
From: Buck, Alice
Sent: Tuesday, 23 February 2016 12:22 PM
To: Durie, Lea
Cc: Mundy, Graham
Subject: Data only - Traffic and Parking Investigation - Mortimer Lewis Dr
Attachments: Traffic data.pdf; Parking Assessment.pdf

Lea,

Please see attached the attachments from the Draft traffic report.

Regards,

Alice Buck
Project Manager (Consultant)

Land Development Agency | Chief Minister, Treasury and Economic Development Directorate | ACT Government
☎ 02 6207 3359 | ✉ alice.buck@act.gov.au | Ground Floor, 470 Northbourne Avenue Dickson ACT 2602

PLEASE NOTE I AM ONLY IN THE OFFICE MONDAY, TUESDAY AND THURSDAY

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

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

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

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -35.403134, 149.072789



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

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

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

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

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

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

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)

Direction Eastbound

Day 7 Days

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

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

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

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

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

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction Eastbound ▼

[Back to Site Summary Page](#)

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

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

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

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

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -35.406781, 149.072188



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

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

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site

[Back to Site Summary Page](#)

Direction

Northbound ▼

Day

7 Days ▼

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

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

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site

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Direction

Southbound ▼

Day

7 Days ▼

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

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

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction Northbound ▼

[Back to Site Summary Page](#)

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

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction Southbound ▼

[Back to Site Summary Page](#)

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

TRANS TRAFFIC SURVEY

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

AUTOMATIC COUNT SUMMARY

Street Name :	Mortimer Lewis Drive	Location :	West of Drakeford Drive
Suburb :	Greenway	Start Date :	00:00 Sat 16/January/2016
Metrocount ID	9586	Finish Date :	00:00 Sat 23/January/2016
Site ID Number :	164	Speed Zone :	50 km/h
Prepared By :		Email:	

GPS information	Lat 35° 24' 38.43 North Long 149° 4' 20.54 East	Direction of Travel		
		Combined	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	302	215	87
	7 Day Average	355	253	102
Weekday AM	06:00	22	16	7
Peak hour start PM	12:00	33	24	10
Speeds : (Km/Hr)	85th Percentile	33.9	35.3	32.5
	Average	30.5	31.1	30.0
Classification % :	Light Vehicles up to 5.5m	95.3%	96.9%	92.3%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -35.410675,+149.072373



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008

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

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

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

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

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	1	27.4	31.2	32	23.9	34.3	0.9
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	5	32.4	35.4	30	19.1	41.2	3.2
07:00	8	32.4	37.0	33	16.0	49.2	5.4
08:00	13	31.5	36.1	33	17.2	55.0	4.9
09:00	19	29.9	35.3	29	17.5	41.8	4.9
10:00	19	30.7	34.6	30	16.7	41.3	4.2
11:00	18	30.6	34.9	31	12.5	43.1	4.4
12:00	17	32.2	36.3	32	18.0	42.7	4.1
13:00	12	32.9	36.6	33	21.1	42.8	3.8
14:00	15	32.1	35.6	33	19.9	42.6	3.9
15:00	14	33.4	37.0	35	19.6	43.1	4.0
16:00	16	32.1	35.6	34	12.6	42.2	4.1
17:00	28	31.6	36.2	31	14.8	49.4	4.6
18:00	23	30.8	35.1	31	19.3	45.4	4.3
19:00	20	30.8	35.3	32	13.6	48.2	4.8
20:00	11	32.2	35.8	31	19.0	45.8	4.1
21:00	6	32.7	35.4	34	21.5	48.2	3.3
22:00	3	26.4	33.2	32	23.1	38.8	2.2
23:00	1	28.7	34.5	35	24.1	39.3	1.4
Summary	249	31.1	35.3	32	12.5	55.0	3.8

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

[Back to Site Summary Page](#)

Direction Eastbound

Day 7 Days

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

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	2	27.4	28.9	34	16.1	35.1	1.8
07:00	3	31.7	33.8	31	19.0	41.5	2.9
08:00	4	29.7	33.5	25	18.8	47.4	4.0
09:00	7	31.2	34.4	30	19.7	41.1	3.5
10:00	7	28.0	31.9	27	13.1	37.1	4.2
11:00	9	29.4	32.2	29	19.6	50.0	3.9
12:00	6	31.1	34.8	30	13.1	42.2	4.0
13:00	5	32.3	35.7	33	18.7	43.1	4.4
14:00	5	33.4	35.7	29	16.7	43.5	2.5
15:00	5	30.4	33.9	28	19.9	43.0	3.7
16:00	4	31.0	32.9	31	19.4	41.9	2.2
17:00	8	30.3	32.8	31	14.1	39.3	3.3
18:00	12	28.1	31.6	29	12.9	44.3	3.8
19:00	10	27.8	29.5	28	16.0	38.1	2.2
20:00	7	29.1	31.4	30	17.3	45.2	3.3
21:00	2	28.7	30.0	25	20.9	37.3	1.6
22:00	2	26.3	27.1	35	16.2	45.8	0.9
23:00	1	34.6	35.1	45	25.0	45.7	0.7
Summary	99	30.0	32.5	30	12.9	50.0	2.9

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

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

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	06:00	06:00	07:00	09:00	09:00	N/A	06:00	N/A	06:00	N/A	09:00
PM Peak	15:00	15:00	12:00	14:00	16:00	19:00	17:00	N/A	12:00	N/A	12:00	N/A	17:00
00:00	0	0	1	2	0	1	0	4	1	3	1	1	1
01:00	1	0	0	1	0	0	1	3	0	2	0	1	1
02:00	0	0	3	0	0	0	0	3	0	3	1	0	0
03:00	0	0	0	0	0	0	2	2	0	0	0	2	1
04:00	0	0	1	0	0	0	0	1	0	1	0	0	0
05:00	0	0	0	0	0	0	3	3	0	0	0	3	2
06:00	5	6	5	7	7	3	2	35	5	30	6	5	3
07:00	8	10	7	10	5	10	7	57	8	40	8	17	9
08:00	12	16	8	18	10	10	16	90	13	64	13	26	13
09:00	14	14	17	18	15	29	29	136	19	78	16	58	29
10:00	15	13	16	9	17	37	30	137	20	70	14	67	34
11:00	12	12	16	11	17	32	34	134	19	68	14	66	33
12:00	15	13	13	10	15	25	31	122	17	66	13	56	28
13:00	10	10	6	14	17	14	19	90	13	57	11	33	17
14:00	8	11	5	26	9	30	19	108	15	59	12	49	25
15:00	4	10	16	10	7	23	29	99	14	47	9	52	26
16:00	7	17	11	13	12	17	35	112	16	60	12	52	26
17:00	34	27	22	19	17	29	46	194	28	119	24	75	38
18:00	28	25	25	19	16	26	26	165	24	113	23	52	26
19:00	35	21	9	19	8	25	21	138	20	92	18	46	23
20:00	8	18	9	14	6	8	13	76	11	55	11	21	11
21:00	10	9	4	7	1	7	7	45	6	31	6	14	7
22:00	1	3	4	2	1	5	5	21	3	11	2	10	5
23:00	1	4	1	1	0	1	2	10	1	7	1	3	2
Total	228	239	199	230	180	332	377	1785	253	1076	215	709	360
% Heavy	3.07%	3.77%	1.51%	4.35%	2.78%	3.01%	2.92%	3.08%		3.16%		2.96%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Mortimer Lewis Drive

Direction Eastbound ▼

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	18/01/2016	19/01/2016	20/01/2016	21/01/2016	22/01/2016	16/01/2016	17/01/2016	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	06:00	04:00	10:00	10:00	N/A	10:00	N/A	04:00	N/A	10:00
PM Peak	15:00	12:00	12:00	16:00	14:00	16:00	16:00	N/A	16:00	N/A	14:00	N/A	16:00
00:00	1	1	0	0	0	0	0	2	0	2	0	0	0
01:00	0	0	0	1	0	0	0	1	0	1	0	0	0
02:00	0	0	0	0	1	0	1	2	0	1	0	1	1
03:00	0	0	0	0	0	0	1	1	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	0	1	3	0	2	0	1	1
06:00	4	3	2	1	2	1	1	14	2	12	2	2	1
07:00	2	2	4	4	2	3	3	20	3	14	3	6	3
08:00	5	4	4	5	6	3	5	32	5	24	5	8	4
09:00	11	8	4	7	4	10	6	50	7	34	7	16	8
10:00	2	6	4	8	8	13	11	52	7	28	6	24	12
11:00	8	9	11	2	7	14	15	66	9	37	7	29	15
12:00	3	3	6	0	9	7	16	44	6	21	4	23	12
13:00	3	2	4	2	9	0	16	36	5	20	4	16	8
14:00	1	4	1	8	4	10	8	36	5	18	4	18	9
15:00	2	5	4	6	3	10	13	43	6	20	4	23	12
16:00	2	3	3	3	4	6	12	33	5	15	3	18	9
17:00	7	6	7	8	2	13	16	59	8	30	6	29	15
18:00	12	14	10	10	6	12	18	82	12	52	10	30	15
19:00	15	12	10	6	2	9	12	66	9	45	9	21	11
20:00	14	14	8	7	3	4	5	55	8	46	9	9	5
21:00	6	3	1	3	0	2	1	16	2	13	3	3	2
22:00	1	1	1	1	1	6	1	12	2	5	1	7	4
23:00	0	0	1	0	1	3	1	6	1	2	0	4	2
Total	101	100	85	82	74	126	163	731	102	442	87	289	150
% Heavy	7.92%	9.00%	11.76%	13.41%	4.05%	7.14%	6.13%	8.21%		9.28%		6.57%	



Saturday 16th January 2015 – 10 am



Saturday 16th January 2015 – 5 pm



Monday 20th January 2015 – 8 am



Monday 20th January 2015 – 5 pm



Saturday 23rd January 2015 – 10 am



Saturday 23rd January 2015 – 5 pm

From: [REDACTED]
Sent: Wednesday, 26 November 2014 9:15 AM
To: Arul, Adrian
Subject: RE: Traffic impact assessment study required for Greenway Section 28 Block 2
Attachments: 14068 Greenway S28 B2 Draft.pdf

Hi Adrian,

Attached is the draft traffic report for Greenway Section 28 Block 2.

If you have any questions please let me know.

Regards

RD Gossip Pty Ltd
2 Lawry Place
Macquarie ACT 2614 Australia
Phone: [REDACTED] Mobile: [REDACTED]
E-mail: [REDACTED]



Land Development Agency

GREENWAY SECTION 28 BLOCK 2
TRAFFIC IMPACT ASSESSMENT

DRAFT




Consulting Engineers

GREENWAY SECTION 28 BLOCK 2
TRAFFIC IMPACT ASSESSMENT

Prepared for Land Development Agency

Document Register

Version	Date	Rev No	Authorisation	
			Name	
Draft	26 November 2014	Draft	R Dunn	

Prepared by:

Robert Dunn
Senior Engineer

Checked by:

.....

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Date : 26 November 2014

Reference : Report RG14068 -2/Draft

Status : Draft

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1. EXECUTIVE SUMMARY

R D Gossip was commissioned by the Land Development Agency (LDA) on the 16 October 2014 to prepare a traffic and parking assessment for Block 2, Section 28 Greenway. The objective of this study was to assess the traffic impacts and parking requirements resulting from a proposed development scenario provided by the LDA.

The study site is bordered by Drakeford Drive, Mortimer Lewis Drive and residential dwellings. It is located east of the Tuggeranong Town Centre. The site is currently vacant and is zoned as CZ2 Leisure and Accommodation.

The development scenario proposed for the study site is to contain 150 dwellings.

Findings of this study are detailed below:

Current Conditions

Intersection performance	Intersection traffic surveys identify that the network peak is between 7:45 am and 8:45 am and between 4:45 pm and 5:45 pm. The surveyed intersections operate at a satisfactory LoS during the AM Peak and PM Peak.
Parking demand	Parking is available around the site on the verge and within two nearby off-street car parks. It was observed that parking around the dog park is in high demand in the afternoon.
Access	There is no current access provided to the site
Public transport	Bus stops are provided on both sides of Drakeford Drive close to the site.
Pedestrian & cycle network	Pedestrian and cycle networks are provided around the study site, including a grade separated crossing of Drakeford Drive.-

Traffic & Parking Impacts

Traffic generation	The development of 150 dwellings will generate 107 vehicle trips during the AM peak period, 117 vehicle trips during the PM peak period and 1,050 total daily vehicle trips.
Intersection performance	Without the development the intersections would operate satisfactorily for the 2024 volumes. Compared to the existing delays, in 2024 there will be insignificant change to the current delay experienced at the intersections without the development. The addition of the traffic generated by the development would result in minimal impact to the performance of the intersections.

Parking demand	<p>Based on 90 two bedroom dwellings and 60 three bedroom dwellings, the development will need to provide a minimum of 293 car parking spaces (including 38 visitor parking spaces).</p> <p>Due to the size of the block and the provision of parking around the site the visitor parking spaces will need to be provided within the development.</p> <p>Access to the development will not impact on any formal parking spaces.</p>
Access	The access locations to the development will need to comply with sight distance requirements.
Public transport	The development results in minimal impact on the public transport service.
Pedestrian & cycle network	<p>The development has minimal impact on the pedestrian and cycle network.</p> <p>The shared path that passes through the development should be incorporated into the development masterplan for the site.</p>

Recommendations

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

- Provide site access in locations where there is adequate sight distance.
- Provide 293 car parking spaces (based on 90 two bedroom units and 60 three bedroom units)
- Provide all parking generated by the development within the boundaries of the block due to the limited provision on Mortimer Lewis Drive.
- Increase the parking provision for the dog park on Mortimer Lewis Drive to reduce the impact of this facility on the development.
- Incorporate the shared path into the development masterplan so it remains in the current location. This is due to the significance of the existing connection provided between Lake Tuggeranong and Oxley.

2. INTRODUCTION

R D Gossip was commissioned by the Land Development Agency (LDA) to prepare a traffic impact assessment for Block 2 Section 28 Greenway.

2.1 Document Objective

The objective of the traffic study was to assess the impacts of traffic and parking demand generated by a development of the site. This study provides recommendations to address any identified traffic and parking impacts to allow for the proposed development to proceed.

The assessment of traffic and parking impacts is based on a maximum of 150 dwellings as identified by the LDA.

The assessment of impacts has been based on the following guidelines:

- NSW Roads and Maritime (RMS) *Guide to Traffic Generating Developments* (Version 2.2, October 2002) and *Technical Direction 2013/04* (August 2013);
- ACT Planning and Land Authority (ACTPLA) *Parking and Vehicular Access General Code* (October 2013);
- ACT Planning and Land Authority (ACTPLA) *Bicycle Parking General Code* (October 2013); and
- ACT Planning and Land Authority (ACTPLA) *Estate Development Code* (October 2013).

2.2 Document Structure

This traffic impact assessment is structured as follows:

Section 3 Existing Conditions	Describes the existing traffic, transport and parking conditions for the area surrounding the study area.
Section 4 Proposed Scenario	Reviews the proposed land use and calculates the associated traffic generation and parking requirements
Section 5 Study Results	Presents the results of the traffic and parking impact assessment.
Section 6 Recommendations	Identifies recommended mitigation measures that require further actions.

2.3 The Project Team

The client is Land Development Agency. The Project Officer is Adrian Arul.

The R D Gossip Pty Ltd project team is:

- Robert Dunn Project Manager and Senior Traffic Engineer
- Martin Gordon Senior Designer

3. EXISTING CONDITIONS

3.1 Site Location

The study site is bordered by Drakeford Drive, Mortimer Lewis Drive and residential dwellings. It is located east of the Tuggeranong Town Centre. The site is currently vacant and is zoned as CZ2 Leisure and Accommodation.

Note that ACTMAPi has been used for any aerial photography used in this report.



Figure 3-1 Locality Plan

3.2 Land Use

Block 2 is 44,645 m² and is zoned as CZ2 Leisure and Accommodation.

It is currently vacant with a shared path crossing the block providing a grade separated link from the eastern side of Drakeford Drive to a shared path circulating Lake Tuggeranong.

3.3 Site Access

No formal access is currently provided to the block. However, there is no raised kerb between the carriageway and the block.

3.4 Road Hierarchy

The following roads have been reviewed as part of this assessment:

Drakeford Drive is an arterial road in the ACT road network providing a major link from the Tuggeranong District to other Canberra districts. There are no property accesses located on Drakeford Drive. Parking is not permitted in the vicinity of the site. The posted speed limit near the site is 80 km/h.

Mortimer Lewis Drive is a minor collector in the ACT road network. It connects to Drakeford Drive at the intersection with Taverner Street at a signalised intersection as well as approximately 850 m further south as a left-in left out. There are property accesses located on both sides of this road. Vehicles currently park on both verges of the road. There is no speed limit posted on Mortimer Lewis Drive, therefore the default speed limited is 50 km/h.

3.5 Geometric Layout

Drakeford Drive is a divided four lane two way road with cycle lanes in both directions. The median is vegetated.

Mortimer Lewis Drive is a two lane two way road. The geometry of the road encourages a low speed environment.

The intersection of Drakeford Drive with Mortimer Lewis Drive / Taverner Street is signalised with right turn storage lanes in both directions on Drakeford Drive and left turn slip lanes provided on each approach.

The intersection of Drakeford Drive with Mortimer Lewis Drive is a limited movement left in/ left out intersection.

3.6 Existing Traffic Conditions

General Characteristics

Traffic conditions within close proximity of the study site are influenced by a number of characteristics including:

- The arterial nature of Drakeford Drive linking the Tuggeranong District to other Canberra districts.
- Mortimer Lewis Drive providing connections to community facilities along Lake Tuggeranong.
- Most of the traffic on Drakeford Drive approached the surveyed intersections in platoons created from the adjacent signalised intersections.
- There was minimal delay on each approach to the surveyed intersections during the peak periods, with all queued vehicles at the signalised intersections able to exit the intersection during each green phase.

Intersection Surveys

Intersection surveys were undertaken on Wednesday 12th November 2014 during the AM peak period (between 7:30 am and 9:30 am) and PM peak period (between 4:30 pm and 6:30 pm) at the following intersections:

- Drakeford Drive / Mortimer Lewis Drive / Taverner Street (signalised intersection)
- Drakeford Drive / Mortimer Lewis Drive (priority controlled intersection)

The intersection surveys indicate that the network peak is governed by Drakeford Drive. The AM peak hour is between 7:45 am and 8:45 am and the PM peak hour is between 4:45 pm and 5:45 pm. The AM and PM peak hour traffic volumes are shown in Figure 3-2. The complete survey data is provided in Appendix 1.

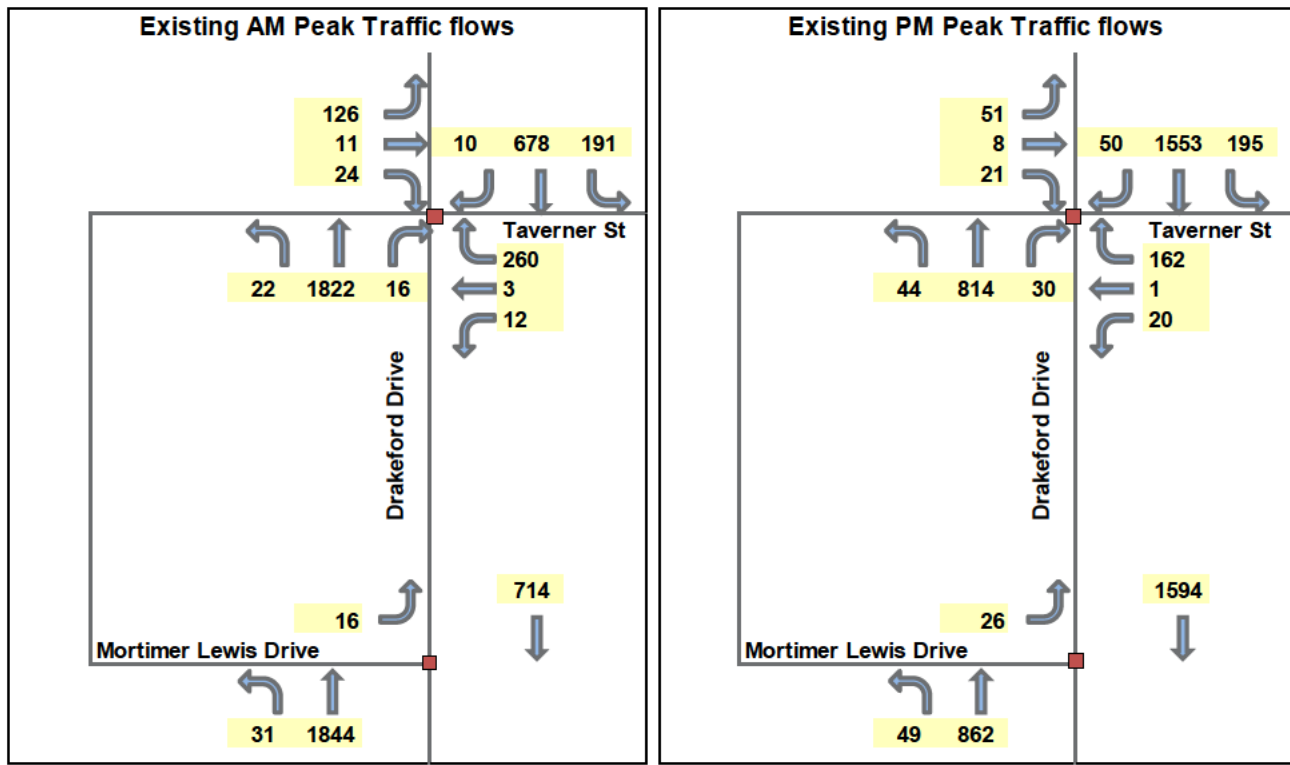


Figure 3-2 Existing AM and PM peak hour traffic volumes

SIDRA Analysis

SIDRA Intersection is a traffic engineering micro-analytical traffic evaluation tool used for intersection design and analysis. SIDRA is an acronym for Signalised and unsignalised Intersection Design and Research Aid. It is used for the analysis of intersection capacity, level of service and performance.

This package provides several useful indicators to determine the level of intersection performance. These are known as Level of Service (LoS), Degree of Saturation (DoS), Average Delay (seconds) and Maximum Queue Length (metres). The LoS criteria for intersections is defined in Table 3-1.

Table 3-1 Level of Service criteria for intersections

Level of Service	Average delay (seconds per vehicle)	Traffic signals and roundabouts	Give Way and Stop signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required

Level of Service	Average delay (seconds per vehicle)	Traffic signals and roundabouts	Give Way and Stop signs
E	57 to 70	At capacity At signals; incidents will cause excessive delays; roundabouts require control mode	At capacity; requires other control mode
F	Greater than 71	Unsatisfactory with excessive queuing	Unsatisfactory with excessive queuing; requires other control mode

Source: *RMS Guide to Traffic Generating Developments*

Existing Intersection Performance

The base case SIDRA Intersection analysis was undertaken to provide an understanding of the current traffic operations at the key intersection to provide a basis for a qualitative and quantitative assessment of the proposed development.

Table 3-2 shows the SIDRA modelling results of the surveyed intersection under the existing traffic conditions.

Table 3-2 Existing intersection performances (2014)

Intersection	Peak hour	DoS	Delay (s)	LoS	Queue (m)
Drakeford Drive / Mortimer Lewis Drive / Taverner Street	AM	0.869	17.9	B	139.7
	PM	0.841	16.2	B	134.1
Drakeford Drive / Mortimer Lewis Drive	AM	0.514	14.8	B	1.1
	PM	0.444	7.8	A	0.8

The results demonstrate that the intersections operate at a satisfactory LoS during the AM and PM peak periods. Although there was occasional queuing at the signalised intersection, vehicles were observed clearing the signals during each phase during the allocated green phase.

The movement summary reports from SIDRA are provided in Appendix 2.

3.7 Existing Parking Conditions

Parking is available on the verge along Mortimer Lewis Drive and within two off-street parking areas (associated with the dog park and the playground/picnic facility). A review of the parking facilities and conditions has been undertaken as part of the assessment.

The car park associated with the playground and picnic area near Lake Tuggeranong has approximately 42 unmarked car parking spaces. It was observed that this car park was relatively quiet during both the AM and PM peak periods. There is potential that seasonal fluctuations influence the demand for this area. However, it has been advised that the parking demand tends to remain low.

The car park associated with the dog park has a high demand especially during the afternoon period and weekends. During the afternoon period cars were observed parking within the sealed car park and informally along both sides of Mortimer Lewis Drive. It is estimated that the current provision of this car

park caters for approximately a third of the demand. Some vehicles were observed parking within the block during the afternoon peak.

3.8 Public Transport

There are bus stops on both sides of Drakeford Drive near the study area which is also in close proximity to the Belconnen Community Bus Station.

Several bus routes use Drakeford Drive, providing a connections to key city, town and group centres.

3.9 Pedestrians and Cyclists

There are good provisions for pedestrians along the western boundary of the site with a shared path that loops around Lake Tuggeranong linking to other key shared paths. There is a pedestrian underpass provided under Drakeford Drive which also connects to the bus stops on both sides of Drakeford Drive.

A shared path is located within the Block 2 boundary.

There are on road cycle lanes provided on Drakeford Drive.

3.10 Collision Analysis

Collision History

Collision history reports were obtained from Roads ACT for a five year period (2009–2013) for the roads surrounding the site. A total of 40 reported collisions occurred around the site involving a total of 76 vehicles comprising;

Mortimer Lewis Drive midblock (Drakeford Drive intersections)	5 collisions (12.5% of total collisions) involving 7 vehicles.
Drakeford Drive midblock (Mortimer Lewis Drive intersections)	7 collisions (17.5% of total collisions) involving 13 vehicles.
Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street	27 collisions (67.5% of total collisions) involving 53 vehicles.
Drakeford Drive/ Mortimer Lewis Drive	1 collision (2.5% of total collisions) involving 3 vehicles.

Collision Data Analysis

An analysis of the collision data is provided below:

- No collisions resulted in a fatality.
- No collisions involved pedestrians or cyclists.
- The majority of the collisions occurred at the Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street intersection which mostly involved vehicles from the same direction (RUM code 301 - 303). These totalled 17 collisions constituting 42.5% of all collisions.
- Three of the five collisions on Mortimer Lewis Drive were single vehicles losing control and leaving the carriageway (RUM codes 703 and 804).
- 80% of the collisions occurred during fine conditions.
- 82.5% of collisions occurred during the day (35% AM, 47.5% PM).
- 77.5% of collisions occurred on weekdays.

4. PROPOSED SCENARIO

4.1 Development Scenario

LDA provided the development scenario for the study area to contain a maximum of 150 dwellings. For the purpose of this study it has been assumed that they will be of a townhouse arrangement similar to the residences north of the site.

