



**ACT**  
Government

Transport Canberra and  
City Services

## FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: 24-170

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Published
5. Additional information identified	Not Applicable
6. Fees	Not Applicable
7. Processing time (in working days)	113 days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable
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**From:** [REDACTED]  
**To:** [TCCS FreedomOfInformation](#)  
**Subject:** 24-170 - FOI Request: Correspondence regarding proposed development at Gungahlin Section 11  
**Date:** Monday, 25 November 2024 8:01:48 AM

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**Caution:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

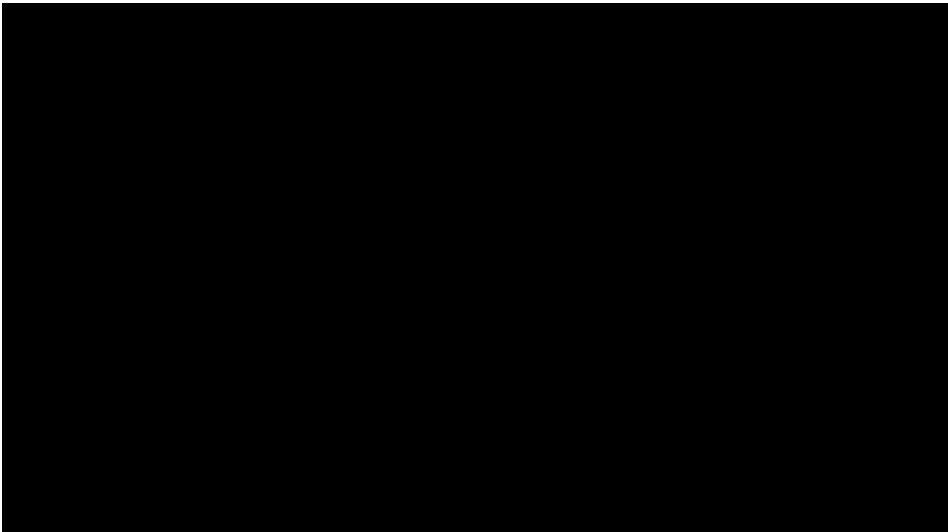
Dear TCCS FOI team,

I am writing to request under the *Freedom of Information Act 2016* access to any briefs, documentation, minutes, correspondence, internal messages and related records from 15 April 2020 regarding plans for any development proposed for Gungahlin Section 11.

Please do not hesitate to get in touch should you require any further information or clarification about my request.

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Best regards,



Dear [REDACTED]

### **Freedom of Information Request - Reference 24-170**

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act) received by the Transport Canberra and City Services Directorate (TCCS) on 25 November 2024.

You have sought access to the following government information under the Act:

*Access to any briefs, documentation, minutes, correspondence, internal messages and related records from 15 April 2020 regarding plans for any development proposed for Gungahlin Block 2, Section 11.*

### **Timeframes**

A decision was due on your access application by 15 January 2025. I thank you for granting extensions up until 9 May 2025 and note the inclusion of third-party consultation in these timeframes.

### **Authority**

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the FOI Act.

### **Decision on access**

A search for records has been undertaken and a total of 30 records have been identified as relevant to your request.

Upon reviewing the information identified in the records, I have found that some of the information within these documents is, on balance, contrary to the public interest to disclose.

I have decided to provide you with:

- full access to one record;
- partial access to nine records; and
- refuse access to 21 records.

My decision is detailed further in the following statement of reasons. I have included a schedule of the documents at [Attachment A](#). The documents are enclosed at [Attachment B](#) with deletions applied to information which is contrary to the public interest to disclose.

## Statement of Reasons

In reaching my access decision, I have taken the following into account:

- the FOI Act; and
- the content of the documents that fall within the scope of your request; and
- the *Human Rights Act 2004*.

The FOI Act has a pro disclosure bias, which requires information to be disclosed unless doing so would be contrary to the public interest. As an Information Officer, I must decide where, on balance, public interest lies in the disclosure of government information. Section 17(1) of the Act sets out the steps for completing the public interest test. As part of this process, I must identify all relevant factors in schedule 1 of the FOI Act. If none or limited factors in schedule 1 are found relevant, I must then consider the factors listed in schedule 2 of the FOI Act and determine, on balance, where the public interest lies.

### Schedule 1

- No information identified

### Public interest test (Schedule 2)

#### Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- Section 2.1(a)(i) -promote open discussion of public affairs and enhance the government's accountability
- Schedule 2.1(a)(ii) – contribute to positive and informed debate on important issues or matters of public interest
- Section 2.1(a)(viii) – reveal the reason for a government decision and any background or contextual information that informed the decision.

#### Factors favouring non-disclosure (Schedule 2, Section 2.2)

- Schedule 2.2(a)(ii) – prejudice the protection of an individual's right to privacy or any other rights under the *Human Rights Act 2004*.
- Schedule 2.2(a)(xi) – prejudice trade secrets, business affairs or research of an agency or person.
- Schedule 2.2(a)(xii) – prejudice an agency's ability to obtain confidential information
- Schedule 2.2(a)(xiii) – prejudice the competitive commercial activities of an agency.

In reviewing the information within scope of your application, I have identified information that is likely to provide background or contextual information that informed a government decision and may promote open discussion and inform debate of public affairs. I have placed significant weight on these factors. The pro-disclosure bias requires the arguments on each side of the public interest test to be weighed.

In my consideration of factors favouring non-disclosure of information within the records, I have identified the personal information of parties who are not employees of the ACT Government. I have considered that the information has been provided to TCCS with the expectation that it is handled in accordance with published privacy statements and policies, and authority to access this information or evidence of identity to validate authority to release of personal information, has not been provided in the submission of your application. I consider that this information is not readily available to the public and has not otherwise been disclosed by TCCS. I further consider that this information has come to be held by TCCS with the expectation that it is handled in accordance with the *Information Privacy Act 2014*.

I have extended these considerations to the mobile numbers of TCCS officers, which are either personal phone numbers or provided by TCCS to staff for a specific reason. Where the number is provided by TCCS, the use of the phone is for agreed purposes with limitations on calls outside of business hours and disclosure of these contact numbers is likely to prejudice the personal privacy of employees and their right to disconnect. As such, I find that the disclosure of this information would prejudice their right to privacy under the *Humans Rights Act 2004*.

I have considered the impact of disclosing information which relates to business affairs. Schedule 2, section 2(a)(xi) allows for government information to be withheld from release if the disclosure of the information could be reasonably expected to prejudice the trade secrets, business affairs or research of an agency or person.

As the information relates to third party business and contractual affairs, I have considered whether disclosure of the information is likely to prejudice third party business affairs. The information within the records includes submissions to the National Capital Design Review Panel, contractual obligations and third-party intellectual property. I have considered that the information is commercially sensitive, and that the disclosure is likely to prejudice the business affairs of third parties as they pertain to a business's financial and competitive decisions. I have also considered the age of the documents and determined them to not be historical in nature. I note any disclosure of the information may adversely affect the outcome of future development applications. There is no current development application out on community consultation in relation to the block and section the subject of your request. In consideration of the likelihood of harm resulting from disclosure at this time, I have placed significant weight on factor 2.2(a)(xi).

I note that third parties engage with ACT Government in commercially sensitive matters with the expectation of confidentiality. Disclosing such information would likely prejudice ongoing commercial activities of TCCS and third parties. In consideration of the likelihood of harm resulting from disclosure, I have placed significant weight on factors 2.2(a)(xii) and 2.2(a)(xi).

### **Third party consultation**

Third parties were consulted on the release of the information and multiple third parties strongly objected to the release of some of the information. I have given significant weight to their objections. As outlined above, this information contains confidential business information, proprietary business processes, methodologies, and intellectual property, and I have determined that disclosure would unreasonably affect third party business affairs by disclosing trade secrets or other information with commercial value.

I have found that the factors favouring disclosure can be satisfied by the refusal of information which is contrary to the public interest through either redactions or refusal to release and the full release of information that is in the public interest to provide. I have attached a list of the records at [Attachment A](#) and a copy of the records with redactions at [Attachment B](#).

### **Charges**

No fee is applicable for this application as the number of pages being released to you is within the fee-free threshold.

### **Online publishing – disclosure log**

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your access application and this notice of decision will be published on the disclosure log within 3 – 10 business days. Your personal information will be removed from these documents prior to publication.

**Ombudsman review**

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published on the TCCS disclosure log, or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision, you may write to the Ombudsman at:

The ACT Ombudsman  
GPO Box 442  
CANBERRA ACT 2601  
Via email: [actfoi@ombudsman.gov.au](mailto:actfoi@ombudsman.gov.au)

**ACT Civil and Administrative Tribunal (ACAT) review**

Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal  
GPO Box 370  
CANBERRA CITY ACT 2601  
Telephone: (02) 6207 1740  
[www.acat.act.gov.au](http://www.acat.act.gov.au)

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to [TCCS.FOI@act.gov.au](mailto:TCCS.FOI@act.gov.au).

