball	10 spaces/100m <sup>2</sup> of actual pool or rink area 2 spaces/court
Skating rink, swimming pool	2 spaces/100m <sup>2</sup> GFA
Squash courts	
Fitness centre, gymnasium	
Industrial trades	2 spaces/100m <sup>2</sup> GFA
Light industry	2 spaces/100m <sup>2</sup> GFA
Liquid fuel depot	1 space/peak shift employee
MAJOR UTILITY INSTALLATION	Subject to individual assessment
Municipal depot	1 space/peak shift employee
Offensive industry	1 space/peak shift employee
Office	2.5 spaces/100m <sup>2</sup> GFA
Parkland	Subject to individual assessment

Personal services	4 spaces/100m <sup>2</sup> GFA
Place of worship	1 space/4 seats
Plant and equipment hire establishment	2 spaces/100m <sup>2</sup> GFA
Produce market	15 spaces/100m <sup>2</sup> GFA
Public agency	4 spaces/100m <sup>2</sup> GFA
Railway use	Subject to individual assessment
Recyclable materials collection	1 space
Recycling facility	1 space/peak shift employee
Restaurant	15 spaces/100m <sup>2</sup> GFA
Scientific research establishment	2.5 spaces/100m <sup>2</sup> of office and laboratory space plus individual assessment of provision for other activities
Service station	6 spaces/service bay plus 4 spaces/100m <sup>2</sup> of shop area
Shop	4 spaces/100m <sup>2</sup> GFA
Store	2 spaces/100m <sup>2</sup> GFA
Transport depot	Subject to individual assessment
Vehicle sales	6 spaces/service bay plus 6 spaces/100m <sup>2</sup> of sales area
Veterinary hospital	3 spaces/100m <sup>2</sup> GFA
Warehouse	1 space/100m <sup>2</sup> GFA plus 2.5 spaces/100m <sup>2</sup> GFA of office space
Waste transfer station	1 space/peak shift employee

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Note

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

### **3.6 Community facility zone**

#### **3.6.1 Objectives for community facility zone**

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

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

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

**a) Amenity**

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

**b) Safety**

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

**c) Efficiency**

- i) provision of parking and access for the efficient use of sites consistent with the multi use and co-location of facilities
- ii) adequate supply of parking for the level of demand generated by the development
- iii) commercial vehicles delivering or collecting goods are accommodated

iv) the parking demand of visitors to the development is catered for on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity **d) Access**

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

**3.6.2 Parking provision rates**

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

**3.6.3 Calculation of parking provision requirements**

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

**3.6.4 Locational requirements**

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

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

### 3.6.5 Schedule of parking provision rates for community facility zone

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

#### Schedule 6 - Community facility zone Development Parking provision rates for community facility zone

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

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

Note

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

### **3.7 Restricted access recreation zone**

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

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

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

##### **a) Amenity**

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

##### **b) Safety**

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

##### **c) Efficiency**

- i) provision of parking and access for the efficient use of sites consistent with the multi-use and co-location of facilities

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

### 3.7.2 Parking provision rates

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

### 3.7.3 Calculation of parking provision requirements

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

### 3.7.4 Locational requirements

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

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

### 3.7.5 Schedules of parking provision rates for restricted access recreation zone

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

**Schedule 7 – Restricted access recreation zone Development**      **Parking provision rates for restricted access recreation zone**

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

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

Note

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

### 3.8 Services zone

#### 3.8.1 Objectives for services zone

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

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

##### **Amenity**

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

##### **b) Safety**

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

##### **c) Efficiency**

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

##### **d) Access**

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

#### 3.8.2 Parking provision rates

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

### 3.8.3 Calculation of parking provision requirements

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

### 3.8.4 Locational requirements

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

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

### 3.8.5 Schedules of parking provision rates for services zone

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

#### Schedule 8 Services zone Development Parking Provision Rates for Services Zone

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

#### Note

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

### 3.9 Other zones

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

Urban open space

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

### 3.9.1 Objectives for all other zones

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

#### **Amenity**

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

#### **b) Safety**

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

#### **c) Efficiency**

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

#### **d) Access**

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

### 3.9.2 Parking provision rates

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

### 3.9.3 Calculation of parking provision requirements

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

### 3.9.4 Locational requirements

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

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

### 3.9.5 Schedules of parking provision rates for all other zones

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

<b>Schedule 9 – Other zones Development</b>	<b>Parking provision rates for other zones</b>
Agriculture	Subject to individual assessment
Animal care facility	Subject to individual assessment