4.2 Site Access

There has been no detailed planning of the site at the stage of writing this report. It is important that the access locations to the development provide adequate sight distance.

4.3 Traffic Generation

The calculation of traffic generation from the proposed development has been based on the RMS *Guide to Traffic Generating Development, TDT 2013/04a* (August 2013) based on low density developments. The generation rates are shown in Table 4-1.

Table 4-1 Traffic Generation Rates

Development Type	AM Peak Hour Vehicle Trips	PM Peak Hour Vehicle Trips	Daily Vehicle Trips
Residential	0.71 per dwelling	0.78 per dwelling	7 per dwelling

Note: residential daily traffic generation rate based on the *Estate Development Code* (October 2013)

The traffic generated by the provided development scenario is shown in Table 4-2.

Table 4-2 Projected Traffic Generation

Development Type	Size	AM Peak Hour Vehicle Trips	PM Peak Hour Vehicle Trips	Daily Vehicle Trips
Residential	150 dwellings	107	117	1,050

4.4 Parking Provisions

The calculation of required parking provision resulting from the proposed development is based on ACTPLA *Parking and Vehicular Access General Code* (October 2013). However, there are no parking provision requirements for zone classification CZ6 for residential developments. It is likely that the block will be rezoned to RZ2. On that basis, the residential parking provisions rates are for RZ2, and the following assumptions:

- 60% of the development will be 2 bedroom dwellings; and,
- 40% of the development will be 3 bedroom dwellings.

The parking provision rates for the development scenario are provided in Table 4-3.

Table 4-3 Parking Provision Rates

Development Type	Parking provision rate
Residential	A minimum average provision of 1.5 spaces per two bedroom dwelling
	2 parking spaces for each dwelling with three or more bedrooms
	1 visitor space per four dwellings

The parking provision requirement for each component is shown in Table 4-4.

Table 4-4 Parking Provision Requirements

Development Type	Size	Parking requirements
2 bedroom dwellings	90 dwellings	135
3 bedroom dwellings	60 dwellings	120
	Visitor spaces	38
TOTAL		293

In addition to the car parking spaces provided for the development it is required to provide three dedicated motorcycle spaces per 100 car parking spaces (i.e. 3 spaces). The number of disabled parking spaces are to comply with the Building Code of Australia for the intended use.

4.5 Bicycle Parking

The calculation of required bicycle parking (demand) provision resulting from the proposed development is based on the ACTPLA *Bicycle Parking General Code* (October 2013). The bicycle parking provision rates and requirements in Table 4-5 are applicable.

Table 4-5 Bicycle Parking Provision Rates and Requirements

Development Type	Bicycle parking provision rate	Parking requirements
Residential (150 dwellings)	1 per apartment	150
	1 per 12 apartments after the first 12 apartments	12
TOTAL		162

5. TRAFFIC AND PARKING IMPACTS

5.1 Traffic Distribution

Assumptions

The distribution of traffic of the proposed development has been based on the existing flow of traffic on Mortimer Lewis Drive near the signalised intersection with Drakeford Drive and Taverner Street.

The following direction split in and out of the site for the residential development has been applied:

- 10% in/ 90% out during AM peak;
- 80% in/ 20% out during PM peak; and,
- 20% of northbound vehicles will use the Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street intersection.

Development scenario traffic distribution

Based on the traffic generated by the proposed development scenarios and the assumptions used for the traffic distribution, the distributed traffic volumes generated by the development scenarios are shown in Figure 5-1.

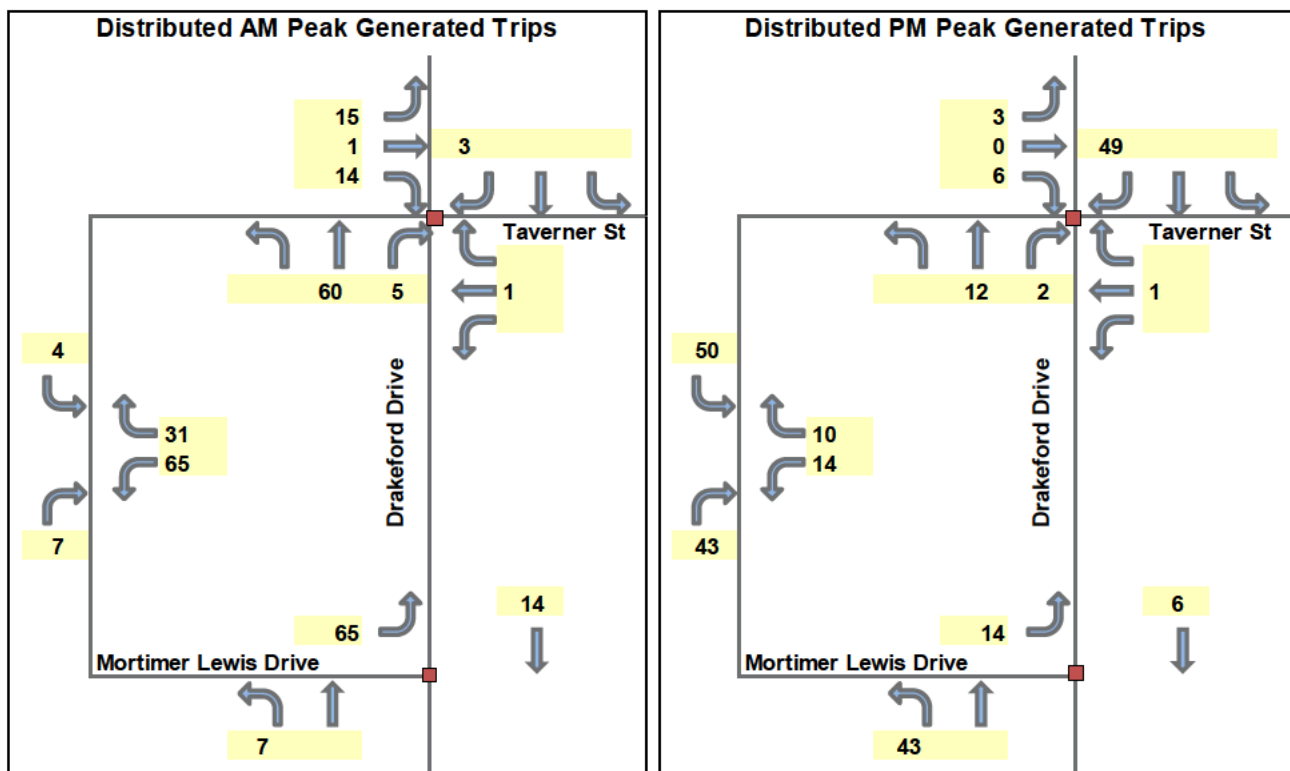


Figure 5-1 Distributed AM and PM Generated Traffic Flows

5.2 Traffic Growth

Strategic traffic growth was obtained from ESD for the roads surrounding the site to enable the calculation of traffic growth to 2024. The model predicted that the daily traffic volumes on Drakeford Drive will have a slight -0.15% annual compound decline from 2011 to 2021 and then a 1.59% annual compound growth from 2021 to 2024. This is equivalent to a 0.37% annual compound growth from 2014 to 2024.

The growth of traffic on Mortimer Lewis Drive will only be associated with the proposed development as there are no other factors that can contribute to additional traffic on this road.

The 2024 traffic volumes without the development are calculated using the annual compound growth on the 2014 base volumes for the AM Peak and PM Peak. These volumes are provided in Figure 5-2.

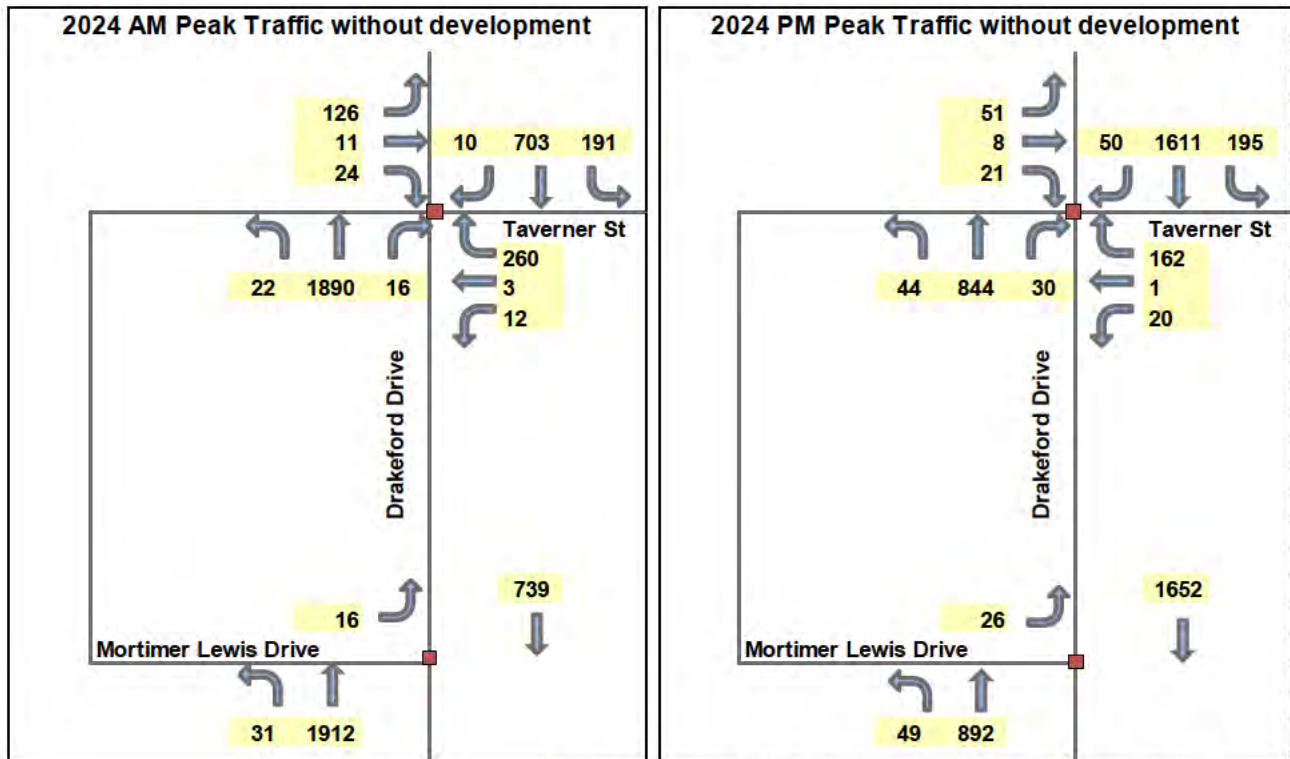


Figure 5-2 2024 Traffic Volumes (without development)

5.3 Intersection Performance

SIDRA analysis has been undertaken to assess the performance of the two intersections in 2024 with and without the development to assess the impacts associated with traffic generated by the development.

Table 5-1 shows the results of the SIDRA analysis for 2024 without the development traffic generated by the development scenarios.

Table 5-1 2024 Intersection performances without development

Intersection	Peak hour	DoS	Delay (s)	LoS	Queue (m)
Drakeford Drive / Mortimer Lewis Drive / Taverner Street	AM	0.884	19.2	B	157.8
	PM	0.873	17.0	B	151.1
Drakeford Drive / Mortimer Lewis Drive	AM	0.533	15.8	B	1.2
	PM	0.460	7.9	A	0.8

Table 5-2 shows the results of the SIDRA analysis with the traffic generated by the development scenarios overlaid on the 2024 traffic volumes.

Table 5-2 2024 Intersection performances with development

Intersection	Peak hour	DoS	Delay (s)	LoS	Queue (m)
Drakeford Drive / Mortimer Lewis Drive / Taverner Street	AM	0.913	21.2	B	179.2
	PM	0.873	17.5	B	151.1
Drakeford Drive / Mortimer Lewis Drive	AM	0.533	17.8	B	6.7
	PM	0.462	8.0	A	1.3

The results indicate that there will be minimal change to the LoS of the intersections between existing conditions and 2024 traffic volumes.

The addition of the traffic generated by the development of 150 dwellings would result in a minor increase in delay at all the intersections. The DoS of Drakeford Drive / Mortimer Lewis Drive / Taverner Street indicates that the signalised intersection will be close to capacity during the AM peak due to the northbound movement (major AM peak movement). However, it is expected that the coordination with other intersections on Drakeford Drive will assist in managing the overall performance of this intersection.

There would be minimal impact on the priority intersection of Mortimer Lewis Drive with Drakeford Drive due to the platooning of traffic associated with the signalised intersection of Drakeford Drive/ Soward Way/ Erindale Drive south of the site.

The 2024 with and without development movement summary reports from SIDRA are provided in Appendix 3.

5.4 Impact on Road Classification

Mortimer Lewis Drive is currently classified as a minor collector. Traffic volumes collected in Mortimer Lewis Drive indicate that the daily traffic volume is approximately 2,000 vehicles per day near the signalised intersection with Drakeford Drive and Taverner Street. However, near the priority intersection with Drakeford Drive the daily traffic volume is approximately 750 vehicles per day. Both these volumes are within the threshold of 3,000 vehicles per day for a minor collector (*Estate Development Code* (October 2013)).

The growth of traffic on Mortimer Lewis Drive will only be associated with the proposed development as there are no other expected developments that might contribute to additional traffic on this road. The increase in daily traffic contributed by the development of Block 2 would change the total 2024 daily traffic volume to approximately 2,200 vehicles per day near the signalised intersection and approximately 1,500 vehicles per day near the priority intersection. Both still within the parameters the current road classification.

5.5 Parking Impacts

The ACTPLA code requires that residential developments provide a minimum of 1 parking space for each of the one and two bedroom apartments, 2 parking spaces for the 3 bedroom apartments, plus 1 space for every 4 dwellings for visitors.

Based on the development of 150 dwellings (and previously stated assumptions) the development would need to provide 293 car parking spaces for the development. This includes 38 visitor parking spaces that will need to be provided within 200 m of the development. Due to the size of the block and

the provision of parking around the site the visitor parking spaces will need to be provided within the development.

Disabled and motorcycle parking spaces are to be included in addition to this provision.

There will be a need to expand the parking provisions provided for the dog park to alleviate the impact of the development on use of the dog park. This can be done through providing additional gravelled sections for parking in close proximity to the entry of the dog park.

As there is no formal on-street parking provided on Mortimer Lewis Drive, the location of accesses into the development will not impact on parking.

5.6 Impacts on Public Transport

It is expected that there will be minimal impacts to the existing public transport as a result of the development.

5.7 Impact to Pedestrians and Cyclists

It is anticipated that there will be minimal impact on existing pedestrian and cyclists as a result of the development.

The shared path that passes through the development will either need to be moved or incorporated into the development masterplan for it to remain in its current location. It is recommended that this shared path is incorporated into a development masterplan and that it remains in the current location due to the connection provided between Lake Tuggeranong and Oxley.

6. RECOMMENDATIONS

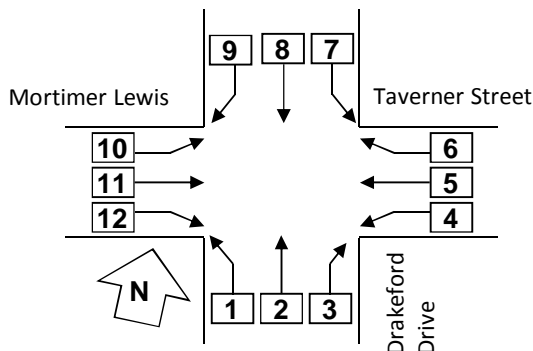
The following recommendations are made in relation to the findings of this study:

- Provide site access in locations where there is adequate sight distance.
- Provide 293 car parking spaces (based on 90 two bedroom units and 60 three bedroom units)
- Provide all parking generated by the development within the boundaries of the block due to the limited provision on Mortimer Lewis Drive.
- Increase the parking provision for the dog park on Mortimer Lewis Drive to reduce the impact of this facility on the development.
- Incorporate the shared path into the development masterplan so it remains in the current location. This is due to the significance of the existing connection provided between Lake Tuggeranong and Oxley.

APPENDIX 1

INTERSECTION SURVEYS

Project Number 14068
 Location: Greenway
 Date: 12/11/2014
 Weather: Fine
 Observer



Intersection Counts

Time Period	Direction												Total
	Northbound			Westbound			Southbound			Eastbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	1	2	3	4	5	6	7	8	9	10	11	12	
7:30 - 7:45	14	438	2	1	0	63	15	119	8	11	3	8	682
7:45 - 8:00	9	489	3	1	0	65	18	141	3	10	2	4	745
8:00 - 8:15	4	511	3	4	0	50	59	154	2	32	2	4	825
8:15 - 8:30	3	406	4	1	2	82	51	190	1	41	4	9	794
8:30 - 8:45	6	416	6	6	1	63	63	193	4	43	3	7	811
8:45 - 9:00	1	306	5	5	2	90	60	170	11	26	4	9	689
9:00 - 9:15	3	275	8	6	0	62	41	183	5	13	3	6	605
9:15 - 9:30	7	192	4	3	1	25	33	133	5	9	2	5	419
Total	47	3033	35	27	6	500	340	1283	39	185	23	52	5570

16:30 - 16:45	5	172	12	6	1	45	33	318	10	17	2	3	624
16:45 - 17:00	0	179	3	1	1	44	52	386	8	21	3	7	705
17:00 - 17:15	4	220	9	7	0	40	46	333	13	16	1	3	692
17:15 - 17:30	16	216	9	7	0	41	39	416	9	9	2	5	769
17:30 - 17:45	24	199	9	5	0	37	58	418	20	5	2	6	783
17:45 - 18:00	29	160	11	4	1	49	64	274	13	3	4	8	620
18:00 - 18:15	8	195	11	1	0	47	73	156	14	4	4	9	522
18:15 - 18:30	11	174	4	7	1	32	48	114	10	2	4	8	415
Total	97	1515	68	38	4	335	413	2415	97	77	22	49	5130

Hourly Flows

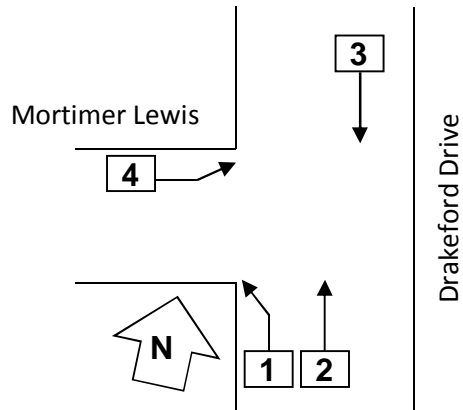
Time Period	Northbound			Westbound			Southbound			Eastbound			Total
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 8:30	30	1844	12	7	2	260	143	604	14	94	11	25	3046
7:45 - 8:45	22	1822	16	12	3	260	191	678	10	126	11	24	3175
8:00 - 9:00	14	1639	18	16	5	285	233	707	18	142	13	29	3119
8:15 - 9:15	13	1403	23	18	5	297	215	736	21	123	14	31	2899
8:30 - 9:30	17	1189	23	20	4	240	197	679	25	91	12	27	2524

PEAK

Time Period	Northbound			Westbound			Southbound			Eastbound			Total
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
16:30 - 17:30	25	787	33	21	2	170	170	1453	40	63	8	18	2790
16:45 - 17:45	44	814	30	20	1	162	195	1553	50	51	8	21	2949
17:00 - 18:00	73	795	38	23	1	167	207	1441	55	33	9	22	2864
17:15 - 18:15	77	770	40	17	1	174	234	1264	56	21	12	28	2694
17:30 - 18:30	72	728	35	17	2	165	243	962	57	14	14	31	2340

PEAK

Project Number 14068
 Location: Greenway
 Date: 12/11/2014
 Weather: Fine
 Observer



Intersection Counts

Time Period	Direction				Total
	Northbound		Southbound	Eastbound	
	Left	Through	Through	Left	
	1	2	3	4	
7:30 - 7:45	3	454	128	0	585
7:45 - 8:00	8	498	146	3	655
8:00 - 8:15	4	514	162	4	684
8:15 - 8:30	9	410	200	3	622
8:30 - 8:45	10	422	206	6	644
8:45 - 9:00	9	306	184	6	505
9:00 - 9:15	13	282	195	4	494
9:15 - 9:30	14	200	141	3	358
Total	70	3086	1362	29	4547

16:30 - 16:45	6	187	327	2	522
16:45 - 17:00	11	175	394	7	587
17:00 - 17:15	6	221	343	12	582
17:15 - 17:30	20	236	428	5	689
17:30 - 17:45	12	230	429	2	673
17:45 - 18:00	8	198	286	2	494
18:00 - 18:15	11	207	166	7	391
18:15 - 18:30	3	183	129	6	321
Total	77	1637	2502	43	4259

Hourly Flows

Time Period	Northbound		Southbound	Eastbound	Total
	Left	Through	Through	Left	
7:30 - 8:30	24	1876	636	10	2546
7:45 - 8:45	31	1844	714	16	2605
8:00 - 9:00	32	1652	752	19	2455
8:15 - 9:15	41	1420	785	19	2265
8:30 - 9:30	46	1210	726	19	2001

PEAK

Time Period	Northbound		Southbound	Eastbound	Total
	Left	Through	Through	Left	
16:30 - 17:30	43	819	1492	26	2380
16:45 - 17:45	49	862	1594	26	2531
17:00 - 18:00	46	885	1486	21	2438
17:15 - 18:15	51	871	1309	16	2247
17:30 - 18:30	34	818	1010	17	1879

PEAK

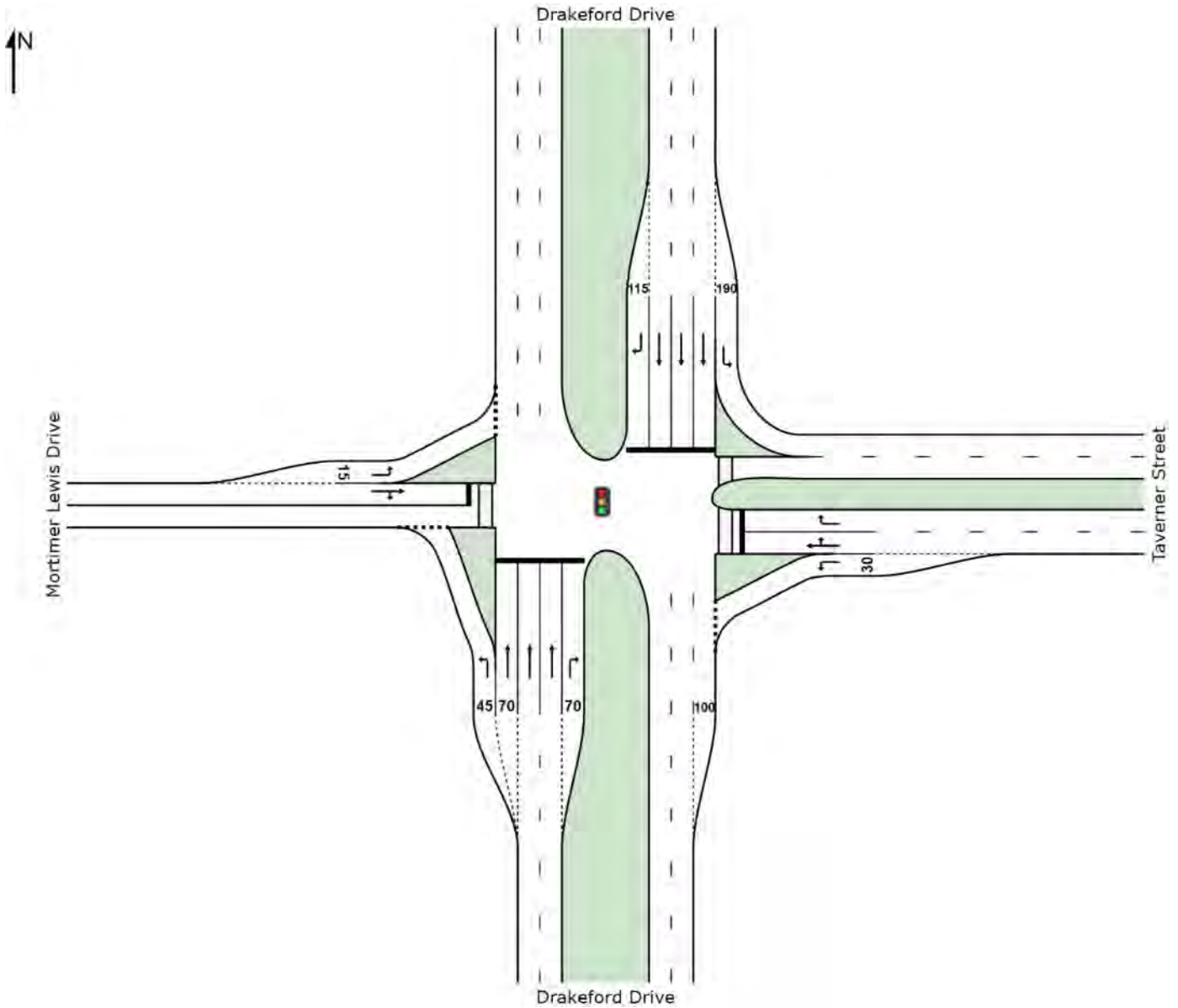
APPENDIX 2

**2014 SIDRA INTERSECTION MOVEMENT
SUMMARYS**

SITE LAYOUT

Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street

2014 Existing
Signals - Fixed Time



Created: Wednesday, 26 November 2014 8:45:49 AM
SIDRA INTERSECTION 6.0.24.4877

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Project: X:\PROJECTS\2014\14068 B2 S28 Greenway TIA\Reports\14068 SIDRA 2014.sip6
8000081, 6016307, R D GOSSIP PTY LTD, PLUS / 1PC

**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY

 **Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street - AM**

2014 Existing

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: Drakeford Drive											
1	L2	23	0.0	0.015	7.4	LOS A	0.0	0.1	0.02	0.62	59.6
2	T1	1918	5.0	0.852	15.3	LOS B	19.1	139.7	0.82	0.79	60.0
3	R2	17	0.0	0.106	38.8	LOS C	0.5	3.7	0.90	0.69	36.7
Approach		1958	4.9	0.852	15.4	LOS B	19.1	139.7	0.81	0.79	59.7
East: Taverner Street											
4	L2	13	0.0	0.013	7.2	LOS A	0.1	0.6	0.28	0.59	57.2
5	T1	3	0.0	0.869	41.5	LOS C	5.5	38.2	1.00	0.95	31.1
6	R2	274	0.0	0.869	47.2	LOS D	5.5	38.2	1.00	0.95	32.7
Approach		289	0.0	0.869	45.3	LOS D	5.5	38.2	0.97	0.94	33.3
North: Drakeford Drive											
7	L2	201	0.0	0.108	7.6	LOS A	0.0	0.0	0.00	0.60	63.9
8	T1	714	5.0	0.367	15.8	LOS B	6.7	49.1	0.73	0.62	59.5
9	R2	11	0.0	0.066	40.5	LOS C	0.3	2.4	0.95	0.67	38.5
Approach		925	3.9	0.367	14.3	LOS A	6.7	49.1	0.58	0.62	59.9
West: Mortimer Lewis Drive											
10	L2	133	0.0	0.174	13.6	LOS A	2.2	15.6	0.59	0.71	52.4
11	T1	12	0.0	0.228	34.4	LOS C	1.3	8.8	0.97	0.72	34.2
12	R2	25	0.0	0.228	40.0	LOS C	1.3	8.8	0.97	0.72	38.9
Approach		169	0.0	0.228	19.0	LOS B	2.2	15.6	0.67	0.71	48.4
All Vehicles		3342	3.9	0.869	17.9	LOS B	19.1	139.7	0.75	0.75	55.8