Yours sincerely



Alison Kemp  
Information Officer

9 May 2025

## ATTACHMENT A - ACCESS APPLICATION SCHEDULE, FREEDOM OF INFORMATION

**Reference Number: 24-170**

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: [https://www.cityservices.act.gov.au/about-us/freedom\\_of\\_information/disclosure-log](https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log)

### Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*.

Schedule 2.2(a)(xi) – prejudice trade secrets, business affairs or research of an agency or person

Schedule 2.2(a)(xii) – prejudice an agency's ability to obtain confidential information

Schedule 2.2(a)(xiii) - prejudice the competitive commercial activities of an agency.

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1-163	PowerPoint presentation: Gungahlin Town Centre – Design Panel Review Submission	August 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)	Decision to be published on the <a href="#">TCCS Disclosure Log</a> .
2	164-189	PowerPoint presentation: 2/11 Gungahlin – TCCS Introduction – Englobo	December 2020	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)	

<b>3</b>	<b>190</b>	Email: Englobo Group stakeholder engagement – Block 2 Section 11 Gungahlin	15 December 2020	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(xii)
<b>3</b>	<b>191-193</b>	Email: FW: Section 11 Gungahlin meeting Thursday 18 <sup>th</sup>	12 February 2021	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(xi)
<b>4</b>	<b>194-234</b>	Transport Options Paper – Block 2, Section 11, Gungahlin	12 March 2021	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>5</b>	<b>235-240</b>	Email: RE: Section 11 Gungahlin – approach to design options	27 March 2021	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(xi)
<b>6</b>	<b>241-511</b>	PowerPoint presentation: Appendices – 2/11 Gungahlin	Undated	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>7</b>	<b>512-594</b>	PowerPoint presentation: 2/11 Gungahlin Town Centre Integrated Development – NCDRP Presentation	November 2022	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>8</b>	<b>595-623</b>	Project brief – National Capital Design Review Panel – Block 2 Section 11 Gungahlin	4 November 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>9</b>	<b>624-629</b>	Email: RE: Block 2 Section 11 Gungahlin – GTRM Clarifications / CSTM Information Request	14 December 2023	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(xi)

<b>10</b>	<b>630-635</b>	Email: RE: Block 2 Section 11 Gungahlin – GTRM Clarifications / CSTM Information Request	15 December 2023	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(x)  Some of this document is a copy of pages 625-629
<b>11</b>	<b>636-641</b>	Email: RE: Block 2 Section 11 Gungahlin – Traffic strategy and modelling decision – Meeting request	5 April 2024	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(xi)
<b>12</b>	<b>642-669</b>	PowerPoint presentation: Stantec – Block 2 Section 11 Gungahlin – Transport Strategy	Undated	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>13</b>	<b>670-672</b>	Email: RE: Block 2 Section 11 Gungahlin – Road Upgrade Options	8 April 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>14</b>	<b>673-674</b>	Email: Section 2 Section 11 Gungahlin – Meeting Slides and Documents	16 April 2024	Partial access	Schedule 2.2(a)(ii) Schedule 2.2(a)(xi)
<b>15</b>	<b>675</b>	Development summary	Undated	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>16</b>	<b>676-699</b>	Crown lease		Access refused	Schedule 2.2(a)(xi)
<b>17</b>	<b>700-740</b>	Gungahlin Town Centre East Estate Development Plan Report	11 November 2026	Partial access	Schedule 2.2(a)(ii)

<b>18</b>	<b>741-772</b>	PowerPoint presentation: Stantec – Block 2 Section 11 Gungahlin – Transport Strategy	15 April 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>19</b>	<b>773-798</b>	Report: The future of Gungahlin Town Centre	April 2022	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>20</b>	<b>799-847</b>	Traffic Engineering Assessment Report	12 July 2016	Partial access	Schedule 2.2(a)(ii)
<b>21</b>	<b>848-851</b>	Email: RE: Block 2 Section 11 Gungahlin – Road Upgrade Options	20 April 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>22</b>	<b>852-859</b>	Technical Memorandum – Block 2 Section 11 Gungahlin	28 May 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>23</b>	<b>860-876</b>	Notice of Decision	7 April 2020	Full access	Not applicable
<b>24</b>	<b>877-890</b>	Email: Re: Block 2 Section 11 Gungahlin – Meeting Slides and Documents	21 June 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>25</b>	<b>891-915</b>	The Panel’s Advice – National Capital Design Review Panel – Block 2 Section 11 Gungahlin – First Session	3 September 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>26</b>	<b>916-1019</b>	PowerPoint presentation: NCDRP Responses – Block 2 Section 11 Gungahlin	9 October 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)

<b>27</b>	<b>1020-1068</b>	PowerPoint presentation: Part 2: NCDRP #2 Consolidated Design Response – Block 2 Section 11 Gungahlin	5 October 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>28</b>	<b>1069-1089</b>	Project Brief – National Capital Design Review Panel – Block 2 Section 11 Gungahlin	21 August 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>29</b>	<b>1090-1094</b>	Email: RE: Presentation/Discussion – Block 2 Section 11 Gungahlin	14 October 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)
<b>30</b>	<b>1091-1113</b>	The Panel’s Advice – National Capital Design Review Panel – Block 2 Section 11 Gungahlin – Second Session	6 November 2024	Access refused	Schedule 2.2(a)(xi) Schedule 2.2(a)(xii) Schedule 2.2(a)(xiii)

**Total number of documents: 30**

**From:** [REDACTED]  
**To:** [Wyatt, Tim](#); [Mahadeva, Naveen](#); [Balberona, Justinieta](#); [Paluri, Rama](#)  
**Cc:** [REDACTED]; [REDACTED]; [Bell, Jeff](#)  
**Subject:** [REDACTED] stakeholder engagement - Block 2 Section 11 Gungahlin  
**Date:** Tuesday, 15 December 2020 5:49:10 PM  
**Attachments:** [image001.jpg](#)  
[TCCS presentation.pdf](#)

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All

Thank you again for your time yesterday.

As we discussed, traffic, parking and waste are critical project elements and [REDACTED] is keen to work closely with TCCS and EPSDD to resolve as many issues as possible before the DA is submitted. The traffic engineers, [REDACTED], have gone back to first principles and undertaken a detailed review of what was planned, what has occurred and what we need to do from here.

We appreciate you agreeing to workshop the [REDACTED] model early in the new year and will ensure that EPSDD are invited to attend. We will aim to circulate some potential dates shortly so as to give everyone as much notice as possible and to take account of Christmas leave.

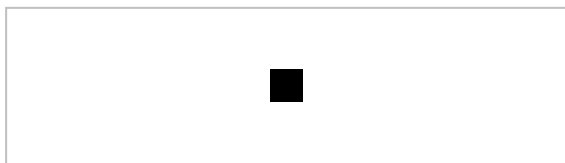
I have attached a copy of [REDACTED] presentation – please don't hesitate to send me any questions, comments or points of clarification.

Kind regards

[REDACTED]

[REDACTED]  
Managing Director

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Wyatt, Tim](#)  
**To:** [Bulnes, Aranza](#)  
**Cc:** [Finnigan, Rebecca](#)  
**Subject:** FW: Section 11 Gungahlin meeting Thursday 18th  
**Date:** Friday, 12 February 2021 4:21:07 PM  
**Attachments:** [image002.jpg](#)  
[image003.png](#)  
[\[REDACTED\].stakeholder engagement - Block 2 Section 11 Gungahlin.msg](#)

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OFFICIAL

Hi Aranza, are you able to set up a PW folder please for this previous email attached to be saved ?

Thanks  
Tim

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**From:** Wyatt, Tim  
**Sent:** Friday, 12 February 2021 4:03 PM  
**To:** Henriquez, Jose <[Jose.Henriquez@act.gov.au](mailto:Jose.Henriquez@act.gov.au)>; Davidson, Geoffrey <[Geoffrey.Davidson@act.gov.au](mailto:Geoffrey.Davidson@act.gov.au)>  
**Cc:** TCCS\_PC DACOORD <[TCCS.DACOORD@act.gov.au](mailto:TCCS.DACOORD@act.gov.au)>  
**Subject:** RE: Section 11 Gungahlin meeting Thursday 18th

OFFICIAL

Hi all, I think I know what this is about

Geoff, you might recall that [REDACTED] (acting on behalf of the [REDACTED]) insisted on a meeting with our staff (me, Justinieta, Naveen, Rama) on Block 2 Section 11 Gungahlin, on 14<sup>th</sup> December to run through the early thinking for the site, particularly regarding traffic and parking.

