

Johnston, HeatherG

From: Bell, Jeff
Sent: Thursday, 25 May 2017 9:30 AM
To: Hicks, Katherine
Subject: FW: 150752 Kambah Village - Meeting minutes [SEC=UNCLASSIFIED]
Attachments: C 150752 DA Drawings.zip

Hi Katherine,

The email below is a record of an earlier meeting that we had with the project team. The issue of service vehicle access was discussed at this meeting and it was the developer that initiated the concept of service vehicles using Kett Street instead of coming through the retail car park. TCCS was supportive of this option being considered as it would reduce interaction between the different traffic streams i.e. retail car park and heavy service vehicles.

The subsequent swept path analysis, provided by the design consultant has indicated that access from Kett Street is not practical without reconfiguring the loading bay. Based on the information provided to date, TCCS cannot support the proposed service vehicle arrangement for the supermarket.

Regards

Jeff Bell MIEAust CPEng | Operations Manager Development Review & Coordination
Phone: 02 6207 5604 | Email: jeff.bell@act.gov.au
Strategy, Innovation and Customer Experience | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Connected services for the people of Canberra

From: [REDACTED]
Sent: Wednesday, 1 March 2017 2:01 PM
To: Bell, Jeff; Sweet, Carma
Cc: [REDACTED]
Subject: 150752 Kambah Village - Meeting minutes

Jeff/Carma,

[REDACTED] and I took some notes at the previous meeting to discuss this project, and there were several action items that we were going to address. I have included the notes below and have indicated the actions and outcomes in blue.

Meeting to discuss Kambah Village 19 January 2017

Present

Carma Sweet, Jeff Bell, Murray Nicholl, Kamal Uddin, [REDACTED]

Actions

- *Sellick Consultants - Provide road sections showing extent of fill and trees as necessary as per markup by [REDACTED] sections added to drawing*
- *Sellick Consultants - Provide an overlay of existing paving edge outline on proposed paving edge to identify and highlight the changes to the current arrangements; Overlay added*
- *Sellick Consultants - Test truck access to existing retail loading area; 8.8m service vehicle access to retail loading dock tested.*
- *Canberra Town Planning - Check with client whether we need to design using a 20m semi or whether 19m semi is adequate. Confirm what is design vehicle? The client confirmed that the 19m semi is the vehicle utilised.*

- *Canberra Town Planning - TCCS would like reconsideration of the access and egress arrangements for trucks. Potential that the trucks can circulate through Primmer Court. The client confirmed that the trucks will not be circulating through Primmer Court, and would access the loading dock through the rear access.*

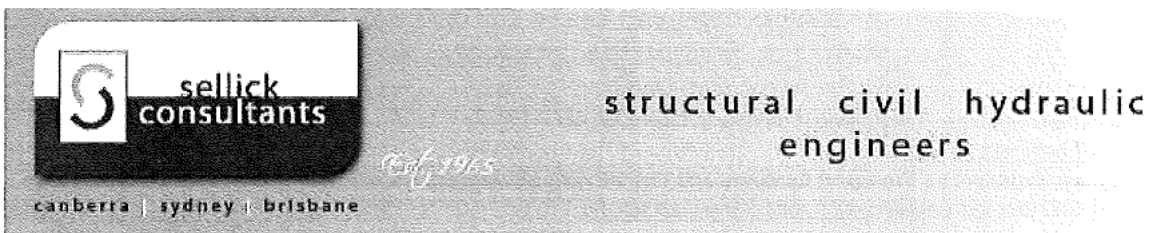
Please find attached some amended drawings that address these items.

Note that the extent of trees affected by this arrangement is currently being assessed by the landscape architect.

Can you please review these drawings and provide your in principle support to the proposal.

Thanks,

Sellick Consultants Pty Ltd



P: 02 6201 0200 F: 02 6247 2203

A: 24 Lonsdale Street, Suite 122 Mode 3, Braddon ACT 2612

W: www.sellickconsultants.com.au

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Johnston, HeatherG

From: [REDACTED] <[REDACTED]@CanberraTownPlanning.com.au>
Sent: Tuesday, 3 October 2017 3:45 PM
To: Hicks, Katherine
Cc: [REDACTED]
Subject: Kambah Direct Sale Advice,
Attachments: 16072016 DIRECTSALEKAMBAH-EDD V4.pdf

Hi Katherine,

As discussed our response to the TCCS matters attached.

Regards

[REDACTED]

CANBERRA
TOWN
PLANNING



This message may be confidential. If you are not the intended recipient please contact the sender and permanently delete the message.

This scenario is considered an improvement on the current arrangement that sees the 12.5m trucks reversing into the carpark and blocking entry and vehicle movements whilst loading operations are being conducted. In the proposed scenario (with the creation of the loading dock), the 12.5m truck can be parked for loading while enabling a vehicle to enter/exit the carpark with minimal to no interference.

We seek TCCS endorsement for progressing this scenario to DA, and to support the proposed extension of the parcel of land that is subject to the Direct Sale as per our correspondence in September 2016.

We look forward to your response in relation to this matter and confirm that we are available at any time to meet with you to discuss any matter relating to this request as may be required. Should you have any further queries, please do not hesitate to contact me.

This letter is for the use only of the party to whom it is addressed and for no other parties. No responsibility is accepted to any third party who may use or rely on the whole or any part of the content of this letter.

Yours sincerely

Date: 2017.10.03 15:29:41
+11'00'

Attachments:

Attachment A - Correspondence to neighbouring developments outlining proposed access arrangements.

Attachment B - Drawing C 150752 DA-C505 Turning Demonstration Plan 5 (A) detailing 10.5m and 12.5m truck access arrangements proposed for consideration towards Development Application

Attachment C - Drawing C 150752 DA-C501 Turning Demonstration Plan 1 (A) Detailing Semi-Trailer access to the proposed supermarket

Attachment A

9 August 2017

Body Corporate committee
Units Plan 356
KAMBAH ACT 2902

By hand:

Proposed access arrangement to public carpark adjoining Block 4 and Block 37 Section 346 Kambah

Dear Sir/Madam,

As part of our planning for the extension of the Kambah Group Centre supermarket, we are canvassing vehicle access options both for supermarket loading areas and the impact on vehicle access on adjoining Lessees in Section 346 Kambah.

With reference to recent discussions regarding proposed servicing requirements associated with the loading dock access for the proposed supermarket as well as vehicle and truck access arrangements to the adjacent public carpark (adjacent to Block 37).

We have investigated two alternatives for access to the proposed supermarket loading dock as well as services access to the adjoining carpark noting the use of this space by adjoining lessees and business. These investigations include:

Access to the proposed loading dock

- Access from Marconi Crescent/Primmer Court through existing public carpark adjoining the supermarket (Transport Canberra and City Services preferred option)
- Access from Kett Street/Primmer Court

We confirm that our preference is aligned with the TCCS preference and that the truck will be accommodated wholly on-site during the loading operations without any impact on access to the adjacent carpark next to Block 37. Any impact associated with the truck accessing the proposed loading dock will be limited to the time it requires to complete the reverse manoeuvre into the loading dock (less than 30 seconds upon arrival).

Service and access to the existing public carpark (adjoining Block 37)

We have also investigated the impact on operations of Block 37 and the existing public carpark within this location noting the proposed envelope of the proposed supermarket extension. We investigated the current services requirements associated with waste collection (via 10.5m waste truck), service delivery (up to rigid 12.5m truck) and light vehicles accessing this space and servicing the adjoining business premises.

We specifically note that the current waste collection point for Block 37 is on the eastern side of the public carpark. This location is accessed by a 10.5m waste truck that enters the carpark for collection operations.

Proposed access arrangement

Further to our assessment and recent discussions, we provide you with the Truck Turning Demonstration Plans prepared by Sellick Consultants (included with this letter) which indicate vehicle movement paths for two different truck types that currently access the carpark and the proposed new loading zone areas:

10.5m waste collection truck

We have confirmed the opportunity for a 10.5m truck to enter carpark without impacting on the existing carpark, however some minor alteration of pedestrian pram crossings is proposed to facilitate access for a 10.5m delivery truck. The works can be completed as part of the supermarket development, will not impact on the operations of the carpark or a trucks' ability to service the waste collection point by the 10.5m waste truck and will not alter the amenity of this space in any significant manner. This scenario preserves the current waste collection situation as well as servicing of business by rigid trucks up to 10.5m in length.

12.5m waste collection truck

We also understand that the adjoining businesses are incidentally serviced by vehicles up to 12.5m in length, and we have prepared a proposed operational scenario that can cater for access by 12.5m trucks. This arrangement is described below and in the attached drawings.

We propose an arrangement where a new shared loading zone is created between the public walkway and new supermarket. This will be available for use by all business around the public carpark with the loading zone accessed by up to a 12.5m truck in a reversing manoeuvre as per the attached plans.

With the truck in place, deliveries can be off-loaded into the loading zone and moved to adjoining business via pallet lift, or other mechanical/manual handling means. This arrangement will allow a standard motor vehicle to enter and exit the carpark without significant impact: this is an improvement to the current arrangement which sees vehicles "parked-in" while the 12.5m truck delivery occurs in the carpark.

We understand that waste will continue to be collected outside business hours (as per the current waste collection arrangement). These arrangements provide the replacement and preservation of the existing services and waste collection arrangements at the site with noted improvement to vehicle access from the public carpark.

Request

We seek your consideration, comment and written support on this preferred option for supermarket dock and public carpark access.

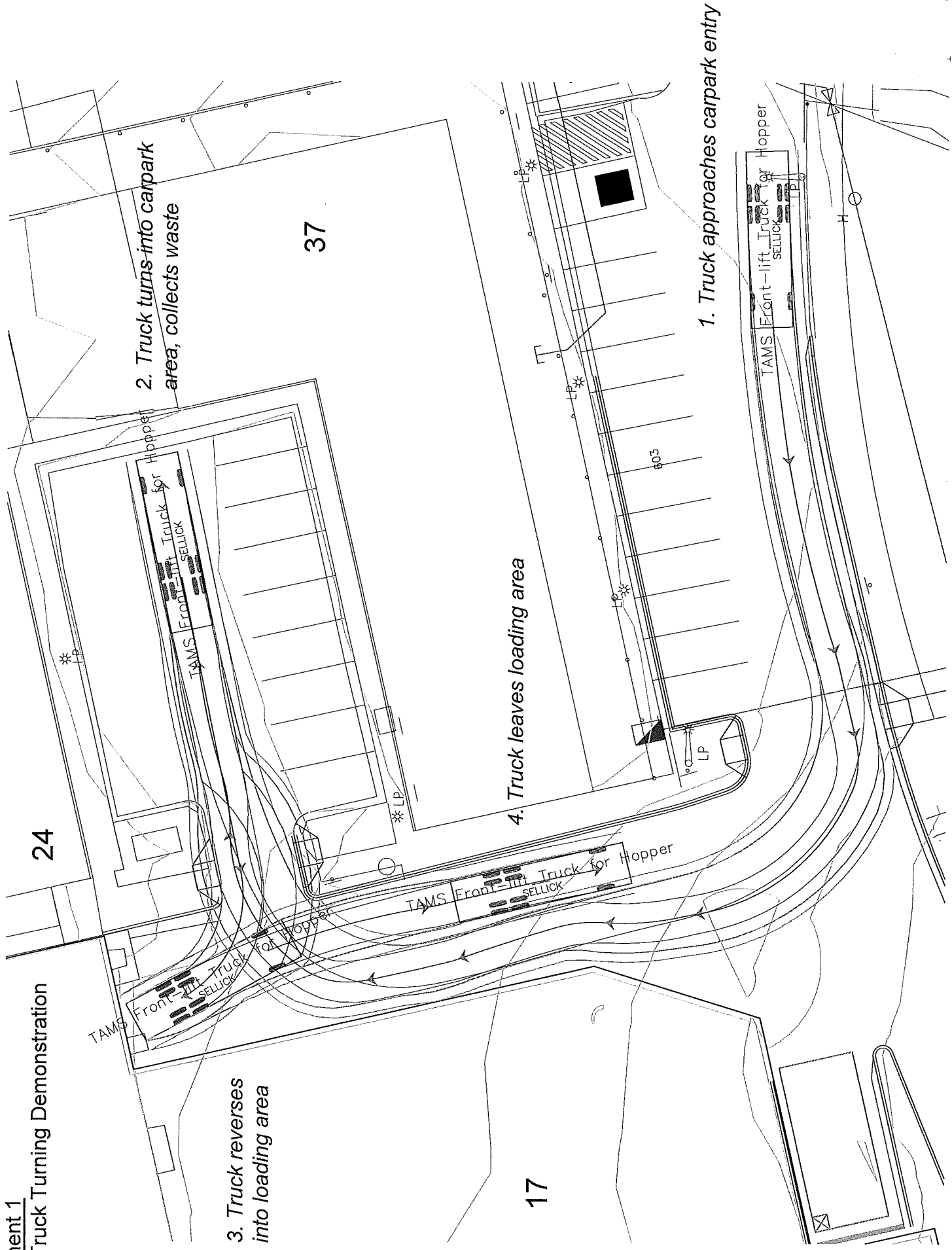
Should you have any questions regarding the proposed access solution or require anything further on this matter, please contact [REDACTED]