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

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate	
		ped/h	sec		Pedestrian ped	Distance m	per ped	
P2	East Full Crossing	53	22.4	LOS C	0.1	0.1	0.80	
P4	West Full Crossing	53	15.8	LOS B	0.1	0.1	0.67	
All Pedestrians		105	19.1	LOS B			0.74	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 **Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street - PM**

2014 Existing

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Drakeford Drive											
1	L2	46	0.0	0.031	8.0	LOS A	0.2	1.1	0.20	0.64	58.8
2	T1	857	5.0	0.378	16.1	LOS B	7.0	50.8	0.75	0.64	59.2
3	R2	32	0.0	0.198	41.5	LOS C	1.1	7.5	0.96	0.72	35.5
Approach		935	4.6	0.378	16.6	LOS B	7.0	50.8	0.73	0.64	58.1
East: Taverner Street											
4	L2	21	0.0	0.027	10.0	LOS A	0.2	1.7	0.44	0.63	54.2
5	T1	1	0.0	0.539	35.9	LOS C	3.0	21.0	0.98	0.77	33.0
6	R2	171	0.0	0.539	41.5	LOS C	3.0	21.0	0.98	0.77	34.8
Approach		193	0.0	0.539	38.0	LOS C	3.0	21.0	0.92	0.76	36.2
North: Drakeford Drive											
7	L2	205	0.0	0.111	7.6	LOS A	0.0	0.0	0.00	0.60	63.9
8	T1	1635	5.0	0.841	13.6	LOS A	18.4	134.1	0.75	0.71	61.8
9	R2	53	0.0	0.331	39.8	LOS C	1.7	12.2	0.93	0.74	38.8
Approach		1893	4.3	0.841	13.6	LOS A	18.4	134.1	0.67	0.70	60.9
West: Mortimer Lewis Drive											
10	L2	54	0.0	0.057	8.0	LOS A	0.4	3.1	0.34	0.63	56.9
11	T1	8	0.0	0.189	34.2	LOS C	1.0	7.2	0.96	0.71	34.2
12	R2	22	0.0	0.189	39.8	LOS C	1.0	7.2	0.96	0.71	38.8
Approach		84	0.0	0.189	19.0	LOS B	1.0	7.2	0.57	0.66	48.2
All Vehicles		3104	4.0	0.841	16.2	LOS B	18.4	134.1	0.70	0.68	57.6

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

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian ped	Distance m		per ped
P2	East Full Crossing	53	22.4	LOS C	0.1	0.1	0.80	0.80
P4	West Full Crossing	53	15.8	LOS B	0.1	0.1	0.67	0.67
All Pedestrians		105	19.1	LOS B			0.74	0.74

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

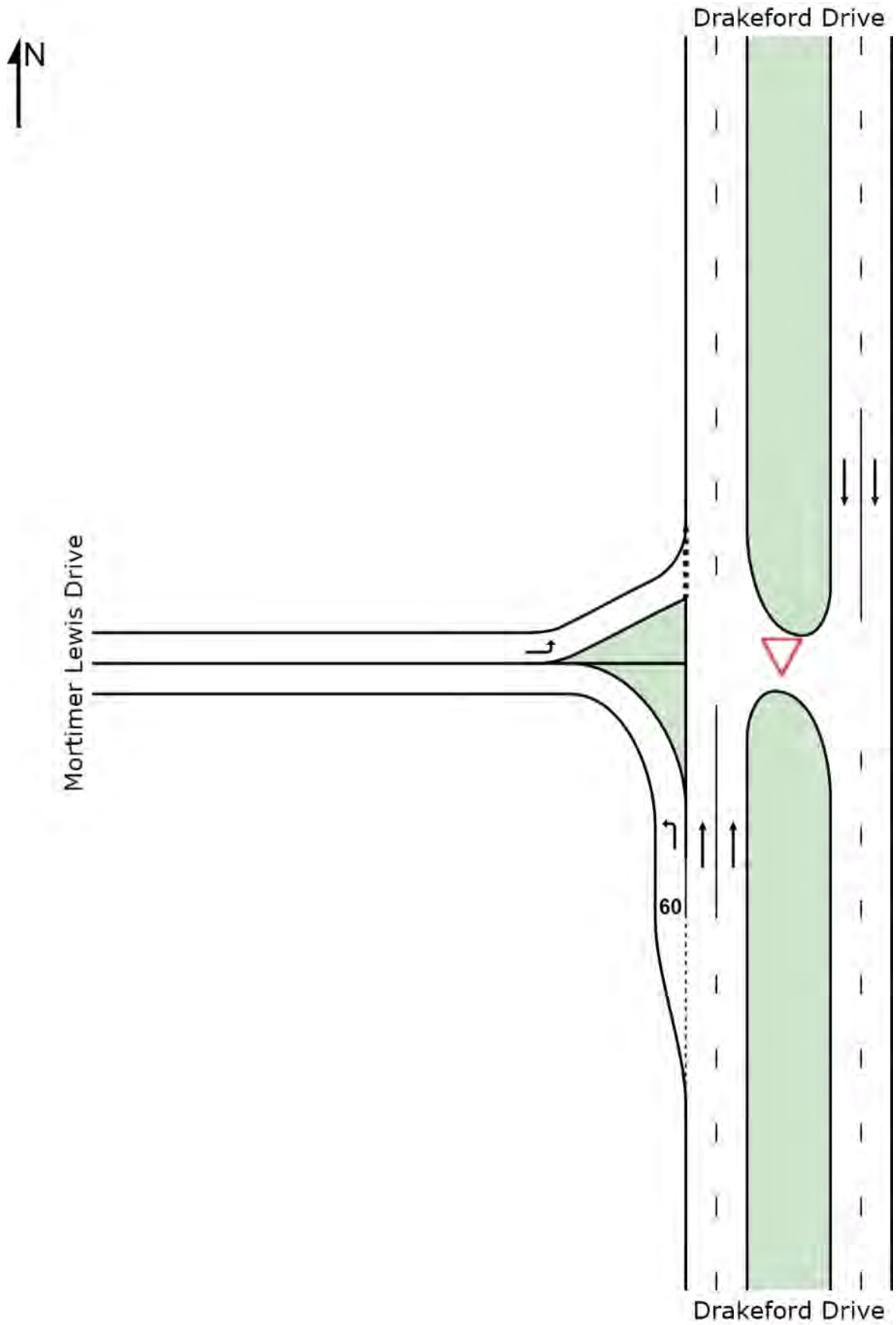
Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

▽ Site: Drakeford Drive/ Mortimer Lewis Drive

2014 Existing condition
Giveaway / Yield (Two-Way)



MOVEMENT SUMMARY

▽ Site: Drakeford Drive/ Mortimer Lewis Drive - AM

2014 Existing condition
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Drakeford Drive											
1	L2	33	0.0	0.018	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	1941	5.0	0.514	0.1	LOS A	0.0	0.0	0.00	0.00	79.7
Approach		1974	4.9	0.514	0.2	NA	0.0	0.0	0.00	0.01	79.4
North: Drakeford Drive											
8	T1	752	5.0	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		752	5.0	0.199	0.0	NA	0.0	0.0	0.00	0.00	79.9
West: Mortimer Lewis Drive											
10	L2	17	0.0	0.050	14.8	LOS B	0.2	1.1	0.76	0.89	51.6
Approach		17	0.0	0.050	14.8	LOS B	0.2	1.1	0.76	0.89	51.6
All Vehicles		2742	4.9	0.514	0.3	NA	0.2	1.1	0.00	0.01	79.3

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

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: Drakeford Drive/ Mortimer Lewis Drive - PM

2014 Existing condition
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: Drakeford Drive											
1	L2	52	0.0	0.028	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	907	5.0	0.240	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		959	4.7	0.240	0.4	NA	0.0	0.0	0.00	0.03	79.0
North: Drakeford Drive											
8	T1	1678	5.0	0.444	0.1	LOS A	0.0	0.0	0.00	0.00	79.8
Approach		1678	5.0	0.444	0.1	NA	0.0	0.0	0.00	0.00	79.8
West: Mortimer Lewis Drive											
10	L2	27	0.0	0.034	7.8	LOS A	0.1	0.8	0.45	0.65	57.2
Approach		27	0.0	0.034	7.8	LOS A	0.1	0.8	0.45	0.65	57.2
All Vehicles		2664	4.9	0.444	0.3	NA	0.1	0.8	0.00	0.02	79.2

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

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

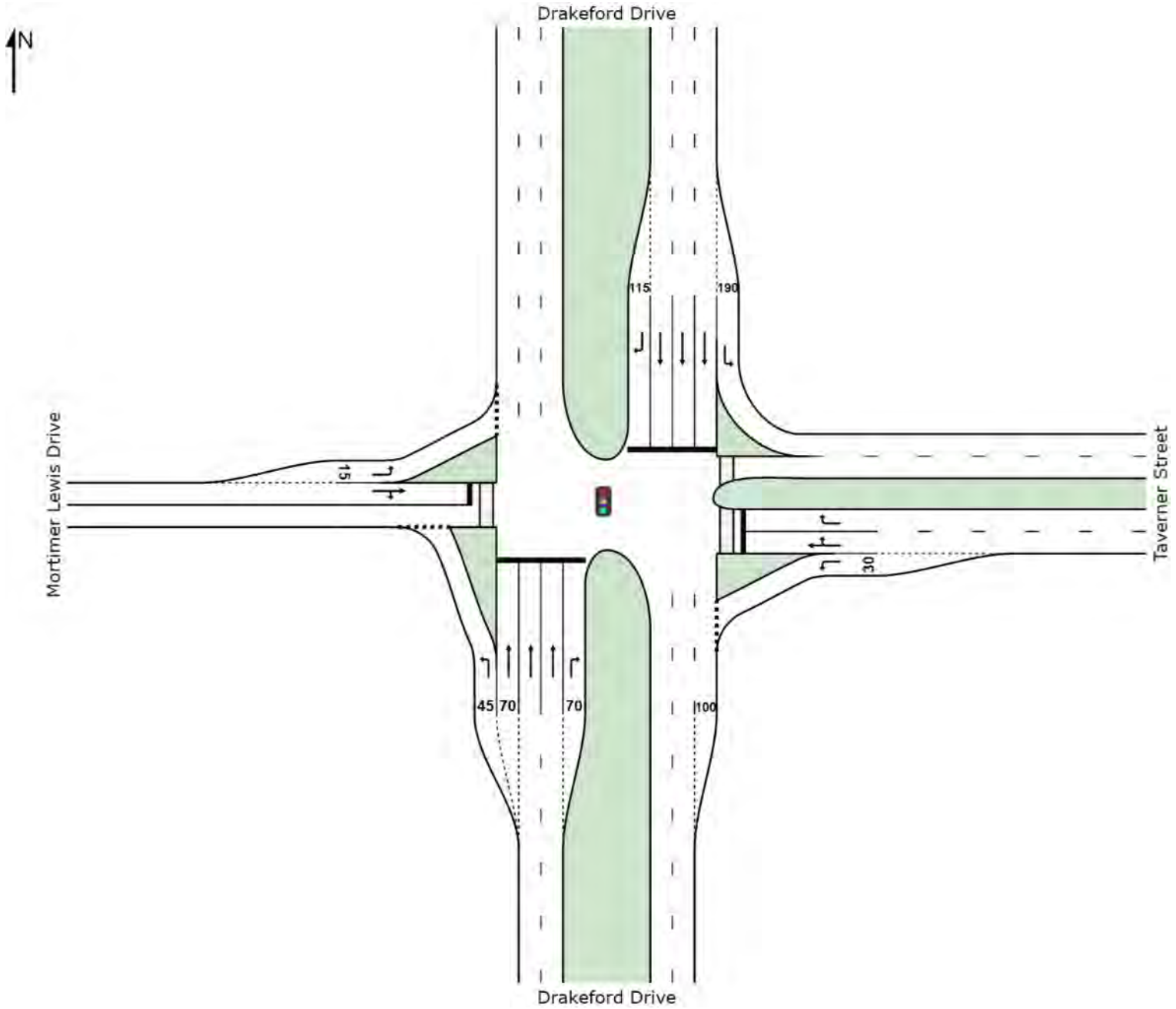
APPENDIX 3

**2024 SIDRA INTERSECTION MOVEMENT
SUMMARYS WITH AND WITHOUT
DEVELOPMENT**

SITE LAYOUT

 Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street

2024 Without development
Signals - Fixed Time



MOVEMENT SUMMARY

 Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street - AM

2024 Without development

Signals - Fixed Time Cycle Time = 70 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Drakeford Drive											
1	L2	23	0.0	0.015	7.4	LOS A	0.0	0.1	0.02	0.62	59.6
2	T1	1989	5.0	0.884	17.5	LOS B	21.6	157.8	0.86	0.86	57.9
3	R2	17	0.0	0.106	38.8	LOS C	0.5	3.7	0.90	0.69	36.7
Approach		2029	4.9	0.884	17.5	LOS B	21.6	157.8	0.85	0.85	57.7
East: Taverner Street											
4	L2	13	0.0	0.013	7.2	LOS A	0.1	0.6	0.28	0.59	57.2
5	T1	3	0.0	0.869	41.5	LOS C	5.5	38.2	1.00	0.95	31.1
6	R2	274	0.0	0.869	47.2	LOS D	5.5	38.2	1.00	0.95	32.7
Approach		289	0.0	0.869	45.3	LOS D	5.5	38.2	0.97	0.94	33.3
North: Drakeford Drive											
7	L2	201	0.0	0.108	7.6	LOS A	0.0	0.0	0.00	0.60	63.9
8	T1	740	5.0	0.381	15.9	LOS B	7.0	51.3	0.74	0.62	59.4
9	R2	11	0.0	0.066	40.5	LOS C	0.3	2.4	0.95	0.67	38.5
Approach		952	3.9	0.381	14.4	LOS A	7.0	51.3	0.59	0.62	59.8
West: Mortimer Lewis Drive											
10	L2	133	0.0	0.185	17.9	LOS B	2.7	19.2	0.69	0.72	49.3
11	T1	12	0.0	0.228	34.4	LOS C	1.3	8.8	0.97	0.72	34.2
12	R2	25	0.0	0.228	40.0	LOS C	1.3	8.8	0.97	0.72	38.9
Approach		169	0.0	0.228	22.3	LOS B	2.7	19.2	0.75	0.72	46.3
All Vehicles		3440	4.0	0.884	19.2	LOS B	21.6	157.8	0.78	0.79	54.7

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

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate	
		ped/h	sec		Pedestrian ped	Distance m		per ped	per ped
P2	East Full Crossing	53	22.4	LOS C	0.1	0.1	0.80	0.80	
P4	West Full Crossing	53	15.8	LOS B	0.1	0.1	0.67	0.67	
All Pedestrians		105	19.1	LOS B			0.74	0.74	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street - PM

2024 Without development

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Drakeford Drive											
1	L2	46	0.0	0.031	8.0	LOS A	0.2	1.1	0.20	0.64	58.8
2	T1	888	5.0	0.392	16.2	LOS B	7.3	53.0	0.76	0.64	59.1
3	R2	32	0.0	0.198	41.5	LOS C	1.1	7.5	0.96	0.72	35.5
Approach		966	4.6	0.392	16.7	LOS B	7.3	53.0	0.74	0.65	58.0
East: Taverner Street											
4	L2	21	0.0	0.028	10.8	LOS A	0.3	1.8	0.47	0.63	53.5
5	T1	1	0.0	0.539	35.9	LOS C	3.0	21.0	0.98	0.77	33.0
6	R2	171	0.0	0.539	41.5	LOS C	3.0	21.0	0.98	0.77	34.8
Approach		193	0.0	0.539	38.1	LOS C	3.0	21.0	0.93	0.76	36.2
North: Drakeford Drive											
7	L2	205	0.0	0.111	7.6	LOS A	0.0	0.0	0.00	0.60	63.9
8	T1	1696	5.0	0.873	15.0	LOS B	20.7	151.1	0.78	0.75	60.2
9	R2	53	0.0	0.331	39.8	LOS C	1.7	12.2	0.93	0.74	38.8
Approach		1954	4.3	0.873	14.9	LOS B	20.7	151.1	0.71	0.74	59.6
West: Mortimer Lewis Drive											
10	L2	54	0.0	0.057	8.0	LOS A	0.5	3.2	0.34	0.63	56.9
11	T1	8	0.0	0.189	34.2	LOS C	1.0	7.2	0.96	0.71	34.2
12	R2	22	0.0	0.189	39.8	LOS C	1.0	7.2	0.96	0.71	38.8
Approach		84	0.0	0.189	19.0	LOS B	1.0	7.2	0.57	0.66	48.2
All Vehicles		3197	4.0	0.873	17.0	LOS B	20.7	151.1	0.72	0.71	56.9

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

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian ped	Distance m		per ped
P2	East Full Crossing	53	22.4	LOS C	0.1	0.1	0.80	0.80
P4	West Full Crossing	53	15.8	LOS B	0.1	0.1	0.67	0.67
All Pedestrians		105	19.1	LOS B			0.74	0.74

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

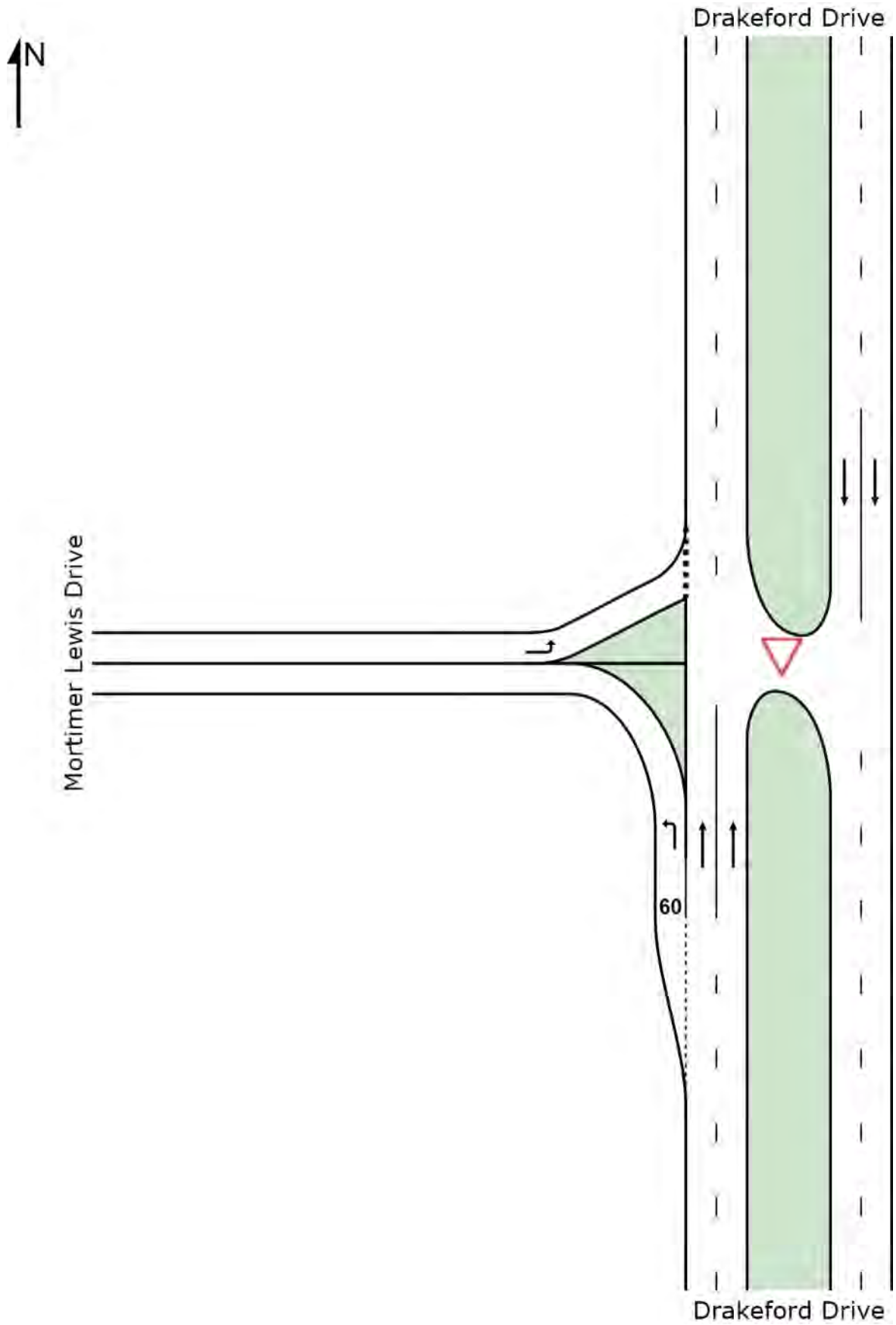
Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

▽ Site: Drakeford Drive/ Mortimer Lewis Drive

2024 Without development
Giveaway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: Drakeford Drive/ Mortimer Lewis Drive - AM

2024 Without development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive											
1	L2	33	0.0	0.018	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	2013	5.0	0.533	0.1	LOS A	0.0	0.0	0.00	0.00	79.7
Approach		2045	4.9	0.533	0.2	NA	0.0	0.0	0.00	0.01	79.4
North: Drakeford Drive											
8	T1	778	5.0	0.206	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		778	5.0	0.206	0.0	NA	0.0	0.0	0.00	0.00	79.9
West: Mortimer Lewis Drive											
10	L2	17	0.0	0.055	15.8	LOS B	0.2	1.2	0.78	0.90	50.9
Approach		17	0.0	0.055	15.8	LOS B	0.2	1.2	0.78	0.90	50.9
All Vehicles		2840	4.9	0.533	0.3	NA	0.2	1.2	0.00	0.01	79.3

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

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: Drakeford Drive/ Mortimer Lewis Drive - PM

2024 Without development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: Drakeford Drive											
1	L2	52	0.0	0.028	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	939	5.0	0.249	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		991	4.7	0.249	0.4	NA	0.0	0.0	0.00	0.03	79.0
North: Drakeford Drive											
8	T1	1739	5.0	0.460	0.1	LOS A	0.0	0.0	0.00	0.00	79.7
Approach		1739	5.0	0.460	0.1	NA	0.0	0.0	0.00	0.00	79.7
West: Mortimer Lewis Drive											
10	L2	27	0.0	0.034	7.9	LOS A	0.1	0.8	0.46	0.66	57.1
Approach		27	0.0	0.034	7.9	LOS A	0.1	0.8	0.46	0.66	57.1
All Vehicles		2757	4.9	0.460	0.3	NA	0.1	0.8	0.00	0.02	79.2

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

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

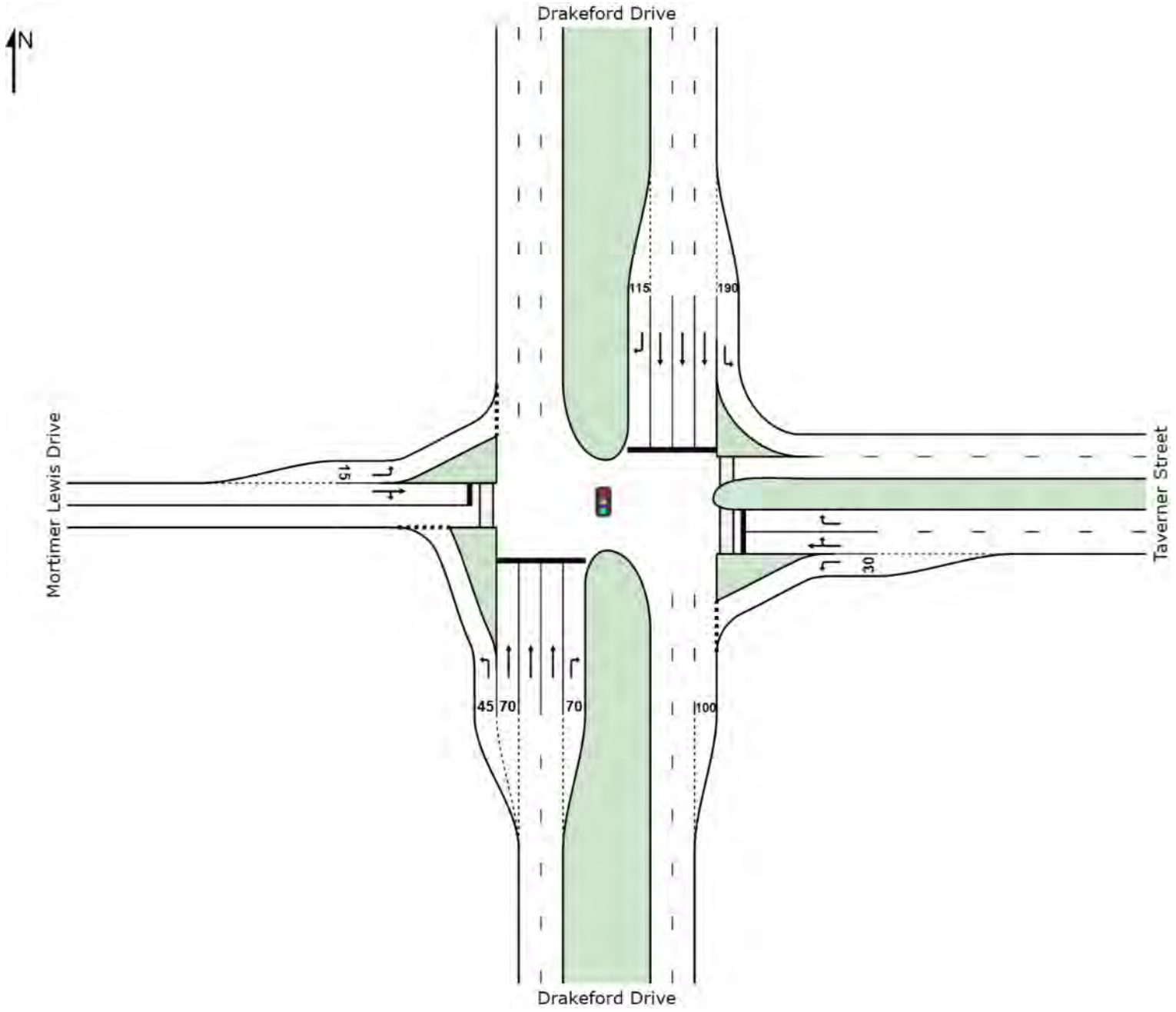
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street