The information presented was really just concept art, so there is not much else to share (attached) [REDACTED]

Thanks  
Tim

---

**From:** Henriquez, Jose <[Jose.Henriquez@act.gov.au](mailto:Jose.Henriquez@act.gov.au)>  
**Sent:** Friday, 12 February 2021 3:28 PM  
**To:** Davidson, Geoffrey <[Geoffrey.Davidson@act.gov.au](mailto:Geoffrey.Davidson@act.gov.au)>; Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Cc:** TCCS\_PC DACOORD <[TCCS.DACOORD@act.gov.au](mailto:TCCS.DACOORD@act.gov.au)>  
**Subject:** RE: Section 11 Gungahlin meeting Thursday 18th

OFFICIAL

Hi Geoff,

I've checked our system and unfortunately I don't have a meeting invite.

Is there someone in particular I can contact to get the details?

Kind regards,

**Jose Henriquez | Assistant Director**

**Phone** 02 6207 7480 | Email: [jose.henriquez@act.gov.au](mailto:jose.henriquez@act.gov.au)

**Development Coordination Branch** | Transport Canberra and City Services Directorate | **ACT Government**

Level 2, 480 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

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**From:** Davidson, Geoffrey <[Geoffrey.Davidson@act.gov.au](mailto:Geoffrey.Davidson@act.gov.au)>

**Sent:** Friday, 12 February 2021 11:40 AM

**To:** Henriquez, Jose <[Jose.Henriquez@act.gov.au](mailto:Jose.Henriquez@act.gov.au)>; Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>

**Subject:** FW: Section 11 Gungahlin meeting Thursday 18th

OFFICIAL

Hi Jose and Tim

We've been invited to a presentation (pre-DA). I think it relates to significant mixed-use development in heart of the town centre. Are you able to confirm?

Geoff

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**From:** Neal, Colleen <[Colleen.Neal@act.gov.au](mailto:Colleen.Neal@act.gov.au)>

**Sent:** Friday, 12 February 2021 10:49 AM

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

**Cc:** Watson, Coral <[Coral.Watson@act.gov.au](mailto:Coral.Watson@act.gov.au)>

**Subject:** Section 11 Gungahlin meeting Thursday 18th

Hi Geoff

Can you please give me further information about this meeting on Thursday at 10.30am.

What is Section 11 in Gungahlin? And can you give me more information as to what it's about. i.e Developer giving a presentation?

Just need this so Jim can make a decision if he attends or not.

I note invitees are:

George Cilliers

Brett Phillips

Erin Brady

Ken Marshall

Geoff Davidson



Sorry I didn't connect this meeting up with the one you rang me about, suppose I was expecting it to come from Geoff Rutledge's office.

Thanks so much

Coll

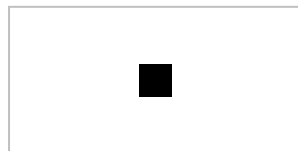
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**Colleen Neal | Executive Assistant to Mr Jim Corrigan**  
**Deputy Director-General City Services; and**  
**Mr Ken Marshall | Executive Group Manager, City Operations |**  
**Transport Canberra and City Services Directorate | ACT Government**

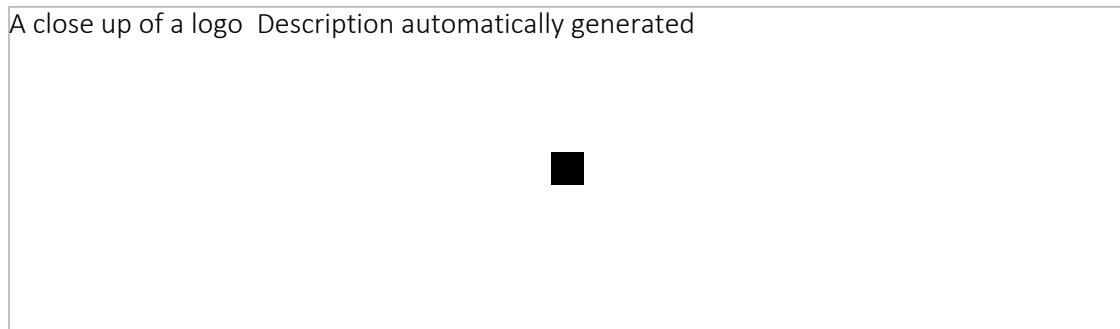
Telephone: 620 76233 | Email: [colleen.neal@act.gov.au](mailto:colleen.neal@act.gov.au)

Dickson Office Building, 480 Northbourne Av, Dickson | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

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**From:** [Li, Xunyong](#)  
**To:** [Wyatt, Tim](#); [Paluri, Rama](#); [Balberona, Justinieta](#); [Maher, Colin](#); [DeBecker, Wim](#); [Hubbard, Benjamin](#)  
**Cc:** [TCCS\\_PlaceCoord](#); [Davidson, Geoffrey](#)  
**Subject:** RE: Section 11 Gungahlin - approach to design options  
**Date:** Saturday, 27 March 2021 11:40:00 PM  
**Attachments:** [image005.gif](#)  
[image006.gif](#)  
[image001.jpg](#)  
[image002.jpg](#)  
[image003.png](#)

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OFFICIAL

Hello Tim,

Thank you for organising the meeting with [REDACTED] last week for the Section 11 Gungahlin project.

As discussed, I will leave the Traffic component for others to comment. Please see my comments for the Waste component as follows:

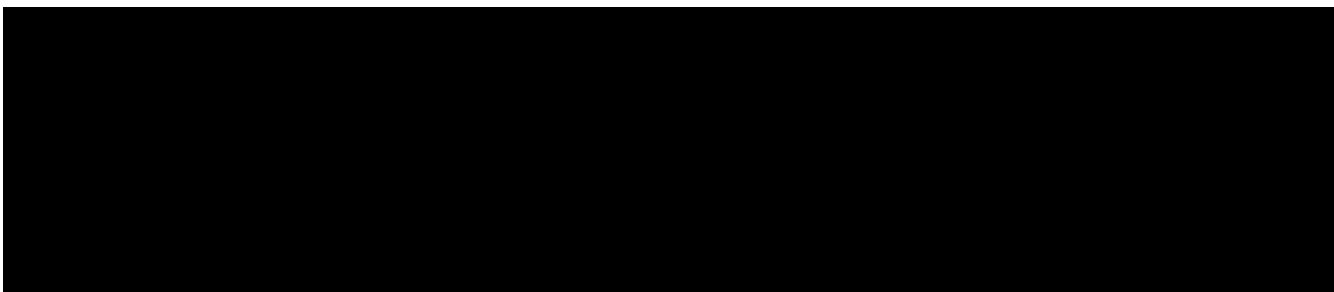
**Commercial Development**

ACT NoWaste does not collect commercial waste. Having said that, the developer must still comply with the 2019 Waste Code or latest version. Commercial waste must be collected fully within the property boundary.

Please also note the mandatory submission requirement under Table 4.2.

**TABLE 4.2** Submission requirements for commercial, public and industrial developments

Number	Submission Requirement
R1	Each <i>development application</i> must include a completed copy of all relevant Parts of the WRMP (see <a href="#">Appendix 10</a> ).
R2	<i>Development application</i> submission documents must include plans, elevations, sections and written descriptions or specifications for collection services, as applicable, showing:
R2.1	• the specific wastes and recycling likely to be generated by each of the proposed activities accommodated in the development including likely volumes, storage requirements and proposed <i>bins</i> .
R2.2	• the location and dimensions of all individual waste and recycling storage or <i>holding areas</i> and <i>waste and recycling storage facilities</i> (including refrigerated waste storage if used) for the entire development. These must include tabulated calculations to demonstrate the adequacy of the space.
R2.3	• documentation that adequately describes the method of transferring waste and recycling within the development from the point of origin to the <i>waste and recycling storage facilities</i> . Dimensions, clearances, gradients and any mitigation of odour and noise impacts must also be provided. A specific collection time is not permitted for the purpose of supporting a design proposal under this requirement.
R2.4	• the location of the <i>designated collection point</i> for the collection and emptying of waste and recycling MGBs or, if hoppers are to be used, the location of the <i>hopper pads</i> .
R2.5	• the path of travel for moving bins from individual storage facilities to the <i>designated collection point</i> , indicating dimensions, clearances and gradients.
R2.6	• the on-site path of travel for <i>collection vehicles</i> indicating all clearances, travel, turning and manoeuvring paths, ramp access and pavement details.
R2.7	• the location of waste and recycling chutes and the location and dimensions of any <i>waste service compartments</i> on each floor of the building associated with these. These must be accompanied by tabulated calculations to demonstrate the adequacy of the space.
R2.8	• supporting documentary evidence on the type of compaction and associated waste and recycling plant and equipment proposed, including: manufacturer, model, compaction ratio, dimensions including maximum height at point of lift, volume, and expected weight when fully loaded at the defined compaction ratio.
R2.9	• details on the waste and recycling facilities to receive waste and recyclables where <i>RORO compactors</i> are to be used, as indicated in <a href="#">R2.8</a> .