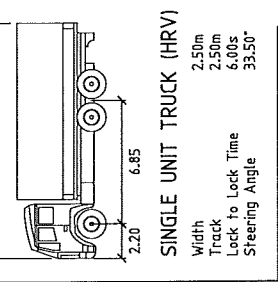
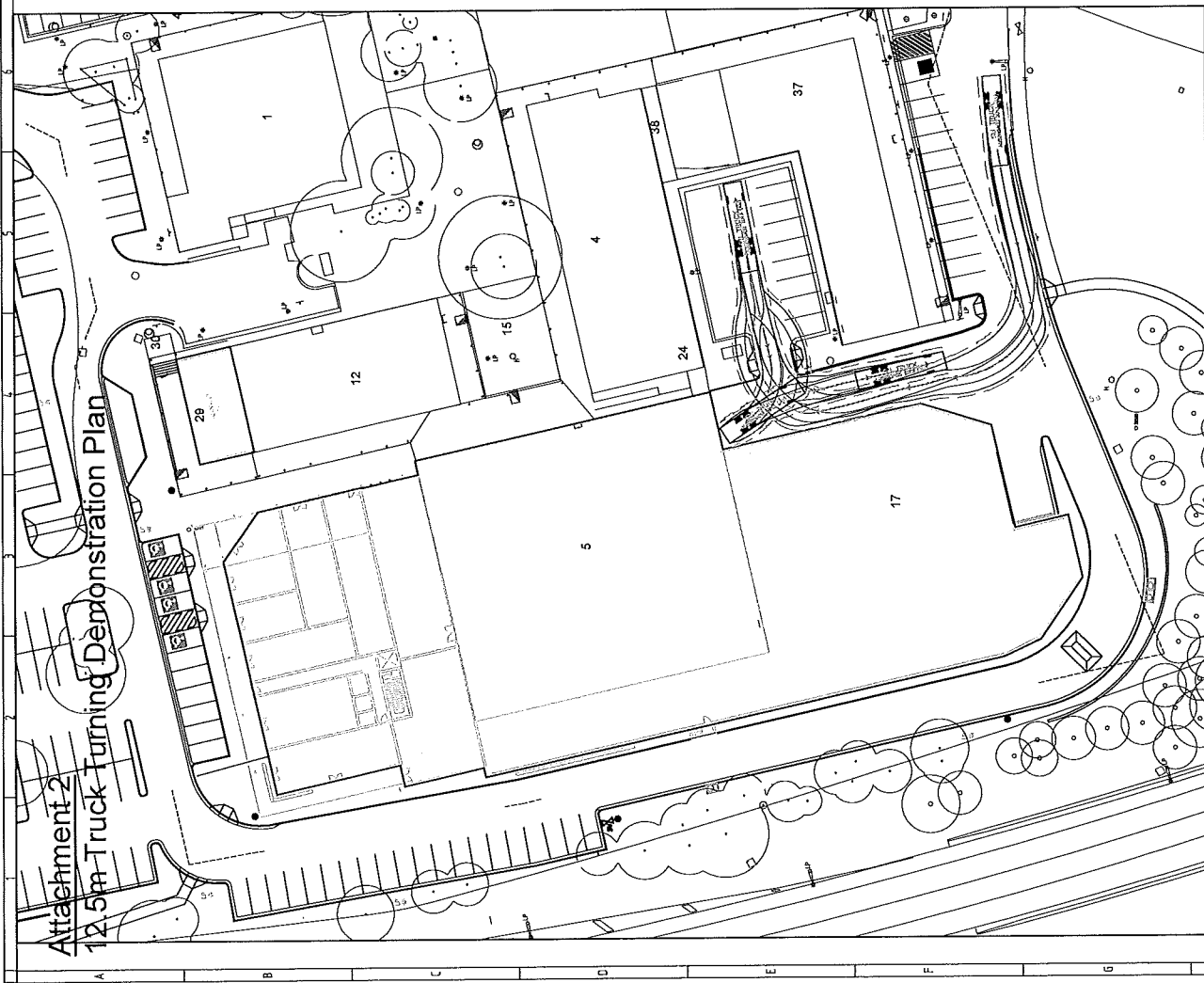
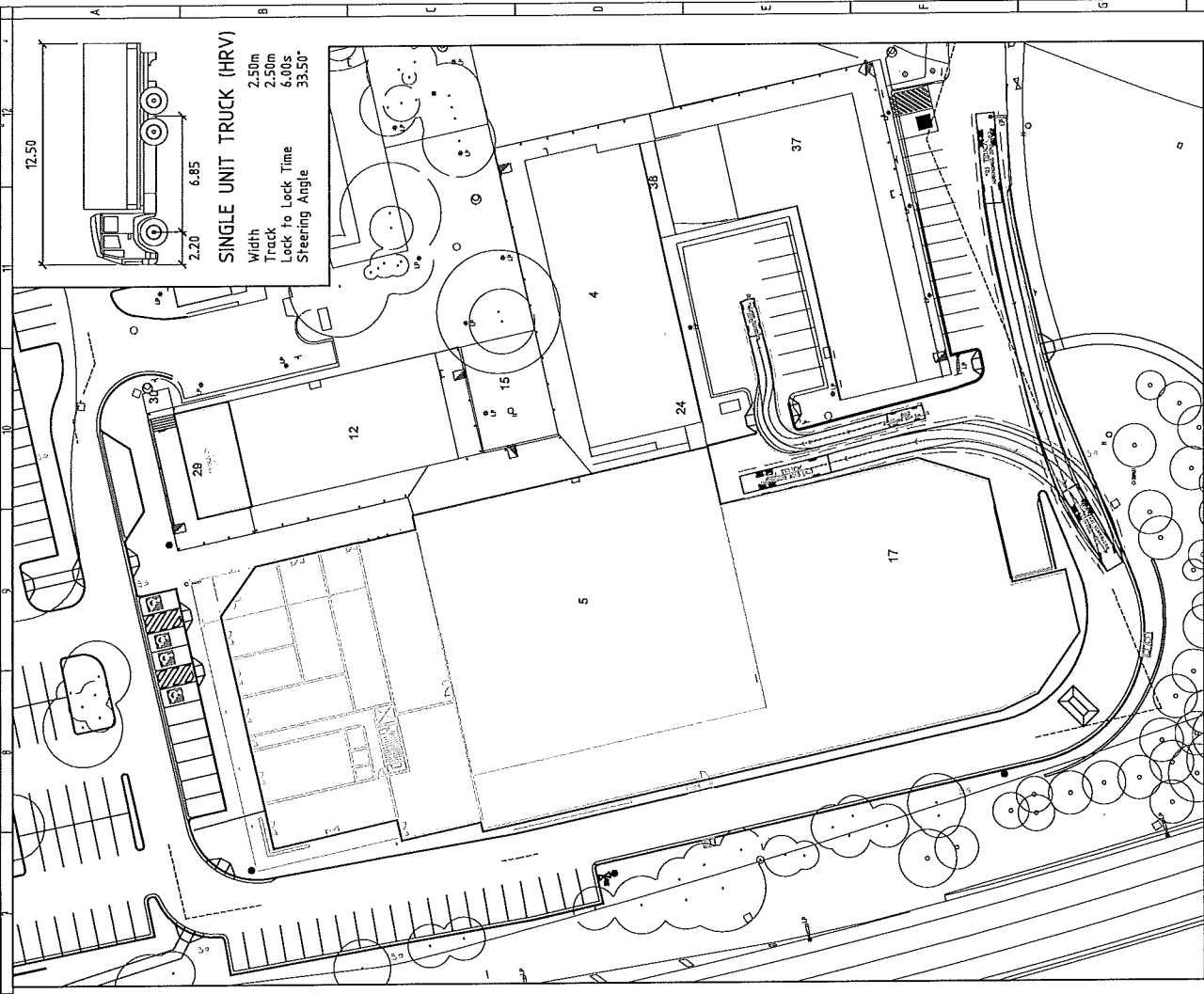
Yours Sincerely,

Attachments:

1. Truck Turning Demonstration Plan (10.5m)
2. Truck Turning Demonstration Plan (12.5m)

Attachment 1
10.5m Truck Turning Demonstration
Plan





PROJECT TITLE
 PROPOSED WOOLWORTHS EXTENSION

CLIENT
 Woolworths

ARCHITECT
 [Logo]

SCALE
 1:500

ISSUED BY
 LY

CREATED BY
 AE

APPROVED BY
 [Signature]

DATE
 31/05/2017

JOB NO.
 150752

DRAWING NO.
 CS04

REV.
 A

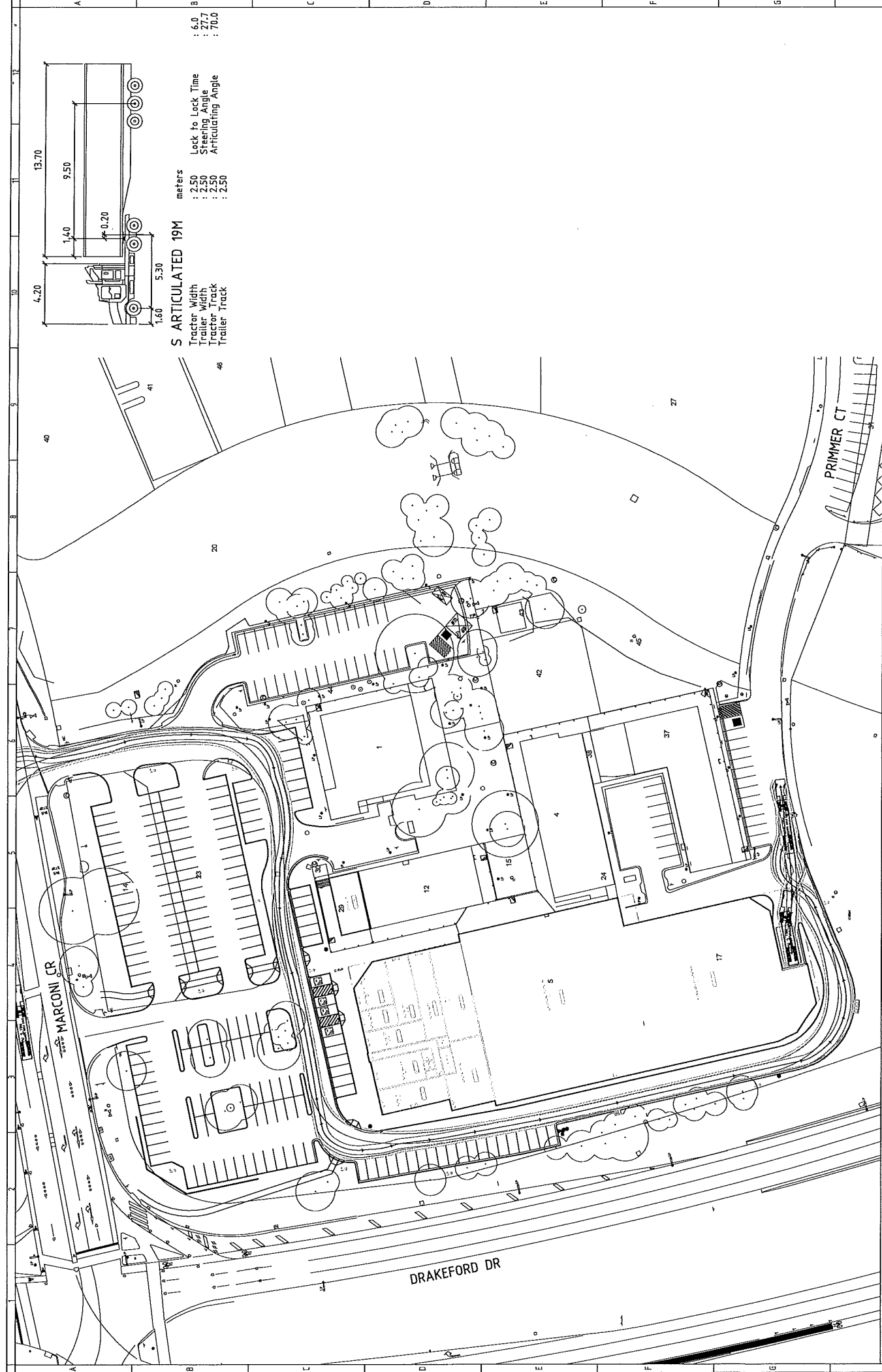
PROJECT LOCATION
 BLOCK 3 SECTION 346
 KAMBAH ACT

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selick consultants
 STRUCTURAL CIVIL HYDRAULIC
 CARPENTRY SYDNEY BRISBANE
 02 9201 6200 www.selickconsultants.com.au

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 DATE DRAWN

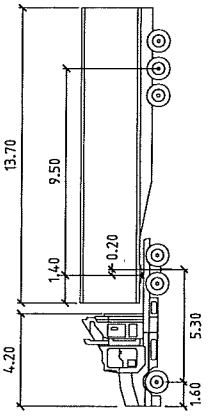
Attachment B



S ARTICULATED 19M

- Tractor Width : 2.50
- Tractor Wheel : 2.50
- Tractor Track : 2.50
- Trailer Track : 2.50

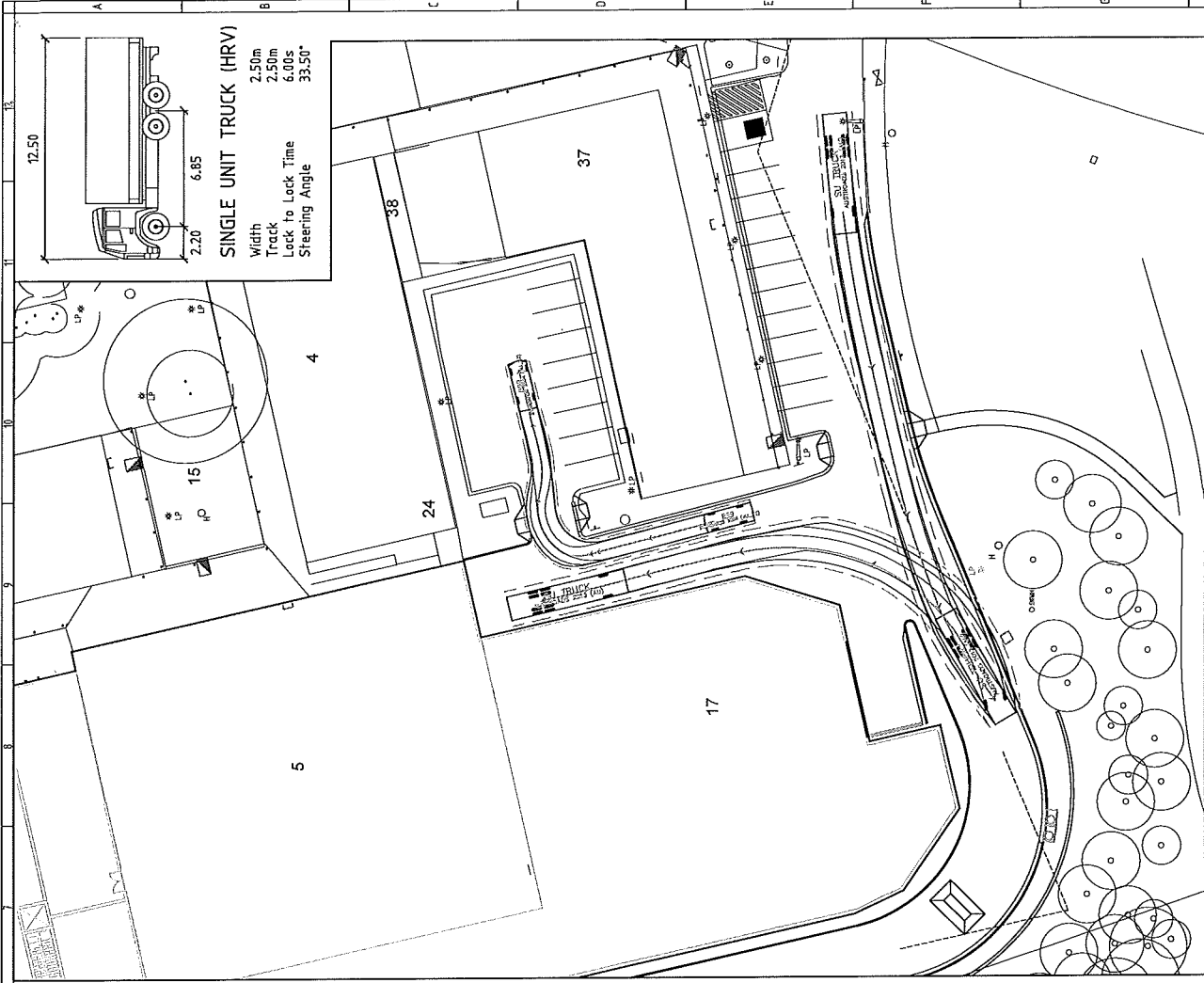
- Lock to Lock Time : 6.0
- Steering Angle : 27.7
- Articulating Angle : 70.0



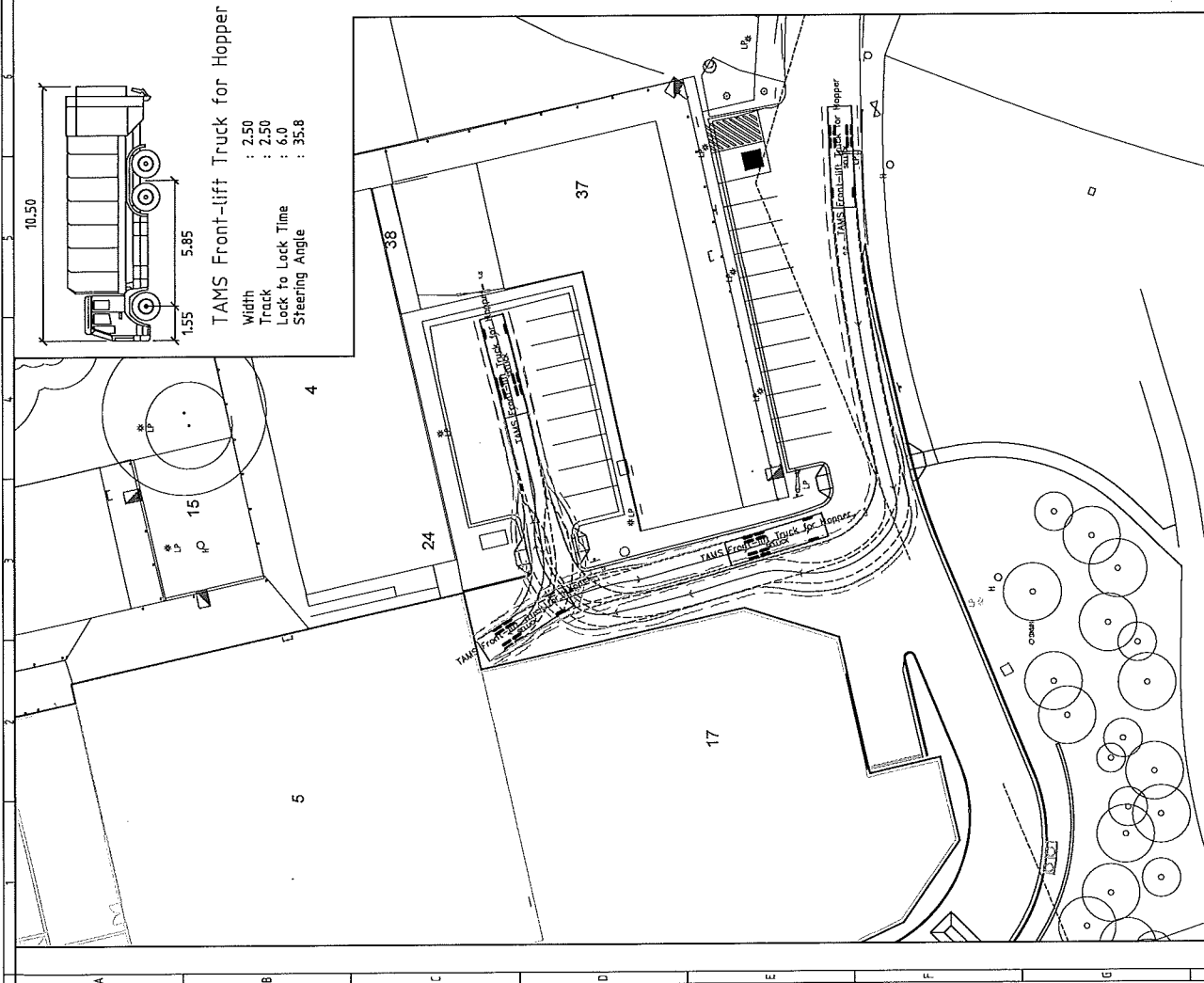
<p>PROJECT TITLE PROPOSED WOOLWORTHS EXTENSION</p>	<p>PROJECT NO. 150752</p>	<p>SCALE 1:500</p>	<p>DATE 31/08/2016</p>	<p>JOB NO. 150752</p>	<p>REV. A</p>
<p>ISSUED BY JZZ</p>	<p>CREATED BY JZZ</p>	<p>APPROVED BY JZZ</p>	<p>DATE 31/08/2016</p>	<p>PROJECT LOCATION BLOCK 3 SECTION 346</p>	<p>ISSUE NO. C501</p>
<p>sellick consultants STRUCTURAL CIVIL HYDRAULIC canberra sydney brisbane 02 6201 0200 www.sellickconsultants.com.au</p>					
<p>CLIENT</p>	<p>ARCHITECT</p>	<p>ISSUE / DATE / DRAWN</p>			
<p>4. DRAFT FOR REVIEW ISSUE / DESCRIPTION</p>					