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

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Communications facility	1 space/peak shift employee
Community activity centre	4 spaces/100m <sup>2</sup> GFA
Corrections facility	Subject to individual assessment
Defence installation	Subject to individual assessment
Educational establishment Pre-school, primary & high schools	Subject to individual assessment
Secondary college	
Tertiary institution,	
Specialist college	
Emergency services facility	1 space/peak shift employee
Equestrian facility	Subject to individual assessment
Group or organized camp	Subject to individual assessment
Health facility	4 spaces/practitioner
Land management facility	Subject to individual assessment
Major service conduits	Subject to individual assessment
MAJOR UTILITY INSTALLATION	Subject to individual assessment
Municipal depot	1 space/peak shift employee
Nature conservation area	Subject to individual assessment
Outdoor education establishment	Subject to individual assessment
Outdoor recreation facility	
Skating rink, swimming pool	20 space/100m <sup>2</sup> of actual pool or rink area
Bowling green	30 spaces for first green plus 15 spaces/additional green
Tennis court	5 spaces/court
Other	Subject to individual assessment
Overnight camping	1 space plus 1 spaces/site
Parkland	Subject to individual assessment
Pedestrian plaza	Subject to individual assessment
Place of worship	1 space/4 seats

Plantation forestry	Subject to individual assessment
Playing field	Subject to individual assessment
Public transport facility	Subject to individual assessment
Road	No requirements
Scientific research establishment	2.5 space/100m <sup>2</sup> of office and laboratory space plus Individual assessment of provision for other activities
Residential care accommodation	0.25 spaces/bed or accommodation unit plus 1 space/staff residential unit plus 1 space/non-resident peak shift employee
Stock/sale yard	Subject to individual assessment
Tourist facility	Subject to individual assessment
Transport depot	Subject to individual assessment
<b>Development</b>	<b>Parking provision rates for other zones</b>

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Veterinary hospital            3.5 spaces/100m<sub>2</sub> GFA

Woodlot            Subject to individual assessment            Note

‘Spaces’ refer to ‘car parking spaces’ unless otherwise stated.

**From:** [DiCampli, Nicki](#)  
**To:** [admin@canberratownplanning.com.au](mailto:admin@canberratownplanning.com.au)  
**Subject:** DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]  
**Date:** 9 May 2019 17:09:00

---

Dear Jodie

I have reviewed your s.165A application in relation to DA 201733198 (Block 11 Section 18 Mitchell) following the consent decision of the ACT Civil and Administrative Tribunal dated 15 April 2019.

Further to my review I advise conditions A3 and A4 remain outstanding and are to be resolved for the approval to take effect and in turn facilitate release of approved plans.

**Condition A3**

Please provide a Statement of Compliance from Evoenergy.

**Condition A4**

Please provide a Statement of Acceptance from all relevant areas of Icon Water in relation to both on-site and off-site/external works, noting these endorsements are provided by two separate areas.

Please respond at your earliest convenience.

Regards

Nicki Di-Campli

---

Nicki Di-Campli | Assessment Officer

**Development Assessment** | Environment, Planning and Sustainable Development Directorate | **ACT Government**  
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 1908 Canberra ACT 2601 | [www.planning.act.gov.au](http://www.planning.act.gov.au)

**From:** [DiCampli, Nicki](#)  
**To:** [admin@canberratownplanning.com.au](mailto:admin@canberratownplanning.com.au)  
**Subject:** FW: DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]  
**Date:** 22 May 2019 15:33:00  
**Attachments:** [Not\\_Accepted167621.pdf](#)

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Dear Jodie/Nichelle

Further to my email below and your subsequent s.165B application, I advise the information provided does not fully address conditions A3 and A4 as outlined below.

**Condition A3 – Evoenergy**

The quotations and emails are not satisfactory confirmation of endorsement by Evoenergy to satisfy the condition.