Please also note the mandatory submission requirement under Table 3.8.

**TABLE 3.8** Submission requirements for on-site collection for multi-unit residential developments

Number	Submission Requirement
R1	Each <i>development application</i> must include a completed copy of all relevant Parts of the WRMP (see <a href="#">Appendix 10</a> ).
R2	<i>Development application</i> submission documents must include plans, elevations, sections and written descriptions or specifications for collection services, as applicable, showing:
R2.1	<ul style="list-style-type: none"><li>the location and dimensions of the <i>waste and recycling storage facility</i> with tabulated calculations to demonstrate the adequacy of this space. Refer to <a href="#">A4.3</a> and <a href="http://www.tccs.act.gov.au/recycling-and-waste/collection/green-bin-program">www.tccs.act.gov.au/recycling-and-waste/collection/green-bin-program</a> for green waste storage requirements.</li></ul>
R2.2	<ul style="list-style-type: none"><li>tabulated waste and recycling generation rates per dwelling (i.e. bedrooms) in accordance with Table 7.1.</li></ul>
R2.3	<ul style="list-style-type: none"><li>a method statement describing how waste and recycling must be transferred from each dwelling to the <i>waste and recycling storage facility</i>.</li></ul>
R2.4	<ul style="list-style-type: none"><li>the location of any waste and recycling <i>chutes</i> (if included in a proposed development) and the location and dimensions of any <i>waste service compartment</i> on each floor of the building; it must include tabulated calculations to demonstrate the adequacy of these facilities.</li></ul>
R2.5	<ul style="list-style-type: none"><li>the location of the <i>designated collection point, hopper pad</i> or both for the collection and emptying of the <i>Territory's</i> waste and recycling <i>bins</i>.</li></ul>
R2.6	<ul style="list-style-type: none"><li>the path of travel for moving bins from the <i>waste and recycling storage facility</i> to the <i>designated collection point</i>; it must indicate dimensions, clearances and gradients, where applicable.</li></ul>
R2.7	<ul style="list-style-type: none"><li>the path of travel for <i>collection vehicles</i> if collection occurs on site; it must indicate all clearances, travel, turning and manoeuvring paths, ramp access, clearances in all directions and pavement details, where applicable.</li></ul>
R2.8	<ul style="list-style-type: none"><li>supporting documentary evidence on the type of compaction and associated waste and recycling plant and equipment proposed; this must include the manufacturer, model, compaction ratio, and dimensions – including maximum height at point of lift, volume, and expected weight when fully loaded at the defined compaction ratio.</li></ul>

Please let me know if any further assistance required.

Regards,

Xunyong

---

**From:** Wyatt, Tim <Tim.Wyatt@act.gov.au>

**Sent:** Thursday, 18 March 2021 4:22 PM

**To:** Paluri, Rama <Rama.Paluri@act.gov.au>; Balberona, Justinieta <Justinieta.Balberona@act.gov.au>; Maher, Colin <Colin.Maher@act.gov.au>; DeBeckker, Wim <Wim.DeBeckker@act.gov.au>; Li, Xunyong <Xunyong.Li@act.gov.au>; Hubbard, Benjamin <Benjamin.Hubbard@act.gov.au>

**Cc:** TCCS\_PlaceCoord <TCCS.PlaceCoord@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>

**Subject:** FW: Section 11 Gungahlin - approach to design options

OFFICIAL

Hi all, as discussed, thanks for attending yesterday's meeting.

For anyone who didn't make it, we undertook to provide any preliminary comments back to [REDACTED] ahead of them proceeding to develop a full draft TIA.

Therefore, please provide any comments that you want included back to me by 26 March.

Thanks  
Tim

---

**From:** [REDACTED]  
**Sent:** Saturday, 13 March 2021 12:31 AM  
**To:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Cc:** TCCS\_PC CustomerPortal <[TCCS.PCCustomerPortal@act.gov.au](mailto:TCCS.PCCustomerPortal@act.gov.au)>; [REDACTED]  
[REDACTED]  
**Subject:** RE: Section 11 Gungahlin - approach to design options

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Hi Tim,

Ahead of our meeting this coming Wednesday, please find the attached Transport Options Paper to inform our discussion. If you are able to review prior that would be great and we can work through during our meeting. Please also feel free to circulate to other relevant attendees.

I look forward to catching up further on Wednesday.

Kind regards,  
[REDACTED]

[REDACTED]

---

**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Sent:** Monday, 1 March 2021 5:35 PM  
**To:** [REDACTED]  
**Cc:** TCCS\_PC CustomerPortal <[TCCS.PCCustomerPortal@act.gov.au](mailto:TCCS.PCCustomerPortal@act.gov.au)>; [REDACTED]  
[REDACTED]  
**Subject:** RE: Section 11 Gungahlin - approach to design options

OFFICIAL

H [REDACTED], what about Wednesday 17 March at 2pm ?

---

**From:** [REDACTED]  
**Sent:** Monday, 1 March 2021 2:12 PM  
**To:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Cc:** TCCS\_PC CustomerPortal <[TCCS.PCCustomerPortal@act.gov.au](mailto:TCCS.PCCustomerPortal@act.gov.au)>; [REDACTED]  
[REDACTED] >  
**Subject:** RE: Section 11 Gungahlin - approach to design options

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Hi Tim,

This week and the start of next week is looking difficult. I am available the following days at this stage:

- Friday 12 March
- Monday 15 March
- Tuesday 16 March
- Wednesday 17 March
- Thursday 18 March

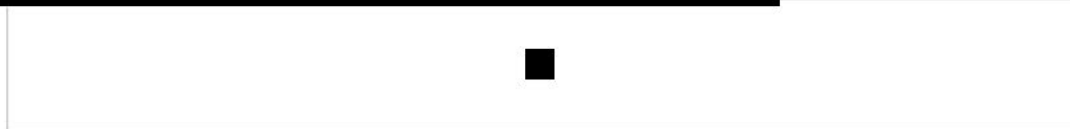
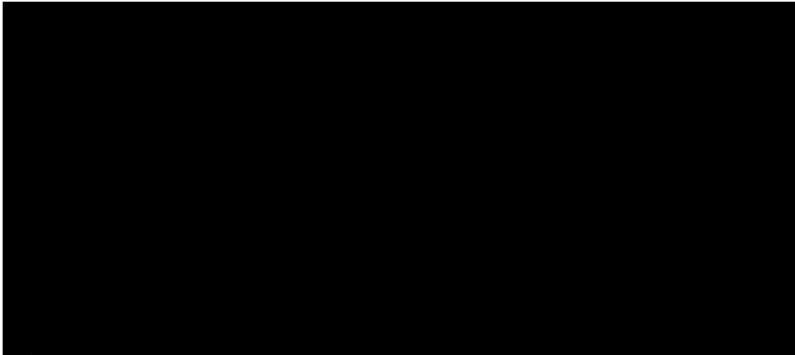
I am thinking a meeting time around say 2 – 3pm might be best if that could suit but can be flexible.

Let me know if any of these suit you and we can work from there.

Look forward to hearing from you.

Kind regards,

■



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---

**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Sent:** Thursday, 25 February 2021 8:27 PM  
**To:** ■  
**Cc:** TCCS\_PC CustomerPortal <[TCCS.PCCustomerPortal@act.gov.au](mailto:TCCS.PCCustomerPortal@act.gov.au)>  
**Subject:** FW: Section 11 Gungahlin - approach to design options

OFFICIAL

Hi ■ given you will be travelling, please advise what times work for you ?