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Attachment C



12.5m HRV USING LOCALIZED LOADING BAY
B99 PASSING



10.5m WASTE COLLECTION TRUCK ENTERING CARPARK

FOR INFORMATION ONLY ISSUE DESCRIPTION	DATE: 20/07/17 DRAWN: LT		ARCHITECT 	sellick consultants STRUCTURAL CIVIL HYDRAULIC canberra sydney brisbane 02 6201 0200 www.sellickconsultants.com.au	PROJECT TITLE PROPOSED WOOLWORTHS EXTENSION	TO WHAT SCALE SEE DRAWING VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. CONSULTATION WITH ALL AFFECTED PARTIES IS REQUIRED TO BE COMPLETED PRIOR TO THE COMMENCEMENT OF WORK. THIS DRAWING IS THE PROPERTY OF SELICK CONSULTANTS AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF SELICK CONSULTANTS.	REVISION BY: _____ CHECKED BY: _____ AUTHORIZED BY: _____ DATE: 20/07/17	SCALE 1:200 1:500 1:1000 1:2000 1:5000 1:10000	JOB NO. 150752	DRAWING NO. C505 A	REV. A
	PROJECT LOCATION BLOCK 5 SECTION 346 KAMBAH ACT						DRAWING TITLE TURNING DEMONSTRATION PLAN 5				

Johnston, HeatherG

From: [redacted] <[redacted]@CanberraTownPlanning.com.au>
Sent: Wednesday, 24 August 2016 10:04 AM
To: Nichol, Murray
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]
Attachments: 2013-119_DA03.A OVERLAY OF SCHEMES.PDF

Follow Up Flag: Follow up
Flag Status: Completed

Nicol,

Please see attached.

Attached please find the overlay of SK10 onto the current DA03 Site Plan.

Please note SK10 building line has been hatched in grey and the boundary line dashed in blue. The current proposal as per DA03 is shown below on the drawing.

Please let us know if you have any queries or if you require anything else.

Also please advise when this will be put to the Minister for consideration please.

Regards

[redacted]



This message may be confidential. If you are not the intended recipient please contact the sender and permanently delete the message.

From: Nichol, Murray [mailto:Murray.Nichol@act.gov.au]
Sent: Monday, 22 August 2016 3:27 PM
To: [redacted] <[redacted]@CanberraTownPlanning.com.au>
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]

Hi [redacted]

I am in the process of finalising the Minister brief requesting additional land and would like to add an illustrative plan displaying the extra land required to aid understanding. Basically an overlay of Appendix 2 over Appendix 1 with the differentiation of areas would suffice. I would do it myself but am hamstrung by the available software here.

Feel free to contact me for clarification.

Kind regards,

Murray Nichol | Project Manager | Office of the Coordinator-General, Project Facilitation and Direct Sales | Urban Renewal | Chief Minister, Treasury and Economic Development Directorate | ACT Government
Phone: 02 6205 9379

Level 6 Transact House, 470 Northbourne Avenue, Dickson ACT 2602
GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: [redacted] <[redacted]@CanberraTownPlanning.com.au>
Sent: Thursday, 28 July 2016 10:46 AM

To: Nichol, Murray
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]

No Problems,

Thanks Murray..

This message may be confidential. If you are not the intended recipient please contact the sender and permanently delete the message.

From: Nichol, Murray [mailto:Murray.Nichol@act.gov.au]
Sent: Thursday, 28 July 2016 10:44 AM
To: [redacted] <[redacted]@CanberraTownPlanning.com.au>
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]

Good morning [redacted]

Thank you for the update. I will review the submitted information and contact you if any further information is required.

Kind regards,

Murray Nichol | Project Manager | Office of the Coordinator-General, Project Facilitation and Direct Sales | Urban Renewal | Chief Minister, Treasury and Economic Development Directorate | ACT Government
Phone: 02 6205 9379
Level 6 Transact House, 470 Northbourne Avenue, Dickson ACT 2602
GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: [redacted] <[redacted]@CanberraTownPlanning.com.au>
Sent: Wednesday, 27 July 2016 3:37 PM
To: Nichol, Murray
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]
Importance: High

Nichol,

Attached are the information requested in relation to the Kambah Direct Sale pre-DA meeting and additional land request.

Please advise if you need anything more from us..

Also - please confirm receipt to confirm it has reached your desk if you don't mind.

Thanks in advance -

Regards
[redacted]

[REDACTED]

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From: Nichol, Murray [<mailto:Murray.Nichol@act.gov.au>]
Sent: Tuesday, 12 July 2016 12:02 PM
To: [REDACTED] <[\[REDACTED\]@CanberraTownPlanning.com.au](mailto:[REDACTED]@CanberraTownPlanning.com.au)>
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]

Hi [REDACTED]

Do you have any further update?

Kind regards,

Murray Nichol | Project Manager | Office of the Coordinator-General, Project Facilitation and Direct Sales | Urban Renewal | Chief Minister, Treasury and Economic Development Directorate | ACT Government
Phone: 02 6205 9379
Level 6 Transact House, 470 Northbourne Avenue, Dickson ACT 2602
GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: [REDACTED] <[\[REDACTED\]@CanberraTownPlanning.com.au](mailto:[REDACTED]@CanberraTownPlanning.com.au)>
Sent: Thursday, 23 June 2016 1:21 PM
To: Nichol, Murray
Cc: [REDACTED]
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]

Nicol,

I am expecting the supporting info in the next couple of days and will present this with a formal response shortly after.

Regards

[REDACTED]

[REDACTED]

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From: Nichol, Murray [<mailto:Murray.Nichol@act.gov.au>]
Sent: Thursday, 23 June 2016 11:24 AM
To: [REDACTED] <[\[REDACTED\]@CanberraTownPlanning.com.au](mailto:[REDACTED]@CanberraTownPlanning.com.au)>
Cc: [REDACTED] <[\[REDACTED\]@CanberraTownPlanning.com.au](mailto:[REDACTED]@CanberraTownPlanning.com.au)>
Subject: RE: Direct Sale - Kambah Group Centre [SEC=UNOFFICIAL]

Hi [REDACTED]

Do you have any update on the below?

Kind regards,

Murray Nichol | Project Manager | Office of the Coordinator-General, Project Facilitation and Direct Sales | Urban Renewal | Chief Minister, Treasury and Economic Development Directorate | ACT Government
Phone: 02 6205 9379
Level 6 Transact House, 470 Northbourne Avenue, Dickson ACT 2602
GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: [REDACTED] <[REDACTED]@CanberraTownPlanning.com.au>
Sent: Wednesday, 8 June 2016 10:31 AM
To: Nichol, Murray
Cc: [REDACTED]
Subject: RE: Direct Sale - Kambah Group Centre

Hi Nichol,

Thank you for this request - we are working on preparing an information pack for you detailing the requirement assisted with the additional land request.

We will include the parking and traffic assessment in the submission to you - which will be available shortly.

Trust this is acceptable

Regards

[REDACTED]

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From: Nichol, Murray [<mailto:Murray.Nichol@act.gov.au>]
Sent: Wednesday, 8 June 2016 9:17 AM
To: [REDACTED] <[REDACTED]@CanberraTownPlanning.com.au>
Subject: Direct Sale - Kambah Group Centre

Good morning [REDACTED]

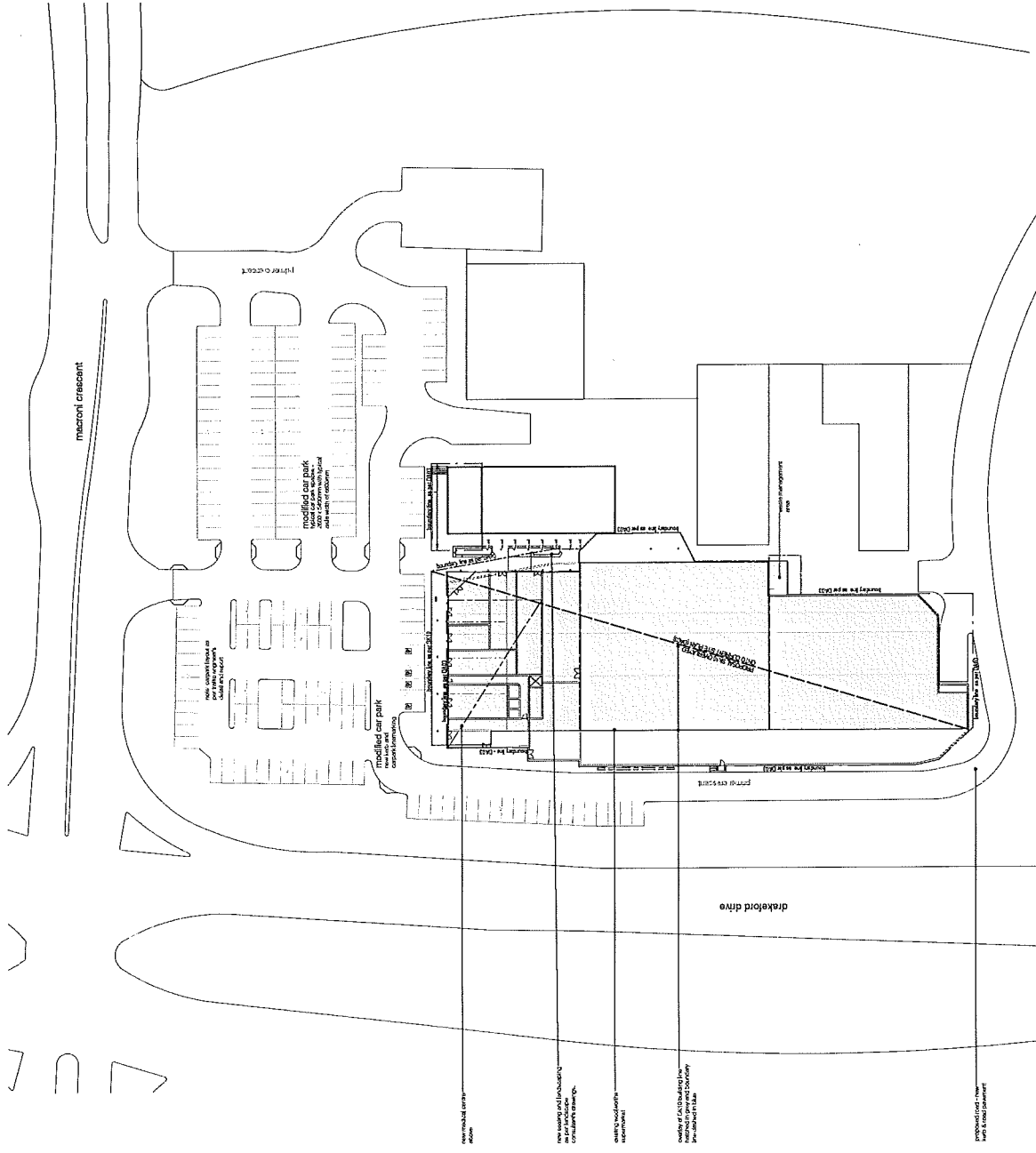
It was a pleasure meeting you last Thursday (2/06/2016) at the pre-app meeting for the Kambah Group Centre. As discussed, I am currently acting in Katherine Hick's position within the Direct Sales team until late January 2017 and will be taking this project on. Can you please provide justification for the additional land required above what was previously agreed upon. This will assist in preparing a brief for the Minister for the additional land required. Additionally, can you provide the traffic analysis report described in the pre-app meeting?

Happy to discuss.

Kind regards,

Murray Nichol | Project Manager | Office of the Coordinator-General, Project Facilitation and Direct Sales | Urban Renewal | Chief Minister, Treasury and Economic Development Directorate | ACT Government
Phone: 02 6205 9379
Level 6 Transact House, 470 Northbourne Avenue, Dickson ACT 2602

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SITE PLAN - OVERLAY OF SCHEME SK10

PRELIMINARY

PROJECT NO: DA03/SK10P-1
 DATE: 2013-11-19
 SCALE: 1:500
 SHEET: 1B
 PROJECT: OVERLAY OF SCHEME SK10 ON CURRENT PROPOSAL AS PER DA03

CLIENT: TZANETOS FAMILY GROUP
 PROJECT: KAMBAH SHOPPING VILLAGE
 OVERLAY OF SCHEME SK10 ON CURRENT PROPOSAL AS PER DA03

ARCHITECT: ICC GROUP
 ADDRESS: 105/42-53D
 PHONE: 08 9447 2222
 FAX: 08 9447 2223
 EMAIL: info@iccg.com.au

Johnston, HeatherG

From: Hicks, Katherine
Sent: Wednesday, 24 May 2017 1:16 PM
To: Joseph, Gabriel
Cc: Bell, Jeff
Subject: RE: Kambah Group Centre - direct sale - meeting notes [SEC=UNCLASSIFIED, DLM=Sensitive]

Thanks Gabriel.

We will use the dot points to discuss with the proponent's design team.

Katherine

From: Joseph, Gabriel
Sent: Wednesday, 24 May 2017 1:02 PM
To: Hicks, Katherine; Bell, Jeff; Sparke, Chris
Subject: FW: Kambah Group Centre - direct sale - meeting notes [SEC=UNCLASSIFIED, DLM=Sensitive]
Importance: High

Katherine

Some minor changes as below.

Gabriel

From: Hicks, Katherine
Sent: Wednesday, 24 May 2017 12:34 PM
To: Bell, Jeff; Joseph, Gabriel
Cc: Sparke, Chris; Wilden, Karen; Luchetti, Christine
Subject: Kambah Group Centre - direct sale - meeting notes [SEC=UNCLASSIFIED, DLM=Sensitive]
Importance: High

Jeff and Gabriel

Thank you for meeting with Chris and I yesterday afternoon to discuss a way forward with the direct sale and eventually the DA for the supermarket expansion at the Kambah Group Centre.

To recap yesterday's meeting, it was clarified that irrespective of the request for additional land by direct sale, TCCS is unlikely to support a DA for the current direct sales blocks, based on the truck turning templates that have been proposed to date by the proponents planning/engineering team.