2024 With development
Signals - Fixed Time



MOVEMENT SUMMARY

 **Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street - AM**

2024 With development

Signals - Fixed Time Cycle Time = 70 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Drakeford Drive											
1	L2	23	0.0	0.015	7.4	LOS A	0.0	0.1	0.02	0.62	59.6
2	T1	2053	5.0	0.913	20.5	LOS B	24.5	179.2	0.90	0.93	55.3
3	R2	22	0.0	0.139	39.0	LOS C	0.7	4.9	0.90	0.70	36.6
Approach		2098	4.9	0.913	20.6	LOS B	24.5	179.2	0.89	0.92	55.1
East: Taverner Street											
4	L2	13	0.0	0.013	7.4	LOS A	0.1	0.6	0.30	0.60	56.9
5	T1	4	0.0	0.872	41.7	LOS C	5.5	38.4	1.00	0.96	31.1
6	R2	274	0.0	0.872	47.3	LOS D	5.5	38.4	1.00	0.96	32.7
Approach		291	0.0	0.872	45.5	LOS D	5.5	38.4	0.97	0.94	33.3
North: Drakeford Drive											
7	L2	201	0.0	0.108	7.6	LOS A	0.0	0.0	0.00	0.60	63.9
8	T1	740	5.0	0.381	15.9	LOS B	7.0	51.3	0.74	0.62	59.4
9	R2	14	0.0	0.086	40.7	LOS C	0.5	3.2	0.95	0.68	38.4
Approach		955	3.9	0.381	14.5	LOS A	7.0	51.3	0.59	0.62	59.7
West: Mortimer Lewis Drive											
10	L2	148	0.0	0.213	19.3	LOS B	3.2	22.6	0.72	0.72	48.4
11	T1	13	0.0	0.327	34.9	LOS C	1.8	12.7	0.98	0.74	33.9
12	R2	40	0.0	0.327	40.5	LOS C	1.8	12.7	0.98	0.74	38.5
Approach		201	0.0	0.327	24.5	LOS B	3.2	22.6	0.79	0.73	45.1
All Vehicles		3544	3.9	0.913	21.2	LOS B	24.5	179.2	0.81	0.83	53.1

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

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate	
		ped/h	sec		Pedestrian ped	Distance m		per ped	
P2	East Full Crossing	53	22.4	LOS C	0.1	0.1	0.80	0.80	
P4	West Full Crossing	53	15.8	LOS B	0.1	0.1	0.67	0.67	
All Pedestrians		105	19.1	LOS B			0.74	0.74	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: Drakeford Drive/ Mortimer Lewis Drive/ Taverner Street - PM

2024 With development

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Drakeford Drive											
1	L2	46	0.0	0.032	8.2	LOS A	0.2	1.5	0.23	0.65	58.7
2	T1	901	5.0	0.398	16.3	LOS B	7.4	54.0	0.76	0.65	59.0
3	R2	34	0.0	0.212	41.5	LOS C	1.1	8.0	0.96	0.72	35.5
Approach		981	4.6	0.398	16.8	LOS B	7.4	54.0	0.74	0.65	57.9
East: Taverner Street											
4	L2	21	0.0	0.028	10.8	LOS A	0.3	1.8	0.47	0.63	53.5
5	T1	2	0.0	0.542	35.9	LOS C	3.0	21.2	0.98	0.77	33.0
6	R2	171	0.0	0.542	41.5	LOS C	3.0	21.2	0.98	0.77	34.8
Approach		194	0.0	0.542	38.1	LOS C	3.0	21.2	0.93	0.76	36.2
North: Drakeford Drive											
7	L2	205	0.0	0.111	7.6	LOS A	0.0	0.0	0.00	0.60	63.9
8	T1	1696	5.0	0.873	15.0	LOS B	20.7	151.1	0.78	0.75	60.2
9	R2	104	0.0	0.655	41.5	LOS C	3.7	25.8	0.99	0.79	38.1
Approach		2005	4.2	0.873	15.7	LOS B	20.7	151.1	0.71	0.74	58.7
West: Mortimer Lewis Drive											
10	L2	57	0.0	0.061	8.3	LOS A	0.5	3.6	0.36	0.63	56.6
11	T1	8	0.0	0.229	34.4	LOS C	1.3	8.8	0.97	0.72	34.0
12	R2	28	0.0	0.229	40.0	LOS C	1.3	8.8	0.97	0.72	38.7
Approach		94	0.0	0.229	20.3	LOS B	1.3	8.8	0.60	0.67	47.5
All Vehicles		3274	4.0	0.873	17.5	LOS B	20.7	151.1	0.73	0.71	56.4

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

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	22.4	LOS C	0.1	0.1	0.80	0.80	
P4	West Full Crossing	53	15.8	LOS B	0.1	0.1	0.67	0.67	
All Pedestrians		105	19.1	LOS B			0.74	0.74	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

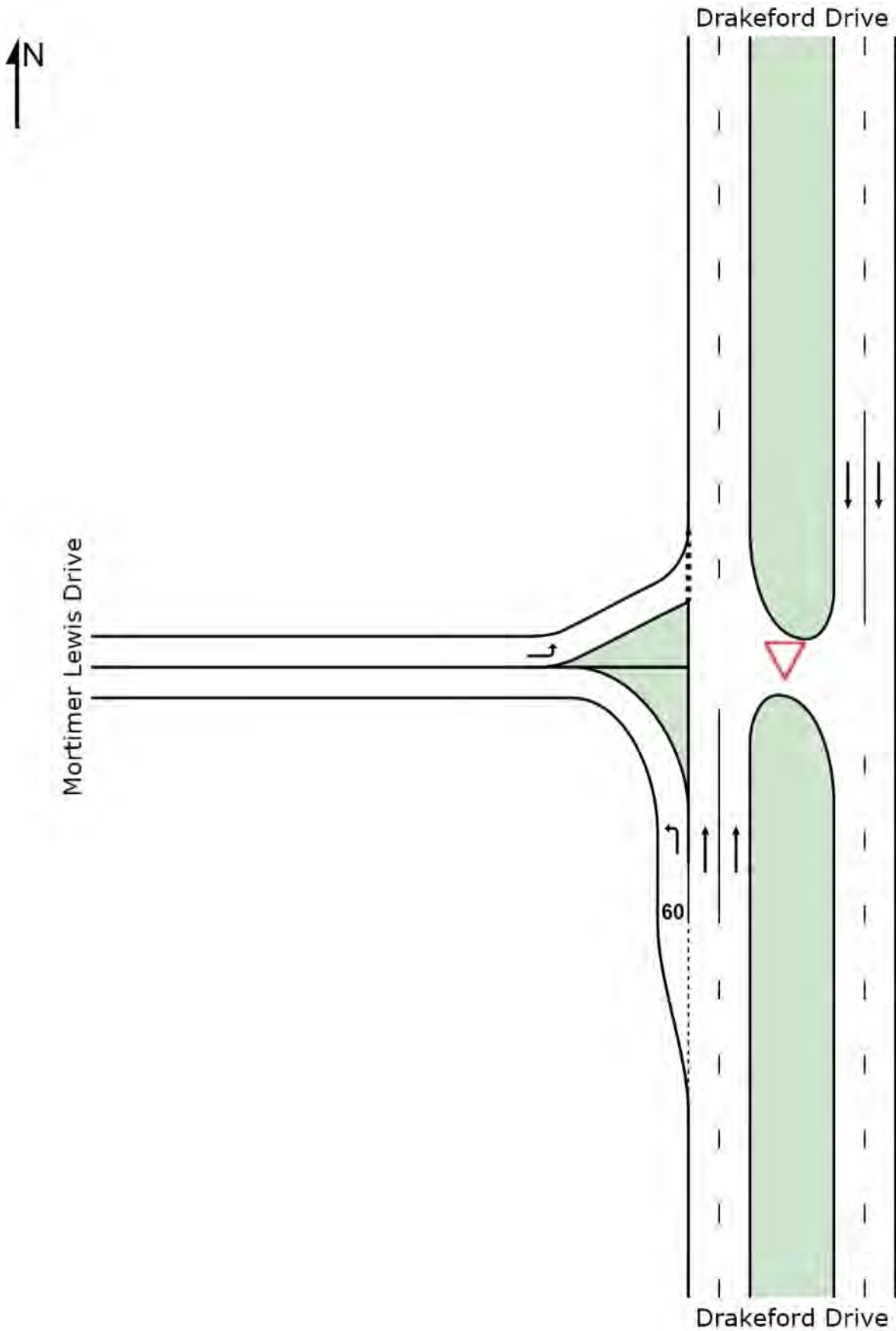
Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

▽ Site: Drakeford Drive/ Mortimer Lewis Drive

2024 With development
Giveaway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: Drakeford Drive/ Mortimer Lewis Drive - AM

2024 With development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: Drakeford Drive											
1	L2	40	0.0	0.022	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	2013	5.0	0.533	0.1	LOS A	0.0	0.0	0.00	0.00	79.7
Approach		2053	4.9	0.533	0.2	NA	0.0	0.0	0.00	0.01	79.3
North: Drakeford Drive											
8	T1	794	5.0	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		794	5.0	0.210	0.0	NA	0.0	0.0	0.00	0.00	79.9
West: Mortimer Lewis Drive											
10	L2	85	0.0	0.276	17.8	LOS B	1.0	6.7	0.82	0.95	49.5
Approach		85	0.0	0.276	17.8	LOS B	1.0	6.7	0.82	0.95	49.5
All Vehicles		2932	4.8	0.533	0.7	NA	1.0	6.7	0.02	0.04	78.1

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

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: Drakeford Drive/ Mortimer Lewis Drive - PM

2024 With development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Drakeford Drive											
1	L2	97	0.0	0.052	7.6	LOS A	0.0	0.0	0.00	0.60	66.2
2	T1	939	5.0	0.249	0.0	LOS A	0.0	0.0	0.00	0.00	79.9
Approach		1036	4.5	0.249	0.7	NA	0.0	0.0	0.00	0.06	78.4
North: Drakeford Drive											
8	T1	1745	5.0	0.462	0.1	LOS A	0.0	0.0	0.00	0.00	79.7
Approach		1745	5.0	0.462	0.1	NA	0.0	0.0	0.00	0.00	79.7
West: Mortimer Lewis Drive											
10	L2	42	0.0	0.053	8.0	LOS A	0.2	1.3	0.47	0.67	57.0
Approach		42	0.0	0.053	8.0	LOS A	0.2	1.3	0.47	0.67	57.0
All Vehicles		2823	4.8	0.462	0.4	NA	0.2	1.3	0.01	0.03	78.8

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

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



ACT
Government

Environment, Planning and
Sustainable Development

26 September 2018

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

THE RESIDENT
1/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

Dear Property Owner

The following Development Application in relation to MORTIMER LEWIS DRIVE has been lodged with the Planning and Land Authority for consideration.

Development Application 201834546:

PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 dwellings varying up to 2 storeys, attached garages, landscaping and associated works.

**Location: Block: 3 Section: 28 Suburb: GREENWAY
MORTIMER LEWIS DRIVE**

If you feel an application may impact on you in any way you may wish to submit a written representation clearly stating the reasons for your submission.

The application is available for public inspections between 8.30am and 4.30pm weekdays at:

**Environment, Planning and Sustainable Development Directorate
Customer Service Centre
Dame Pattie Menzies House
Ground Floor (right hand building)
16 Challis Street, DICKSON ACT**

Please bring this letter with you for reference.

The application can also be viewed on the Authority website
<http://www.act.gov.au/developmentapplications>

Representations **must** be made within the specified public notification period to be considered during the assessment of the application. Representations received outside the notification period **will not** be considered.

The public notification period will commence on **2 October 2018**
Representations must be received by the Authority by close of business **22 October 2018**.

Representations can be submitted in the following ways:

Online:

Post:

By Hand:

Environment, Planning and Sustainable Development Directorate

Customer Service Centre

16 Challis Street, Dickson

PO Box 365, Mitchell, ACT 2911 • Telephone: (02) 6207 1923 • Email: epdcustomerservices@act.gov.au

Website: www.planning.act.gov.au

www.act.gov.au/DArepresentation

Customer Service
Centre
PO Box 365
Mitchell ACT 2911

Dame Pattie Menzies
House
16 Challis Street,
DICKSON ACT

It is standard practice for the Authority to acknowledge, in writing, any representations received as a result of public notification within 3-4 business days of the submission being received. If you don't receive this acknowledgement please contact the Authority. If you make your representation within the prescribed notification period the issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once the decision has been made.

A copy of your representation will be forwarded to the development application applicant and placed on the public register unless exclusion has been granted.

You may request to have part or all of your representation excluded from the public register under Sections 411 or 412 of the *Planning and Development Act 2007*. The request for exclusion must be in writing and clearly identify what you are seeking to exclude and how the request satisfies the exclusion criteria. The Authority may approve or refuse to approve an exclusion application.

If your request for exclusion is approved the Authority will seek to protect the information from disclosure. However, the Authority can not guarantee that the information will not have to be disclosed pursuant to a legal obligation.

If you would like any further information in relation to this letter please contact the Dickson Customer Service Centre on (02) 6207 1923 or email epdcustomerservices@act.gov.au

Yours faithfully

Customer Services
Environment, Planning and Sustainable Development Directorate

JOB REPORT - Public Notification Generator

JOB DATE: 26 September 2018 2:48 pm
JOB CODE: 144137
OPERATOR: KATHERINE BREITKOPF

Development Application 201834546

PUBLIC NOTIFICATION

Application lodged on 20 September 2018.

Notification begins on 2 October 2018 and ends on 22 October 2018.

SUBJECT BLOCK















BLOCK: GREENWAY SECTION 28 BLOCK 3
STREET ADDRESS: MORTIMER LEWIS DRIVE
LESSEE(S): ALH NO.1 PTY LIMITED
ADDRESS: CHASE BUILDING (GROUP) CANBERRA PTY LTD
153/41 EASTLAKE PARADE
KINGSTON

APPL_TYPE: SUBC
DEV DESC: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 dwellings varying up to 2 storeys, attached garages, landscaping and associated works.

NEIGHBOURING LESSEES

1. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 1
NAME(S): THE RESIDENT
ADDRESS: 1/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
2. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 10
NAME(S): THE RESIDENT
ADDRESS: 10/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
3. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 11
NAME(S): THE RESIDENT
ADDRESS: 11/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
4. BLOCK: GREENWAY SECTION 29 BLOCK 9

- NAME(S): THE RESIDENT
ADDRESS: 113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
5. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 12
NAME(S): THE RESIDENT
ADDRESS: 12/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
6. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 9
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
7. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 1
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
8. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 8
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
9. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 6
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
10. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 11
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
11. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 12
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
12. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 6
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
13. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 2
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
14. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 3
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
15. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 3
NAME(S): THE RESIDENT
ADDRESS: 3/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
16. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 4

- NAME(S): THE RESIDENT
ADDRESS: 4/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
17. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 5
NAME(S): THE RESIDENT
ADDRESS: 5/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
18. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 7
NAME(S): THE RESIDENT
ADDRESS: 7/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
19. BLOCK: GREENWAY SECTION 29 BLOCK 9
NAME(S): THE OWNERS - UNITS PLAN NO 2283
ADDRESS: PO BOX 500
QUEANBEYAN NSW 2620
20. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 10
NAME(S): 
ADDRESS: 
21. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 4
NAME(S): 
ADDRESS: 
22. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 5
NAME(S): 
ADDRESS: 
23. BLOCK: GREENWAY SECTION 29 BLOCK 10
NAME(S): THE RESIDENT
ADDRESS: 6 BIBB PLACE
GREENWAY ACT 2900
24. BLOCK: GREENWAY SECTION 29 BLOCK 10
NAME(S): 
ADDRESS: 
25. BLOCK: OXLEY SECTION 45 BLOCK 2
NAME(S): 
ADDRESS: 
26. BLOCK: OXLEY SECTION 45 BLOCK 2
NAME(S): 
ADDRESS: 
27. BLOCK: OXLEY SECTION 45 BLOCK 3
NAME(S): 
ADDRESS: 
28. BLOCK: OXLEY SECTION 45 BLOCK 3

NAME(S):
ADDRESS:



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



30. BLOCK: GREENWAY SECTION 20 BLOCK 20
NAME(S): AUSTRALIAN CAPITAL TERRITORY
ADDRESS: GPO BOX 158
CANBERRA ACT 2601

31. BLOCK: OXLEY SECTION 45 BLOCK 1
NAME(S):
ADDRESS:



32. BLOCK: OXLEY SECTION 3 BLOCK 11
NAME(S): THE RESIDENT
ADDRESS: 30 CONNIBERE CRESCENT
OXLEY ACT 2903

APPLICANTS

1. NAME(S): DOMINIC OZTAL ARCHITECTS P/L
ADDRESS: GPO BOX 2170
Canberra City ACT 2601

S U M M A R Y

No of lessee notifications created = 32
No of developer notifications created = 0
No of interested party notifications created = 0
No of advertisement authorisation letters created = 1
No of outdoor signs created = 1
No of letters to applicants created = 1

From: Phillips, Brett
Sent: Wednesday, 17 October 2018 4:58 PM
To: Cilliers, George
Cc: Weller, Craig; Edgar, Olivia
Subject: FW: Representation re DA 201834546 [SEC=UNCLASSIFIED]
Attachments: DA 201834546 Representation.pdf

Hi George

The attached is a representation for the above development. I have agreed to accept it for consideration.

Cheers
Brett

From: [REDACTED]
Sent: Wednesday, 17 October 2018 4:53 PM
To: Phillips, Brett <Brett.Phillips@act.gov.au>
Subject: Representation re DA 201834546

Dear Mr Phillips

I have attached a PDF file containing the concerns of residents of "Waterside" 113 Mortimer Lewis Dr in relation to Development Application 201834546 (Block 3 Section 28 Mortimer Lewis Dr Greenway).

Thanks for you consideration.

REPRESENTATION

Re: Development Application 201834546

Location Block 3 Section 28 Greenway
Mortimer Lewis Drive.

I wish to submit the following concerns of residents of "Waterside", 113 Mortimer Lewis Drive Greenway, regarding the above development.

Our complex consists of 12 units, 6 of which will be impacted by this development; a development of which we had no opportunity through consultation on any level, to state our concerns. I understand that consultation with those to be affected by a construction is the usual procedure and feel very concerned that this did not happen. Residents were advised only by a letter dated 26 September.

Myself and 2 other residents paid a visit to the Environment, Planning and Sustainable Development Directorate to discuss our concerns and discovered that 25, 2 storey units are to be erected on this site, 11 of which will be along the fence line of 5 of our units. These will look directly into our courtyards and will take away our views to the Brindabellas, some sunlight and our privacy. We have been told that these buildings will only be 6 metres from our fence line. Although landscaping will take place, this will not block out the sight of a 2 storey building towering over our fence and will not recompense for the view we will lose. Seven of our residents are single retired ladies who purchased these units for a certain lifestyle and the safety this complex offered. We now feel this will be threatened.

As well as our concerns regarding the infringement of these 2 storey structures on our units, we are very much concerned about the short term and long term traffic problems which will occur. With this latest development of 25 units, together with the 27 (nearly completed) government housing complex in this same small area, the impact that these 52 units will have on our narrow road is a serious issue. At the southern end of Mortimer Lewis Drive, it is only possible to exit by turning left i.e. one way. Consideration needs to be given to the improving of this intersection to provide access to the south bound lanes of Drakeford Drive. Our complex is also opposite the Scout Hall and extra traffic will now provide a danger to children and young adults who frequent this area. The entrance to a "A Learn to Ride" facility recently built on our street for young children, is extremely busy, especially at weekends, adding to the future traffic problem. Has consideration been given to the installation of traffic calming devices on Mortimer Lewis Drive and to improving the intersection at the south end of our road?

We wondered if anyone from Planning had come out at any stage to investigate the unsuitability of this road as a result of this development?

We notice the proposed construction site is fenced off and already excess fencing material has been left on our nature strip. On exiting our driveway it is now very difficult to see oncoming traffic because of this fencing and we now can't imagine


where heavy vehicles, trucks and tradesmen's vehicles will be able to park in such a small area.

Questions we would like to be considered :

- How will dust and noise be kept to a minimum when these building activities are so close to our homes?
- Will there be restrictions on the times and days that work can be undertaken on the site?
- Will there be restrictions on where parking will be permitted? We would like parking on our nature strip not allowed.
- How will compliance with conditions and restrictions be monitored?
- Will we be provided with a contact we can use to raise concerns and have them investigated in a timely manner?

We ask that as no consultation was offered to us at any stage, that an officer or relevant person meet with us on the site before any construction work is begun.

We respectfully request that you give due consideration to all our concerns in the light of the threat by this development to our attractive recreational area in which we live on Lake Tuggeranong.

I submit this document of concern on behalf of the following residents of  Mortimer Lewis Drive, Greenway:





View from the driveway of 113 Mortimer Lewis Dr showing the obscuring of the road



Fencing components left on the nature strip of 113 Mortimer Lewis Dr

From: Phillips, Brett
Sent: Sunday, 21 October 2018 1:56 PM
To: Cilliers, George
Subject: FW: Development Application 201834546 [SEC=UNCLASSIFIED]
Attachments: [REDACTED] representation re DA 201834546.pdf

Hi George

Below is another representation that I have accepted in relation to the above DA.

Cheers
Brett

From: [REDACTED]
Sent: Friday, 19 October 2018 8:29 PM
To: Phillips, Brett <Brett.Phillips@act.gov.au>
Subject: Development Application 201834546

Hello Brett

I understand from my neighbour [REDACTED] that you are expecting to receive Representations in relation to Development Application 201834546.

I am attaching hereto my Representation and would greatly appreciate your assistance to ensure it reaches the appropriate action offer by the due date.

Many thanks
[REDACTED]

REPRESENTATION

Re: Development Application 201834546

**Location: Block 3, Section 28, Greenway
Mortimer Lewis Drive**

The purpose of this Representation is to lodge a strong objection to the siting of units to be constructed along the fence line of the properties situated in the "Waterside" complex, 113 Mortimer Lewis Drive, Greenway, as proposed in Development Application 201834546.

Key Concern

Loss of Privacy and Amenity

The proposal that 11 two-storey dwellings are to be erected directly abutting our existing fence line raises serious concerns. Given the units in our complex are all single level, and based on the proximity of the proposed new dwellings, the proposed siting and elevation will not only allow overlooking into our courtyards and gardens but will provide a direct view into our living rooms and kitchens. These dwellings will also deprive us of the pleasant outlook to Lake Tuggeranong and the especially the views and sunsets over the Brindabellas which we currently enjoy. While I understand that landscaping will take place, it will nevertheless impact greatly on our well-being and will not compensate for our loss of privacy, views and amenity.

Q. Given the above, could the developers consider relocating the proposed two-storey residences on the development site so that they are not abutting the existing properties and impacting on the well-being of residents in the "Waterside" complex?

Q. What provision has been/will be made to guarantee my privacy and that of the other tenants in my complex?

Q. Will measures be taken in consideration of other alternatives to eliminate direct view into our properties, eg. increased fence height/higher screening/mature hedges, rather than the planting of trees which will in time further encroach upon our space?

Other Concerns

Consultation

As a resident of the complex adjoining the proposed development, namely "Waterside", 113 Mortimer Lewis Drive, I am most upset that due to a lack of consultation on any level, residents of this complex have had no opportunity to express our concerns. At no time have consultations taken place with local residents on design/site plans for the development, nor indeed we neighbouring property owners who will be directly impacted by the proposal to build 25 multi-residential dwellings on the above site. Adjoining property owners were only advised by a letter dated 26 September 2018.

Q. Is it not usual procedure for neighbouring residences to be consulted regarding construction proposals prior to requesting Comment on Development? Section 156(2) of the Planning and Development Act 2007 states that a representation about a development must be made during the public consultation period for the application.

Devaluation of Property and Security

The loss of privacy and views equates with devaluation of our properties. With denser residential development it is inevitable that crime will increase. The majority of residents in our complex are single retired women who purchased these units for the security they offered, however over the years public housing adjacent to our complex has come under Police scrutiny. It is likely that with the development of a further 27 nearly-completed public housing dwellings at the southern end of Mortimer Lewis Drive, the 25 privately owned dwellings as proposed for Block 3, Section 28, Greenway, as well as further proposed development of Block 4 Section 28 for some 240 dwellings, the crime rate, and the accumulation of shopping trolleys. will increase.

Q. How does your Directorate propose to compensate we property owners for the devaluation of our properties and what security measures might be introduced to counter crime?

Development of Block 3, Section 28 Greenway

Given the close proximity of the development to our complex, another major concern is the disruption to everyday living. Having just gone through months of noise, dust, traffic delays and being woken every morning at 7.00 am to the annoying sounds of reversing heavy earth-moving equipment working on Block 4 Section 28, I am not ready to face such disruption again, particularly when it will be taking place just over the fence. It really is an outrage.

Q. Has any consideration been given to the impact on residents re the development of Block 3 Section 28, with regard to the issues mentioned above, and in particular, the dust and noise?

Does the Directorate propose to consult with or compensate residents in this regard?

Increased Traffic on Mortimer Lewis Drive

Originally Mortimer Lewis Drive was constructed to provide a narrow, pleasant, meandering public access to recreation areas along the lakefront. Over the past 12 months, the constant traffic of heavy vehicles and the laying of underground services have reduced Mortimer Lewis Drive to another of Canberra's patchy and neglected roads.

While recent construction has addressed drainage issues along the top side of Mortimer Lewis Drive, the lakeside of the road has no drainage whatsoever. This is an extremely bad oversight. Following recent work in the area, tradesmens' vehicles, heavy vehicles and machinery destroyed this side of the road. On completion of work reparation was made, however with increased parking and heavy vehicle traffic which further development of the area will bring, the lake side of the road will continue to become a rutted quagmire during wet weather. For example, the northern end of Mortimer Lewis Drive.

While not directly relevant to this Representation, this needs to be addressed.

This brings me to the main issue of the increased traffic flow along the road. Our complex is situated on a bend adjacent to the Scout Hall. It is not uncommon for cars to round the bend at excessive speed and all care must be taken when exiting the complex. On weekends traffic increases with the arrival of picnickers, families with young children who frequent the recently constructed "Learn to Ride" facility, and those attending sea scout and other lake events.