Thanks  
Tim

Tim Wyatt | Senior Director Development Planning  
Development Coordination Branch  
Phone: 02 6205 4200 | Email: [tim.wyatt@act.gov.au](mailto:tim.wyatt@act.gov.au)  
Transport Canberra and City Services | ACT Government  
480 Northbourne Avenue Dickson | GPO Box 158 Canberra ACT 2601 | [www.transport.act.gov.au](http://www.transport.act.gov.au)

---

**From:** Wyatt, Tim  
**Sent:** Wednesday, 24 February 2021 9:14 PM  
**To:** ■ Marshall, Ken <[Ken.Marshall@act.gov.au](mailto:Ken.Marshall@act.gov.au)>  
**Cc:** ■ Davidson, Geoffrey

<[Geoffrey.Davidson@act.gov.au](mailto:Geoffrey.Davidson@act.gov.au)>; Cilliers, George <[George.Cilliers@act.gov.au](mailto:George.Cilliers@act.gov.au)>; [REDACTED]  
[REDACTED] TCCS\_PC CustomerPortal <[TCCS.PCCustomerPortal@act.gov.au](mailto:TCCS.PCCustomerPortal@act.gov.au)>  
**Subject:** RE: Section 11 Gungahlin - approach to design options

OFFICIAL

Thanks John,

We will get in touch with [REDACTED] directly to coordinate.

Please note that I have copied you into our Customer portal inbox address  
[TCCS.PCCustomerPortal@act.gov.au](mailto:TCCS.PCCustomerPortal@act.gov.au).

It is a reform that we have implemented for any industry requests so that we can properly track proposals and make sure they get priority attention.

Tim

**Tim Wyatt | Senior Director Development Planning**  
Development Coordination Branch  
Phone: 02 6205 4200 | Email: [tim.wyatt@act.gov.au](mailto:tim.wyatt@act.gov.au)  
Transport Canberra and City Services | ACT Government  
480 Northbourne Avenue Dickson | GPO Box 158 Canberra ACT 2601 | [www.transport.act.gov.au](http://www.transport.act.gov.au)

---

**From:** [REDACTED]  
**Sent:** Wednesday, 24 February 2021 6:17 PM  
**To:** Marshall, Ken <[Ken.Marshall@act.gov.au](mailto:Ken.Marshall@act.gov.au)>; Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Cc:** [REDACTED] Davidson, Geoffrey  
<[Geoffrey.Davidson@act.gov.au](mailto:Geoffrey.Davidson@act.gov.au)>; Cilliers, George <[George.Cilliers@act.gov.au](mailto:George.Cilliers@act.gov.au)>; [REDACTED]  
[REDACTED]  
**Subject:** Section 11 Gungahlin - approach to design options

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Ken/Tim,

Thanks for taking the time to meet with us last week to discuss our Gungahlin project [REDACTED].

Below is a link to a PDF version of the presentation for your records.  
[REDACTED]

As discussed it would be great if we could scheduled a meeting over the coming weeks together with our traffic engineer [REDACTED] [REDACTED] [REDACTED] is intending to come down from Melbourne for the meeting so if you could please liaise with him directly to schedule a suitable date.

We're in the process of updating the transport options traffic paper prepared for our site and [REDACTED] [REDACTED] to incorporate actual ground floor designs from the design competition. So expect this to come across in a few days time.

Regards,

[REDACTED]

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**From:** [Culvenor, Matthew](#)  
**To:** [Yu, Frank](#)  
**Cc:** [Balberona, Justinieta](#); [TCCS\\_DC DevelopmentCoordination](#); [Paluri, Rama](#); [Elsergany, Ahmed](#)  
**Subject:** RE: Block 2 Section 11 Gungahlin - GRTM Clarifications / CSTM Information Request  
**Date:** Thursday, 14 December 2023 12:45:43 PM  
**Attachments:** [image002.png](#)  
[image005.png](#)  
[image006.jpg](#)  
[image007.png](#)

---

OFFICIAL

Hi Frank,

I am not familiar with this request. I have not provided any data for it.

Kind regards,

**Matthew Culvenor** | Acting Planning Coordinator | GradIEAust

**Development Assessment | Development Planning | Development Coordination Branch**

Transport Canberra and City Services | ACT Government

480 Northbourne Avenue | GPO Box 158 Canberra ACT 2601

[www.act.gov.au](http://www.act.gov.au) | [www.city-services.act.gov.au](http://www.city-services.act.gov.au) | [@tccs\\_act](https://twitter.com/tccs_act)



*(My normal working hours are 7.00 a.m. to 3.00 p.m.)*

---

**From:** Yu, Frank <[Frank.Yu@act.gov.au](mailto:Frank.Yu@act.gov.au)>

**Sent:** Thursday, December 14, 2023 11:27 AM

**To:** Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; [TCCS\\_DC DevelopmentCoordination](#) <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>; Elsergany, Ahmed <[Ahmed.Elsergany@act.gov.au](mailto:Ahmed.Elsergany@act.gov.au)>; Culvenor, Matthew <[Matthew.Culvenor@act.gov.au](mailto:Matthew.Culvenor@act.gov.au)>

**Cc:** Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>

**Subject:** RE: Block 2 Section 11 Gungahlin - GRTM Clarifications / CSTM Information Request

OFFICIAL

Hi Matthew

Could you please check whether we have provided traffic data to the consultant as this request has been submitted to us on 23th Nov.

Regards

Frank

---

**From:** Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>

**Sent:** Thursday, December 14, 2023 11:15 AM

**To:** [TCCS\\_DC DevelopmentCoordination](#) <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>; Elsergany, Ahmed <[Ahmed.Elsergany@act.gov.au](mailto:Ahmed.Elsergany@act.gov.au)>; Yu, Frank <[Frank.Yu@act.gov.au](mailto:Frank.Yu@act.gov.au)>

**Cc:** Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>

**Subject:** FW: Block 2 Section 11 Gungahlin - GRTM Clarifications / CSTM Information Request

Hi Bec,

Thank you. On the consultant's CSTM data query, I have CC'd Frank to respond.

Ahmed and Frank,

Seems like we have already provided CSTM data to the [REDACTED]. So, would you please respond to them and confirm if the supplied data is still valid?.

Regards

Rama

---

**From:** [TCCS\\_DC DevelopmentCoordination](#) <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Sent:** Thursday, December 14, 2023 11:06 AM

**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; [TCCS\\_DC DevelopmentCoordination](#) <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Subject:** RE: Block 2 Section 11 Gungahlin - GRTM Clarifications / CSTM Information Request

OFFICIAL

Morning Team,

Just checking is any fees need to be charged?

Thanks,

Bec

---

**From:** [REDACTED]

**Sent:** Wednesday, December 13, 2023 3:42 PM

**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; TCCS\_DC DevelopmentCoordination <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Cc:** [REDACTED]

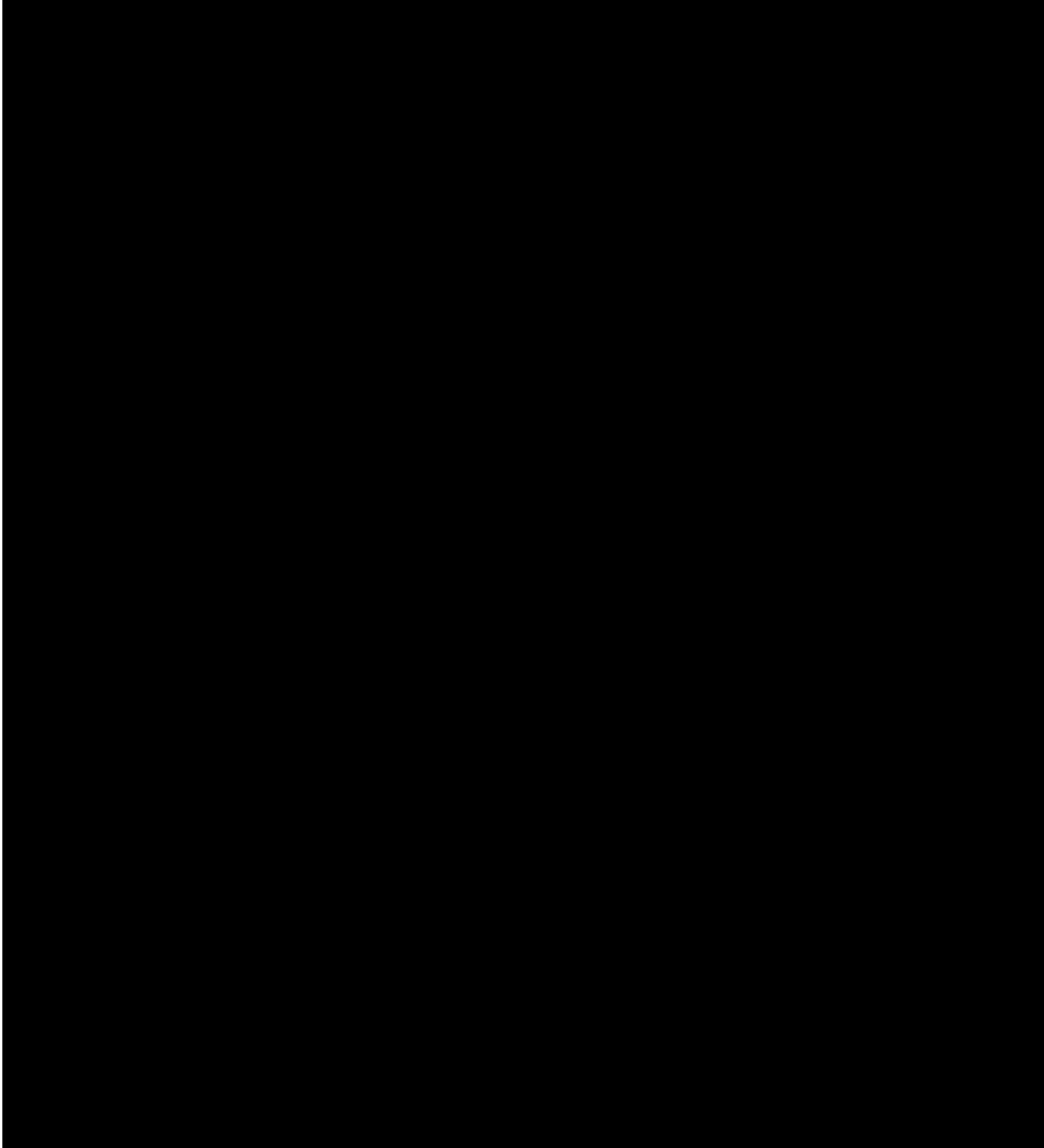
[REDACTED]