TCCS has great concern that the truck turning templates as currently proposed (on the attached plan) will impact negatively on the building owners/tenants of the other businesses in the vicinity (Block 37 and Block 4 of Section 346)

Prior to TCCS being willing to support the request for additional land by direct sale, EDD – Direct Sales are to request the following from the proponent:

1. TCCS requires truck access to be from Marconi Crescent via Primmer Court – this puts delivery trucks into the correct direction/position for easier manoeuvre into the proposed supermarket loading dock. TCCS would be supportive of this.
2. The current proposal of the delivery trucks coming in from Kett Street requires the delivery trucks to do a numerous number of manoeuvres to position themselves correctly for delivery of goods. TCCS is not supportive of this design proposal.

3. TCCS requires the proponent to obtain advice about the size of the largest truck size that currently deliver to the businesses at Block 37 and Block 4.
4. The proponent is to provide a truck turning template that addresses the above, or a 12.5 m single unit truck, whichever is greater and obtain pre DA approval from TCCS at which stage TCCS will be willing to support the direct sale of the additional parcel of land.
5. TCCS requires the proponent to obtain written consent/acknowledgment from the building owners of Block 37 and Block 4 about the proposed changes to truck delivery that will occur as a result of the expansion of the supermarket.

Happy to have you add anything we may have missed or misunderstood.

We will be meeting with [REDACTED] on from Canberra Town Planning on Friday 1pm, so if we could have comments on the above before then that would be great.

Regards

Katherine Hicks

Project Manager | Office of The Coordinator General | Project Facilitation and Direct Sales

Phone: 02 6205 4868

Chief Minister, Treasury and Economic Development | ACT Government

Level 6 TransAct House, 470 Northbourne Avenue, Dickson ACT 2602

GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

Johnston, HeatherG

From: Hicks, Katherine
Sent: Tuesday, 9 May 2017 10:00 AM
To: Bell, Jeff
Cc: Luchetti, Christine; Wilden, Karen; Joseph, Gabriel
Subject: RE: Kambah Village - TCCS comments on direct sale application [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Hi Jeff

Thank you for your email and detailed response. Will you be providing this same advice to Canberra Town Planning so that they may provide the necessary evidence to TCCS?

To recap your email, you require clarity on:

1. Service vehicle access for Block 37 section 346 and Block 4 Section 346 – determine/advise on the maximum size of the largest vehicle to access these blocks.
2. Clarity around pedestrian access along Primmer Court frontage
3. Evidence that actual property owners or authorised representatives of the business's likely to be affected by the service vehicle access were consulted with (so perhaps a signed attendance form?)
4. Evidence that "Sellick Drawing C503 Rev B" was used in consulting the business owners about truck access
5. The current proposal does not permit access for a rigid vehicle larger than 12.5m – this is potentially problematic for existing and future tenants/business owners

Regards
Katherine

Katherine Hicks

Project Manager | Office of The Coordinator General | Project Facilitation and Direct Sales

Phone: 02 6205 4868

Chief Minister, Treasury and Economic Development | ACT Government

Level 6 TransAct House, 470 Northbourne Avenue, Dickson ACT 2602

GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: Bell, Jeff
Sent: Friday, 5 May 2017 3:54 PM
To: Hicks, Katherine
Cc: Luchetti, Christine; Wilden, Karen; Joseph, Gabriel
Subject: RE: Kambah Village - TCCS comments on direct sale application [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Hi Katherine,

We have reviewed the correspondence provided by Canberra Town Planning and it does not satisfy our requirements. At the last meeting we had with the consultant team, we requested that they consult with the affected property owners and current tenants regarding the proposed restrictions to service vehicle access for Block 37, Section 346 and Block 4, Section 346 and to determine the size of the largest vehicle that is likely to require access to these blocks. We also asked for additional information regarding the provision of pedestrian access along the Primmer Court frontage.

The response provided indicates that several business owners attended a meeting with Canberra Town Planning; however, there is no clarification as to whether those in attendance were authorised to speak on behalf of the building owner or the other affected business owners.

The minutes of the meeting between the business owners and Canberra Town Planning provided the following statement:

" 2. You agreed that it is necessary to check that there will be enough space for trucks, including garbage trucks, to enter and exit the space between the rear of blocks 4 and 37, noting that an enclosed space at the end of it is currently used for garbage hoppers. " This seems to indicate that the business owners were not shown the current proposal for service vehicle access to these blocks (i.e. Sellick Drawing C503 Rev B). Also, there isn't any confirmation of the maximum size of vehicles required to access the site.

The current proposal will not allow access for any vehicle larger than a 12.5m rigid vehicle. This may be problematic for existing and/or future tenants of these properties.

Based on the information provided to date, TCCS does not support the current design proposal.

Regards

Jeff Bell MIEAust CPEng | Operations Manager Development Review & Coordination

Phone: 02 6207 5604 | Email: jeff.bell@act.gov.au

Strategy, Innovation and Customer Experience | Transport Canberra and City Services Directorate | ACT Government

496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: Hicks, Katherine

Sent: Thursday, 4 May 2017 5:23 PM

To: Bell, Jeff

Cc: Luchetti, Christine; Wilden, Karen; Joseph, Gabriel

Subject: FW: Kambah Village - TCCS comments on direct sale application [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Hi Jeff

Further to our conversation this morning, I have been copied into an email sent to you this afternoon by Mr Tzanetos's planning consultants.

Once you have had a chance to read through, could you please advise if what has now been provided to you would satisfy TCCS in supporting the additional direct sale of land request as per the out of session Direct Sale Panel circulation of 12 December 2016?

I am not here on Fridays and Mondays, so please copy Christine Luchetti and Karen Wilden in any correspondence in relation to this matter.

Regards

Katherine Hicks

Project Manager | Office of The Coordinator General | Project Facilitation and Direct Sales

Phone: 02 6205 4868

Chief Minister, Treasury and Economic Development | ACT Government

Level 6 TransAct House, 470 Northbourne Avenue, Dickson ACT 2602

GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: [REDACTED]

Sent: Thursday, 4 May 2017 3:46 PM

To: Bell, Jeff

Cc: Hicks, Katherine; [REDACTED]

Subject: RE: Kambah Village - TCCS comments on direct sale application

Dear Jeff,

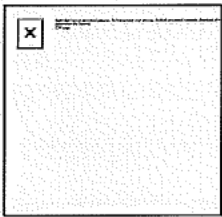
I refer to the meeting held with TCCS on 9 March 2017 to discuss issues relating to the access, servicing and trees for the proposed direct sale of part Block 17 Section 346 Kambah that is to facilitate the expansion of the supermarket located on Block 5 Section 346 Kambah.

In response to the pedestrian movement and truck access matters raised, TCCS requested the direct sale proponent obtain the written support of adjoining Lessees for the proposed access arrangements for the site.

The proponent, Mr Tzanetos, has now consulted with the Lessees of Body Corporate for Blocks 37 and 4 Section 346 Kambah. Two alternative engineering design options for truck access to the site were presented to the Lessees for consideration, please find attached letter detailing the outcomes of this meeting. The design of vehicle access is to be developed for entity consideration as part of the future DA assessment process for the site, which will include further community consultation.

I trust that this information satisfactorily responds to TCCS' request in order to support the direct sale, however should you have any concerns please advise.

Regards,



canberratownplanning.com.au



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Johnston, HeatherG

From: Hicks, Katherine
Sent: Thursday, 28 September 2017 12:35 PM
To: Joseph, Gabriel
Subject: RE: REQUEST FOR ADVICE - Kambah supermarket expansion. [DLM=Sensitive]

Hi Gabriel

Our meeting of 20 September concluded with:

- Jeff Bell (TCCS) being supportive of the direct sale for the extra piece of land on the western side of the supermarket to go ahead. EPSDD – Direct Sales to proceed once TCCS provide written support.
- Delivery vehicles would access from Marconi crescent – with more detailed resolution about interfacing with car parking to be dealt with at DA
- The proponent has endeavoured to accommodate his neighbours' concerns about delivery access
- The proponent is to provide the most up to date access drawings to TCCS.

Katherine Hicks

Senior Project Officer | Urban Renewal | Strategic Projects and Infrastructure

Phone: 02 6205 4868

Environment, Planning and Sustainable Development Directorate | ACT Government

Level 6 TransAct House, 470 Northbourne Avenue, Dickson ACT 2602

GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: Joseph, Gabriel
Sent: Thursday, 28 September 2017 11:54 AM
To: Hicks, Katherine
Subject: FW: REQUEST FOR ADVICE - Kambah supermarket expansion. [DLM=Sensitive]
Importance: High

Regards

Gabriel Joseph FIEAust CPEng NER | Senior Manager Development Review & Coordination
Phone 02 6207 6581 | Email: gabriel.joseph@act.gov.au
Capital Works and Development Support | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: [REDACTED]
Sent: Thursday, 14 September 2017 12:27 PM
To: Steel, Chris <Chris.Steel@parliament.act.gov.au>
Subject: kambah

Hi Chris,

I think tomorrow is a great opportunity to mention to the minister for TCCS that its her department that is holding up the kambah supermarket expansion.

To give you some background info to date, it has been 12 months now that we have gone back to the LDA to ask to expand the block boundary of the direct sale westward. All departments including the LDA are on board with this however they have not been in a position to give there recommendation to the minister yet as TCCS has been unwilling to give their support.

TCCS have asked us to change previously approved truck access routes and to do consultation with neighbouring tenancies on there delivery truck requirements. Both of which have no relation with the extra land requested. All of this has started to open a can of worms in that these property owners are being asked to show support when they don't have the full picture of the development - something that can only be expected when full design documentation has been finalised and of which can only be expected after having received minister approval for the direct sale. Which we are no nearer to having received in the last 12 months.

To date I have done as requested by TCCS. I have met numerous times with neighbouring property owners and stakeholders and have listened to there requirements for truck deliveries and waste collection. I have provided all possible scenarios with truck turning circles and have shown design outcomes that while different to current arrangements can be shown to be better. Some property owners however are using this opportunity to question the master plans overall design and its affect on them. This could potentially become embarrassing for the government should there claims be allowed to be heard and given merit, as splitting the supermarket in half would literally de-rail the entire project.

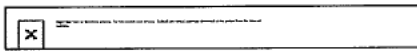
I believe TCCS is using the direct sale process to get a head start on their DA assessment. However it is jumping the gun a bit here and causing

anxiety for some stakeholders while others are using this opportunity to intimidate and gain some leverage over me so early in the process.

In other news design on car park spaces has shown no net loss of surface parking once the development is complete which is a great outcome considering the constraints of the village.

I hope I haven't thrown too much your way all at once but I thought I should right it down so that you have time to digest the issues and problems inherent in the direct sale process and possibly relay those to Minister Fitzharris.

See you tomorrow.



EXEMPLA.COM.AU

Ferson, Brodie

From: Hicks, Katherine
Sent: Monday, 4 September 2017 10:13 AM
To: Bell, Jeff
Cc: Joseph, Gabriel; Uddin, Kamal
Subject: RE: Section 346 Kambah (1) [SEC=UNCLASSIFIED]
Attachments: Attachment A - Kambah Group Centre Master Plan Figure 8- Stage A.pdf; AttachmentB - Kambah Group Centre Precinct Code and Map.pdf

Jeff

Thank you for forwarding the email.

Here are some dot points in relation to the proposal from the direct sale of land perspective that may be useful:

1. The proposal to expand the supermarket meets the intent of the Kambah Group Centre Master Plan, with the proposal intending to deliver most of the works included in Stage A of the master plan - figure 8 – Attachment A.
2. Although the master plan envisages replacement parking for the two blocks to be in basements, it has been determined as not economically or technically viable to do so. The length of ramp to access the basement on the northern block (part Block 53) would reduce the footprint available for parking spaces making it inefficient and costly to build.
3. The Kambah Precinct Map and Code (Attachment B) indicates that replacement parking for Block 17 (the southern block) is not a requirement. However to meet the replacement parking requirements for the northern block, instead of building an inefficient under-croft or basement car parking, a complete reconfiguration and optimization of the on-grade car parking is proposed by the proponent.
4. The proponent has advised that they have been working closely with the supermarket and their designers to understand the needs associated with hosting a modern full line supermarket at the Kambah Group Centre. This includes understanding the parking requirements and preference of those that shop at the shopping centre.

Katherine Hicks

Senior Project Officer | Urban Renewal | Strategic Projects and Infrastructure

Phone: 02 6205 4868

Environment, Planning and Sustainable Development Directorate | ACT Government

Level 6 TransAct House, 470 Northbourne Avenue, Dickson ACT 2602

GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

From: Bell, Jeff
Sent: Thursday, 31 August 2017 4:19 PM
To: Hicks, Katherine; Sparke, Chris
Cc: Joseph, Gabriel; Uddin, Kamal
Subject: FW: Section 346 Kambah (1) [SEC=UNCLASSIFIED]

Hi Katherine/Chris,
We received the following email and thought that you might be interested.

Regards

Jeff Bell MIEAust CPEng | Operations Manager Development Review & Coordination
Phone: 02 6207 5604 | Email: jeff.bell@act.gov.au
Capital Works and Development Support | Transport Canberra and City Services Directorate | ACT Government
490 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: [REDACTED]
Sent: Thursday, 31 August 2017 3:57 PM
To: TCCS_SPATAS DRC; Simon Hall; helen.tan09@yahoo.com
Subject: Section 346 Kambah (1)

The Officer in Charge

TCCS

TCCS.DRC@act.gov.au

Dear Sir/Madam, Re: Section 346 Kambah

We are the owners of bl 37 section 346 Kambah. From correspondence received the owners of bl 5 section 346 Kambah the Tzanetos Group states that a final assessment of the allocation of addition land at the front, rear and side of block 5 is in hand and imminent.

Please find our response to Mr Tzanetos request for our acceptance of his proposal.

Regards,

Kambah Partnership

Conrad & David Tobler Nominees P/L

Morning Star Enterprises P/L

[REDACTED]
31-8-17

Forwarded to Tzanetos Group

Dear Sir,

Kambah Village Developments Proposed by Tzanetos

We write to you seeking clarification of your specific intentions with regard to your development proposals for Kambah Village, and in particular, those mooted traffic and parking arrangements applying to the rear of the proposed development.

From what we can gather from sighted plans - informally displayed - and intermittent correspondence between yourself and various stakeholders, we have grave concerns about your proposals for vehicle ingress and egress at the rear of the development. These proposals, as they appear to stand at present, will severely impact us - as adjacent property owners - and our tenants in operational logistics and amenity of their various businesses.

The plans you have produced vary greatly and critically from the existing Master Plan building footprints and parking and vehicle access provisioning. They are totally unacceptable and impracticable and have been concocted without proper consultation with adjacent stakeholders or planning authorities, for reasons we can only conclude are primarily concerned with maximizing your development footprint and lettable areas, which now come at the expense of adjacent land owners/users.

The Kambah Group Centre Master Plan commenced extensive community consultation in March 2011 and concluded the following primary community-stated goals (amongst seven stated):

- Allow *gradual* increases in retail that is consistent with the village character
- *Improve* vehicle and pedestrian circulation around the centre
- *Retain* and *improve* surface car parking that is close to shops and services
- *Improve* the public domain

The Master Plan concluded, as part of addressing these goals, that retail on the north side of the premises was to feature underground parking (not an overall reduction in parking) and loading zones to be located on the western side of the premises. In addition, the footprint of the expanded 'Woolworths' development was considerably smaller than the one now proposed by your company (the current proposed extension to the rear of the supermarket is 1,755 m², side 400 m² and to the front, 2 x 1,355 m² = 316% increase to overall supermarket size, versus 55% in original Master Plan).

Your proposal is not a *gradual* increase in retail: it is a gross increase; nor is it consistent with the village character (all but engulfing the village). It does not *improve* vehicle circulation: it inhibits and restricts circulation, particularly for service vehicles. And it most certainly does not *retain* and *improve* surface car parking: reducing and compacting surface car parking significantly; thereby leading to an overall deterioration of the public domain.

We are not opposed to an expansion of the existing supermarket, nor reasonable alterations to the existing traffic, parking and delivery access to the premises. The original Master Plan envisaged an expansion of the supermarket of some 889 m² (55%) and with a further expansion of the supermarket into the front car park, in combination with an underground parking structure, expansion of the supermarket could grow to 90%, a more than satisfactory outcome for your company and for Woolworths.

The rear car park cannot be altered in the ways proposed by your current plans, without adversely and permanently affecting the viability of our site and the safe and amenable use by other adjacent stakeholders. There are no proper provisions being made for access to delivery and rubbish vehicles, nor adequate safe turning for same. The current proposal encroaches far too significantly on the current car park and is seeking crown land for commercial use which ignores the stated objectives of the Master Plan, as noted here. The drastic reduction in the overall surface car parking would also undoubtedly lead to a poaching of car spaces from our existing tenanted premises, by customers attending the expanded Woolworths development from the rear of the complex.