**Condition A4 – Icon Water**

As indicated in my initial email two endorsements are required from Icon Water. I note you have provided the Icon Water in principle approval for off-site works i.e. for the water meter and external services only. A Statement of Acceptance in relation to on-site works is still required. I have attached the original 'Failed To Comply' Notice for your information.

Regards

Nicki Di-Campli

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Nicki Di-Campli | Assessment Officer

**Development Assessment** | Environment, Planning and Sustainable Development Directorate | **ACT Government**  
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 1908 Canberra ACT 2601 | [www.planning.act.gov.au](http://www.planning.act.gov.au)

---

**From:** DiCampli, Nicki  
**Sent:** Thursday, 9 May 2019 5:09 PM  
**To:** [admin@canberratownplanning.com.au](mailto:admin@canberratownplanning.com.au)  
**Subject:** DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]

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Further to my review I advise conditions A3 and A4 remain outstanding and are to be resolved for the approval to take effect and in turn facilitate release of approved plans.

**Condition A3**

Please provide a Statement of Compliance from Evoenergy.

**Condition A4**

Please provide a Statement of Acceptance from all relevant areas of Icon Water in relation to both on-site and off-site/external works, noting these endorsements are provided by two separate areas.

Please respond at your earliest convenience.

Regards

Nicki Di-Campli

---

Nicki Di-Campli | Assessment Officer

**Development Assessment** | Environment, Planning and Sustainable Development Directorate | **ACT Government**  
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 1908 Canberra ACT 2601 | [www.planning.act.gov.au](http://www.planning.act.gov.au)



## FAILED TO COMPLY

**Application No:** 167621 **Suburb:** Mitchell

**Block/Section** 18 / 11

**Appcn Type:** Non residential/New Construction Inclusions : Basement

### Attached Plans

%lease variation 25\_7\_17.pdf  
%LEASE-201733198-01.pdf  
%TITLE-201733198-01.pdf  
ACCESSREPORT-201733198-01.pdf  
APP-201733198-02.pdf  
AUTHORISATION-201733198-01.pdf  
ELEV-201733198-01#2.pdf  
ELEV-201733198-02#2.pdf  
ENTITYADVICE-201733198-EDU-01.pdf  
ENTITYADVICE-201733198-EPA-01.pdf  
ENTITYADVICE-201733198-EPA-02.pdf  
ENTITYADVICE-201733198-EPA-03.pdf  
HYDRAULICS-201733198-01#2.pdf  
INDEX-201733198-01.pdf  
INDEX-201733198-CIVIL-01.pdf  
LIGHTING-201733198-01#2.pdf  
LIGHTING-201733198-02#2.pdf  
LIGHTING-201733198-03#2.pdf  
LSCAPE-201733198-01#2.pdf  
LSCAPE-201733198-COVER-01#2.pdf  
LSCAPE-201733198-LEVEL 1-01#2.pdf  
LSCAPE-201733198-LEVEL 2-01#2.pdf  
LSCAPE-201733198-PLANING PALETTE-01.pdf  
MISC-201733198-12#2.pdf  
MISC-201733198-13#2.pdf  
MISC-201733198-14#2.pdf  
MISC-201733198-15#2.pdf  
NOISE-201733198-01\_Part1.pdf  
NOISE-201733198-01\_Part2.pdf  
NOISE-201733198-01\_Part3.pdf  
OFFSITWORKS-201733198-01#2.pdf  
PERSP-201733198-01#2.pdf  
PERSP-201733198-02#3.pdf  
PERSP-201733198-03#3.pdf  
PLAN-201733198-CIVIL WORKS-01#2.pdf

PLAN-201733198-EXISTING SERVICES-01#2.pdf  
PLAN-201733198-FIRST-01#2.pdf  
PLAN-201733198-GROUND-01#2.pdf  
PLAN-201733198-NOTES-01.pdf  
PLAN-201733198-SECOND-01#2.pdf  
PLAN-201733198-TTMP-01#2.pdf  
PLAN-201733198-TTMP-02#2.pdf  
ROOF-201733198-01#2.pdf  
SCRITERIA-201733198-01.pdf  
SECTION-201733198-01#2.pdf  
SECTION-201733198-02#2.pdf  
SECTION-201733198-03#2.pdf  
SEDIMENT-201733198-01#2.pdf  
SHADOW-201733198-01.pdf  
SITE-201733198-01.pdf  
SURVEYCERT-201733198-01.pdf  
SWMASTER-201733198-01.pdf  
TRAFFICREPORT-201733198-01.pdf  
TURNTEMPLATE-201733198-01.pdf  
WATERURBANDESIGN-201733198-01.pdf

The design depicted in this application has been assessed by Icon Water and fails to comply with their water and sewerage network protection.