**Subject:** Block 2 Section 11 Gungahlin - GRM Clarifications / CSTM Information Request

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Hi Nethmei and team,

Thanks for recently meeting with us to discuss the continued development process relating to Block 2 Section 11 Gungahlin.



We would be happy to discuss any of the above in more detail if required.

Also, are you able to follow up on the CSTM information that we requested a couple of weeks ago (from our email dated 23 November). That would be greatly appreciated.

Thanks in advance

**From:** [REDACTED]

**Sent:** Thursday, November 23, 2023 3:22 PM

**To:** TCCS\_DC DevelopmentCoordination <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Cc:** [REDACTED] Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>;

Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; [REDACTED]

[REDACTED] Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>

**Subject:** Block 2 Section 11 Gungahlin - CSTM Information Request

Hi TCCS,

Following on from our meeting on Friday 10 November, we would like to request the latest CSTM information.

Previously we have been provided with the following CSTM information to inform works we are undertaking in respect of

[REDACTED]

- [REDACTED]
- [REDACTED]

[REDACTED]

Thanks in advance and should you have any questions please do not hesitate to contact me.

Kind regards,

**From:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>

**Sent:** Tuesday, November 21, 2023 2:39 PM

**To:** [REDACTED]

**Cc:** [REDACTED] Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>;

Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; Cruickshank, [REDACTED]

[REDACTED] TCCS\_DC DevelopmentCoordination

<[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Subject:** RE: B2 S11 Gungahlin - GRTM Confidentiality Agreement

OFFICIAL

Hi [REDACTED]

I have uploaded the files to the link.

For CSTM data, please request through our Development Coordination email so it can be directed to the correct officer - [tccs.dcdevelopmentcoordination@act.gov.au](mailto:tccs.dcdevelopmentcoordination@act.gov.au).

Thanks,  
Nethmei

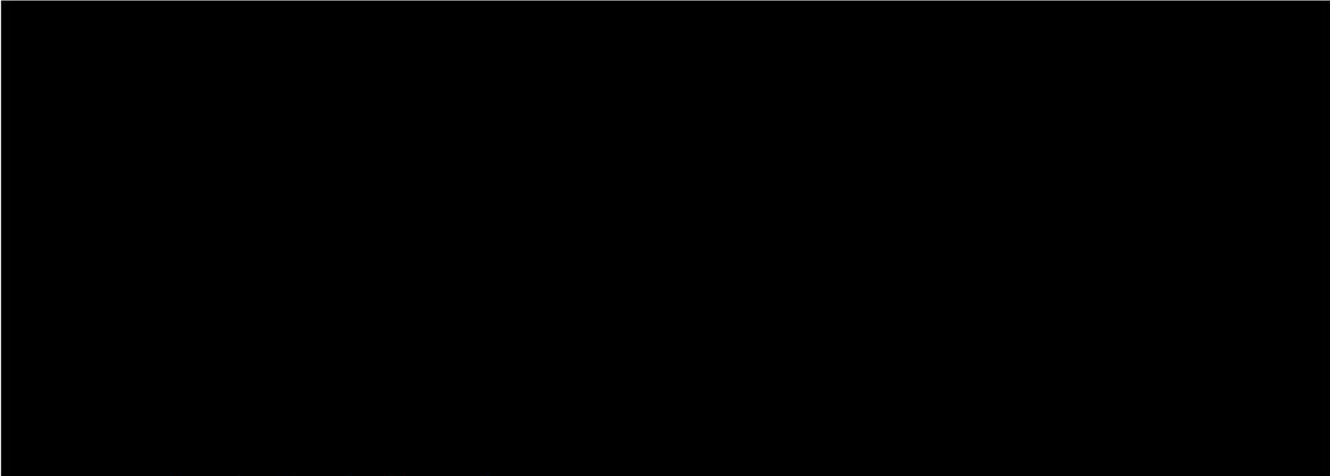
---

**From:** [REDACTED]  
**Sent:** Tuesday, November 21, 2023 1:26 PM  
**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>  
**Cc:** [REDACTED] Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; [REDACTED]  
[REDACTED]  
**Subject:** RE: B2 S11 Gungahlin - GRTM Confidentiality Agreement

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Hi Nethmei,  
Please find the following link as requested.  
[gungahlin\\_reference\\_model](#)

We look forward to receiving the relevant model files and associated reports etc.  
It may also be necessary to obtain relevant current CSTM outputs relating to travel mode split assumptions for the area, traffic volume growth etc (for now and future year scenarios). If you are able to organize this information that would be much appreciated. If this needs to be through a separate request please let me know and I can forward separately.  
Should you have any questions please do not hesitate to contact me.  
Thanks in advance.



---

**From:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>  
**Sent:** Tuesday, November 21, 2023 10:40 AM  
**To:** [REDACTED] >  
**Cc:** [REDACTED]; Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; [REDACTED]  
[REDACTED]  
**Subject:** RE: B2 S11 Gungahlin - GRTM Confidentiality Agreement

OFFICIAL

Thanks [REDACTED] received.  
Are you able to send a link for file upload?  
Regards,  
Nethmei

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 21, 2023 10:25 AM  
**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>  
**Cc:** [REDACTED] Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; [REDACTED]  
[REDACTED] >  
**Subject:** RE: B2 S11 Gungahlin - GRTM Confidentiality Agreement

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Hi Nethmei,  
Please find the attached signed confidentiality agreement.  
I look forward to receiving the relevant information to keep pushing this forward.  
Thanks in advance.  
Kind regards,

**From:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>  
**Sent:** Monday, November 20, 2023 11:58 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; [REDACTED]  
**Subject:** B2 S11 Gungahlin - GRM Confidentiality Agreement

OFFICIAL

Hi [REDACTED]  
We have been advised that the \$4000 fee for the meso models has not taken affect yet. That means currently, there is no cost to you for using the Gungahlin Region Transport Model for the Block 2, Section 11 Gungahlin Project. I have attached the confidentiality agreement for you to sign and return. Once returned, I will provide the model and associated reports. If you can send a link for upload, that would be good too.

Thanks,  
Nethmei

Nethmei Senarath | Assistant Director, Transport Assessment and Modelling  
Phone: 02 6207 4633 | Email: [nethmei.senarath@act.gov.au](mailto:nethmei.senarath@act.gov.au)  
Development Planning | Development Coordination | Transport Canberra and City Services Directorate | ACT Government  
*Connected services for the people of Canberra*

-----  
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**Atención:** Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

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**Attention:** Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

**Atención:** Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

**From:** [REDACTED]  
**To:** [Senarath, Nethmei](#); [Paluri, Rama](#); [Balberona, Justinieta](#); [TCCS\\_DC DevelopmentCoordination](#)  
**Cc:** [REDACTED]  
**Subject:** RE: Block 2 Section 11 Gungahlin - GRM Clarifications / CSTM Information Request  
**Date:** Friday, 15 December 2023 3:55:28 PM  
**Attachments:** [image001.png](#)  
[image003.jpg](#)  
[image004.png](#)

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Hi Nethmei,  
Thank you for your response.  
We will wait to hear further on the CSTM information.  
Kind regards,

**From:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>  
**Sent:** Friday, December 15, 2023 3:39 PM  
**To:** [REDACTED] Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; [TCCS\\_DC DevelopmentCoordination](#) <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>  
**Cc:** [REDACTED]  
**Subject:** RE: Block 2 Section 11 Gungahlin - GRM Clarifications / CSTM Information Request

OFFICIAL

Good afternoon [REDACTED]

Regarding the CSTM information, this has been followed-up internally and I understand that you will receive a response if you haven't already.