We are most concerned by the haphazard way in which this proposal is being mooted in its present form and are equally sceptical of the commercial motivations behind the avoidance of proper, transparent planning and consultation in its advancement (no DA has been lodged, nor application for land grant been made, that we are aware).

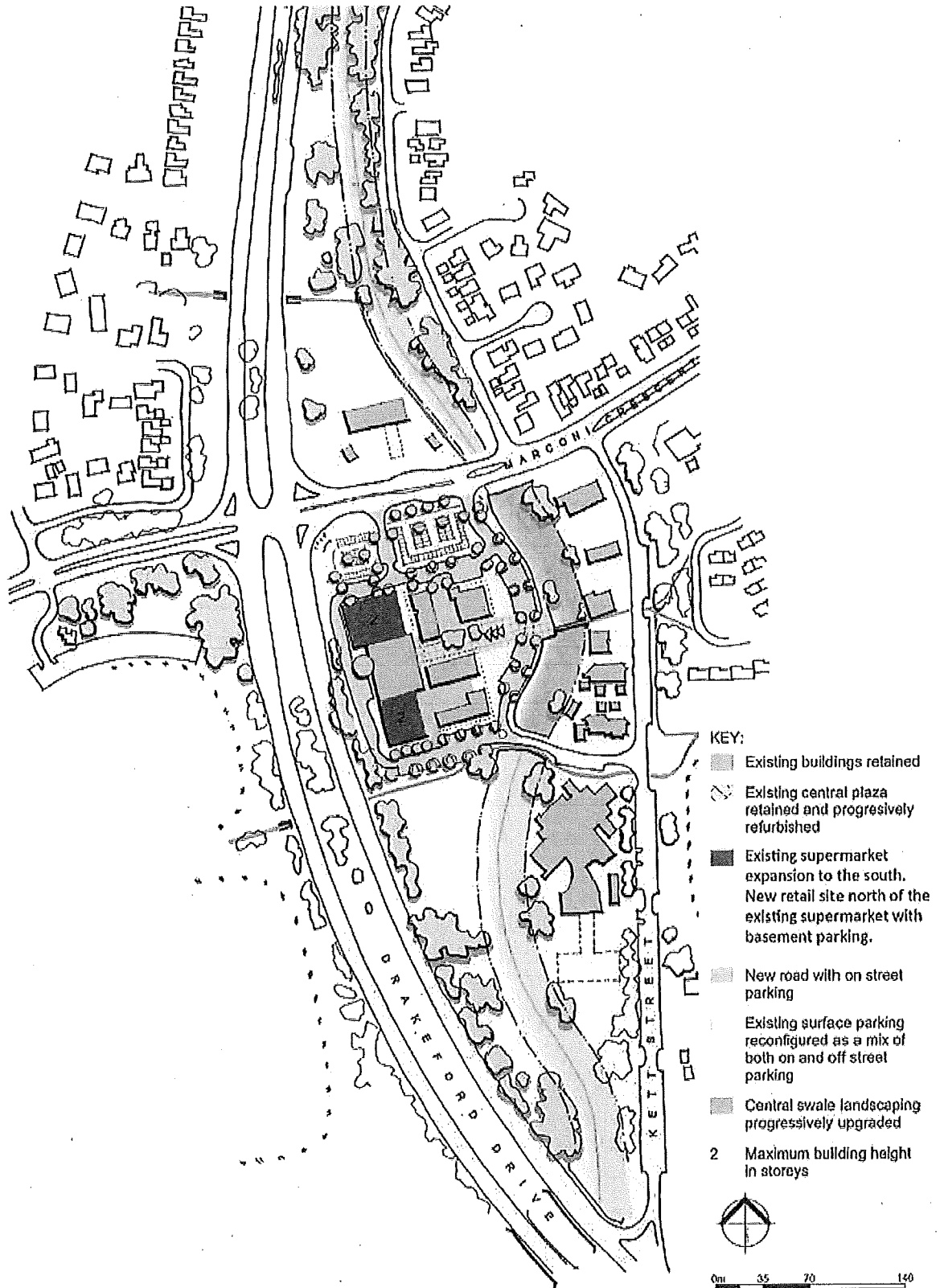
Your proposal to extend the front section of the current building with a two-storey addition and an extra 400 m² to the west side of the existing supermarket is welcomed, as it will create a revitalised supermarket that can only benefit the adjoining properties (the ACT Government would surely look favourably upon a land grant for this purpose). But this proposal must only proceed in concert with retaining the existing rear car parking and vehicle access in its present form (the status quo) so as to satisfy the important concerns addressed in this letter.

Regards





Figure 8 - Change over time - Stage A





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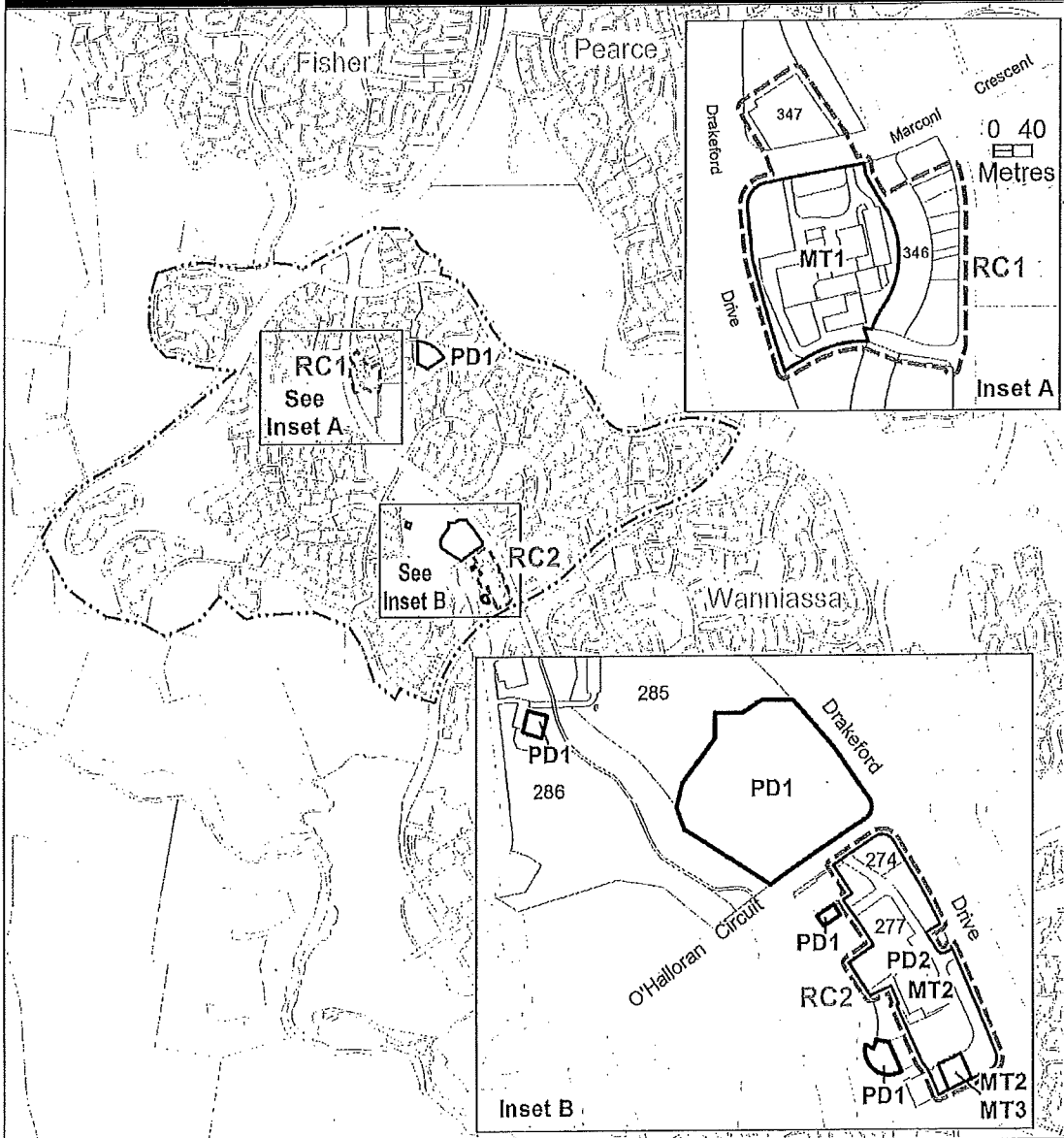
Environment and
Sustainable Development

Kambah Precinct Map and Code

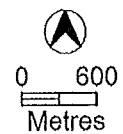
includes
Kambah Group Centre

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Kambah Precinct Map



- PD_n** Additional prohibited development applies see Table 1
- MT_n** Additional merit track development applies see Table 2
- RC_n** Additional rules and criteria apply see Kambah Precinct Code



Assessment Tracks

The following tables identify the additional prohibited development and additional merit track development for blocks and parcels shown in the Kambah Precinct Map (identified as PDn or MTn). Development that is exempt from requiring development approval, other prohibited development and the minimum assessment track applicable to each development proposal is set out in the relevant zone development table.

The following tables constitute part of the relevant zone development table.

Table 1 – Additional prohibited development

Additional prohibited development		
Suburb precinct map label	Zone	Development
PD1	CFZ	<i>retirement village</i> <i>supportive housing</i>
PD2	CZ2	<i>drink establishment</i> <i>indoor entertainment facility</i> <i>tourist facility</i> <i>tourist resort</i>

Table 2 – Additional merit track development

Additional merit track development that may be approved subject to assessment		
Suburb precinct map label	Zone	Development
MT1	CZ1	<i>industrial trades</i> <i>municipal depot</i> <i>store</i>
MT2	CZ2	<i>service station</i> <i>store</i> <i>scientific research establishment</i> <i>warehouse</i>
MT3	CZ2	<i>funeral parlour</i>

Kambah Precinct Code

Contents

Introduction.....	4
Additional rules and criteria.....	6
RC1 – Kambah Group Centre.....	6
Element 1: Use.....	6
1.1 Ground floor uses.....	6
1.2 Residential use.....	7
1.3 SHOP – floor area limit.....	7
1.4 Industrial trades, municipal depot, store.....	7
1.5 Development on nominated car parking areas.....	7
1.6 Vehicular circulation and access.....	7
Element 2: Buildings.....	10
2.1 Heights.....	10
2.2 Building design.....	10
2.3 Plot ratio.....	11
2.4 Setbacks.....	11
2.5 Main pedestrian areas.....	12
2.6 Active frontages.....	12
2.7 Awnings.....	13
Element 3: Services.....	13
3.1 Screening.....	13
RC2 – Drakeford Drive Corridor Site.....	15
Element 4: Use.....	15
4.1 Shop.....	15
Element 5: Buildings.....	15
5.1 Number of storeys.....	15
5.2 Setback.....	15
5.3 Materials and finishes.....	15

Figures

Figure 1 Parking and permitted uses.....	9
Figure 2 Heights and vehicular circulation.....	11
Figure 3 Main pedestrian areas and active frontages.....	14

Introduction

Name

The name of this code is **Kambah Precinct Code**.

Application

The code applies to the Division of Kambah.

Purpose

This code provides additional planning, design and environmental controls for specific areas or blocks and may also contain references to provisions in other codes.

In conjunction with other relevant codes it will be used by the *Authority* to assess development applications and offer guidance to intending applicants in designing development proposals and preparing development applications.

Structure

This code contains additional rules and/or criteria for particular blocks or parcels identified as areas RCn on the precinct map, to be read in conjunction with the relevant development code. It may also contain sub-parts.

Each element has one or more rules and, unless the respective rule is mandatory, each rule has an associated criterion. Rules provide quantitative, or definitive, controls. By contrast, criteria are chiefly qualitative in nature.

In some instances rules are mandatory. Such rules are accompanied by the words "This is a mandatory requirement. There is no applicable criterion." Non-compliance with a mandatory rule will result in the refusal of the development application. Conversely, the words "There is no applicable rule" is found where a criterion only is applicable.

Code hierarchy

Under the *Planning and Development Act 2007*, where more than one type of code applies to a development, the order of precedence if there is inconsistency of provisions between codes is: precinct code, development code and general code.

If more than one precinct code applies to the site, the most recent precinct code takes precedence to the extent of any inconsistency.

Definitions

Defined terms, references to legislation and other documents are italicised.

Definitions of terms used in this code are listed in part 13 of the Territory Plan or, for terms applicable only to this code, associated with the respective rule.

Acronyms

ACTPLA	Planning and Land Authority within the ACT Environment and Sustainable Development Directorate
EPA	ACT Environment Protection Authority

ESA	ACT Emergency Services Agency
ESDD	ACT Environment and Sustainable Development Directorate
NCA	National Capital Authority
P&D Act	Planning and Development Act 2007
TAMS	ACT Territory and Municipal Services Directorate

Additional rules and criteria

This part applies to blocks and parcels identified in the Kambah Precinct Map (RCn). It should be read in conjunction with the relevant zone development code and related codes.

RC1 – Kambah Group Centre

This part applies to blocks and parcels identified in area RC1 shown on the Kambah Precinct Map. RC1 includes the Kambah Group Centre.

Desired character

- distinctive pitched roofs, awnings with posts where within the block boundaries or cantilevered awnings where over unleased land
- overhangs and awnings provide space for pedestrian activity and shelter from environmental elements
- buildings of a scale and character which complement their surroundings
- existing large trees retained with development protecting the form and habit of existing trees
- pedestrian environment and permeability maintained or improved throughout the centre
- a range of building heights that encourage a variety of uses and allow for good solar access onto public spaces, particularly the central courtyard
- development and active uses focussed on to the central courtyard and open spaces, promoting community and outdoor activity

Element 1: Use

Rules	Criteria
1.1 Ground floor uses	
<p>R1</p> <p>This rule applies to land in CZ1 with frontage to main pedestrian areas and routes shown in figure 3.</p> <p>Only the following uses are permitted at the ground floor level:</p> <p>a) <i>business agency</i></p> <p>b) <i>club</i></p> <p>c) <i>COMMUNITY USE</i></p> <p>d) <i>drink establishment</i></p> <p>e) <i>financial establishment</i></p> <p>f) <i>hotel</i></p> <p>g) <i>indoor entertainment facility</i></p> <p>h) <i>indoor recreation facility</i></p> <p>i) <i>public agency</i></p> <p>j) <i>restaurant</i></p> <p>k) <i>SHOP</i></p>	<p>C1</p> <p>Buildings incorporate uses on the ground floor that generate activity in the public space.</p>

Element 2: Buildings

Rules	Criteria
2.1 Heights	
<p>R9</p> <p>This rule applies to areas identified in figure 2.</p> <p>The maximum height of building is as follows:</p> <ul style="list-style-type: none"> a) in area 'A' – 16m b) in area 'B' – 12m c) in area 'C' – 9m <p>Building height measurement excludes all of the following:</p> <ul style="list-style-type: none"> a) roofs with a pitch not more than 36° b) roof top plant c) lift overruns d) antennas e) photovoltaic panels f) air conditioning units g) chimneys, flues and vents <p>The minimum setback of excluded items b) to g) from the building facade of the floor immediately below is 3m.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
2.2 Building design	
<p>R10</p> <p>This rule applies to development in CZ1.</p> <p>The minimum floor to ceiling height at ground floor level is 3.6m.</p>	<p>C10</p> <p>The ground floor level of buildings is adaptable for commercial uses.</p>
<p>There is no applicable rule.</p>	<p>C11</p> <p>Development complies with all of the following:</p> <ul style="list-style-type: none"> a) entrances to common areas for residential use provide strong visual connection to the street or main pedestrian route and ensure a high level of surveillance b) ensures the retention of a reasonable level of solar access to the central courtyard and other public spaces between the hours of 9am to 3pm on 21 June c) west-facing facades incorporate sun shading into building designs d) consistent with the relevant <i>desired character</i>