With some 52 newly constructed dwellings and a further 240 proposed, it is my opinion that Mortimer Lewis Drive is not adequate to cope with the increased traffic flow and will become increasingly hazardous. Given it is basically a one-way road, due to the fact that at the southern entrance/exit only a left-turn can be made, one can only imagine the chaos at peak hour.

Q. Has consideration been given to: (a) improving the southern end of Mortimer Lewis Drive intersection with Drakeford Drive; and (b) providing speed bumps at appropriate locations, eg before and after the Scout Hall and Learn to Ride entrances?

Q. Has adequate visitor parking been allocated in the proposed development? Given it is not uncommon for families to have two cars, adequate on-site parking for visitors is a priority to avoid spillage to roadside parking.

From what I have been able to glean only 5 visitor parking spaces have been allocated for the 25 dwellings. If this is a fact, it is absurd and planners need to reassess requirements.

NB. The construction of 27 public housing dwellings at the southern end of Mortimer Lewis Drive has already impacted on the public who utilise the Dog Park facility. At times visitors are required to park on the kerb which is just wide enough for a car. Getting pets/children out on such a narrow, and soon to be very busy road, is an accident waiting to happen.

Environmental Impact on the Area

With the environmental changes taking place as the area along Mortimer Lewis Drive becomes more urbanised, there is no doubt this will impact on not only the public, but also Lake Tuggeranong's wildlife habitat. We have resident Plovers nesting on Block 3, Section 28, Greenway and on a daily basis numbers of ducks and their ducklings make their way, morning and evening, to and fro across Mortimer Lewis Drive.

Q. Is it proposed to implement "Duck Crossings" as evidenced in other areas of the ACT, or signage to raise the attention of motorists?

For information

I am currently in [REDACTED] and have not been able to access all the relevant information. The proposed of action of building two-storey dwellings on my fence line will substantially deprive me as an adjoining owner of my entitlement of privacy, reasonable enjoyment and well-being. I consider that this Representation is fair and reasonable.

I respectfully request that the Development Authority give due consideration to this Representation and take action to alleviate my concerns and those of my neighbours.

Thanking you.

[REDACTED]

19 October 2018

From: Phillips, Brett
Sent: Monday, 22 October 2018 8:53 AM
To: Cilliers, George
Subject: Fwd: Development Application 201834546
Attachments: REPRESENTATION 2 - [REDACTED] Mortimer Lewis Drive Greenway - development application 201834546 (2).docx; ATT00001.htm

Hi George

Further submission.

Cheers
Brett

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 21 October 2018 at 7:54:05 pm AEDT
To: <brett.phillips@act.gov.au>
Subject: Development Application 201834546

Hi Brett

Many thanks for your email confirming receipt of my Representation concerning Development Application 201834546, and for passing it on to the appropriate assessor.

With further information to hand I have been able to put together a Supplementary Representation and would be grateful if you could kindly pass this on also.

Many thanks again for your assistance in this matter.
Kind regards



SUPPLEMENTARY REPRESENTATION

Re: Development Application 201834546

**Location: Block 3, Section 28, Greenway
Mortimer Lewis Drive**

I refer to my Representation dated 19 October 2018. The purpose of this Supplementary Representation is to lodge further objection to the siting of units to be constructed along the fence line of the properties situated in the "Waterside" complex, 113 Mortimer Lewis Drive, Greenway, as proposed in Development Application 201834546.

Privacy Issues

It has come to the attention of neighbouring residents who will be directly impacted by the proposed plan for the development of Block 3, Section 28, Greenway, that our entitlement to Privacy and Amenity has been severely compromised, as **the developer does not appear to have been compliant in meeting the requirements of Building Design Rules R5.3 and R60.**

In view of the importance we place on preserving our privacy and amenity, we would like an investigation be carried out to clarify and correct any anomalies.


Consultation

We note that Canberra Town Planning is holding a community information discussion on 31 October in respect of the proposed development of Block 4, Section 28, Greenway. We were not given the same opportunity to comment on the use of the land adjoining our properties prior to receiving detailed plans of what is proposed. The only discussion that has ever taken place was in respect of the public housing that was being proposed for Block 3, Section 28 at that time. No mention was made then of what the land would be used for once the public housing was moved further south along Mortimer Lewis Drive, adjacent to the Dog Park facility.

We respectfully request reasons as to why we were not given the same opportunity in respect of the proposed development of Block 3, Section 28, Greenway. To our knowledge there was no public discussion whatsoever.

We also respectfully request that Canberra Town Planning convene a meeting/community information discussion with regard to the proposed development of Block 3, Section 28, Greenway, at the earliest opportunity.

Thanking you

 on behalf of residents of 113 Mortimer Lewis Drive, Greenway
21 October 2018





ACT
Government

Environment, Planning and
Sustainable Development

28 November 2018

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

THE RESIDENT
113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

Dear Property Owner

The following Development Application in relation to DRAKEFORD DRIVE has been lodged with the Planning and Land Authority for consideration.

Development Application 201834855:

PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 150 two storey townhouses, attached and detached garages, car ports and associated works.

**Location: Block: 4 Section: 28 Suburb: GREENWAY
DRAKEFORD DRIVE**

If you feel an application may impact on you in any way you may wish to submit a written representation clearly stating the reasons for your submission.

The application is available for public inspections between 8.30am and 4.30pm weekdays at:

**Environment, Planning and Sustainable Development Directorate
Customer Service Centre
Dame Pattie Menzies House
Ground Floor (right hand building)
16 Challis Street, DICKSON ACT**

Please bring this letter with you for reference.

The application can also be viewed on the Authority website
<http://www.act.gov.au/developmentapplications>

Representations **must** be made within the specified public notification period to be considered during the assessment of the application. Representations received outside the notification period **will not** be considered.

The public notification period will commence on **3 December 2018**
Representations must be received by the Authority by close of business **21 December 2018**.

Representations can be submitted in the following ways:

Online:

Post:

By Hand:

Environment, Planning and Sustainable Development Directorate

Customer Service Centre

16 Challis Street, Dickson

PO Box 365, Mitchell, ACT 2911 • Telephone: (02) 6207 1923 • Email: epdcustomerservices@act.gov.au

Website: www.planning.act.gov.au

www.act.gov.au/DArepresentation

Customer Service
Centre
PO Box 365
Mitchell ACT 2911

Dame Pattie Menzies
House
16 Challis Street,
DICKSON ACT

It is standard practice for the Authority to acknowledge, in writing, any representations received as a result of public notification within 3-4 business days of the submission being received. If you don't receive this acknowledgement please contact the Authority. If you make your representation within the prescribed notification period the issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once the decision has been made.

A copy of your representation will be forwarded to the development application applicant and placed on the public register unless exclusion has been granted.

You may request to have part or all of your representation excluded from the public register under Sections 411 or 412 of the *Planning and Development Act 2007*. The request for exclusion must be in writing and clearly identify what you are seeking to exclude and how the request satisfies the exclusion criteria. The Authority may approve or refuse to approve an exclusion application.

If your request for exclusion is approved the Authority will seek to protect the information from disclosure. However, the Authority can not guarantee that the information will not have to be disclosed pursuant to a legal obligation.

If you would like any further information in relation to this letter please contact the Dickson Customer Service Centre on (02) 6207 1923 or email epdcustomerservices@act.gov.au

Yours faithfully

Customer Services
Environment, Planning and Sustainable Development Directorate

JOB REPORT - Public Notification Generator

JOB DATE: 28 November 2018 3:28 pm
JOB CODE: 152410
OPERATOR: JENNA MCALPIN

Development Application 201834855

PUBLIC NOTIFICATION

Application lodged on 26 November 2018.

Notification begins on 3 December 2018 and ends on 21 December 2018.

SUBJECT BLOCK

BLOCK: GREENWAY SECTION 28 BLOCK 4
STREET ADDRESS: DRAKEFORD DRIVE
LESSEE(S): (LESSEE NAME NOT AVAILABLE)
ADDRESS:

APPL_TYPE: SUBC
DEV DESC: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 150 two storey townhouses, attached and detached garages, car ports and associated works.

NEIGHBOURING LESSEES

1. BLOCK: GREENWAY SECTION 20 BLOCK 16
NAME(S): THE RESIDENT
ADDRESS: 113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

2. BLOCK: GREENWAY SECTION 20 BLOCK 16
NAME(S): THE SCOUT ASSOCIATION OF AUSTRALIA AUSTRALIAN CAPITAL TERRITORY BRANCH INCORPORATED
ADDRESS: 12/24-26 MORT STREET
BRADDON ACT 2612

3. BLOCK: GREENWAY SECTION 20 BLOCK 20
NAME(S): AUSTRALIAN CAPITAL TERRITORY
ADDRESS: GPO BOX 158
CANBERRA ACT 2601

4. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 1
NAME(S): THE RESIDENT

- ADDRESS: 1/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
5. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 10
NAME(S): THE RESIDENT
ADDRESS: 10/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
6. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 11
NAME(S): THE RESIDENT
ADDRESS: 11/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
7. BLOCK: GREENWAY SECTION 29 BLOCK 9
NAME(S): THE RESIDENT
ADDRESS: 113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
8. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 12
NAME(S): THE RESIDENT
ADDRESS: 12/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900
9. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 9
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
10. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 1
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
11. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 8
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
12. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 7
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
13. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 6
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
14. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 11
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
15. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 12
NAME(S): [REDACTED]
ADDRESS: [REDACTED]
16. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 6
NAME(S): [REDACTED]

ADDRESS:



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



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



19. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 3
NAME(S): THE RESIDENT
ADDRESS: 3/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

20. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 4
NAME(S): THE RESIDENT
ADDRESS: 4/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

21. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 5
NAME(S): THE RESIDENT
ADDRESS: 5/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

22. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 7
NAME(S): THE RESIDENT
ADDRESS: 7/113 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

23. BLOCK: GREENWAY SECTION 29 BLOCK 9
NAME(S): THE OWNERS - UNITS PLAN NO 2283
ADDRESS: PO BOX 500
QUEANBEYAN NSW 2620

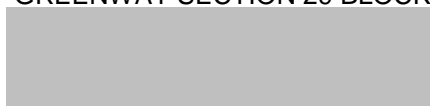
24. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 10
NAME(S):
ADDRESS:



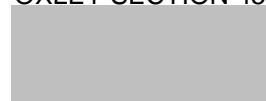
25. BLOCK: GREENWAY SECTION 29 BLOCK 9 UNIT 4
NAME(S):
ADDRESS:



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



27. BLOCK: OXLEY SECTION 45 BLOCK 3
NAME(S):
ADDRESS:



28. BLOCK: OXLEY SECTION 45 BLOCK 3
NAME(S):



ADDRESS:



29. BLOCK: OXLEY SECTION 45 BLOCK 4

NAME(S):

ADDRESS:



30. BLOCK: OXLEY SECTION 42 BLOCK 3

NAME(S):

ADDRESS:



31. BLOCK: OXLEY SECTION 42 BLOCK 4

NAME(S):

ADDRESS:



32. BLOCK: OXLEY SECTION 42 BLOCK 6

NAME(S):

ADDRESS:

THE RESIDENT
18 SINGLETON CRESCENT
OXLEY ACT 2903

33. BLOCK: OXLEY SECTION 42 BLOCK 6

NAME(S):

ADDRESS:

COMMISSIONER FOR SOCIAL HOUSING
LOCKED BAG 3000
BELCONNEN ACT 2616

34. BLOCK: OXLEY SECTION 42 BLOCK 5

NAME(S):

ADDRESS:



35. BLOCK: OXLEY SECTION 42 BLOCK 5

NAME(S):

ADDRESS:

THE RESIDENT
16 SINGLETON CRESCENT
OXLEY ACT 2903

36. BLOCK: OXLEY SECTION 42 BLOCK 7

NAME(S):

ADDRESS:



37. BLOCK: OXLEY SECTION 42 BLOCK 7

NAME(S):

ADDRESS:



38. BLOCK: OXLEY SECTION 42 BLOCK 8

NAME(S):

ADDRESS:



39. BLOCK: OXLEY SECTION 42 BLOCK 10

NAME(S):

ADDRESS:



40. BLOCK: OXLEY SECTION 42 BLOCK 9

NAME(S):



ADDRESS:



41. BLOCK: OXLEY SECTION 42 BLOCK 9
NAME(S): THE RESIDENT
ADDRESS: 24 SINGLETON CRESCENT
OXLEY ACT 2903

42. BLOCK: OXLEY SECTION 42 BLOCK 12
NAME(S):
ADDRESS:



43. BLOCK: OXLEY SECTION 42 BLOCK 11
NAME(S):
ADDRESS:



44. BLOCK: OXLEY SECTION 42 BLOCK 14
NAME(S):
ADDRESS:



45. BLOCK: OXLEY SECTION 42 BLOCK 14
NAME(S): THE RESIDENT
ADDRESS: 8 HAUGH PLACE
OXLEY ACT 2903

46. BLOCK: OXLEY SECTION 42 BLOCK 13
NAME(S):
ADDRESS:



47. BLOCK: OXLEY SECTION 42 BLOCK 15
NAME(S):
ADDRESS:



48. BLOCK: OXLEY SECTION 45 BLOCK 2
NAME(S):
ADDRESS:



49. BLOCK: OXLEY SECTION 45 BLOCK 2
NAME(S):
ADDRESS:



50. BLOCK: OXLEY SECTION 45 BLOCK 1
NAME(S):
ADDRESS:



51. BLOCK: GREENWAY SECTION 29 BLOCK 10
NAME(S): THE RESIDENT
ADDRESS: 6 BIBB PLACE
GREENWAY ACT 2900

52. BLOCK: GREENWAY SECTION 28 BLOCK 5
NAME(S): THE RESIDENT

ADDRESS: 215 MORTIMER LEWIS DRIVE
GREENWAY ACT 2900

53. BLOCK: OXLEY SECTION 3 BLOCK 11
NAME(S): THE RESIDENT
ADDRESS: 30 CONNIBERE CRESCENT
OXLEY ACT 2903

APPLICANTS

1. NAME(S): FRANK OZTAL ARCHITECTS P/L
ADDRESS: GPO BOX 2170
Canberra City ACT 2601

S U M M A R Y

No of lessee notifications created = 53
No of developer notifications created = 0
No of interested party notifications created = 0
No of advertisement authorisation letters created = 1
No of outdoor signs created = 1
No of letters to applicants created = 1



Representation for Current Development Application - submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

19 Dec 2018 4:11:37 PM

Reference code

WKGM8H

Thank you for your representation regarding development application number: DA201834855

The issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once a decision has been made.

Section 156(2) of the *Planning and Development Act 2007* states that a representation about a development application must be made during the public consultation period for the application. If your representation was made outside the public consultation period it cannot be considered during the assessment of the application.

Please Note: A copy of your representation will be forwarded to the development application applicant and can be released to the public only on request, unless you have requested and been granted an exemption.

Access Canberra
Environment and Planning Directorate

GPO Box 158
Canberra City ACT 2601

Telephone: (02) 6207 1923

Representor details

Title Given name * Family name *

Organisation name

Home phone number

Work phone number

Mobile number

Email address *

Development details

Site details

Development application number *

DA

Suburb/District *

Section *

Block *

Unit

If you require help with suburb/district, section or block details, visit [ACTMAPi](#).

Representation

Provide the details of your representation *

I refer to various site plans; in particular, at reference: 123 - SITE - 201834855-01.pdf. I draw your attention to the development plans in the area B16 and its vicinity. According to 'the masterplan' ** for Section 28, Greenway, that was published following public consultations in the period 2015 - 2017, the area marked B16 and its vicinity, is supposed to be a green area. At that time, the area in question was shown on 'the masterplan' maps as a green area in the shape of a large circle.

Does the DA conform to those development enabling documents?

Yours sincerely

** Note: I use the term 'the masterplan' to succinctly refer to the drawings that were published following the 2015-2017 public consultations.

You may upload any additional supporting documentation or photos.

[Click here for more information on applying for exemption from the public register.](#)

Representation for Current Development Application - submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

19 Dec 2018 7:58:47 PM

Reference code

WLG5S5

Thank you for your representation regarding development application number: DA201834855

The issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once a decision has been made.

Section 156(2) of the *Planning and Development Act 2007* states that a representation about a development application must be made during the public consultation period for the application. If your representation was made outside the public consultation period it cannot be considered during the assessment of the application.

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Environment and Planning Directorate

GPO Box 158
Canberra City ACT 2601

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Title Given name * Family name *

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Home phone number

Work phone number

Mobile number

Email address *

Development details

Site details

Development application number *

DA

Suburb/District *

Section *

Block *

Unit

If you require help with suburb/district, section or block details, visit [ACTMAPi](#).

Representation

Provide the details of your representation *

NOTE: The attached document is a copy of this representation

Thank you for providing this opportunity to comment on the Greenway Development Application: 201834855 . I am a resident in the area and stroll along Mortimer Lewis Drive quite often.

I have a number of concerns with the application which I have outlined below. They relate to:

- 1) Precinct Code - Landscape area
- 2) Precinct Code - Existing trees adjacent to Drakeford Drive
- 3) Northern & southern overland flow paths
- 4) Building design
- 5) Noise - Park activities
- 6) Noise - Drakeford Drive traffic
- 7) Documents for public inspection
- 8) Traffic - New slip Lane on Mortimer Lewis Drive
- 9) Traffic - Mortimer Lewis Drive (South) traffic lights
- 10) Traffic - U-turns at Mortimer Lewis Drive (North)
- 11) Traffic - Parking
- 12) Site management during construction

1. PRECINCT CODE - LANDSCAPE AREA

The Greenway Precinct Code item 24 refers to "the landscape area identified in figure 6" (opposite the carpark on Mortimer Lewis Drive - as per copy below). The relevant rule prevents buildings or structures being located in the landscape area.

The dimensions of the landscape area are not defined, and figure 6 lacks landmarks which would assist in determining the proposed extent of the area. However, the intention seems clear in that the site is to be screened from the car park and the building frontages on the site are to be set back from this area.

The applicant's advice in relation to this item refers to retaining selected existing trees and adding new plantings. I could not locate any landscape drawings with this application to better understand the described plantings.

However, there are multiple site and plan drawings indicating retained trees and the dwellings to be constructed facing onto Mortimer Lewis Drive near the carpark. None of these drawings show any of the plantings described by the applicant and there does not seem to me to be a space without buildings or structures which could be the precinct code's required 'landscape area'.

I am concerned that since the requirement for a landscape area has been specifically identified in the precinct code for this particular area and is described as being free of buildings and structures, that the applicant should be obliged to ensure that their development complies.

Although not in existence at the time the Precinct Code was drafted, there is now a children's learn to ride park adjacent to the carpark. The residents of the new development would also benefit from having the landscape area and its screening extended to reduce noise and disruption from energetic youngsters practicing their riding skills.

2. PRECINCT CODE - EXISTING TREES ADJACENT TO DRAKEFORD DRIVE

The Greenway Precinct Code item 23 refers to "the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive". The relevant rule prevents encroachment on land within the 'drip zone plus 2 metres' of these trees.

Although identifying that some building work is proposed within the 'drip zone plus 2 metres' perimeter, the applicant states it complies with the criterion.

As above I could not locate any landscape drawings with this application which would show in detail the proposed landscaping and groundworks incorporating these trees. However, a number of site and plan drawings indicate significant proposed encroachment by the proposed development including car parking, driveways, paths and fencing.

I am concerned that since this particular group of trees has been specifically identified in the precinct code and singled out for protection against encroachment by building and construction work, that the applicant should be obliged to ensure that protection actually happens for this group of trees.

As the consultation record for this project indicates that the applicant had knowledge of community concerns about vegetation prior to lodging this development application, it is disappointing that the arborist report about this matter (mentioned by the applicant – referred to Conservator) was not included among the DA documents.

3. NORTHERN & SOUTHERN OVERLAND FLOW PATHS

I understand that the recent site works project in the same area undertook regrading and fill work across the current site as well as significant works on the northern and southern overland flow paths to ensure 100 year ARI flood protection.

I am concerned that the proposed construction works nearest to these two overland flow paths may impact negatively on the flood protection work which is intended to protect the proposed dwellings from a major flood event.

Some of the proposed works along the back of Building 14 (including the various enclosed courtyards, concrete footpaths and retaining walls) may prevent drainage occurring properly in major flooding events.

Likewise, works along the southern ends of Buildings 1 and 2 (eg. fences, footpaths, driveways and car parking) could impede flow of flood water into the southern overland flow path.

It is also not clear from the site drawings whether some of the tree plantings near the path to bus stop, which occurred with those earlier site works in the northern overland flow path area, are likely to be built over as part of the Building 14 construction.

4. BUILDING DESIGN

Although the buildings facing Mortimer Lewis Drive appear to have interest and variety in their building design, I consider that the 'internal' buildings (9, 10, 11, 12, & 13) lack visual interest and differentiation.

For instance, Building 9 comprises 16 units providing an unbroken line of garages on one side and a row of courtyard walls on the other. By comparison, Buildings 7 & 8 (with a total of 11 units between them) are separated by an area of open space and 10 additional car spaces, which is likely to provide interest and variety.

Similarly, buildings 11, 12 & 13 (with 12 units each apiece), will each have a narrower section of contrast pavement treatment to break-up their driveway expanse as a nod to visual interest.

It is possible that the applicant's proposed landscaping will provide a significant degree of visual interest across the entire development site but, as mentioned above, I could not find any landscape drawing documents about this proposal on the DA site.

5. NOISE – PARK ACTIVITIES

On the lake side of Mortimer Lewis Drive near the proposed development there is a car park which services the children's playground; children's learn to ride park; and picnic area as well as the pop-up coffee van which has recently been upgraded to a 'permanent' container from which the coffee outlet now operates.

The noise report provided with this DA did not identify any known significant noise sources in this area that would affect the proposed development.

However, I consider that the above park activities and the vehicle traffic into and out of the carpark would create a significant noise intrusion to residents of the proposed dwellings and am concerned that the landscape area mentioned above is important to mitigate that disturbance.

6. NOISE – DRAKEFORD DRIVE TRAFFIC

I am of the view that the Drakeford Drive traffic and bus stop noise will be mitigated by the belt of trees between the road and the development site and also assisted by the height differential between the two.

However, there is a gap/reduced thickness of the tree protection on the northern section of the site beyond the bus stop.

I could not locate any strategies in the development application which would address the noise issues for residents at the eastern end of Building 14 who will have open space between them and the traffic disturbances.

Again it may be that the landscaping planned for the site will address this matter (along with the privacy concerns for those same residents, given that anyone walking on the path to the bus stop will be in an elevated position to look down on the end units of that building).

7. DOCUMENTS FOR PUBLIC INSPECTION

The applicant has not requested an exclusion from public inspection for any of the DA documents.

However, by not including some of the commonly provided documents (eg. landscape plan and drawings; tree/arborist report) at this stage it seems to me that the applicant has achieved an exclusion from public inspection by 'stealth'.

8. TRAFFIC – NEW SLIP LANE ON MORTIMER LEWIS DRIVE

A 2016 traffic assessment about the impact of the development of this site recommended that the left turn slip lane on Mortimer Lewis Drive (north) at the traffic light intersection with Drakeford Drive be extended in order to deal with increased traffic flows.

This road work has not yet occurred. I strongly believe that the extension of the slip lane is already needed, and that as traffic flows increase this need will only become more urgent.

Morning peak traffic at these traffic lights already (prior to any of the three Section 28 residential developments being completed) includes significant congestion as vehicles intending to turn left from Mortimer Lewis Drive must wait with the general traffic at the lights rather than being able to clear the intersection from a dedicated left turn lane.

I note that 'keep clear' signage has been painted across the nearby intersection of De Little Circuit and Mortimer Lewis Drive. This intervention seems to me to recognize the increasing congestion in the area during the morning peak, with De Little Circuit traffic having increasing difficulty accessing Mortimer Lewis Drive because of banked back traffic at that intersection.

9. TRAFFIC – MORTIMER LEWIS DRIVE (SOUTH) TRAFFIC LIGHTS

The 2016 traffic assessment did not recommend providing traffic lights at the southern Mortimer Lewis/Drakeford Drive intersection.

However, that assessment was based solely on the growth of Mortimer Lewis Drive traffic from the proposed Section 28 residential developments. No other factors were considered likely to contribute to additional traffic on that road. For instance, no consideration was given to the potential for increased traffic from:

- a) Increased use of the dog park by new residents from the new Ellison Harvie Close (East Greenway), or the new residential developments near Bunnings in the Town Centre;
- b) Users of the popular new children's learn to ride park which was constructed opposite the Section 28 developments after the 2016 assessment was undertaken; and
- c) customers of the pop-up coffee van which has recently been upgraded to a 'permanent' container from which the coffee outlet now operates.

Given these sources of additional traffic in the area, a new traffic assessment may be needed to ascertain whether the critical threshold for traffic lights to be installed at the southern Mortimer Lewis/Drakeford Drive intersection has been reached.

10. TRAFFIC - U-TURNS AT MORTIMER LEWIS DRIVE (NORTH)

Regardless of any decision about traffic lights at the southern Mortimer Lewis/Drakeford Drive intersection, I consider there is benefit in installing a 'U-Turn Permitted' sign at the northern Mortimer Lewis Drive intersection.

Although ACT road rules prevent U-Turns at traffic lights unless there is signage stating otherwise, occasional northbound Drakeford Drive vehicles already do a U-Turn at the Mortimer Lewis Drive (North) traffic lights.

I consider that, were U-Turns legally permitted at this intersection, Mortimer Lewis traffic using the southern exit could then avoid the twists and turns of the minor collector road by travelling the short distance northbound on Drakeford Drive to the northern intersection where they could do the U-Turn.

11. TRAFFIC - PARKING

Currently, vehicles park along the road edge in the northern section of Mortimer Lewis Drive opposite a row of established townhouses.

These townhouses do not have off-road parking for visitors/deliveries, etc so the on-road parking is their only option. There is no dedicated parking lane and timber barriers on the road edge prevent these vehicles from getting completely off the road when they park.

Consequently, there is not sufficient space for northbound and southbound vehicles to pass such parked vehicles at the same time.

When the Section 28 residential developments are completed and associated vehicle flows around such parked vehicles increases, the hazards relating to the narrowness of the road will also increase.

I suggest that a number of parking bays be constructed off the road edge to enable the north- and south-bound traffic to safely pass such parked cars.

12. SITE MANAGEMENT DURING CONSTRUCTION

During 2018, when the initial site works (earthworks, sewer pump station, etc) were undertaken for Section 28 on Mortimer Lewis Drive, the construction vehicles entered and exited the site via the southern end of Mortimer Lewis Drive, with no construction and delivery traffic moving through the northern section of the road.

It would be appreciated if similar arrangements could be made for this development work. This would reduce large vehicle use of the minor collector road and improve safety around the children's learn to ride park as well as reducing noise and disruption to the established residential section of the road (not sure if the Block 5 residences will be occupied by the time this development is underway).