Regards,  
Nethmei

**From:** [REDACTED]  
**Sent:** Wednesday, December 13, 2023 3:42 PM  
**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; [TCCS\\_DC DevelopmentCoordination](#) <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>  
**Cc:** [REDACTED]  
**Subject:** Block 2 Section 11 Gungahlin - GRM Clarifications / CSTM Information Request

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Hi Nethmei and team,  
Thanks for recently meeting with us to discuss the continued development process relating to Block 2 Section 11

**From:** [REDACTED]  
**To:** [Senarath, Nethmei](#); [TCCS\\_DC DevelopmentCoordination](#)  
**Cc:** [REDACTED]; [REDACTED] [Balberona, Justinieta](#); [Paluri, Rama](#); [REDACTED]  
**Subject:** RE: Block 2 Section 11 Gungahlin - Traffic strategy and modelling discussion - Meeting Request  
**Date:** Friday, 5 April 2024 6:01:34 PM  
**Attachments:** [image001.jpg](#)  
[240405-ppt\\_0231\\_transport\\_strategy.pdf](#)

---

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Hi Nethmei,

Thank you for meeting earlier today.

Please find the attached presentation slides from our meeting for your further consideration and circulation. I will follow up early next week with the intersection plan (just need to get this onto title block) and meeting minutes.

Kind regards,

**From:** Senarath, Nethmei <Nethmei.Senarath@act.gov.au>

**Sent:** Friday, April 5, 2024 2:07 PM

**To:** [REDACTED] [TCCS\\_DC DevelopmentCoordination](#)  
<[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Cc:** [REDACTED]  
[REDACTED] [Balberona, Justinieta](#) <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; [Paluri, Rama](#) <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; [REDACTED]  
[REDACTED]

**Subject:** RE: Block 2 Section 11 Gungahlin - Traffic strategy and modelling discussion - Meeting Request

OFFICIAL

Hi [REDACTED] and team,

Following on from today's meeting, I understand these are the actions

1. [REDACTED] to send through today's slides and design drawings for Nethmei to forward onto TCCS internal parties for comments by 12/04/2024
2. Nethmei to organise a meeting with wider TCCS group on 15/04/2024
3. [REDACTED] to send meeting minutes from today's meeting

List of TCCS Stakeholders to invite

Chris Bunnik – Director, Roads ACT (Traffic Signals)

Kit Poon – Assistant Director, Roads ACT (Traffic Signals)  
Pawel Potapowicz – Director, Roads ACT (Traffic Safety)  
Jayanthi Vikneson – Senior Engineer, Roads ACT (Traffic Safety)  
Owen Earl-King – Senior Director, Infrastructure Planning  
Anthonie Lambert – Director, Capital Works Planning  
Kevin Wong – Engineer, Capital Works Planning  
Xunyong Li – Assistant Director, Major Projects Interface and Coordination (Looking after the Gungahlin Transport Plan)  
Jerome Catbagan – Senior Director, Major Projects Interface and Coordination (Looking after the Gungahlin Transport Plan)  
Tim Wyatt – Senior Director, Development Planning  
Jose Henriquez – Director, Development Assessment  
Tim Rampton – Executive Branch Manager, Roads ACT (Note that we're inviting Tim Rampton to keep him in the loop but he might not be able to join)  
Regards,  
Nethmei

---

**From:** [REDACTED]  
**Sent:** Thursday, March 28, 2024 1:16 PM  
**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>; TCCS\_DC DevelopmentCoordination <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>  
**Cc:** [REDACTED] Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>  
**Subject:** RE: Block 2 Section 11 Gungahlin - Traffic strategy and modelling discussion - Meeting Request

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Thanks Nethmei for coming back so quickly.  
How about we lock in 11:00am on Friday 5 April.  
If you can send around a meeting invite that would be great. If you need me to do it just let me know.  
Thanks and look forward to discuss further with you.  
Kind regards,  
[REDACTED]

**From:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>

**Sent:** Thursday, March 28, 2024 12:49 PM

**To:** [REDACTED] TCCS\_DC DevelopmentCoordination  
<[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Cc:** [REDACTED] Balberona,  
Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>

**Subject:** RE: Block 2 Section 11 Gungahlin - Traffic strategy and modelling discussion - Meeting Request

OFFICIAL

Hi [REDACTED]

We are all available on Friday 5<sup>th</sup> April, any time before 1pm.

Our team currently do not have any updates on the progress of Gungahlin Transport Plan as the project is being undertaken by another team. I will reach out to them to see if there are any updates that they can share.

Regards,  
Nethmei

---

**From:** [REDACTED]

**Sent:** Thursday, March 28, 2024 12:38 PM

**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>; TCCS\_DC DevelopmentCoordination  
<[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>

**Cc:** [REDACTED] Balberona,  
Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>

**Subject:** RE: Block 2 Section 11 Gungahlin - Traffic strategy and modelling discussion - Meeting Request

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Hi Nethmei,

We have been busily working to further advance the design and modelling for the proposed development of Block 2 Section 11 Gungahlin.

We are seeking to meet with TCCS to discuss our continued evolution of the strategic access considerations for this site and the modelling outcomes that have been prepared.

We have a meeting scheduled with the Gungahlin Community Council on Wednesday 10 April so would very much like to meet with TCCS before then. We are also keen to establish how the work that we are doing can feed into the broader Gungahlin Strategic Transport Plan project.

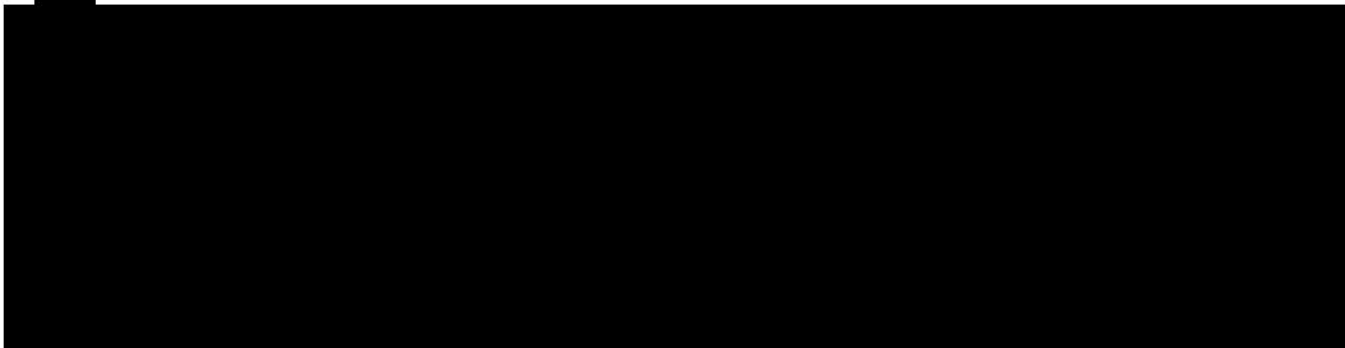
We are excited about a number of the aspects that we have to discuss with you as they, while benefiting our site, will also have broader benefits to the Gungahlin community and projects that TCCS are also considering.

I look forward to hearing from you and locking in a time to discuss asap.

Please feel free to give me a call to discuss on [REDACTED].

Thanks in advance.

Kind regards,



[REDACTED]

**From:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>

**Sent:** Friday, February 2, 2024 3:39 PM

**To:** [REDACTED] Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; TCCS\_DC DevelopmentCoordination <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>; [REDACTED]

**Subject:** RE: Block 2 Section 11 Gungahlin - Traffic modelling discussion

OFFICIAL

Hi [REDACTED] and team,

We have received advice from the ACT leasing team regarding the 180 public car parks.

If the proposal includes a commercial car park, it is required to provide 180 spaces for the use of the public at all times.

If the proposal is for one or more of the other uses permitted by the Crown Lease and the plans show car parking to satisfy those uses, then the 180 spaces is not required.

Hence, by the above advice, the 180 public car parks is not required if the proposal does not include a commercial car park. So it would be good clarify, if the proposal is to include a commercial car park.

In terms of the Gungahlin Transport Plan, the project has just commenced with the aim of developing a draft by the end of the Financial Year.