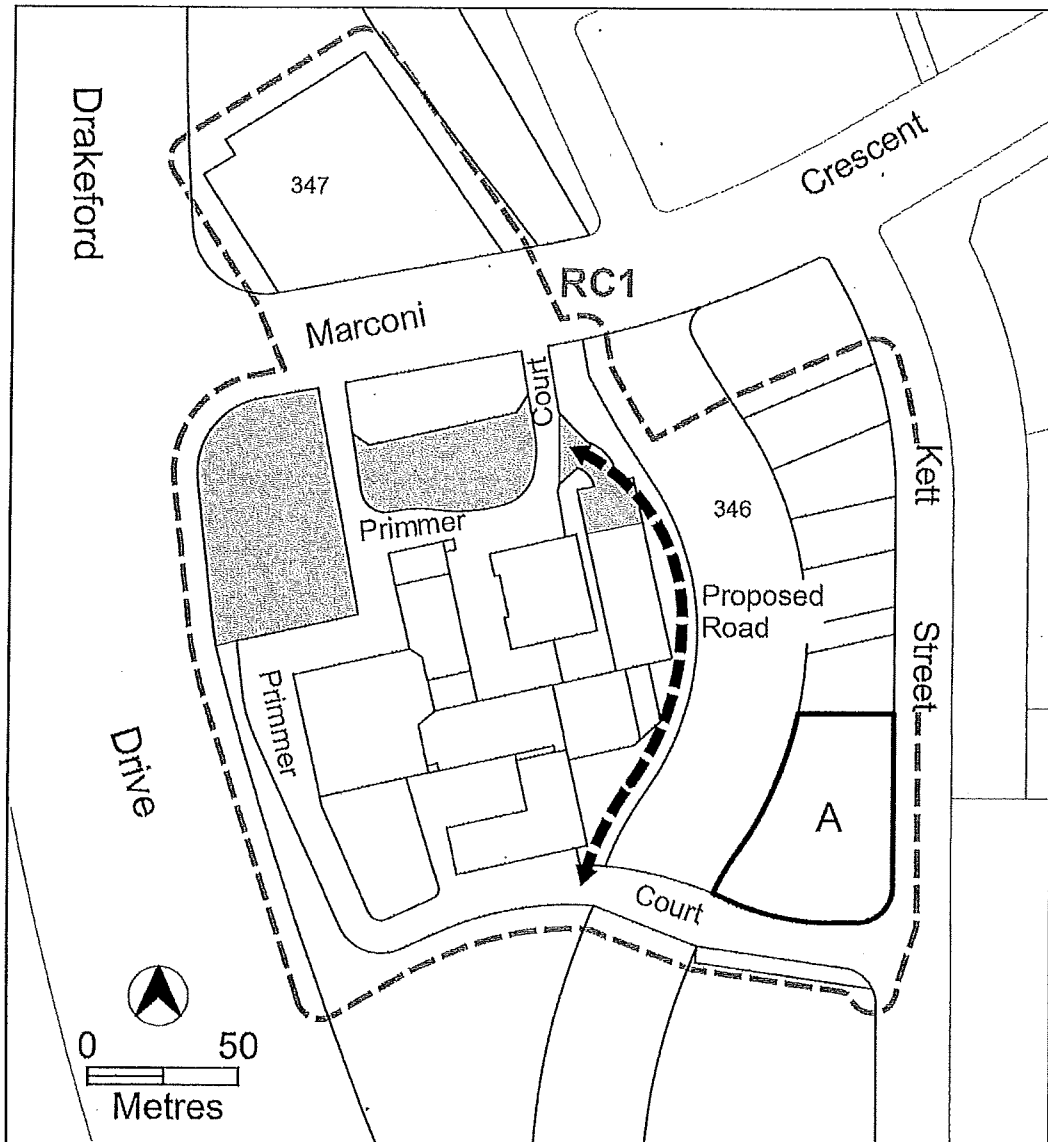


Figure 1 Parking and permitted uses

Rules	Criteria
<p>R7</p> <p>The design of the proposed road in figure 1 complies with all of the following:</p> <ul style="list-style-type: none"> a) In a location consistent with figure 1 b) Complies with R5/C5 where relevant c) Provides on street parking d) Road design and on street car parking is to the satisfaction of TAMSD <p>Note: The Kambah group centre master plan must be considered in the assessment of the location of the proposed road and on street parking.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R8</p> <p>Direct vehicular access is not permitted from the proposed road shown in figure 1 to adjoining blocks.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
1.2 Residential use	
<p>R2</p> <p>The following uses are not permitted on ground floor level, except in area 'A' in figure 1:</p> <p>a) <i>RESIDENTIAL USE</i></p> <p>b) <i>serviced apartment</i></p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
1.3 SHOP – floor area limit	
<p>R3</p> <p>This rule applies to blocks in CZ2.</p> <p>The maximum gross floor area for <i>SHOP</i> on any lease is 100m².</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
1.4 Industrial trades, municipal depot, store	
<p>R4</p> <p>One or more of the following uses are permitted only in the shaded area shown in figure 1 and only in association with a structured <i>car park</i>:</p> <p>a) <i>industrial trades</i></p> <p>b) <i>municipal depot</i></p> <p>c) <i>store</i></p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
1.5 Development on nominated car parking areas	
<p>R5</p> <p>This rule applies to the shaded areas shown in figure 1.</p> <p>Development complies with all of the following:</p> <p>a) the existing number of car parking spaces are retained on site and made available for public use at all times</p> <p>b) provides car parking that is generated by the development on site in accordance with the <i>Parking and Vehicular Access General Code</i> in addition to the spaces required by a)</p>	<p>C5</p> <p>Development achieves all of the following:</p> <p>a) any additional parking provision requirements (under the <i>Parking and Vehicular Access General Code</i>) for the development</p> <p>b) makes a substantial contribution to the long term publicly accessible parking supply at the group centre</p>
1.6 Vehicular circulation and access	
<p>R6</p> <p>Development of all or a portion of the hatched area identified in figure 2 maintains Primmer Court vehicular access around the western side of the centre.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

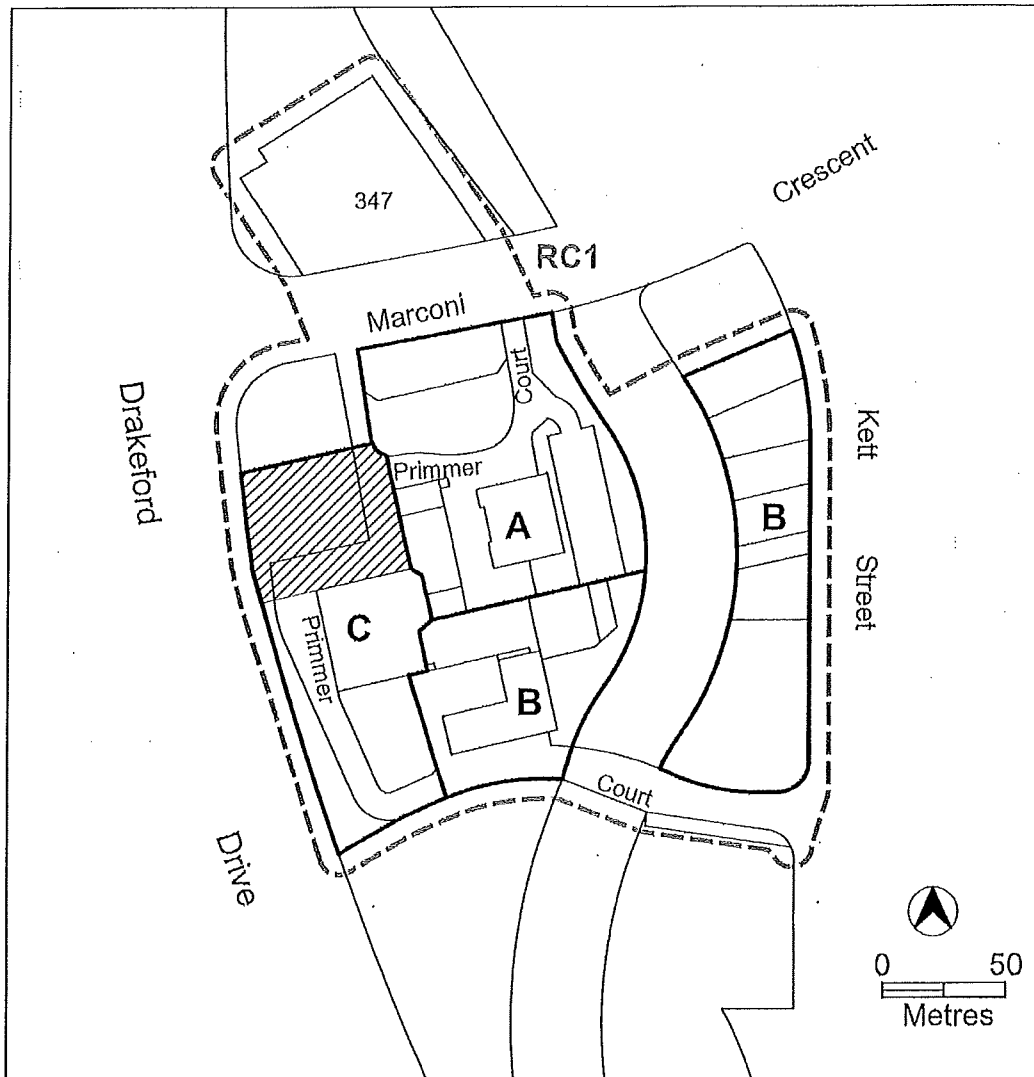


Figure 2 Heights and vehicular circulation

Rules	Criteria
2.3 Plot ratio	
There is no applicable rule.	C12 Plot ratio achieves consistency with the relevant <i>desired character</i> .
2.4 Setbacks	
There is no applicable rule.	C13 Building setbacks and alignment are consistent with the relevant <i>desired character</i> .

Rules	Criteria
<p>R14</p> <p>This rule applies in CZ1.</p> <p>Buildings do not overshadow the central courtyard beyond the shadow cast by a notional 10m high wall measured from the <i>datum ground level</i> at the boundary adjoining the public realm.</p>	<p>C14</p> <p>Buildings adjoining the northern boundary of the central courtyard minimise overshadowing of the central courtyard area.</p>
<p>2.5 Main pedestrian areas</p>	
<p>R15</p> <p>This rule applies in CZ1 to the main pedestrian area shown in figure 3.</p> <p>Main pedestrian areas achieve all of the following:</p> <ul style="list-style-type: none"> a) publicly accessibility at all times b) minimum unobstructed width of 5m 	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>2.6 Active frontages</p>	
<p>R16</p> <p>For buildings located along primary active frontage areas identified in figure 3, frontages and building design comply with all of the following:</p> <ul style="list-style-type: none"> a) buildings incorporate clear display windows and shop fronts at the ground level b) buildings incorporate direct pedestrian access at grade with the verge level for access and egress for persons with disabilities c) tenancies at ground floor level that occupy more than a total of 10m of the frontage articulate the facade to present as more than one tenancy d) any small areas of walls without windows contain displays, showcases and/or public art, with a maximum of 30% blank frontage per tenancy e) development with a frontage to the central courtyard provide one or more public entrances to the courtyard 	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<p>R17</p> <p>For buildings located along secondary active frontage areas identified in figure 3, frontages and building design complies with all of the following:</p> <ul style="list-style-type: none"> a) buildings incorporate clear display windows and shop fronts at the ground floor level b) buildings incorporate direct pedestrian access at grade for access and egress for persons with disabilities 	<p>C17</p> <p>Development at ground level achieves all of the following:</p> <ul style="list-style-type: none"> a) is adaptable for shops b) where building access is provided, direct pedestrian access at street level c) provide opportunities for views into and out of the building
<p>There is no applicable rule.</p>	<p>C18</p> <p>Extensive lengths of blank facades, open structured car parks, loading docks, substations and other service infrastructure are not located along primary active frontage areas, and do not dominate secondary active frontage areas identified in figure 3.</p>
<p>2.7 Awnings</p>	
<p>R19</p> <p>This rule applies to buildings fronting primary active frontage areas shown in figure 3.</p> <p>Awnings comply with all of the following:</p> <ul style="list-style-type: none"> a) a minimum height of 2.7m above the finished pavement or ground level b) a minimum of 3m depth c) integrated into the building design at the first floor level d) contained wholly within block boundaries e) have posts at 3m intervals along the outside edge of the awning f) extend the full facade of the building 	<p>C19</p> <p>Awnings provide continuous all weather pedestrian shelter and activity in a form compatible with existing awnings, and are contained wholly within the block boundaries.</p>

Element 3: Services

Rules	Criteria
<p>3.1 Screening</p>	
<p>There is no applicable rule.</p>	<p>C20</p> <p>Waste collection areas are screened from public view.</p>

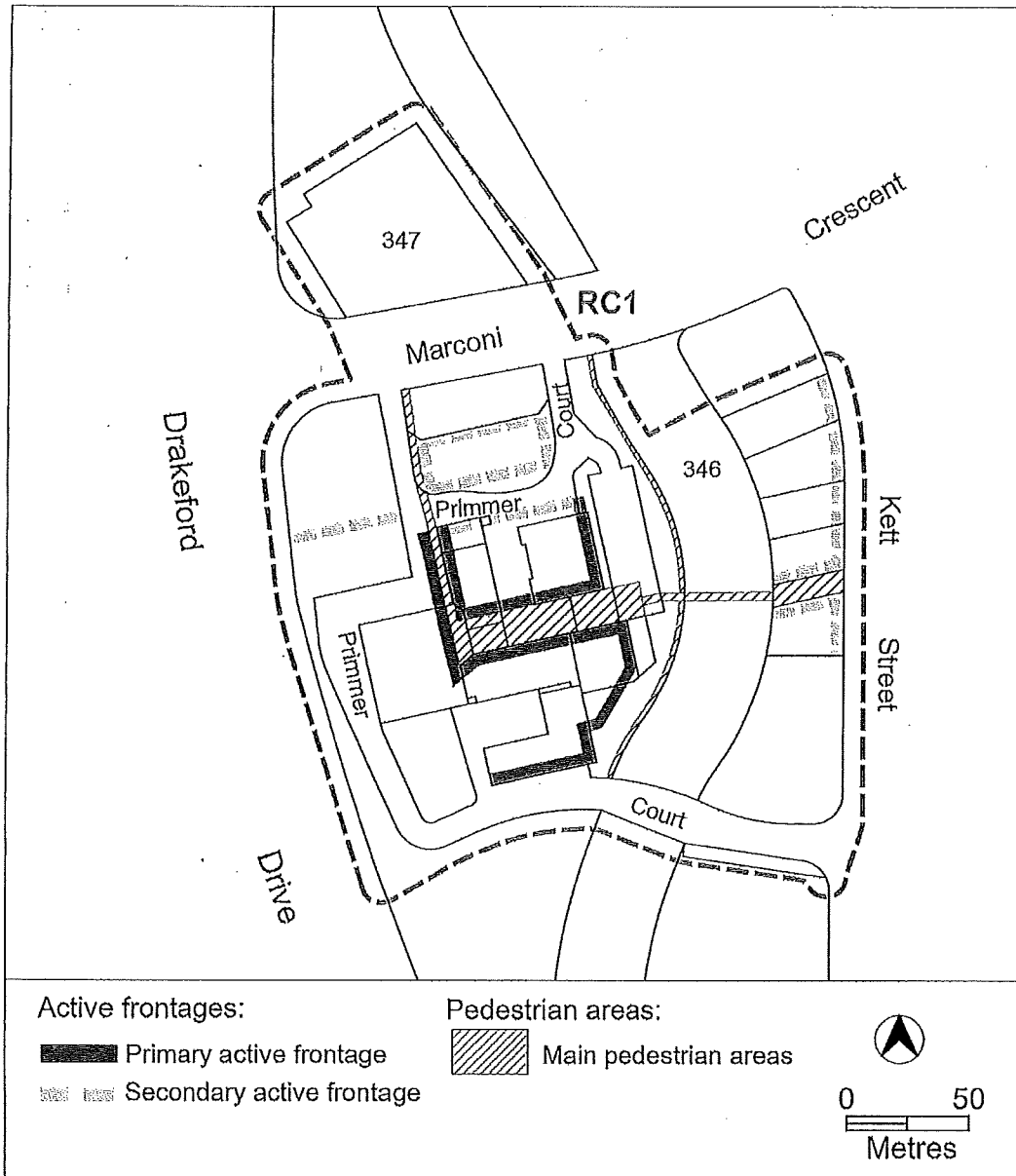


Figure 3 Main pedestrian areas and active frontages

RC2 – Drakeford Drive Corridor Site

This part applies to blocks and parcels identified in area RC2 shown on the Kambah Precinct Map.