You may upload any additional supporting documentation or photos.

File:  comments (DA 201834855).pdf

[Click here for more information on applying for exemption from the public register.](#)

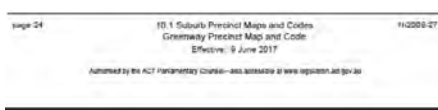
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- 2) Precinct Code - Existing trees adjacent to Drakeford Drive
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- 5) Noise – Park activities
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- 11) Traffic - Parking
- 12) Site management during construction

1. PRECINCT CODE - LANDSCAPE AREA

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The dimensions of the landscape area are not defined, and figure 6 lacks landmarks which would assist in determining the proposed extent of the area. However, the intention seems clear in that the site is to be screened from the car park and the building frontages on the site are to be set back from this area.



Figure 6 - Site, built form and environment

The applicant’s advice in relation to this item refers to retaining selected existing trees and adding new plantings. I could not locate any landscape drawings with this application to better understand the described plantings.

However, there are multiple site and plan drawings indicating retained trees and the dwellings to be constructed facing onto Mortimer Lewis Drive near the carpark. None of these drawings show any of the plantings described by the applicant and there does not seem to me to be a space without buildings or structures which

could be the precinct code’s required ‘landscape area’.

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having the landscape area and its screening extended to reduce noise and disruption from energetic youngsters practicing their riding skills.

2. PRECINCT CODE - EXISTING TREES ADJACENT TO DRAKEFORD DRIVE

The Greenway Precinct Code item 23 refers to “the existing trees on the eastern edge of Block 2 adjacent to Drakeford Drive”. The relevant rule prevents encroachment on land within the ‘drip zone plus 2 metres’ of these trees.

Although identifying that some building work is proposed within the ‘drip zone plus 2 metres’ perimeter, the applicant states it complies with the criterion.

As above I could not locate any landscape drawings with this application which would show in detail the proposed landscaping and groundworks incorporating these trees. However, a number of site and plan drawings indicate significant proposed encroachment by the proposed development including car parking, driveways, paths and fencing.

I am concerned that since this particular group of trees has been specifically identified in the precinct code and singled out for protection against encroachment by building and construction work, that the applicant should be obliged to ensure that protection actually happens for this group of trees.

As the consultation record for this project indicates that the applicant had knowledge of community concerns about vegetation prior to lodging this development application, it is disappointing that the arborist report about this matter (mentioned by the applicant – referred to Conservator) was not included among the DA documents.

3. NORTHERN & SOUTHERN OVERLAND FLOW PATHS

I understand that the recent site works project in the same area undertook regrading and fill work across the current site as well as significant works on the northern and southern overland flow paths to ensure 100 year ARI flood protection.

I am concerned that the proposed construction works nearest to these two overland flow paths may impact negatively on the flood protection work which is intended to protect the proposed dwellings from a major flood event.

Some of the proposed works along the back of Building 14 (including the various enclosed courtyards, concrete footpaths and retaining walls) may prevent drainage occurring properly in major flooding events.

Likewise, works along the southern ends of Buildings 1 and 2 (eg. fences, footpaths, driveways and car parking) could impede flow of flood water into the southern overland flow path.

It is also not clear from the site drawings whether some of the tree plantings near the path to bus stop, which occurred with those earlier site works in the northern overland flow path area, are likely to be built over as part of the Building 14 construction.

4. BUILDING DESIGN

Although the buildings facing Mortimer Lewis Drive appear to have interest and variety in their building design, I consider that the 'internal' buildings (9, 10, 11, 12, & 13) lack visual interest and differentiation.

For instance, Building 9 comprises 16 units providing an unbroken line of garages on one side and a row of courtyard walls on the other. By comparison, Buildings 7 & 8 (with a total of 11 units between them) are separated by an area of open space and 10 additional car spaces, which is likely to provide interest and variety.

Similarly, buildings 11, 12 & 13 (with 12 units each apiece), will each have a narrower section of contrast pavement treatment to break-up their driveway expanse as a nod to visual interest.

It is possible that the applicant's proposed landscaping will provide a significant degree of visual interest across the entire development site but, as mentioned above, I could not find any landscape drawing documents about this proposal on the DA site.

5. NOISE – PARK ACTIVITIES

On the lake side of Mortimer Lewis Drive near the proposed development there is a car park which services the children's playground; children's learn to ride park; and picnic area as well as the pop-up coffee van which has recently been upgraded to a 'permanent' container from which the coffee outlet now operates.

The noise report provided with this DA did not identify any known significant noise sources in this area that would affect the proposed development.

However, I consider that the above park activities and the vehicle traffic into and out of the carpark would create a significant noise intrusion to residents of the proposed dwellings and am concerned that the landscape area mentioned above is important to mitigate that disturbance.

6. NOISE – DRAKEFORD DRIVE TRAFFIC

I am of the view that the Drakeford Drive traffic and bus stop noise will be mitigated by the belt of trees between the road and the development site and also assisted by the height differential between the two.

However, there is a gap/reduced thickness of the tree protection on the northern section of the site beyond the bus stop.

I could not locate any strategies in the development application which would address the noise issues for residents at the eastern end of Building 14 who will have open space between them and the traffic disturbances.

Again it may be that the landscaping planned for the site will address this matter (along with the privacy concerns for those same residents, given that anyone walking on the path to the bus stop will be in an elevated position to look down on the end units of that building).

7. DOCUMENTS FOR PUBLIC INSPECTION

The applicant has not requested an exclusion from public inspection for any of the DA documents.

However, by not including some of the commonly provided documents (eg. landscape plan and drawings; tree/arborist report) at this stage it seems to me that the applicant has achieved an exclusion from public inspection by 'stealth'.

8. TRAFFIC – NEW SLIP LANE ON MORTIMER LEWIS DRIVE

A 2016 traffic assessment about the impact of the development of this site recommended that the left turn slip lane on Mortimer Lewis Drive (north) at the traffic light intersection with Drakeford Drive be extended in order to deal with increased traffic flows.

This road work has not yet occurred. I strongly believe that the extension of the slip lane is already needed, and that as traffic flows increase this need will only become more urgent.

Morning peak traffic at these traffic lights already (prior to any of the three Section 28 residential developments being completed) includes significant congestion as vehicles intending to turn left from Mortimer Lewis Drive must wait with the general traffic at the lights rather than being able to clear the intersection from a dedicated left turn lane.

I note that 'keep clear' signage has been painted across the nearby intersection of De Little Circuit and Mortimer Lewis Drive. This intervention seems to me to recognize the increasing congestion in the area during the morning peak, with De Little Circuit traffic having increasing difficulty accessing Mortimer Lewis Drive because of banked back traffic at that intersection.

9. TRAFFIC – MORTIMER LEWIS DRIVE (SOUTH) TRAFFIC LIGHTS

The 2016 traffic assessment did not recommend providing traffic lights at the southern Mortimer Lewis/Drakeford Drive intersection.

However, that assessment was based solely on the growth of Mortimer Lewis Drive traffic from the proposed Section 28 residential developments. No other factors were considered likely to contribute to additional traffic on that road. For instance, no consideration was given to the potential for increased traffic from:

- a) Increased use of the dog park by new residents from the new Ellison Harvie Close (East Greenway), or the new residential developments near Bunnings in the Town Centre;
- b) Users of the popular new children's learn to ride park which was constructed opposite the Section 28 developments after the 2016 assessment was undertaken; and
- c) customers of the pop-up coffee van which has recently been upgraded to a 'permanent' container from which the coffee outlet now operates.

Given these sources of additional traffic in the area, a new traffic assessment may be needed to ascertain whether the critical threshold for traffic lights to be installed at the southern Mortimer Lewis/Drakeford Drive intersection has been reached.

10. TRAFFIC - U-TURNS AT MORTIMER LEWIS DRIVE (NORTH)

Regardless of any decision about traffic lights at the southern Mortimer Lewis/Drakeford Drive intersection, I consider there is benefit in installing a 'U-Turn Permitted' sign at the northern Mortimer Lewis Drive intersection.

Although ACT road rules prevent U-Turns at traffic lights unless there is signage stating otherwise, occasional northbound Drakeford Drive vehicles already do a U-Turn at the Mortimer Lewis Drive (North) traffic lights.

I consider that, were U-Turns legally permitted at this intersection, Mortimer Lewis traffic using the southern exit could then avoid the twists and turns of the minor collector road by travelling the short distance northbound on Drakeford Drive to the northern intersection where they could do the U-Turn.

11. TRAFFIC - PARKING

Currently, vehicles park along the road edge in the northern section of Mortimer Lewis Drive opposite a row of established townhouses.

These townhouses do not have off-road parking for visitors/deliveries, etc so the on-road parking is their only option. There is no dedicated parking lane and timber barriers on the road edge prevent these vehicles from getting completely off the road when they park.

Consequently, there is not sufficient space for northbound and southbound vehicles to pass such parked vehicles at the same time.

When the Section 28 residential developments are completed and associated vehicle flows around such parked vehicles increases, the hazards relating to the narrowness of the road will also increase.

I suggest that a number of parking bays be constructed off the road edge to enable the north- and south-bound traffic to safely pass such parked cars.

12. SITE MANAGEMENT DURING CONSTRUCTION

During 2018, when the initial site works (earthworks, sewer pump station, etc) were undertaken for Section 28 on Mortimer Lewis Drive, the construction vehicles entered and exited the site via the southern end of Mortimer Lewis Drive, with no construction and delivery traffic moving through the northern section of the road.

It would be appreciated if similar arrangements could be made for this development work. This would reduce large vehicle use of the minor collector road and improve safety around the children's learn to ride park as well as reducing noise and disruption to the established residential section of the road (not sure if the Block 5 residences will be occupied by the time this development is underway).



ACT
Government

Environment, Planning and
Sustainable Development

7 August 2017

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

THE RESIDENT
24 SINGLETON CRESCENT
OXLEY ACT 2903

Dear Property Owner

The following Development Application in relation to CNR DRAKEFORD DRIVE & MORTIMER LEWIS DRIVE has been lodged with the Planning and Land Authority for consideration.

Development Application 201732193:

PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

**Location: Block: 5 Section: 28 Suburb: GREENWAY
CNR DRAKEFORD DRIVE & MORTIMER LEWIS DRIVE**

If you feel an application may impact on you in any way you may wish to submit a written representation clearly stating the reasons for your submission.

The application is available for public inspections between 8.30am and 4.30pm weekdays at:

**Environment, Planning and Sustainable Development Directorate
Customer Service Centre
Dame Pattie Menzies House
Ground Floor (right hand building)
16 Challis Street, DICKSON ACT**

Please bring this letter with you for reference.

The application can also be viewed on the Authority website
<http://www.act.gov.au/developmentapplications>

Representations **must** be made within the specified public notification period to be considered during the assessment of the application. Representations received outside the notification period **will not** be considered.

The public notification period will commence on **10 August 2017**
Representations must be received by the Authority by close of business **30 August 2017**.

Representations can be submitted in the following ways:

**Environment, Planning and Sustainable Development Directorate
Customer Service Centre
16 Challis Street, Dickson
PO Box 365, Mitchell, ACT 2911 • Telephone: (02) 6207 1923 • Email: epdcustomerservices@act.gov.au
Website: www.planning.act.gov.au**

Online:

www.act.gov.au/DArepresentation

Post:

Customer Service
Centre
PO Box 365
Mitchell ACT 2911

By Hand:

Dame Pattie Menzies
House
16 Challis Street,
DICKSON ACT

It is standard practice for the Authority to acknowledge, in writing, any representations received as a result of public notification within 3-4 business days of the submission being received. If you don't receive this acknowledgement please contact the Authority. If you make your representation within the prescribed notification period the issues raised in your submission will be taken into consideration during the assessment of the development application and you will be notified in writing once the decision has been made.

A copy of your representation will be forwarded to the development application applicant and placed on the public register unless exclusion has been granted.

You may request to have part or all of your representation excluded from the public register under Sections 411 or 412 of the *Planning and Development Act 2007*. The request for exclusion must be in writing and clearly identify what you are seeking to exclude and how the request satisfies the exclusion criteria. The Authority may approve or refuse to approve an exclusion application.

If your request for exclusion is approved the Authority will seek to protect the information from disclosure. However, the Authority can not guarantee that the information will not have to be disclosed pursuant to a legal obligation.

If you would like any further information in relation to this letter please contact the Dickson Customer Service Centre on (02) 6207 1923 or email epdcustomerservices@act.gov.au

Yours faithfully

Customer Services
Environment, Planning and Sustainable Development Directorate

JOB REPORT - Public Notification Generator

JOB DATE: 7 August 2017 10:32 am
JOB CODE: 102845
OPERATOR: EBONY EVATT

Development Application 201732193

PUBLIC NOTIFICATION

Application lodged on 2 August 2017.

Notification begins on 10 August 2017 and ends on 30 August 2017.

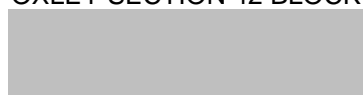
SUBJECT BLOCK

BLOCK: GREENWAY SECTION 28 BLOCK 5
STREET ADDRESS: CNR DRAKEFORD DRIVE & MORTIMER LEWIS DRIVE
LESSEE(S): (LESSEE NAME NOT AVAILABLE)
ADDRESS:

APPL_TYPE: SUBC
DEV DESC: PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 new two storey dwellings, undercover parking, landscaping and associated works.

NEIGHBOURING LESSEES

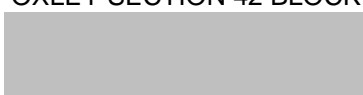
1. BLOCK: OXLEY SECTION 42 BLOCK 8
NAME(S):
ADDRESS:



2. BLOCK: OXLEY SECTION 42 BLOCK 7
NAME(S):
ADDRESS:



3. BLOCK: OXLEY SECTION 42 BLOCK 7
NAME(S):
ADDRESS:



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

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

6. BLOCK: OXLEY SECTION 42 BLOCK 9
NAME(S): THE RESIDENT
ADDRESS: 24 SINGLETON CRESCENT
OXLEY ACT 2903

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

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

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

10. BLOCK: OXLEY SECTION 42 BLOCK 14
NAME(S): THE RESIDENT
ADDRESS: 8 HAUGH PLACE
OXLEY ACT 2903

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

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

APPLICANTS

1. NAME(S): ARPM PTY LTD
ADDRESS: ATTN: ANNETTE POGAS
Level 5, Tower A
7 London Circuit

SUMMARY

No of lessee notifications created = 12
No of developer notifications created = 0

No of interested party notifications created = 0

No of advertisement authorisation letters created = 1

No of outdoor signs created = 1

No of letters to applicants created = 1

Planning and Development Act 2007

Development Application

Application Number: 201731192

Before Starting

PLEASE NOTE: This wizard will time out if left inactive for a period of more than two hours, after which time you will lose your application and be required to complete a new wizard. It is recommended you **save** this session if it is to be left inactive for an extended period of time.

Please ensure that your screen is set to the highest resolution (e.g. 1280 by 1024 pixels) to ensure all content in the wizard is visible.

Type of Application

The type of application you are applying for is a **New Application**

Are you applying for a:

- Development Application

Has a pre-application meeting been held in relation to this proposal?

- No

Lease/Site Details

Site Number: 1

If your rural property is identified by a Block/Section/Suburb, please select the "Urban" radio button.

- Urban

Suburb	Section	Block Number	Unit Number
GREENWAY	28	6	

Street Address

GREENWAY

Site Number: 2

If your rural property is identified by a Block/Section/Suburb, please select the "Urban" radio button.

- Urban

Suburb	Section	Block Number	Unit Number
GREENWAY	28	3	

Street Address

GREENWAY

Site Number: 3

If your rural property is identified by a Block/Section/Suburb, please select the "Urban" radio button.

Urban

Suburb	Section	Block Number	Unit Number
GREENWAY	28	4	

Street Address

GREENWAY

Site Number: 4

If your rural property is identified by a Block/Section/Suburb, please select the "Urban" radio button.

Urban

Suburb	Section	Block Number	Unit Number
GREENWAY	28	5	

Street Address

GREENWAY

Site Number: 5

If your rural property is identified by a Block/Section/Suburb, please select the "Urban" radio button.

Urban

Suburb	Section	Block Number	Unit Number
GREENWAY	28	7	

Street Address

GREENWAY

Applicant Details

What type of applicant are you:

Business

ACN or ABN

24008579404

Company Name

Cardno Young Pty Ltd

Position held / Title

Civil Designer

Salutation

None

First Name

Phillip

Surname

Jewell

Postal Address 1

PO Box 7217 CPBC

Postal Address 2

Postal Address 3

Suburb

Symonston

State/Territory

ACT

Postcode

2610

Country

Australia

Phone Number

61124500

Fax Number

Mobile Number

Email

canberra@cardno.com.au

Lessee (Property Owners) Details

Lessee Number: 1

Is the Lessee a:

 Organisation or Government entity

Australian Business Number (ABN)

37307569373

Company Name

Transport Canberra and City Services

Position held / Title

Operations Manager

Salutation

None

First Name

Julie

Surname

Garbode

Postal Address 1

MacArthur House

Postal Address 2

12 Wattle Street

Postal Address 3

Suburb

Lyneham

State/Territory

ACT

Postcode

2602

Country

Australia

Phone Number

62072283

Fax Number

62075366

Mobile Number

Email

Julie.Garbode@act.gov.au

Notice of Decision and Plans

Please specify the delivery method for the return of plans. Unless otherwise specified, your Notice of Decision and/or plans will be returned via email.

Email

Are you applying for an *Estate Development Plan* OR *Home Business*?

No

Zone

Please specify which zone applies to this application (please select one zone only). Please click [here](#) to access ACTMAPi and locate the zone.

RZ4 Medium density residential zone

If more than one zone is applicable to your application, please specify them below:

Development/Precinct Code

Please specify which development code applies to this application.

Residential zones - Multi-Unit Housing Development Code

Please specify all relevant precinct code/s applied to your proposal

Fully Describe Your Proposal

Please provide a full description of your proposal (Note: This must accurately describe all aspects of your proposal and include any lease changes being applied for.)

The application involves site servicing for Blocks 3, 4 and 5. The following items are included as part of the scope:

1. Site servicing along Mortimer Lewis Drive. This includes stormwater, water, sewer, shared trench.
2. Stormwater works through Blocks 6 and 7
3. Upgrade of the existing kerb on Mortimer Lewis Drive
4. Bulk earthworks on the blocks to ensure protection from Q100 storm event.
5. Removal of existing trees.
6. Proposed sewer pump station to service Blocks 4 and 5, and sewer rising main to connect across Drakeford Drive.

Proposed Use of the Land

Describe the use of the development. **Example:** Residential use for a maximum of 7 residential units. (Note: Please refer to the Territory Plan definitions for land use definitions. Please also consider what is permitted under any Crown Lease for the site.)

The proposed development on the blocks is envisaged to comply with the Territory Plan (RZ4).

Is the proposed use consistent with the current Crown lease?

Yes

Assessment Track

Please indicate which assessment track applies to this Development Application: (If you are not sure which assessment track applies, please contact Environment and Planning Directorate on (02)62071923)

Merit

For more information about which track your development application will be assessed in, please click [here](#). *Please note, the Environment and Planning Directorate may refuse to accept a development application made in an incorrect assessment track. If the Environment and Planning Directorate assesses an application made in the incorrect assessment track it must refuse the application (S.114 (3)).*

Type of Development

Please indicate which type of development applies to this development application.

Public Works (Includes roads, stormwater drainage, parks, electricity, gas, water, sewerage, telecommunications)

Other

Please specify

The proposed works include block grading and the construction of a sewer pump station to service Blocks 4 and 5.

Community Consultation Summary

Is this proposal -

Please Note A development application cannot be lodged if the development proposal meets one of the triggers and the application does not include the pre-DA lodgement community consultation form.

Gross Floor Area (GFA) and Cost of Works

Please ensure that all values contain a decimal point followed by two digits

Gross Floor Area Calculation

A - Gross Floor Area (existing) (m²)

B - Gross Floor Area to be demolished (m²)

C - Gross Floor Area to be added (m²)D - Total Gross Floor Area of development (A-B+C)(m²)

E - COST OF WORKS (\$)

Other Area Calculation (not already included in the areas provided above)F - Area of other BCA Class 10 structures included in this application
(e.g. metal carport, pergola, deck, verandah) (m²)

G - Parking areas – undercover

H - COST OF WORKS (F & G) (\$)

Cost of Associated Works

I - Cost of all associated works such as landscaping (\$)

J - Cost of all public works and/or off site works (\$)

K - TOTAL COST OF WORKS (E+H+I+J)

Cost of works **MUST be calculated in accordance with the current version of [Building \(General\) \(Cost of Building Work\) Determination](#) OR a summary of costs from a bill of quantities prepared by a quantity surveyor supplied with application. A summary of costs from a bill of quantities MAY be requested for proposals where cost of work is between \$0 and \$10 million. A summary of costs from a bill of quantities **MUST** be provided for proposals where cost of work is over \$10 million.*

Demolition, Trees, Waste Management

Demolition

Is the [Demolition](#) item relevant to your proposal?

No

Trees

"Protected tree" is defined under the [Tree Protection Act 2005](#).

In accordance with section 148 of the [Planning and Development Act 2007](#), where the development proposal requires groundwork within the tree protection zone of a protected tree, or is likely to cause damage to or removal of, any protected trees, the application is to be accompanied by a Tree Management Plan

For more information about urban tree protection in the ACT, please click [here](#).

Is the Trees item relevant to your proposal?

Yes

Have you provided Entity Endorsement?

No

Have you provided required documentation for [referral](#) to Entity?

Yes

Waste Management

NOTE: Only relevant for single dwelling housing where the development will generate a total of 20 cubic metres or greater of demolition and/or excavation waste

Is the Waste Management item relevant to your proposal?

No

Heritage

Heritage

Is the [Heritage](#) item relevant to your proposal?

No

Hazardous Materials, Contamination, Erosion and Sediment Control

Hazardous Material

Is the [Hazardous Materials](#) item relevant to your proposal?

No

Contamination

Is the [Contamination](#) item relevant to your proposal?

No

Erosion and Sediment Control (for sites less than 0.3 of a hectare)

Is the Erosion and Sediment Control (for sites less than 0.3 of a hectare) item relevant to your proposal?

No

For works such as class 10 structures, additions and alterations, and backyard swimming pools - a note on the plan that "the development will comply with the ACT Environment Protection Authority, Environment Protection Guidelines for Construction and Land Development in the ACT" is required. In circumstances where there is a reasonable risk that soil from the required earth works in the front of the block will impact on the stormwater system because the block slopes towards the street a separate Erosion & Sediment Control Plan will be required

Erosion and Sediment Control (for sites greater than 0.3 of a hectare)

Is the Erosion and Sediment Control (for sites greater than 0.3 of a hectare) item relevant to your proposal?

Yes

Have you provided Entity Endorsement?

No

Have you provided required documentation for [referral](#) to Entity?

Yes

Servicing & Site Management, Utilities, Verge Crossovers

Servicing and Site Management

Utilities

NOTE: Stormwater clearance relevant/required from Asset Acceptance only where there is a stormwater/drainage easement or Territory owned stormwater pipe on the development site

Verge Crossovers

Servicing & Site Management, Utilities

Servicing and Site Management

Is the Servicing and Site Management item relevant to your proposal?

Yes

Have you provided Entity Endorsement?

Yes

Utilities

Is the *Utilities* item relevant to your proposal?

Yes

Please tick the relevant entities

- Water
 Electricity
 Sewerage
 Gas
 Stormwater

Have you provided Entity Endorsement?

Yes

Subdivision (residential zones)

Subdivision (residential zones)

Is the Subdivision (residential zones) item relevant to your proposal?

No

National Capital Plan, Crime Prevention, Access & Mobility, Traffic Generation

National Capital Plan

Is the *National Capital Plan* item relevant to your proposal?

No

Crime Prevention through Environmental Design

Is the *Crime Prevention* item relevant to your proposal?

No

Access and Mobility

Is the Access and Mobility item relevant to your proposal?

Yes

Have you provided documentation that demonstrates how your proposal complies with the requirements of the *Territory Plan*?

Yes

Traffic Generation

Is the Traffic Generation item relevant to your proposal?

No

Parking

Parking (car)

Is the [Parking \(car\)](#) item relevant to your proposal?

No

Parking (bicycle)

Is the [Parking \(bicycle\)](#) item relevant to your proposal?

No

Signs, Neighbourhood Plans, Water Sensitive Urban Design

Signs

Is the [Signs](#) item relevant to your proposal?

No

Neighbourhood Plans

Is the [Neighbourhood Plans](#) item relevant to your proposal?

No

Water Sensitive Urban Design (Mains Water Consumption)

Is the Water Sensitive Urban Design (Mains Water Consumption) item relevant to your proposal?

No

Water Sensitive Urban Design (Stormwater Quality)

Is the Water Sensitive Urban Design (Stormwater Quality) item relevant to your proposal?

No

Water Sensitive Urban Design

Water Sensitive Urban Design (Stormwater Quantity)

Is the Water Sensitive Urban Design (Stormwater Quantity) item relevant to your application?

No

Driveways (For works on verge only)

PLEASE NOTE: For proposals that include construction or modification of a driveway this application **MUST** be signed by the land custodian (Government Land Custodian - Asset Acceptance) as the works will be undertaken on unleased land **EXCEPT FOR DUAL OCCUPANCY DEVELOPMENT PROPOSALS**. For more information on driveways, garages and carports, please click [here](#).

Does your proposal include construction or modification of driveway/s?

No

Survey Requirements - S.139(2)(l) - P & D Act 2007

If this application is for approval of a development that requires construction work to be carried out on land that has previously been developed and is not leased for rural purposes, a survey certificate for the land where the development is to be carried out (prepared and signed by a registered surveyor) must accompany this application unless exempt by Regulation 25 of the [Planning and Development Regulations 2008](#)

Do you have a [survey certificate](#) with this application?

Yes

Development Undertaken Without Approval - S.205 - P & D Act 2007

Is this application for development undertaken without approval?

No

*If YES - Under Section 139(2)(m) of the Planning and Development Act 2007, plans of the development signed by a registered surveyor confirming the location and dimensions of the development **must** be submitted with this application. The plans need to confirm the height, width and length dimensions of the development and the setback dimensions of the development from the block boundaries. The information may be provided on one plan or on a series of plans provided each plan is signed by a registered surveyor. Note: For all unapproved development involving construction the location and nature of earthworks, utility connections, proposed buildings, pavements and landscape features must comply with utility standards, access provisions and asset clearance zones. For more information on development exempt from approval, please click [here](#). For more information on development applications for developments undertaken without approval, please refer to S205 under the [Planning and Development Act 2007](#)*

Exclusion from Public Inspection

In accordance with the requirements of Sections 28 and 30 of the [Planning and Development Act 2007](#), the Environment and Planning Directorate must make the details and associated documents relevant to a development application available for public inspection.