**Reasons for Failure to Comply**

Design Acceptance for External Services and Off Site Works must be in principle design approved by Icon Water Hydraulic Assets. Please contact Icon Water Asset Acceptance on ph: 02 6248 3111. This needs to be referred back to Icon Water Building Approvals area for approval prior to any DA/BA Approval by ACTPLA or certifiers.

**Resubmission of this application must be made to both Water and Energy Networks in order to ensure that subsequent changes to the plans meet the compliance requirements of both areas. You may also need to resubmit the application to other referral entities to ensure the changes comply with their requirements.**

**WARNING**

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

**Comments:**

**Signed** Eddie Gonzalez **Date** 02 Mar 2018

*For further information please phone Icon Water 6248 3111.*

**From:** [Pradhan, Jyoti](#)  
**To:** [EPSD\\_DACoordinator](#)  
**Cc:** [Gell, Chris](#); [DiCampli, Nicki](#)  
**Subject:** RE: DA201733198 - s165B update - conditions not met  
**Date:** 28 August 2019 10:40:00  
**Attachments:** [FW DA 201733198 \(Block 11 Section 18 Mitchell\) SECUNCLASSIFIED.msg](#)

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UNCLASSIFIED

Hi Lydia,

The applicant was advised on 22 May 2019 that the information provided with their S165B lodgement was not adequate. Please forward the attached email to Mr Cusack.

Also please request him to withdraw S165B and lodge a new S165 when they have the information required as per condition A3 (Evoenergy endorsement) & A4 (ICON endorsements) of the Decision.

Thanks.  
Jyoti

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**From:** EPD, Customer Services  
**Sent:** Tuesday, 27 August 2019 2:42 PM  
**To:** EPSD DACoordinator <[DAcoordinator@act.gov.au](mailto:DAcoordinator@act.gov.au)>  
**Subject:** FW: DA201733198 - s165B Assessment (Block 11 Section 18 Mitchell)  
[SEC=UNCLASSIFIED]

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**From:** Michael Cusack [redacted] <[\[redacted\]@CanberraTownPlanning.com.au](mailto:[redacted]@CanberraTownPlanning.com.au)>  
**Sent:** Tuesday, 27 August 2019 2:40 PM  
**To:** EPD, Customer Services <[EPDCustomerServices@act.gov.au](mailto:EPDCustomerServices@act.gov.au)>  
**Cc:** Nichelle Jackson [redacted] <[\[redacted\]@CanberraTownPlanning.com.au](mailto:[redacted]@CanberraTownPlanning.com.au)>; Pieter Van Der Walt [redacted] <[\[redacted\]@CanberraTownPlanning.com.au](mailto:[redacted]@CanberraTownPlanning.com.au)>  
**Subject:** DA201733198 - s165B Assessment (Block 11 Section 18 Mitchell)

Good afternoon,

Hoping to follow up the progress of s165 response to conditions of approval for DA201733198 (s165B).

The one outstanding item was the payment of the attached invoice which I understand from the client that this was done 3 weeks ago. Have also attached the correspondence with Evo Energy relating to this.

Could you please let us know whether there is anything holding up the endorsement of the conditions? Happy to contact Evo Energy if this would help.

Kind regards

Michael Cusack

**Michael Cusack**  
Town Planner

5/32 Lonsdale Street, Braddon 2612

**Mobile** [redacted]  
[redacted] <[\[redacted\]@canplan.com.au](mailto:[redacted]@canplan.com.au)>

CTP Logo

[canberratownplanning.com.au](http://canberratownplanning.com.au)



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**From:** [Pini, Hayden](#)  
**To:** [Michael Cusack](#)  
**Subject:** RE: DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]  
**Date:** 21 November 2019 15:31:00

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UNCLASSIFIED

Thanks Michael, I appreciate the update.