RC2 includes the Drakeford Drive corridor site.

Element 4: Use

Rules	Criteria
4.1 Shop	
There is no applicable rule.	C21 The scale of <i>SHOP</i> achieves all of the following: <ol style="list-style-type: none"> ancillary to other permitted uses services the local workforce only

Element 5: Buildings

Rules	Criteria
5.1 Number of storeys	
R22 The maximum number of storeys is 2.	C22 Buildings achieve a bulk and scale that achieves all of the following: <ol style="list-style-type: none"> consistency with the <i>desired character</i> reasonable solar access to dwellings on adjoining <i>residential blocks</i> and their associated <i>private open space</i>
5.2 Setback	
R23 The minimum front setback to Drakeford Drive is 5m.	C23 Buildings achieve all of the following: <ol style="list-style-type: none"> a consistent building line a landscaped setting
5.3 Materials and finishes	
R24 Building colours are off-white to light buff/grey.	C24 Buildings achieve all of the following: <ol style="list-style-type: none"> clearly defined elements of the building are predominantly earthy toned minor elements in the building facade may be accented accent colours are subsidiary to the main off-white to light buff/grey materials

Ferson, Brodie

From: Hicks, Katherine
Sent: Friday, 26 May 2017 1:36 PM
To: [REDACTED]
Subject: Tzanetos Kambah Direct sale - meeting notes 26 May 2017 [SEC=UNCLASSIFIED, DLM=Sensitive]
Attachments: Tzanetos Family Group.pdf

Hi [REDACTED]

Please find the meeting notes attached that we discussed at today's meeting.

Regards

Katherine Hicks

Project Manager | Office of The Coordinator General | Project Facilitation and Direct Sales

Phone: 02 6205 4868

Chief Minister, Treasury and Economic Development | ACT Government

Level 6 TransAct House, 470 Northbourne Avenue, Dickson ACT 2602

GPO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

Tzanetos Family Group - Kabmah Group Centre Direct Sale

Prior to TCCS being willing to support the request for additional land by direct sale the following is required from the proponent, as discussed at a meeting between Direct Sales and TCCS on Tuesday 23 May 2017:

1. The meeting of 19 January 2017 refers, and subsequent meeting notes of 1 March 2017 refers (email from [REDACTED]).

Service vehicle access from Kett Street:

TCCS advised that they were willing to consider this option as it would reduce interaction between different traffic streams (car park and heavy service vehicles).

However subsequent swept path analysis provided by Sellicks (1 March 2017) has demonstrated that access from Kett Street would require the delivery trucks to do numerous manoeuvres to position themselves correctly for delivery of goods. TCCS has advised that it would not be supportive of the Kett Street access arrangement.

Service vehicle access from Marconi Crescent

2. TCCS has advised that it requires truck access to be from Marconi Crescent via Primmer Court – this puts delivery trucks into the correct direction/position for easier manoeuvre into the proposed supermarket loading dock. TCCS will be supportive of this arrangement only.

Size of trucks delivering to other businesses at Block 37 and Block4

3. TCCS requires the proponent to obtain written advice from the owners of the businesses at Block 37 and Block 4 about the size of the largest truck that currently deliver to their businesses (not just waste collection). The proponent is to provide a truck turning template that addresses a 12.5 m single unit truck or whichever is greater

(Sellicks has provided drawing C503 1 March 2017 – that demonstrates an 8.8m long truck. Is this the size that other business owners confirmed as the largest truck?).

4. Provide supportable truck turning templates to TCCS; obtain Pre DA approval from TCCS, at which stage TCCS will be willing to support the direct sale of the additional parcel of land.

Written acknowledgement from neighbouring building owners

5. Take the approved plan from TCCS and consult with the building owners of Block 37 and Block 4 about the proposed changes to truck delivery that will occur as a result of the expansion of the supermarket. Obtain written acknowledgment that they have seen the plan supported by TCCS and understood how deliveries will occur.



Date 20 April 2010

To Direct Sale Panel

From Chair, Direct Sale Panel

Subject 2009-034 Direct Sale Eligibility Application by S&M Tzanetos – for Contiguous Land (Kambah)

Purpose

To provide a further brief in relation to the direct sale eligibility application that was considered by the Direct Sale Panel (Panel) at its meeting on 7 April 2010. This update reflects the Panel's position that the Land Development Agency (LDA) undertakes a planning study and master plan for the Kambah Group Centre to inform and guide land releases and planning of the group centre. Such planning would enable the Panel to consider the subject direct sale application more fully.

Application Overview – Background & Issues

Application Overview

The applicant seeks two separate parcels of land contiguous to their existing lease (Block 5 Section 346, Kambah), described as - a parcel of land (unleased Territory land and road) to the north (Area A: approximately 860m²), and Block 17 Section 346 and a section of road to the south (Area B: approximately 1097m²). The land area requested is shown at Attachment A.

It is noted that the applicant has presented three options to acquire the contiguous land: Option A – to acquire the parcel to the north of the existing supermarket; Option B to acquire Block 17; and Option C to acquire both parcels (refer to Attachment A2).

Acquisition of the additional land would facilitate the expansion of the existing (Woolworths) supermarket in the Kambah group centre. The intention is to increase the gross floor area (GFA) of the supermarket by approximately 1,957m². The current lease provisions restrict the maximum GFA of the building to not exceeding 1,521 m². The total GFA of the supermarket would increase to 3,478m², which would increase the Woolworths to a full line supermarket.

The land is zoned Commercial Core (CZ1). It is unleased Territory land, used for car parking and roads within the centre.

Supermarket Competition Policy

The application was deferred from consideration by the Panel pending the Government's decision on the Review of the ACT Supermarket Policy, the development of an implementation strategy. The *Review on the ACT Supermarket Competition Policy* (Martin Review) was released on 22 September 2009 and the implementation strategy, including *Competition Factors* was released in January 2010. The *Supermarket Competition Coordination Committee*

(SCCC) was established to assess and make recommendations on eligibility applications for the direct sale of land for supermarkets against the competition factors.

The SCCC is yet to provide its assessment of the application against the competition factors, but the assessment is likely to be positive as the proposal involves the expansion to a full line supermarket in a group centre.

Planning Study and Master Plan

The Panel considered the application on 7 April 2010. It was considered that the direct sale of the land could possibly be supported if the proposal was considered in the context of a land release consistent with the objectives of a planning study and master plan for the Kambah group centre.

As the purpose of the planning study would be to inform a land release process, it would be appropriate for the LDA to manage the project. The cost of the planning study would be offset by the revenue from the land sale. This approach is proposed as the ACT Planning and Land Authority (ACTPLA) have advised that the Kambah group centre is not a current planning priority.

The proposal gives rise to a number of planning issues that affect the amenity, and layout of the whole centre, including access and parking arrangements, landscape issues including the removal of trees, and the need for the relocation and redevelopment of public amenities. The extent and cost of the off-site works that would be required as a result of the redevelopment proposal have not been determined, but it is likely that implementation of the works will need to be secured through negotiating a deed of agreement with the lessee.

Financial

The direct sale of contiguous land is at market value. The estimated value of the land is between [REDACTED]. This estimate is based on recent sales in Kambah and indicative valuations for other commercial land in Canberra, but does not take into account any offsets resulting from the site preparation process. It is noted that the [REDACTED] have estimated the cost of the land as [REDACTED] for Area A and [REDACTED] for Area B, in their direct sale application.

Treasury have assessed the financial information submitted by [REDACTED]

[REDACTED] Updated financial report would be required as well as a current undertaking by the National Australia Bank with regards to the [REDACTED] lending facility which is required to complete the development.

Conclusion

In this instance, it is considered that the request for the direct sale of contiguous land cannot be progressed until such time as the identified planning issues have been addressed and resolved through a planning study for the group centre. The planning study would be used to inform the assessment of the proposal against the eligibility criteria relating to: facilitating the achievement of a good planning outcome; and if it is not reasonable or viable to grant the land as separate independent leases (given the size, location and configuration of the land); and the grant of the proposed lease will not detract from the

amenity of the surrounding land; and will not unreasonably restrict public access to other land.

Given the nature and the extent of the detailed development, design and off-site works issues that need to be addressed as part of the redevelopment proposal, it is essential for a planning study and master plan for the centre to be undertaken to inform land releases and guide future development and the redevelopment within the centre.

Recommendation

That the Direct Sale Panel:

1. Note the information contained in this brief.

AND

2. In view of the ACT Planning and Land Authority's position that the Kambah group centre is not a current planning priority, Agree that the Land Development Agency be formally requested by the Department of Land and Property Services to commence a planning study and master plan for the Kambah group centre to address the planning and development issues raised by the direct sale proposal by S & M Tzanetos.

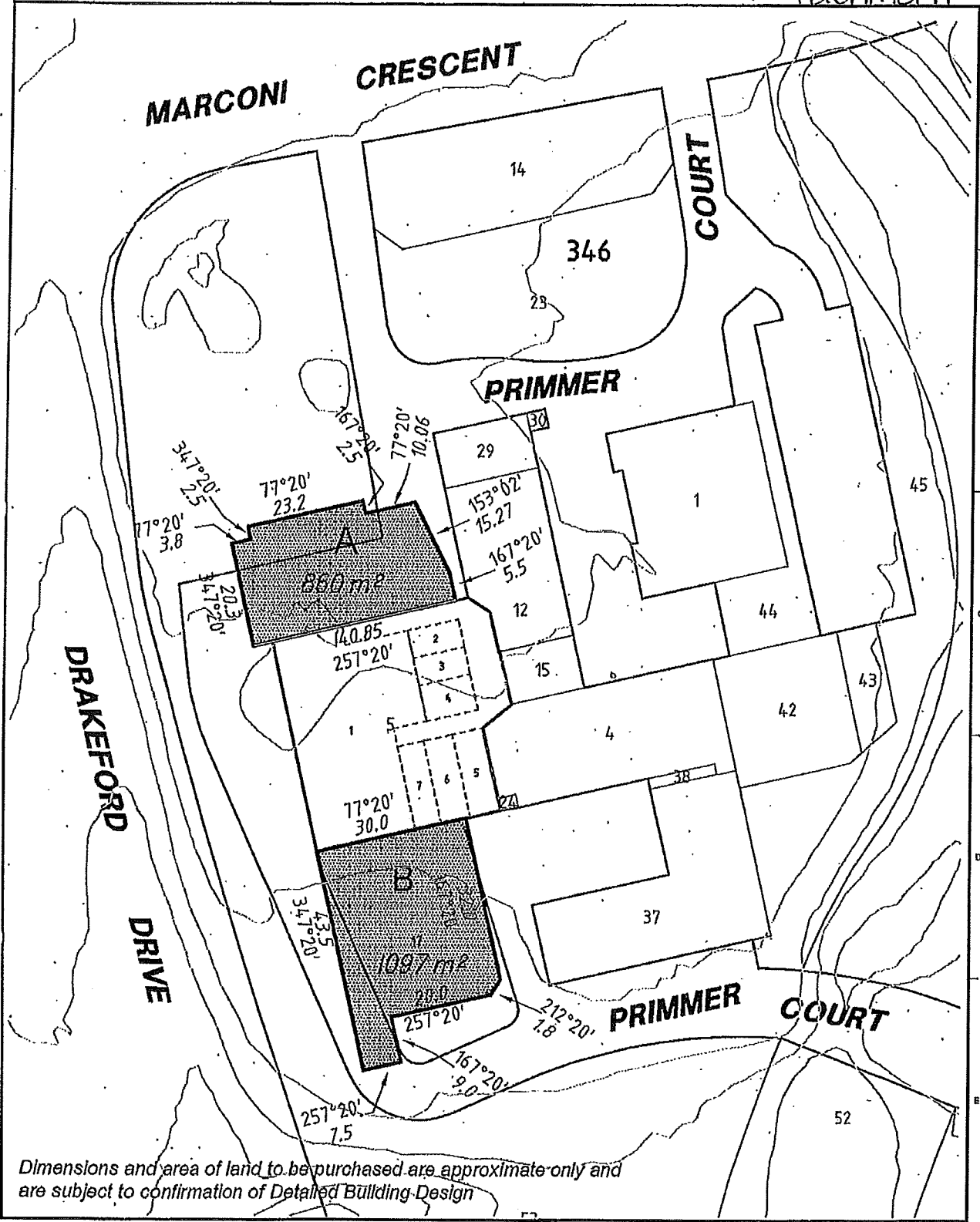
AND

3. Following the completion of the planning study and master plan that the subject direct sale application be brought back to the Panel for further consideration and assessment against the eligibility criteria.



Ross McKay

Contact Officer: Jennifer Finlay
Phone: 55289



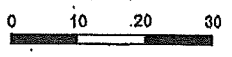
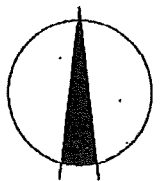
Dimensions and area of land to be purchased are approximate only and are subject to confirmation of Detailed Building Design

CBRE

CB RICHARD ELLIS
 GPO Box 1987, Braddon ACT 2601
 T 61 2 6232 2733 / F 61 2 6232 2740

Kambah Village

Plan of proposed direct sale of land
 adjoining Block 5 Section 346 Kambah



Scale 1:1000

Designed	ldc	16/7/2009
Drawn	ldc	16/7/2009
Checked	dt	16/7/2009
Approved	dt	16/7/2009

Drawing No. 69236-001

Sheet No. 1 of 1

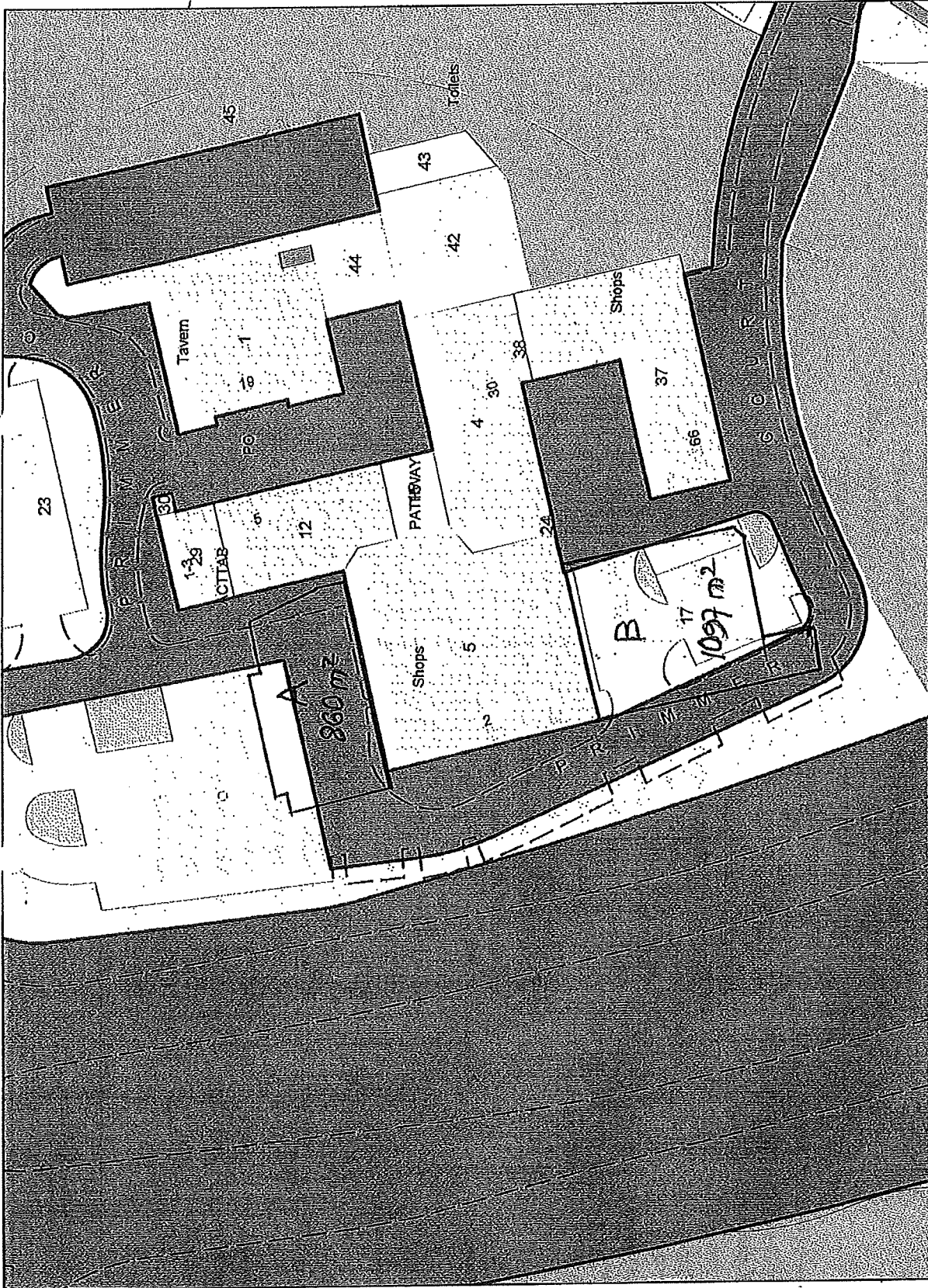
© CB Richard Ellis (A) Pty Ltd ABN 15 033 694 357