If you wish to apply to have all or part of this development application excluded from public inspection, you must meet the requirements of Section 411(5) or 412(1) of the Planning and Development Act 2007

Are you requesting an exclusion from [Public Inspection](#)?

No

Conflict of Interest Declaration

Does the applicant or the lessee have any association with the Environment and Planning Directorate staff?

No

NOTE: There are penalties for deliberately giving false and misleading information. The Planning and Land Authority or Minister may revoke an approval if satisfied that the approval was obtained by fraud or misrepresentation

Applicant/Lessee Declaration

I/we hereby apply for approval to carry out the development described on the land specified in this application;

I/we declare that this application is accompanied by all of the required information or documents that address the relevant rules and/or relevant criteria for it to be considered for approval;

I/we understand that the information submitted with this application form will undergo a documentation check prior to the payment of fees and formal lodgement of the application. Further information may be required prior to the acceptance of the development application by the Authority;

I /we understand that this application will be considered lodged once the relevant application fees have been paid;

I/we understand that if during the assessment of this application it is found to have been submitted in the incorrect assessment track the application will be refused and I/we will not be entitled to a refund or transfer of fees;

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

If the time for deciding the application (prescribed period) has ended and a decision has not been reached I/we understand that the application will be deemed refused and the Environment and Planning Directorate will not provide written advice of this decision. I/we also understand that the Environment and Planning Directorate is able to still consider the application and make a decision after the expiration of the prescribed period;

I/we hereby authorise the Environment and Planning Directorate its servants and agents to erect sign/s on the subject property(s) as required;

I/we hereby authorise ACT Government officers to access the subject property(s) for the purpose of evaluating the proposal(including the inspection of driveways and trees);

I/we (lessee) appoint the applicant whose signature appears in the attached *letter of appointment* to act on my/our behalf in relation to this Development Application. This authorises the applicant to

pay all application fees, bonds and securities, liaise with the Environment and Planning Directorate when required, alter, amend or provide further information as necessary and receive any communications relating to this Development Application;

I understand that costs associated with the relocation of any engineering services (light poles, storm water, sumps etc) will be at my expense and that I will indemnify the ACT Government, its servants and agents against any claims arising during the relocation of these services;

I understand that construction of any driveway associated with this application may not commence until the contractor has received endorsement by the relevant government entity;

I understand that a Certificate of Design Acceptance and a Road Opening Permit and Temporary Management Plan must be obtained from the relevant government agencies prior to the start of construction works;

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

If lodging on behalf of a company, organisation or Government agency: -

I/we declare I/we have the appropriate delegation or authority to sign on behalf of the company, organisation or Government agency;

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

I accept the above declarations

Accept

Acceptance Date

15 Mar 2017

Before Submitting

You have almost completed the first stage of your Development Application/Pre-Application request. **PLEASE ENSURE YOUR WIZARD SESSION IS SAVED BEFORE PROCEEDING.** This will enable you to resume your session in the event of a system outage or other interruption.

When you click on Finish below, you will be navigated to a new page which will enable you to upload any associated plans/documents prior to submitting to EPD for review.

Development applications (DAs) can be delayed unnecessarily because EPD does not have all the information it needs to undertake an assessment and make a decision.

To avoid delays ensure all required sections of the wizard are answered correctly and all required documentation is uploaded. In particular:

1. A signed appointment letter from all lessee's must be provided if works are to be performed on the verge, a signed endorsement letter must be provided by the relevant Government Custodian;

2. Public register plans for residential applications are included;
 3. You **MUST** include a statement against the criteria for development applications that will be assessed in the Merit track;
 4. If the application is for a single unit on a unit titled block body corporate authorisation is required if there is works on a common property
- If you are still not sure how to proceed or want to ensure you have everything you need for your application, you can visit the EPD Customer Service Centre, 16 Challis Street, Dickson, or call us on 6207 1923 and ask to speak with a technical officer.

Privacy Notice

The personal information on this form is provided to the Environment and Planning Directorate (EPD) to enable the processing of your application. The collection of personal information is authorised by the Planning and Development Act 2007. If all or some of the personal information is not collected EPD cannot process your application. The Planning and Development Act 2007 requires the details of applications, decisions and orders to be kept on a register and made available for public inspection. Information and documentation relevant to a development application may be made available via the Internet. The personal information you provide may be disclosed to Australian Bureau of Statistics, ACT Revenue Office, the Registrar General's Office, ACTEW Corporation, ActewAGL, Territory and Municipal Services Directorate and other Government agencies with a direct interest in the development assessment process. The information may also be disclosed where authorised by law or court order, or where the Directorate reasonably believes that the use or disclosure of the information is reasonably necessary for enforcement-related activities conducted by, or on behalf of, an enforcement body. EPD's Information Privacy Policy contains information about how you may access or seek to correct your personal information held by EPD, and how you may complain about an alleged breach of the Territory Privacy Principles. The EPD Information Privacy Policy can be found at www.environment.act.gov.au

Does the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC) affect your proposal?

The EPBC came into operation on 16 July 2000. It establishes an environmental assessment and approval system that is separate and distinct from the ACT system. It does not affect the validity of ACT development assessment and approval processes, but may affect the assessment track. The ACT cannot provide preliminary advice on whether a proposal falls within the definition of a controlled action, or requires referral to the Commonwealth. You should consult with the Commonwealth to determine if your proposal is a controlled action before seeking any approvals under the Planning and Development Act 2007. For information about the EPBC, including the referral process and when a referral should be made, contact: the Department of Sustainability, Environment, Water, Population and Communities, GPO Box 787, CANBERRA ACT 2601
Telephone: 62741111

Contact Details: Environment and Planning Directorate Customer Service Centre GPO Box 158, Canberra City 2601 16 Challis Street, Dickson ACT 2602 Business Hours: 8.30am to 4.30pm weekdays (excluding Public Holidays) Phone: (02) 6207 1923 Email: epdcustomerservices@act.gov.au Website: www.environment.act.gov.au

Is a Lease Search fee (Dial-a-search) applicable for this application?

No

If a Lease Search fee is applicable, number of **additional** leased blocks?

0

Is a scanning fee required for this application?

No

Exemption S411/412:

Has the Applicant requested exemption for part of the Development Application? **NO**

Is this a **Concurrent** Development Application under Division 7.3.2A of the *Planning and Development Act 2007*? **Make Selection**

Note: the public notification period is not less than 35 working days for Concurrent Development Application.

Part B (i): Public Notification Requirements

The development application requires:

Major - S155

IF MAJOR NOTIFICATION:

Number of **additional** *small* signs required is

0

Number of **additional** *large* signs required is

2

Number of days for notification:

15 - Major

NB: Section 155 is subject to the restrictions outlined at Section 411 and 412 of the Act. Limited public notifications for certain Merit Track applications are prescribed in Schedule 2 of the Regulations.

Note (i) – Large signs are used for DA's that meet any one or more of the following. DA's that are in the Impact Track, a building or structure intended to be higher than 25m, a building where the total floor space is intended to be more than 7000m², and a residential building intended to be higher than 3 storeys AND consisting of 50 or more units.

Part B (ii) Public Notification Wording

Customer Services to complete - Insert wording for public notification:

DA Leasing to complete lease variation component – Insert Lease Variation public notification wording component:

PROPOSAL FOR PUBLIC WORKS - construction of site servicing along Mortimer Lewis Drive including stormwater, water, sewer and shared trench. Upgrade of the existing kerb on Mortimer Lewis Drive and bulk earthworks. Removal of existing trees and proposed sewer pump station to service Blocks 4 and 5 and sewer rising main to connect across Drakeford Drive.

DA LEASING OFFICER TO COMPLETE PART C*(Before commencing Leasing Check: complete and check Part B(ii) Public Notification Wording if there is a Lease Variation Component)***Part C: Leasing Check****LEASING OFFICER** rhonda**DATE:** 22/2/17**INITIAL CHECK BY DA LEASING** **Pass** **Fail****DA Leasing Failure reasons**

Resubmission

Accepted? List each failure reason separately

1. **DATE**
2. **DATE**
3. **DATE**

Comments

Is the application for a combined lease variation and design and siting?
If YES complete Part B(ii) – lease variation public notification wording component

Make Selection

Is the application to vary the lease to remove the concessional status?

Make Selection

If yes, has a Social Impact Assessment report been provided?

Make Selection

Is this a land rent lease?

Make Selection

Is a Lease Variation fee applicable? \$

If yes, how many **additional** Lease Variation components?

Type of Lease: **Unleased Land** Proposal is Consistent with all clauses in the Lease:

Type of Lease Variation: **N/A** Initial referral to AVO:

Most Recent Variation Date:

Building and Development Provisions -	
Commencement of development by:	Completion of development by:
Commencement of associated works by:	Completion of associated works by:
LVC	
LVC is s276E <input type="checkbox"/> OR LVC is s277 <input type="checkbox"/> :	
Valuation Report Supplied: <input type="checkbox"/>	
Valuation Certificate Supplied: <input type="checkbox"/>	
If LVC is s277 – Leasing Officer to tick entity referral boxes for AVO and Treasury	

Relevant Clauses	
Purpose:unleased land	
Gross Floor Area:	
Car Parking:	
Other:	
Units Plan	
Endorsement by Owners Corporation:	
Written evidence from a Certified Practicing Valuer advising whether the proposed variation to the Unit Title will affect the Schedule of Unit Entitlements (Form 3) for the Units Plan; and Where a Certified Practicing Valuer has advised a Unit Entitlement will change, a Revised Schedule of Unit Entitlements (Form 3):	
Consolidation	
Existing Lease Details:	Issues to be noted:
Subdivision	
Existing Lease Details:	Issues to be noted:
Land Use	
Details: RZ4 medium density residential zone	
Other Comments:	
<ol style="list-style-type: none"> 1. Site servicing along Mortimer Lewis Drive. This includes stormwater, water, sewer, shared trench. 2. Stormwater works through Blocks 6 and 7 3. Upgrade of the existing kerb on Mortimer Lewis Drive 4. Bulk earthworks on the blocks to ensure protection from Q100 storm event. 5. Removal of existing trees. 6. Proposed sewer pump station to service Blocks 4 and 5, and sewer rising main to connect across Drakeford Drive. 	