I will hold off on finalising the application until I hear from you.

Kind regards,

**Hayden Pini** | Assessment Officer  
Development Assessment  
Phone: **02 6207 8728** | [Hayden.Pini@act.gov.au](mailto:Hayden.Pini@act.gov.au)  
**Planning Delivery Division** | **Environment, Planning and Sustainable Development Directorate** | **ACT Government**

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**From:** Michael Cusack [redacted]@CanberraTownPlanning.com.au>  
**Sent:** Thursday, 21 November 2019 3:19 PM  
**To:** Pini, Hayden <[Hayden.Pini@act.gov.au](mailto:Hayden.Pini@act.gov.au)>  
**Cc:** Pieter Van Der Walt [redacted]@CanberraTownPlanning.com.au>  
**Subject:** RE: DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]

Hi Hayden

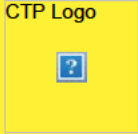
Thank you for following up and for your ongoing help with this.

Our engineer is this week working through design options for the satisfaction of Icon Water comments and their provision of a statement of endorsement. This conversation is moving well and I anticipate we'll have a statement from Icon in the next week or so.


I will work to have this statement to you ASAP so you can provide endorsement of A3 and A4 at the same time. I will be in touch early next week to provide an update on progress.


Kind regards

Michael

CTP Logo 

**Michael Cusack**  
Town Planner

Mobile 



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**From:** Pini, Hayden <[Hayden.Pini@act.gov.au](mailto:Hayden.Pini@act.gov.au)>  
**Sent:** Thursday, 21 November 2019 3:10 PM  
**To:** Michael Cusack [redacted]@CanberraTownPlanning.com.au>  
**Subject:** RE: DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi Michael,

I am following up on s165 'C' application submitted for DA-201733198 (Block 11 Section 18 Mitchell).

Are you able to confirm when you anticipate you will be able to provide further information to satisfy condition A4 regarding Icon water endorsement?

We are looking to close out this application shortly. If you believe it might be sometime before you can obtain Icon Water endorsement, I will approve the s165 'C' application for condition A3 only.

Any update you can provide on the application is greatly appreciated.

Kind regards,

**Hayden Pini** | Assessment Officer  
Development Assessment  
Phone: **02 6207 8728** | [Hayden.Pini@act.gov.au](mailto:Hayden.Pini@act.gov.au)  
**Planning Delivery Division** | **Environment, Planning and Sustainable Development Directorate** | **ACT Government**

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**From:** Pini, Hayden

**Sent:** Tuesday, 24 September 2019 10:47 AM

**To:** Michael Cusack [redacted] [@CanberraTownPlanning.com.au](mailto:[redacted]@CanberraTownPlanning.com.au)>

**Subject:** RE: DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]

Hi Michael,

As discussed, we require a 'Statement of Acceptance' from Icon water in order to address condition A4 in the Notice of Decision.

Please find attached the comments we received from Icon Water dated 22 February 2018 which details the non-compliances required to be addressed.

Please feel free to contact me if you would like to discuss further.

Kind regards,

**Hayden Pini** | Assessment Officer  
Development Assessment  
Phone: **02 6207 8728** | [Hayden.Pini@act.gov.au](mailto:Hayden.Pini@act.gov.au)  
**Planning Delivery Division** | **Environment, Planning and Sustainable Development Directorate** | **ACT Government**

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**From:** Michael Cusack [[mailto:\[redacted\]@CanberraTownPlanning.com.au](mailto:[redacted]@CanberraTownPlanning.com.au)]

**Sent:** Friday, 13 September 2019 11:23 AM

**To:** Pini, Hayden <[Hayden.Pini@act.gov.au](mailto:Hayden.Pini@act.gov.au)>

**Cc:** Nichelle Jackson [redacted] [@CanberraTownPlanning.com.au](mailto:[redacted]@CanberraTownPlanning.com.au)>; Pieter Van Der Walt [redacted] [@CanberraTownPlanning.com.au](mailto:[redacted]@CanberraTownPlanning.com.au)>

**Subject:** DA 201733198 (Block 11 Section 18 Mitchell) [SEC=UNCLASSIFIED]

Good morning Hayden,