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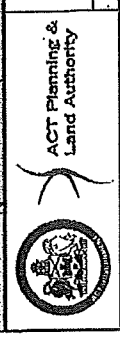
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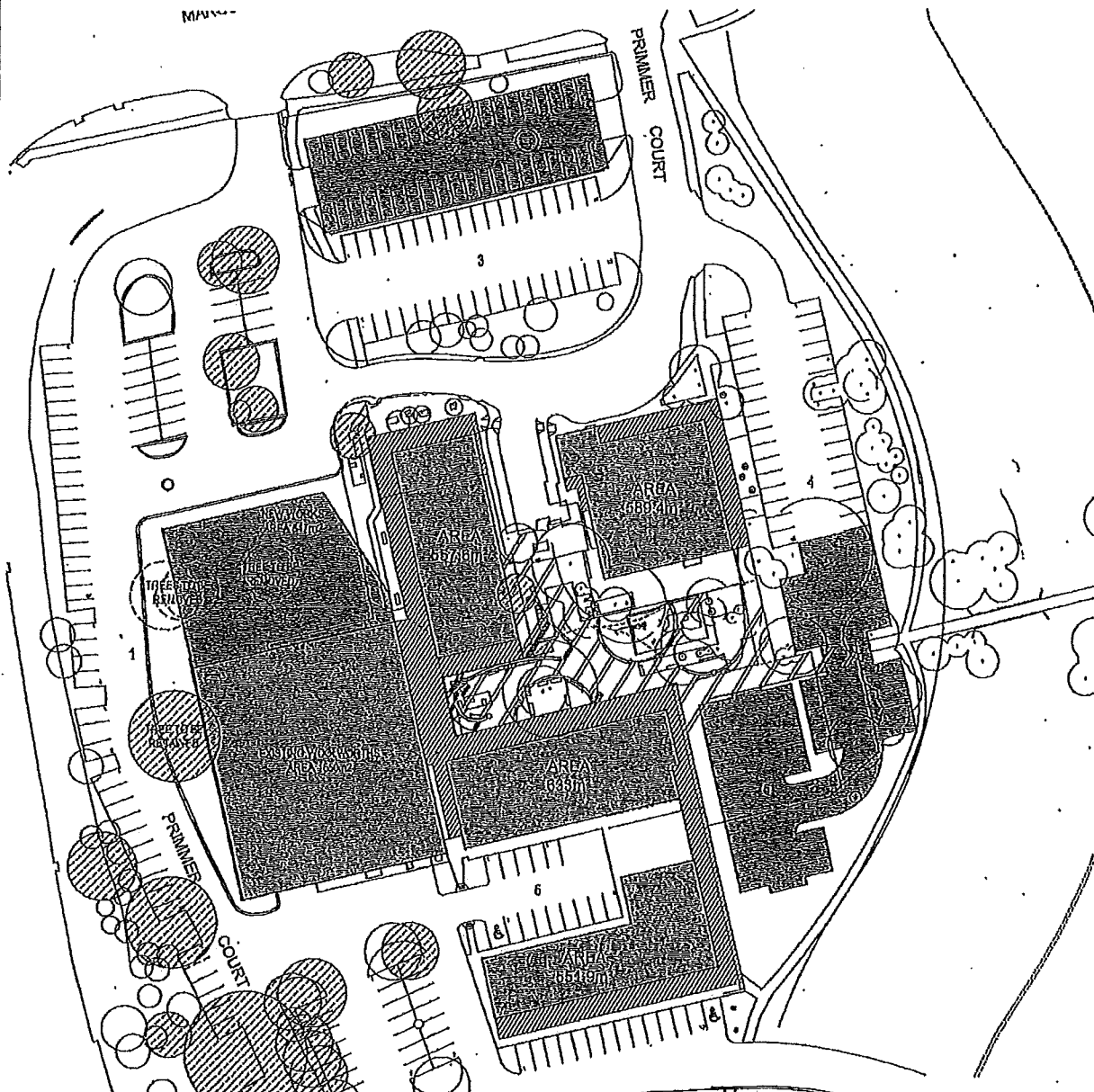
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 Warning: Any indication of scale on this map is approximate only and depends on printer and browser settings

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Kambah shops



WOOLWORTHS KAMBAH VILLAGE



LEGEND:

-  EXISTING TREE
-  EXISTING REGULATED TREE
-  EXISTING TREE TO BE REMOVED
-  EXISTING TO REMAIN
-  EXTENT OF NEW WORKS

CARPARK COUNT

- 1. 73
- 2. 40
- 3. 36
- 4. 36
- 6. 14 (INCL 1 DISABLED)
- 6. 36 (INCL 1 DISABLED)

TOTAL CARPARKS: 273 (2 DISABLED)



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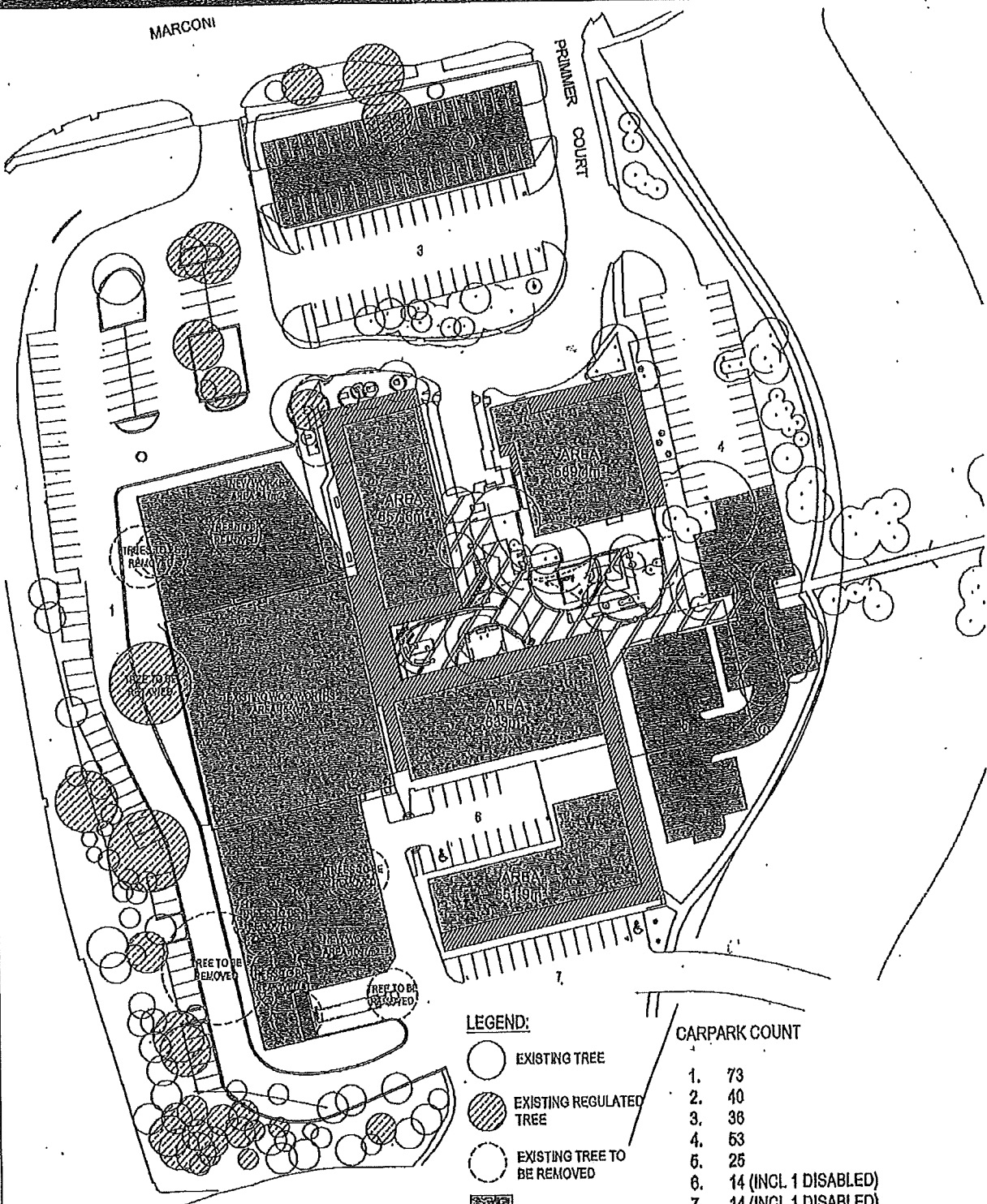
WOOLWORTHS KAMBAH MASTERPLAN OPTION A

SK05

WOOLWORTHS KAMBAH VILLAGE

MARCONI

PRIMERS COURT



LEGEND:

- EXISTING TREE
- EXISTING REGULATED TREE
- EXISTING TREE TO BE REMOVED
- EXISTING TO REMAIN
- EXTENT OF NEW WORKS

CARPARK COUNT

- 1. 73
- 2. 40
- 3. 38
- 4. 53
- 5. 25
- 6. 14 (INCL 1 DISABLED)
- 7. 14 (INCL 1 DISABLED)

TOTAL CARPARKS; 264 (2 DISABLED) ①

	CPD/ROX/11/25/2017/01/2017 Unit 1, 2017/01/2017/01/2017 Canberra City, ACT 2601 T: (02) 6222 7522 F: (02) 6222 9277 M: 04 377 25 00 Address for correspondence: 1/11	DATE: 05-01-09 SCALE: 1:500 A2 REVISION: C APPROVAL:	PROJECT NO: //710	WOOLWORTHS KAMBAH MASTERPLAN OPTION C	SK07
	DATE PLOTTED: 05-01-09 11:58 AM PLOTTER: HP DesignJet 2400				

On the contrary, the proposal may prevent the development of further retail floor space (non-supermarket) within the centre and the expansion of the supermarket is not occurring within the context of a broadly agreed planning framework for the centre. The redevelopment proposal results in relocating car parking, particularly long term parking for the centre further away from the shops. It would be preferable for a master plan for the centre to be undertaken to guide future development and the redevelopment within the centre.

Because of the size, location or configuration of the proposed lease, it is not reasonable or viable to grant the proposed lease as a separate independent lease; and

The total area of land requested is 1,957m²; comprising two separate areas of approximately 860m² and 1,097m². It is reasonable to suggest that the areas, all or in part, could be viable as independent leases. Block 17 is marginally compromised as part of the area appears to be used as a loading dock access to the rear of the existing supermarket.

There is a demonstrated demand for a larger format supermarket to service the Kambah group centre catchment area and the direct sale of the land may facilitate this outcome. However, it is also possible that this could be achieved by releasing other land in the centre through a competitive process.

The applicant has submitted three options for consideration: Option A to acquire the parcel to the north of the existing supermarket (860m²); Option B to acquire Block 17 to the south; and Option C to acquire both areas of land. (Refer to **Attachment A2**) In 2007, the applicant lodged two separate direct sale applications – the reasoning being that the redevelopment of either area was not dependent on the other.

The grant of the proposed lease –

- ***will not detract from the amenity of the surrounding area; and***
- ***will promote better land management; and***
- ***will not unreasonably restrict public access to other land.***

There are a number of detailed development, design and off-site works issues that would normally be addressed through the development application process that warrant consideration as part of the assessment of the eligibility for a direct sale of land. These issues include parking and traffic arrangements, landscape issues and the relocation and development of public amenities. In this instance, addressing these issues is fundamental to considering the proposal against the eligibility criteria relating to whether the proposal would detract from the amenity of the area or unreasonably restrict public access to other land. It is also considered preferable to identify the scope and extent of the off-site works and to determine whether the implementation of the works need to be secured through negotiating a deed of agreement.

ATTACHMENT C

Summary and Response to LRCC Comments

AGENCY COMMENT	APPLICANT RESPONSE
TAMS – Asset Acceptance In principle support for the proposal subject to the following issues being addressed:	
<u>Parking and traffic</u> Parking time limits Long stay parking Intersection performance study Updated traffic and parking study <u>Civil</u> Resurfacing of car park Services and drainage	Applicant's response The issues will be addressed and resolved as part of the design phase of a development application.
<u>Landscaping</u> Tree planting Drakeford Drive frontage planting Buffer planting Replacement of nesting hollows Protection of retained trees	A detailed landscape master plan will be prepared during the design phase of the DA. Planting to this frontage and other areas if needed will be places to reduce the impact of the development. Landscape Masterplan will incorporate buffer planting to reduce impact of new car park along Marconi Crescent. Need for such will be assessed as part of DA. Solution will be resolved with TAMS as appropriate and necessary removal and replacement according to best ornithological practice. Updated tree assessment will be part of the DA.
CMD - Strategic Project Facilitation Eligibility application to address relevant eligibility criteria and should ensure the following points are addressed:	
Obtain support from relevant land custodians	Tams, as land custodian has given in principle support for the proposed direct sale of unleased territory land.
Proposal considers policies that would apply to a proposed supermarket expansion including the retail hierarchy under the Territory Plan and any relevant studies undertaken in this regard (Supermarket competition policy)	The proposal has been considered against the relevant commercial policies and retail hierarchy in the Territory Plan. The applicant considers that the increase in floor area of the supermarket would enable the group centre to operate effectively and offer a level of services demanded in a group centre.
ACTPLA— land policy Supports the proposal to increase the GFA and provision of additional parking .	
Northern extension to be reduced to 600m ² in order to replicate the existing car park arrangement with 2 disabled places and taxi rank.	The design was revised to address parking arrangements and taxi rank as requested and the proponent demonstrated the issues could be addressed and that an extension of approximately 860m ² is able to be achieved at the northern end.
Construction of new public toilet block in an agreed location.	The proponent agrees to enter into negotiations with the relevant parties to determine a suitable location for a replacement public toilet block on Territory land within the centre. Noting that the proponent does not control the land and cannot guarantee and

AGENCY COMMENT	APPLICANT RESPONSE
Opening of the southern pedestrian access to the centre (adjacent to the access ramp to level 1) and possible replacement of the ramp.	effective outcome. The proponent agree to enter into negotiations with the relevant parties with a view to achieving the desired aim of opening the southern pedestrian access to the centre and possible replacement of the access ramp. Noting that the proponent does not own/control the land and cannot guarantee an effective outcome
Removal (total or partial) of brick wall n NE face of Block 37 to allow better visual link between new carpark and new development.	The proponent agree to enter into negotiations with the relevant parties with a view to achieving the desired aim of removal (in part or totally) of the brick wall on the north eastern face of Block 37. Noting that the structure is not on the proponents land – and cannot guarantee an effective outcome
Provision of a transparent roof over the northern 'wedge' area to link the two buildings.	The proponent agrees to pursue the provision of a transparent roof over this section as part of the design phase for the development application.
ACTPLA -- Infrastructure	
All development options (A-C) will result in a loss of car parking spaces and require additions to parking due to increased GFA. Impacts on existing car parking during construction phase have not been addressed.	Construction phasing will be considered during the detailed design phase of the proposal. There is a clear understanding by the proponent that a priority of the redevelopment will be keeping the centre operating during construction.
Possible need for deed of agreement for scope and extent of works required. Scope of works not detailed eg. Realignment of Primer Court.	The proponent is an experienced developer and is comfortable with working within the framework of a conditional approval for a deed of agreement should the Territory deem it necessary.
Assumption that patrons will walk considerable distance seems to be at odds with the idea of a convenient and accessible centre (Bill Guy & Partners 2009)	Under normal operating conditions the redeveloped centre will have ample convenient car parking. It is only during peak periods, which represents a small percentage of time that the additional off-site parking will be required.