Public Notification wording checked by DA Leasing officer

~~~~~  
*DA OFFICER TO COMPLETE FROM THIS POINT FORWARD*

*(Before commencing completeness check: complete and check Part B: Public Notification)*

### **Part D: DA Officer Completeness Check**

**DA OFFICER:** Matt

**DATE:** 2/3/17

**INITIAL CHECK BY DEVELOPMENT ASSESSMENT**  **Pass**  **Fail**

#### **DA Officer Failure reasons**

Resubmission

Accepted? List each failure reason separately

1. include blocks 6 and 7 on application form **DATE 20/3/17**

2. **DATE**

3. DATE

4. DATE

5. DATE

### Comments

*Please include Customer Services and DA Leasing failure reasons to edevelopment if applicable.*

### **Part E: General and requirements under Section 139 of the Act**

Is the proposed development assessable (i.e. not exempt or prohibited development)? **Assessable Development**

#### Comment:

|                                                                                                                                                                                                                                                                                                                                           |                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Does the application state the intended land use?                                                                                                                                                                                                                                                                                         | <b>YES</b>            |
| Which is the chosen assessment track?                                                                                                                                                                                                                                                                                                     | <b>MERIT</b>          |
| Is the application accompanied by a survey certificate as specified at Section 139 (2)(i) (unless exempt – see Section 25 of Regulations)?                                                                                                                                                                                                | <b>YES</b>            |
| Does Section 205 (DAs for developments undertaken without approval) apply and if so, is the application accompanied with a plan/s endorsed by a registered surveyor that sets out the dimensions of the development as specified at Section 139(2)(j)?                                                                                    | <b>NOT APPLICABLE</b> |
| If the application is for a single unit(s) on a unit titled block, is works being carried out on common property?<br><i>(if yes, Any works within the common property will require the Owner's Corporation to Authorise the DA as the lessee of the common property and the owners corporation is listed on the application form)</i>     | <b>NOT APPLICABLE</b> |
| Is the land undeveloped?<br><i>(if yes, a referral to DA Leasing is required)</i>                                                                                                                                                                                                                                                         | <b>YES</b>            |
| Is the land subject to a FUA layer? <i>(Development by an entity other than the Territory in a future urban area is prohibited unless the structure plan for the area states otherwise – see section 137)</i>                                                                                                                             | <b>NO</b>             |
| Has this application been subject to an Environmental Significance Opinion?<br><i>(if yes, a additional fee component is applicable – see part i)</i>                                                                                                                                                                                     | <b>NO</b>             |
| Are any blocks impacted by the development a Reserved Area - public land under S315 of the Planning and Development Act 2007 for any one of the following purposes: <ul style="list-style-type: none"> <li>• a wilderness area,</li> <li>• a national park,</li> <li>• a nature reserve,</li> <li>• a special purpose reserve.</li> </ul> | <b>NO</b>             |
| Is this application subject to pre-lodgement community consultation?<br><i>(if yes, select the relevant number of days for notification in part B(i))</i>                                                                                                                                                                                 | <b>NO</b>             |
| If this application is a Concurrent Development Application, is it accompanied                                                                                                                                                                                                                                                            | <b>NO</b>             |

by a concurrent document?

### **Part F: Track Specific requirements**

Is the application accompanied by information and documents in line with the DA form, including entity endorsements and/or required documentation? **YES**

Also if Merit Track and relevant, does the application include an assessment of the possible environmental effects of the development? **NOT APPLICABLE**

Also if Impact Track has a completed Environmental Impact Statement for the proposal been submitted (unless Section 211 applies)? **NOT APPLICABLE**

Also if Impact Track has a signed letter from a delegate of the Minister for an exemption from requiring an EIS been submitted (under Section 211)? **NOT APPLICABLE**

Public notification requirements and wording checked and amended?  
*See Notification Requirements (Page 2, Part B)* **YES**

*Review Development Application Form to ensure the description of the proposal is accurate; and corresponds with terminology in the Territory Plan.*

### **Part G: GFA and Cost of Works**

Costs of works are calculated in accordance with Building (General) (Cost of Building Work) Determination 2015 (No 1).

Fees can be determined using the Cost of Works and DA Fees Calculator 2015-16. The calculator is located in objective in the assessment tools folder, under development assessment team.

Total Cost of Works: **\$ 3,000,000.00**

Development fee payable: \$ **8,006.00**

### **Part H: Entity Referrals**

*For guidance please refer to [Work Instruction – Entity Referrals](#)*

If no entity referrals are required check box

Refer to Work Instruction – Entity Referrals for guidance.  
Indicate referral requirements by checking appropriate box/es:

#### **Asset Acceptance**

(Territory and Municipal Services)

Referral to TAMS is required

Check if referral should additionally highlight any of the following:

- Stormwater – where there is a stormwater easement – demolition works
- Single Residential Driveways Only
- Waste Management
- Verge crossovers or modifications in RZ3 & RZ4 zones
- Traffic Management
- Urban Treescapes
- Action Buses

|                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Notes for referral:</b>                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>ICON Water/ACTEW Corporation</b>                                                                                                                                                    | <input checked="" type="checkbox"/> Demolition works – utilities<br><input checked="" type="checkbox"/> Utilities – electricity, water & sewer and gas<br><input type="checkbox"/> Liquid Trade Waste<br><br><b>Notes for referral:</b>                                                                                                                                                            |
| <b>Conservator of Flora and Fauna</b>                                                                                                                                                  | <input type="checkbox"/> General referral<br><input type="checkbox"/> Declared site only<br><input type="checkbox"/> Plan of Management (works on public land)<br><input type="checkbox"/> S147A (Selected Impact Track applications only – case officer must liaise with the Impact Assessment Team for all Impact Track DA's to determine if this is required)<br><br><b>Notes for referral:</b> |
| <b>Custodian of the Land (unleased)</b>                                                                                                                                                | <input checked="" type="checkbox"/> <b>Identify Custodian: TCCS</b><br><br><b>Notes for referral:</b>                                                                                                                                                                                                                                                                                              |
| <b>Environment Protection Agency</b>                                                                                                                                                   | <input type="checkbox"/> Noise<br><input checked="" type="checkbox"/> Erosion and Sediment Control (if site > 0.3 of a hectare)<br><input type="checkbox"/> Hazardous Material – Pre 1985 Multi-unit Housing or Pre 2005 commercial / industrial premises<br><input type="checkbox"/> Other – please specify<br><br><b>Notes for referral:</b>                                                     |
| <b>Heritage</b>                                                                                                                                                                        | <input type="checkbox"/> Heritage – Registered Land or Building<br><br><b>Notes for referral:</b>                                                                                                                                                                                                                                                                                                  |
| <b>Tree Protection</b>                                                                                                                                                                 | <input checked="" type="checkbox"/> Where the development proposal requires groundwork within the tree protection zone of a protected tree, or is likely to cause damage to or removal of, any protected trees<br><br><b>Notes for referral:</b>                                                                                                                                                   |
| <b>EPD Transport Planning</b><br>Proposals that have (a) no parking provision requirement; and (b) do not have any effect on trip generation and thus traffic, don't warrant referral. | <input type="checkbox"/> Traffic<br><input type="checkbox"/> Parking<br><input type="checkbox"/> Traffic Noise<br><br><b>Notes for referral:</b>                                                                                                                                                                                                                                                   |

|                                                                                                                                                                                                                                      |                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| <b>Land and Infrastructure Group</b>                                                                                                                                                                                                 | <input type="checkbox"/> Prescribed Conditions for offsite works             |
| <b>Notes for referral:</b>                                                                                                                                                                                                           |                                                                              |
| <b>Worksafe</b><br><a href="mailto:Worksafe_asbestos@act.gov.au">Worksafe_asbestos@act.gov.au</a><br>Cc: <a href="mailto:Matthew.Colman@act.gov.au">Matthew.Colman@act.gov.au</a>                                                    | <input type="checkbox"/> Private demolition of loose fill affected residence |
| <b>Notes for referral:</b>                                                                                                                                                                                                           |                                                                              |
| <input type="checkbox"/> ACT Health                                                                                                                                                                                                  |                                                                              |
| <input type="checkbox"/> ACT Valuation Office                                                                                                                                                                                        |                                                                              |
| <input type="checkbox"/> Australian National University                                                                                                                                                                              |                                                                              |
| <input type="checkbox"/> Breach Management<br>Any development applications that relate to rectification of Service Station sites.                                                                                                    |                                                                              |
| <input type="checkbox"/> Capital Metro                                                                                                                                                                                               |                                                                              |
| <input type="checkbox"/> Department of Education and Training (Childcare Centres)<br>To be referred to Sarah Edwards, Graham Chadwick <a href="mailto:ceca@act.gov.au">ceca@act.gov.au</a> and Social Infrastructure Planning)       |                                                                              |
| <input type="checkbox"/> Department of Education and Training (School Planning section)<br>Any application for removal of underground tanks in close proximity to child care centres, and schools plus any other additional triggers |                                                                              |
| <input type="checkbox"/> Emergency Services (Fire or Ambulance)                                                                                                                                                                      |                                                                              |
| <input type="checkbox"/> Gambling and Racing Commission                                                                                                                                                                              |                                                                              |
| <input type="checkbox"/> Housing and Community Services                                                                                                                                                                              |                                                                              |
| <input type="checkbox"/> National Capital Authority                                                                                                                                                                                  |                                                                              |
| <input type="checkbox"/> Office of Regulatory Services (Registrar Generals Office)<br>Any development applications that relate to permanent structures, on unleased Territory land, associated with permits for outdoor eating.      |                                                                              |
| <input type="checkbox"/> Office of Regulatory Services (Liquor compliance)                                                                                                                                                           |                                                                              |
| <input type="checkbox"/> Plan Implementation Team at EDD<br>All EDP's in Gungahlin District                                                                                                                                          |                                                                              |
| <input type="checkbox"/> Police                                                                                                                                                                                                      |                                                                              |
| <input type="checkbox"/> Queanbeyan City Council                                                                                                                                                                                     |                                                                              |
| <input type="checkbox"/> EPD Utilities Team<br>Proposals involving utility scale power generation e.g. solar farm                                                                                                                    |                                                                              |
| <input type="checkbox"/> Workcover                                                                                                                                                                                                   |                                                                              |
| <input type="checkbox"/> Yass Valley Council                                                                                                                                                                                         |                                                                              |
| <input type="checkbox"/> Other (please specify)                                                                                                                                                                                      |                                                                              |
| <b>Internal</b>                                                                                                                                                                                                                      | <b>Provide Reason for Referral</b>                                           |
| <input type="checkbox"/> General Leasing team - <a href="mailto:leasing@act.gov.au">leasing@act.gov.au</a><br>All Merit Track applications with encroachments or works on unleased Territory Land                                    |                                                                              |
| <input type="checkbox"/> DA Leasing team – <a href="mailto:ACTPLADALEASING@act.gov.au">ACTPLADALEASING@act.gov.au</a><br>All Merit Track applications with combined design and siting and lease variation component                  | no referral as unleased TLand                                                |
| <input type="checkbox"/> Rural Leasing<br>Proposals on all agricultural rural blocks or in Pialligo                                                                                                                                  |                                                                              |
| <input type="checkbox"/> DA Merit Assessment team – North                                                                                                                                                                            |                                                                              |
| <input type="checkbox"/> DA Merit Assessment team – South                                                                                                                                                                            |                                                                              |
| <input type="checkbox"/> DA Merit Assessment team – West/Rural                                                                                                                                                                       |                                                                              |
| <input type="checkbox"/> DA Impact Assessment team (referral mandatory for all)                                                                                                                                                      |                                                                              |

|                                                                                                                                                                             |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Impact Track DA's and Merit Track DA's with a ESO)                                                                                                                          |  |
| <input type="checkbox"/> Design Policy                                                                                                                                      |  |
| <input checked="" type="checkbox"/> Deed Management<br>Conditions for a Deed of Agreement if Works being returned to the Territory (including offsite works) costs >\$300k. |  |
| <input type="checkbox"/> Strategic Planning                                                                                                                                 |  |
| <input type="checkbox"/> Water Policy EPD<br><input type="checkbox"/> WSUD Code Requirements<br><a href="mailto:water.policy@act.gov.au">water.policy@act.gov.au</a>        |  |
| <input type="checkbox"/> Utilities Technical Regulation team<br><a href="mailto:Techregulator.utilities@act.gov.au">Techregulator.utilities@act.gov.au</a>                  |  |

### Part I: Calculation of fees for the development application (Merit or Impact Track)

|                                                    |                                       |
|----------------------------------------------------|---------------------------------------|
| <b>Completeness Check:</b>                         | <input type="text" value="0"/>        |
| <b>Development (Cost of Works Fee or EDP Fee):</b> | <input type="text" value="8,006.00"/> |
| <b>Merit Track with ESO:</b>                       | <input type="text" value="0"/>        |
| <b>Impact Track Fee/s:</b>                         | <input type="text" value="0"/>        |
| <b>Lease Variation:</b>                            | <input type="text" value="0"/>        |
| <b>Public Notification:</b>                        | <input type="text" value="1733"/>     |
| <b>Lease Search:</b>                               | <input type="text" value="0"/>        |
| <b>Scanning Fee:</b>                               | <input type="text" value="0"/>        |

Scanning fee to be added to completeness check fee in edevelopment

Note: Please see fees and charges schedule 2015-2016 for a variation of a unit title lease in which to vary a lease by single application which affects more than one unit in the same units plan for one unit.

Note: An additional fee of \$1156.00 is required **in addition** to the development fee where the application is in the merit track where an ESO is provided to support lodgement in that track

#### I (i) Home Business Fee

|                                                   |                                  |
|---------------------------------------------------|----------------------------------|
| Is this application a new application or renewal? | <input type="text" value="N/A"/> |
| How many years is the applicant applying for?     | <input type="text" value="0"/>   |
| <b>Home Business Fee:</b>                         | <input type="text" value="0"/>   |

Note: Other fee components are still applicable.

#### I (ii) Estate Development Plan Fee (To be added as development fee, if applicable)

To determine relevant development fees consult the EDP Fee calculator in objective.

**Estate Development Plan fee:**

*Note: Other fee components are still applicable.*

**I (iii) Impact Track Fees** (To be added in addition to development fee)

- |                                                                            |                    |
|----------------------------------------------------------------------------|--------------------|
| • Matters specified in Schedule 4, Part 4.2 and/or                         | <b>\$34,091.00</b> |
| • Matters specified in Schedule 4, Part 4.3, Column 1, Items 1 to 6 and/or | <b>\$12,813.00</b> |
| • Matters specified in Schedule 4, Part 4.3, Column 1, Items 7 to 11       | <b>\$2,564.00</b>  |
| <b>OR</b>                                                                  |                    |
| • Impact Track application with no specific Schedule 4 trigger             | <b>\$2,564.00</b>  |

*Note: Other fee components are still applicable*

**Part J: Resubmissions** (if application to be failed)

- Resubmission to be checked by Customer Services**
- Resubmission to be checked by DA Leasing**
- Resubmission to be checked by DA officer**

Numbers of Completeness check failures:

**Public Notification wording checked by DA officer**



# Form

## Legislated Requirements

### Merit Track

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#### ASSESSMENT REPORT

ASSESSMENT OFFICER: Mr Ajith Buddhadasa

APPLICATION NUMBER: 201731192

BLOCKS: 3,4,5,6 & 7 SECTION: 28

DIVISION: Greenway

**Zone: RZ4 Medium Density Residential 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> | <p>The relevant code(s) for the development proposal are:</p> <table border="1" data-bbox="633 1123 1461 1228"> <tr> <td>Precinct Code:</td> <td><b>Greenway Precinct Map and Code</b></td> </tr> <tr> <td>Development Code:</td> <td><b>Residential Zones Development Code</b></td> </tr> </table> <p>The proposal is not inconsistent with the above code(s) for reasons identified in <u>Form – Territory Plan Code Requirements – Merit Track</u>.</p> | Precinct Code: | <b>Greenway Precinct Map and Code</b> | Development Code: | <b>Residential Zones Development Code</b> |
| Precinct Code:                                                                                                                              | <b>Greenway Precinct Map and Code</b>                                                                                                                                                                                                                                                                                                                                                                                                                      |                |                                       |                   |                                           |
| Development Code:                                                                                                                           | <b>Residential Zones Development Code</b>                                                                                                                                                                                                                                                                                                                                                                                                                  |                |                                       |                   |                                           |
| <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 the Conservator 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> |

**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 RZ4 zone.</p> <p>The application meets all 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 site servicing (ancillary to residential development).</p> <p>The proposed use is listed as an assessable development in the RZ4 zone development table, and is therefore determined to be a permissible use for the land.</p> <p>The land is suitable for the development proposed.</p> |
| S120 (d) Representations                                                                                                                                                                                                                                             | Representations received are addressed in the Notice of Decision.                                                                                                                                                                                                                                                                                                                                                |
| <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> | Entity advice received is addressed in the Notice of Decision.                                                                                                                                                                                                                                                                                                                                                   |
| S120 (f) the plan of management for the land (if the proposed development relates to land that is Public Land)                                                                                                                                                       | The proposal is not for a proposed development relating to land that is public land.                                                                                                                                                                                                                                                                                                                             |
| Proposal for development on land reserved under S315 for the purpose of wilderness area, national park, nature reserve, or special purpose reserve.                                                                                                                  | 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.                                                                                                                                                                                                                                        |
| S120 (g) the probable impact of the proposed development, including the nature, extent and significance of probable environmental impacts.                                                                                                                           | Based on the matters to be considered by the relevant Code there are no probable environmental impacts of significance associated with the proposed development.                                                                                                                                                                                                                                                 |



# Form

## Territory Plan Code Requirements Merit Track

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### ASSESSMENT REPORT

#### RZ4 Medium Density Residential Zone

ASSESSMENT OFFICER: Mr Ajith Buddhadasa

APPLICATION NUMBER: 201731192

BLOCKS: 3,4,5,6 & 7 SECTION: 28

DIVISION: Greenway

### 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 Greenway Precinct Map and Code and the Residential Zones Development Code

The proposal is only for site servicing including installation of a sewer pumping facility aiming for future development of the site for residential development. The proposal is not inconsistent with the above codes.

**From:** [Overton, Mark](#)  
**To:** [Bell, Jeff](#)  
**Subject:** FW: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]  
**Date:** Tuesday, 13 March 2018 3:30:00 PM

---

Jeff

See below. I thought we all agreed that my suggested approach was agreed by all present.

Mark

---

**From:** Jatheendran, Lingam  
**Sent:** Tuesday, 13 March 2018 3:26 PM  
**To:** Overton, Mark <Mark.Overton@act.gov.au>  
**Cc:** Abeysekera, Ruwan <Ruwan.Abeysekera@act.gov.au>; Joseph, Gabriel <Gabriel.Joseph@act.gov.au>  
**Subject:** FW: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Mark

I cannot recall agreeing for the industrial driveways to be constructed without the design acceptance. We have agreed only for the staging of the operational acceptance. We have no objection to include the two industrial driveways as part of the offsite works for the estate, however design acceptance needs to be obtained before construction. Further this would require payment of appropriate fees for revised design acceptance.

I am happy to discuss if required.

**Lingam Jatheendran | Chief Engineer Development Review & Coordination**

Phone 02 6207 6592 | Email: [Lingam.Jatheendran@act.gov.au](mailto:Lingam.Jatheendran@act.gov.au)

**Capital Works and Development Support** | Transport Canberra and City Services Directorate | **ACT Government**

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

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---

**From:** Overton, Mark  
**Sent:** Friday, 9 March 2018 1:52 PM  
**To:** Abeysekera, Ruwan <[Ruwan.Abeysekera@act.gov.au](mailto:Ruwan.Abeysekera@act.gov.au)>  
**Subject:** RE: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Ruwan

I raised the issue of constructing a driveway for Block 5 as part of the SLA's work at the DRC/SLA monthly meetings. All agreed that it was OK to do that and that all that was needed to be done was pick it up in the WAE's and ADF's. Block 5 is for the Public Housing Renewal Taskforce so it makes sense that one arm of Government helps out the other so we don't have any abortive works.

Mark

---

**From:** Abeysekera, Ruwan  
**Sent:** Friday, 9 March 2018 9:31 AM  
**To:** Overton, Mark <[Mark.Overton@act.gov.au](mailto:Mark.Overton@act.gov.au)>  
**Subject:** FW: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Hi Mark,

Thank you for your email.

Footpath and the proposed two driveways were not included to SLA submission (DA and the Design). It was in the Unit development application (DA). Could you please confirm whether you need to include the two driveways to the approved SLA design submission?

Kind regards,

Ruwan

---

**From:** Overton, Mark

**Sent:** Thursday, 8 March 2018 4:14 PM

**To:** Abeysekera, Ruwan <[Ruwan.Abeysekera@act.gov.au](mailto:Ruwan.Abeysekera@act.gov.au)>

**Subject:** RE: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Thanks Ruwan

I have been in discussions with the developer of block 5 (the Public Housing Renewal Taskforce - PHRT) and we have agreed that SLA would construct the 2 driveways as part of our Section 28 works and that they would construct the footpaths upon completion of their works on block 5. This was a decision made many months ago to avoid damage to the pathways during construction of block 5.

I have spoken to PHRT and they are going to amend their submission to reflect this agreement.

Thanks

Mark

---

**From:** Abeysekera, Ruwan

**Sent:** Thursday, 8 March 2018 2:41 PM

**To:** Overton, Mark <[Mark.Overton@act.gov.au](mailto:Mark.Overton@act.gov.au)>

**Subject:** FW: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Sorry. Plan attached.

---

**From:** Abeysekera, Ruwan

**Sent:** Thursday, 8 March 2018 2:39 PM

**To:** Overton, Mark <[Mark.Overton@act.gov.au](mailto:Mark.Overton@act.gov.au)>

**Subject:** RE: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Hi Mark,

Please see attached report and the civil work plan. I think the footpath along the verge also to be included to this submission but they have not shown it.

Kin regards,

Ruwan

---

**From:** Overton, Mark

**Sent:** Thursday, 8 March 2018 2:12 PM

**To:** Abeysekera, Ruwan <[Ruwan.Abeysekera@act.gov.au](mailto:Ruwan.Abeysekera@act.gov.au)>

**Subject:** RE: Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Ruwan

We are approximately 50% complete on the estate works for Blocks 3,4 & 5 Section 28 Greenway. We anticipate submitting for OA around the end of April 2018.

Can you please send me a copy of their Design Acceptance plans so I know what they are including?

Thanks

Mark

---

**From:** Abeysekera, Ruwan

**Sent:** Thursday, 8 March 2018 2:04 PM

**To:** Overton, Mark <[Mark.Overton@act.gov.au](mailto:Mark.Overton@act.gov.au)>

**Cc:** [REDACTED]

**Subject:** Design Acceptance Greenway Section 28 Block 5 [SEC=UNCLASSIFIED]

Hi Mark,

Now we have received a design Acceptance submission for Multi-Unit development for the above block. Could you please advise me what is the status of the construction works of the SLA submission (Greenway section 28 Block 3, 4, 5) and, whether can we proceed this submission before the Operation Acceptance of SLA submission?

Kind regards,

**Ruwan Abeysekera | Project Engineer Development Review & Coordination**

**Phone 02 62077386** | Email: [ruwan.abeysekera@act.gov.au](mailto:ruwan.abeysekera@act.gov.au)

**Capital Works and Development Support** | Transport Canberra and City Services Directorate | **ACT Government**

Level 1,490 Northbourne Ave, Dickson 2602 | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

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## QUESTION TIME BRIEF

**Portfolio:** Urban Renewal

**ISSUE: GREENWAY, SECTION 28**

**Key Information**

- The Greenway Section 28 estate consists of three multi-unit sites, delivering approximately 313 infill dwellings in medium density developments and responds to key government objectives to increase density in existing areas. Blocks 3 and 4 were sold at auction on 28 February 2018 for \$22.6 million to private developers and a site provided to the Public Housing Renewal Taskforce for development of replacement housing.
- Civil engineering construction works were completed for the sites in November 2018.
- Delivery of a total of 25 affordable dwellings is included in the conditions of sale for Blocks 3 and 4.

**From:** Henriquez, Jose  
**Sent:** Wednesday, 24 October 2018 3:48 PM  
**To:** EPD, Customer Services  
**Cc:** TCCS\_PC DACOORD; Aster-Stater, Alek; Bell, Jeff; Vetsavong, Phab  
**Subject:** COMM: TCCS-201834546-3/28 GREENWAY-01 [SEC=UNCLASSIFIED]

Dear App Sec,

**We apologise for our late response but please consider the following comments.**

**DEVELOPMENT APPLICATION NO: 201834546**

**Project Description:**

**PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 dwellings varying up to 2 storeys, attached garages, landscaping and associated works.**

|                 |                    |                         |
|-----------------|--------------------|-------------------------|
| <b>BLOCK: 3</b> | <b>SECTION: 28</b> | <b>SUBURB: GREENWAY</b> |
|-----------------|--------------------|-------------------------|

This DA has been assessed in regards to the following:

|                                    |   |                                  |   |
|------------------------------------|---|----------------------------------|---|
| Traffic                            |   | Driveways/Verge Crossings        | X |
| On Street / Public Parking         |   | Sightlines                       | X |
| Bus Stop/Public Transport (Action) |   | LMPP/Street Trees                | X |
| Waste Management                   | X | Street Lighting                  | X |
| Licensing                          |   | Pedestrian Footpath              | X |
| Stormwater                         | X | Service / Access Easement        |   |
| Demolition                         |   | Estate Development Plan (EDP)    |   |
| Further Information                |   | Amendments/Additions/Alterations | X |
| Lease Variation                    |   | Capital Works                    |   |

X = Areas Assessed.

And TCCS' position is:

|                                                                          |   |
|--------------------------------------------------------------------------|---|
| That It Is Supported                                                     |   |
| That It Is Supported Subject to Compliance With The Following Conditions |   |
| That Further Information Is Required                                     | X |
| That It Is Not Supported                                                 | X |

### Comments

#### WASTE

- Overall the waste management strategy for this development is not complying with TCCS waste requirements.
- For example, Units 12 & 20 do not comply with TCCS waste requirements of 50m carting distance for adaptable units.
- The applicant needs to provide cross section plans showing that the carting gradients for all waste receptacles do not exceed 1:10 for standard unit and gradients for adaptable units should comply with access requirements.

4. All architectural and engineering drawings must consistent so there are no discrepancies in regards to verge crossings, pedestrian footpaths, carting routes and distances etc (i.e. Site Plan compared to Waste Management Plan).
5. The distance between the verge crossing and the kerb ramp needs to be shown on the plans.

**Additional Comments/Advice (as advice to EPD only, and not to be included in the Notice of Decision)**

1. **Can you please ask the applicant to provide an updated proposal addressing the above issues raised?**

Kind regards,

Jose Henriquez | Coordination Officer  
Phone 02 6207 7480 | Email: [jose.henriquez@act.gov.au](mailto:jose.henriquez@act.gov.au)  
Place Coordination and Planning | Transport Canberra and City Services Directorate | ACT Government  
490 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

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---

**From:** EPD, Customer Services  
**Sent:** Wednesday, 26 September 2018 8:52 AM  
**To:** TCCS\_CW DRCDA <[TCCS.DA@act.gov.au](mailto:TCCS.DA@act.gov.au)>  
**Subject:** REFERRAL-TCCS-201834546-3/28 GREENWAY-01 [SEC=UNCLASSIFIED]

**DEVELOPMENT APPLICATION NO:** 201834546  
**BLOCK:** 3 **SECTION:** 28 **DIVISION:** GREENWAY

Description - PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 dwellings varying up to 2 storeys, attached garages, landscaping and associated 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 **(18/10/2018)**.

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-20140XXXX-Block XX Section XX SuburbXXXXX-01

**Example: COMM-TAMS-201401234-10/10 Dickson-01**

Kind Regards

Katherine  
Phone 6207 1923

[EPDCustomerService@act.gov.au](mailto:EPDCustomerService@act.gov.au)

[www.act.gov.au/accesscbr](http://www.act.gov.au/accesscbr)

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*Access Canberra is an ACT Government service that brings together customer and regulatory services, including the former Environment and Planning Directorates Customer Services Team. Access Canberra has been set up to make it easier for business, community organisations and individuals to work with ACT Government and deliver a more seamless experience.*

**From:** Chowdhury, Abu Sayem  
**Sent:** Wednesday, 19 December 2018 11:27 AM  
**To:** EPD, Customer Services  
**Cc:** TCCS\_PC POSTDACOORD  
**Subject:** COMM-TCCS-201834855-4/28 GREENWAY-01 [SEC=UNCLASSIFIED]

Dear App Sec,

**DEVELOPMENT APPLICATION NO: 201834855**

**Project Description:**

**PROPOSAL FOR MULTI UNIT DEVELOPMENT – construction of 150 two storey townhouses, attached and detached garages, car ports and associated works.**

|                 |                    |                         |
|-----------------|--------------------|-------------------------|
| <b>BLOCK: 4</b> | <b>SECTION: 28</b> | <b>SUBURB: Greenway</b> |
|-----------------|--------------------|-------------------------|

This DA has been assessed in regards to the following:

|                                     |   |                                  |   |
|-------------------------------------|---|----------------------------------|---|
| Traffic                             |   | Driveways                        | X |
| On Street / Public Parking Facility |   | LMPP/Street Trees                | X |
| Public Transport                    |   | Street Lighting                  | X |
| Waste Management                    | X | Pedestrian Footpath              | X |
| Stormwater                          | X | Service / Access Easement        |   |
| Demolition                          |   | Estate Development Plan (EDP)    |   |
| Further Information                 |   | Amendments/Additions/Alterations |   |
| Lease Variation                     |   | Capital Works                    |   |

X = Areas Assessed.

And TCCS' position is:

|                                                                          |   |
|--------------------------------------------------------------------------|---|
| That It Is Supported                                                     |   |
| That It Is Supported Subject to Compliance With The Following Conditions |   |
| That Further Information Is Required                                     | X |
| That It Is Not Supported                                                 | X |

### Comments

1. The applicant must provide approved dwelling number on this block as per lease / prescribed conditions / site investigation report.
2. A Traffic Impact Assessment Report must be submitted in accordance with TCCS Traffic Impact Assessment Guideline. The traffic report produced at pre-sale stage will be acceptable to TCCS if dwelling numbers are within the limit.
3. An offsite works plan must be submitted showing all works on territory land. The applicant must confirm who will provide footpath in front of the block.
4. A Waste Management Plan for this development must be prepared in accordance with the Waste and Recycle Management Code for the ACT (Waste Code) 2016 or it's latest version (Waste Code 2019). No partial use of 2016 or 2019 code will be accepted by TCCS. The applicant must use the new waste and recycling generation rates as per Engineering Advisory Note 07 – Revised Waste and Recycling Allocation if 2016 Waste code is used.

5. The developer will be held responsible for the correctness of the design and construction of waste enclosure to accommodate all the hoppers / bins required for the development in accordance with the Waste and Recycle Management Code for the ACT (Waste Code) 2016 or its latest version.

**Additional Comments/Advice (as advice to EPSDD only, and not to be included in the Notice of Decision)**

1. TCCS would be happy to see lease document of this block in the next submission.

Regards

Abu Sayem Chowdhury | A/g Operation Manager | M Engg | MIEAust  
Phone: 02 6205 9091 | Email: [abusayem.chowdhury@act.gov.au](mailto:abusayem.chowdhury@act.gov.au)  
Place Coordination and Planning | Transport Canberra and City Services Directorate | ACT Government  
490 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601  
[www.act.gov.au](http://www.act.gov.au) | [www.tccs.act.gov.au](http://www.tccs.act.gov.au) |

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**From:** EPD, Customer Services  
**Sent:** Wednesday, 28 November 2018 2:49 PM  
**To:** TCCS\_PC DA <TCCS.DA@act.gov.au>  
**Subject:** REFERRAL-TCCS-201834855-4/28 GREENWAY-01 [SEC=UNCLASSIFIED]

**RESENT WITH ATTACHMENTS**

**DEVELOPMENT APPLICATION NO: 201834855**  
**BLOCK: 4 SECTION: 28 DIVISION: GREENWAY**

Description - **PROPOSAL FOR MULTI UNIT DEVELOPMENT – construction of 150 two storey townhouses, attached and detached garages, car ports and associated 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 **(19/12/2018)**.

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-20140XXXX-Block XX Section XX SuburbXXXXX-01

**Example: COMM-TCCS-201401234-10/10 Dickson-01**

Kind Regards,

Jenna McAlpin | Customer Services Officer | Environment, Planning & Land Shopfront  
Phone: 02 6207 1923 | Email: [epdcustomerservices@act.gov.au](mailto:epdcustomerservices@act.gov.au)  
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government  
GPO Box 158, Canberra City ACT 2601 | [www.act.gov.au/accessCBR](http://www.act.gov.au/accessCBR)



**From:** Henriquez, Jose  
**Sent:** Wednesday, 6 February 2019 3:51 PM  
**To:** EPD, Customer Services  
**Cc:** TCCS\_PC DACOORD; Chowdhury, Abu Sayem; Moniruzzaman, Asm  
**Subject:** COMM: TCCS-201834546-S144C-3/28 GREENWAY-01 [SEC=UNCLASSIFIED]

Dear App Sec,

**We apologise for our late response but please consider the following comments.**

**DEVELOPMENT APPLICATION NO: 201834546/S144C**

**Project Description:**

1. Section added to show overall height of building 5 not exceeding 9.5m.
  2. Location of communal open space and surrounding open space shown.
  3. Revised landscape plan provided.
  4. Fencing plan provided showing proposed and existing fencing.
  5. Courtyard wall location and setbacks shown on fencing plan.
  6. Letter boxes adjusted and updated access report provided.
  7. Roof plans provided for buildings 1, 2, 3, & 4.
  8. Solar access diagrams provided for rule 57.
  9. Screening added to dwellings adjacent to Block 9 Section 29 Greenway.
  10. Balustrades adjusted and typical detail shown.
  11. Acoustic report provided and notation added to drawings.
  12. Revised architectural site plan, civil plans and landscape plans showing pedestrian path through the site.
  13. Civil documents provided showing compliance to rule 88.
  14. Additional turning templates provided.
  15. Plans and access report updated and matched.
- IW1. Design acceptable provided.

**TCCS**

1. Waste management strategy adjusted.
2. Cartage distances shown.
3. Long sections and site layout with gradients provided for carting paths.
4. Plans adjusted for consistency.
5. Distance between driveway crossover and kerb ramp shown.

**TPU**

1. Additional tree report provided specifically dealing with Tree 26.
2. Additional Tree protection shown for adjoining trees.

**PROPOSAL FOR MULTI UNIT DEVELOPMENT - construction of 25 dwellings varying up to 2 storeys, attached garages, landscaping and associated works.**

|                 |                    |                         |
|-----------------|--------------------|-------------------------|
| <b>BLOCK: 3</b> | <b>SECTION: 28</b> | <b>SUBURB: GREENWAY</b> |
|-----------------|--------------------|-------------------------|

This DA has been assessed in regards to the following:

|                                    |                           |   |
|------------------------------------|---------------------------|---|
| Traffic                            | Driveways/Verge Crossings | X |
| On Street / Public Parking         | Sightlines                | X |
| Bus Stop/Public Transport (Action) | LMPP/Street Trees         | X |

|                     |   |                                  |   |
|---------------------|---|----------------------------------|---|
| Waste Management    | X | Street Lighting                  | X |
| Licensing           |   | Pedestrian Footpath              | X |
| Stormwater          | X | Service / Access Easement        |   |
| Demolition          |   | Estate Development Plan (EDP)    |   |
| Further Information |   | Amendments/Additions/Alterations | X |
| Lease Variation     |   | Capital Works                    |   |

X = Areas Assessed.

And TCCS' position is:

|                                                                          |   |
|--------------------------------------------------------------------------|---|
| That It Is Supported                                                     |   |
| That It Is Supported Subject to Compliance With The Following Conditions | X |
| That Further Information Is Required                                     |   |
| That It Is Not Supported                                                 |   |

### Conditions

#### VERGE CROSSING

1. The proposed industrial verge crossing must be constructed in accordance with TCCS Design Standards.
2. The levels on the verge are not to be altered as a result of the newly constructed verge crossing.
3. Any infrastructure assets such as fire hydrant, street lighting, mini-pillars, signage etc must be a minimum of 1.5m away from the closest edge of the verge crossing.
4. In the case of stormwater sumps this minimum distance can be reduced to 1.2m.

#### VERGE

5. A Landscape Management and Protection Plan (LMPP) including a Dilapidation Report for all Government assets adjacent to the site must be submitted to Asset Acceptance prior to the commencement of any construction and on the completion of works.

#### PEDESTRIAN NETWORK

6. The pedestrian footpath must take precedence over the proposed verge crossing.
7. All verge protective fencing must be placed in a way so that the verge is protected but access to the pedestrian network is provided at all times.
8. Adequate clearance must be provided for pedestrian walkway / footpath in accordance with the TCCS Standard Drawing 04: Verge Design.

#### WASTE

9. The waste can be collected along the kerb as a shared arrangement using 240L & 360L bins in accordance with TCCS waste requirements.

### Standard Conditions

Following general conditions will apply as appropriate for Works on and Use of Territory Land in addition to the above:

*In accordance with the Public Unleased Land Act 2013 no work is to be undertaken on road verges and other unleased Territory Land without the approval of the Territory. Such approval must be obtained from the Senior Manager, Development Review and Coordination, TCCS by the ways of:*

1. A Letter of Design Review prior to the commencement of any work; and
2. A certificate of Operational Acceptance on completion of all works to be handed over to TCCS.

### **Design Review and Operational Acceptance**

*A Letter of Design Review is required for all off-site works from the Senior Manager, Development Review and Coordination, TCCS, prior to the construction.*

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

*A Certificate of Operational Acceptance on completion of the works is required from the Senior Manager, Development Review and Coordination, TCCS, prior to the issue of a Certificate of Occupancy.*

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

*A Waste Management Plan in accordance with the Development Control Code for Best Practice Waste Management in the ACT should also be included if not approved at the Development Application stage.*

### **Temporary Traffic Management (TTM)**

*A TTM plan approval from the Manager, Traffic Management & Safety, Roads ACT, TCCS. All times during construction the site and surrounds shall be managed in accordance with a Temporary Traffic Management Plan, prepared by a suitably qualified person and approved by the Manager, Traffic Management & Safety. This plan is to address, as a minimum, measures to be employed during construction to manage all traffic, including construction traffic, in and around the site, provision of safe pedestrian movement around the site, the provision of parking for construction workers, and associated traffic control devices.*

### **Landscape Management & Protection Plan (LMPP)**

*LMPP approval from the Senior Manager, Development Review and Coordination, TCCS. During construction, all existing vegetation (trees, shrubs and grass) located on the verge and unleased Territory land immediately adjacent to the development shall be managed, protected and maintained in accordance with the Landscape Management Protection Plan (LMPP) approved by the Senior Manager, Development Review and Coordination, TCCS. This plan is to be implemented before the commencement of works, including demolition on the site and is to be in accordance with TCCS Guidelines for the Protection of Public Landscape Assets Adjacent to Development Works-REF-04.*

### **Use of Verges or other Unleased Territory land**

*In accordance with the Public Unleased Land Act 2013, road verges and other unleased Territory land must not be used for carrying out of works, including storage of materials or waste, without prior approval of the Territory. Such approval can be obtained from Licensing and Compliance, City Services, Parks and Territory Services, TCCS.*

### **Repair of Damage to Public Assets**

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

### **Notice of Commencement of Construction**

*Notice of Commencement for the Works in Unleased Territory Land shall be submitted to the Senior Manager, Development Review and Coordination, TCCS one week prior to the commencement of works. The Notice shall also*

include the confirmation of any protective measures installed in accordance with the approved LMPP and the programmed implementation of TTM.

**Additional Comments/Advice (as advice to EPSDD only, and not to be included in the Notice of Decision)**

1. All internal circulation must be checked by EPSDD to make sure that vehicles can get in and out safely and without difficulty.
2. All parking requirements should be checked by EPSDD in accordance with the Parking and Vehicular Access General Code.
3. Internal landscaping (including any letterboxes and walls) must not interfere with vehicular sightlines.

Kind regards,

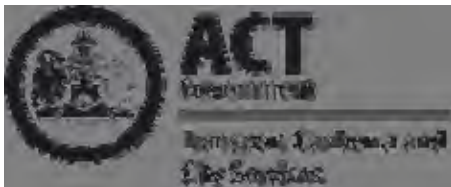
Jose Henriquez | A/g DA & Post DA Manager

Phone 02 6207 7480 | Email: [jose.henriquez@act.gov.au](mailto:jose.henriquez@act.gov.au)

Capital Works and Development Support | Transport Canberra and City Services Directorate | ACT Government

Level 1, 490 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

*Connected services for the people of Canberra*



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**From:** EPD, Customer Services

**Sent:** Thursday, 10 January 2019 12:43 PM

**To:** TCCS\_PC DA <[TCCS.DA@act.gov.au](mailto:TCCS.DA@act.gov.au)>

**Subject:** REFERRAL-TCCS-201834546-S144C-3/28 GREENWAY-01 [SEC=UNCLASSIFIED]

**DEVELOPMENT APPLICATION NO:** 201834546-S144C

**BLOCK:** 3 **SECTION:** 28 **DIVISION:** GREENWAY

Description - 1.Section added to show overall height of building 5 not exceeding 9.5m. 2.Location of communal open space and surrounding open space shown. 3.Revised landscape plan provided. 4.Fencing plan provided showing proposed and existing fencing. 5.Courtyard wall location and setbacks shown on fencing plan. 6.Letter boxes adjusted and updated access report provided. 7.Roof plans provided for buildings 1,2,3, & 4. 8.Solar access diagrams provided for rule 57.

9.Screening added to dwellings adjacent to Block 9 Section 29 Greenway. 10.Balustrades adjusted and typical detail shown. 11.Acoustic report provided and notation added to drawings. 12.Revised architectural site plan, civil plans and landscape plans showing pedestrian path through the site. 13.Civil documents provided showing compliance to rule 88. 14.Additional turning templates provided. 15.Plans and access report updated and matched.

IW1.Design acceptable provided.

TCCS1.Waste management strategy adjusted. 2.Cartage distances shown. 3.longs sections and site layout with gradients provided for carting paths. 4.plans adjusted for consistency. 5.Distance between driveway crossover and kerb ramp shown.

**TPU1. Additional tree report provided specifically dealing with Tree 26. 2.Additioanl Tree protection shown for adjoining trees.**

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 **(31/01/2019)**.

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-20140XXXX-Block XX Section XX SuburbXXXX-01

**Example: COMM-TAMS-201401234-10/10 Dickson-01**

Kind Regards

David

Phone 6207 1923

[EPDCustomerServices@act.gov.au](mailto:EPDCustomerServices@act.gov.au)

[www.act.gov.au/accesscbr](http://www.act.gov.au/accesscbr)

**Access Canberra | ACT Government**

16 Challis Street, Dickson | GPO Box 158 Canberra ACT 2601



*Access Canberra is an ACT Government service that brings together customer and regulatory services, including the former Environment and Planning Directorates Customer Services Team. Access Canberra has been set up to make it easier for business, community organisations and individuals to work with ACT Government and deliver a more seamless experience.*