Regards,  
Nethmei

---

**From:** [REDACTED]

**Sent:** Monday, January 15, 2024 2:07 PM

**To:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>; Balberona, Justinieta <[Justinieta.Balberona@act.gov.au](mailto:Justinieta.Balberona@act.gov.au)>; Paluri, Rama <[Rama.Paluri@act.gov.au](mailto:Rama.Paluri@act.gov.au)>; TCCS\_DC DevelopmentCoordination <[TCCS.DCDevelopmentCoordination@act.gov.au](mailto:TCCS.DCDevelopmentCoordination@act.gov.au)>; [REDACTED]

**Subject:** RE: Block 2 Section 11 Gungahlin - Traffic modelling discussion

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Hi all,

Please find attached minutes from last week's meeting. Please advise if you require any amendments or additions.

Kind regards

[REDACTED]

-----Original Appointment-----

**From:** Senarath, Nethmei <[Nethmei.Senarath@act.gov.au](mailto:Nethmei.Senarath@act.gov.au)>

**Sent:** Thursday, December 21, 2023 2:43 PM

**To:** Senarath, Nethmei; Balberona, Justinieta; Paluri, Rama; TCCS\_DC DevelopmentCoordination;

**Subject:** Block 2 Section 11 Gungahlin - Traffic modelling discussion

**When:** Wednesday, 10 January 2024 10:00 AM-11:00 AM (UTC+10:00) Canberra, Melbourne, Sydney.

**Where:** Microsoft Teams Meeting

Hi everyone,

Meeting for [REDACTED] to discuss analysis undertaken to date and confirm traffic modelling assumptions for Block 2 Section 11 Gungahlin.

Regards,

Nethmei

---

## Microsoft Teams meeting

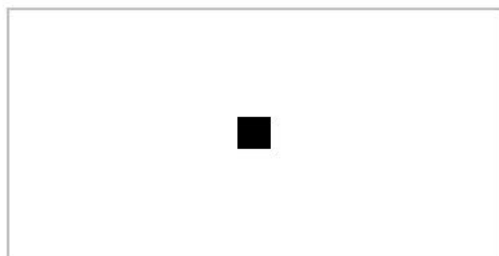
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**From:** [REDACTED]  
**To:** [Senarath, Nethmei](#)  
**Cc:** [REDACTED]; [Palun, Rama](#); [Balberona, Justinieta](#); [TCCS DC Development Coordination](#)  
**Subject:** Block 2 Section 11 Gungahlin - Meeting Slides and Documents  
**Date:** Tuesday, 16 April 2024 1:06:14 PM  
**Attachments:** [240415-ppt\\_0231\\_transport\\_strategy-tccs\\_presentation.pdf](#)  
[\[REDACTED\]\\_Community Consultation\\_Report LOW RES.pdf](#)  
[1\\_Development Summary Clarification issued.pdf](#)  
[2\\_Crown Lease executed.pdf](#)  
[3\\_Sales Contract Offsite works and access.pdf](#)  
[5678 GTC East EDP Report v5 copy.pdf](#)  
[G21164R-01B.PDF](#)

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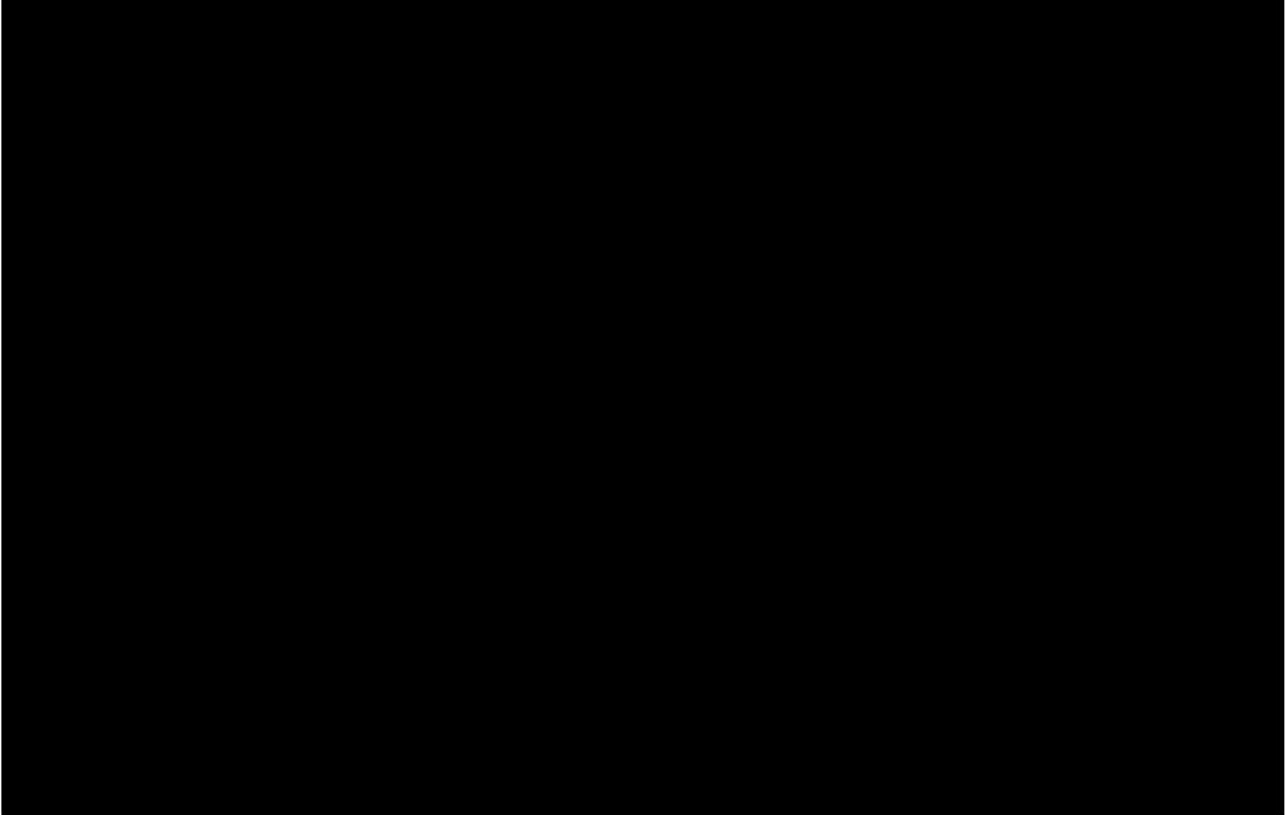
Good morning Nethmei,  
Thank you for your support yesterday and arranging the meeting with the broader TCCS team. Further to the meeting please find attached the following documents for your circulation as discussed:

- Slide deck that we worked through yesterday.
- Community Consultation material discussed by [REDACTED] yesterday that has been prepared for him exploring the community attitudes towards the future of Gungahlin Town Centre.

We have also attached some further background documents to provide a little additional context around some of the topics raised throughout the meeting. These include:



We are happy for this additional material to be provided to the broader group along with the presentation slides and community consultation report if you believe it will provide benefit to the group. Alternately this may simply provide some additional background for your purposes as we work through this process.



We look forward to hearing the collated feedback shortly from the session yesterday and the way in which we can progress this forward.  
As always should you have any questions or need to discuss further please do not hesitate to contact me.





**ACT**  
Government  
Economic Development



Land  
Development  
Agency

CANBERRA FIRST

# GUNGAHLIN TOWN CENTRE EAST ESTATE DEVELOPMENT PLAN REPORT

November 2016



In association with



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PROJECT TITLE: Gungahlin Town Centre East Estate			
PROJECT NUMBER: 5678-01			
Prepared by:	██████████	Date:	11 November 2016
Reviewed by:	██████████	Date:	11 November 2016
Approved by:	██████	Date:	11 November 2016

REVISION CONTROL			
Document	Issue Date	Recipient	Details
Version 1	24 June 2015	LDA – ██████████ ACTPLA – ██████████	Document check
Version 2	20 July 2015	LDA – ██████████ ACTPLA – ██████████	EDP Submission 1
Version 3	20 June 2016	LDA – ██████████ ACTPLA – ██████████	Document check
Version 4	12 July 2016	LDA – ██████████ ACTPLA – ██████████	EDP Submission 2
Version 5	11 November 2016	LDA – ██████████ ACTPLA – ██████████	Agency Endorsement

<b>Base Template:</b>	Version: A May 2013
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### **APPENDIX A**

Consolidated Comments EDP Submission 1  
Gungahlin Precinct Code Response Table  
Estate Development Code Response Table  
CPTED General Code Response Table.

### **APPENDIX B**

Traffic Report

### **APPENDIX C**

Bushfire Report – Australian Bushfire Protection Planners

### **APPENDIX D**

Water Sensitive Urban Design Checklist

### **APPENDIX E**

Heritage advice – ACT Heritage Council

### **APPENDIX F**

Section 211 EIS Exemption

### **APPENDIX G**

Phase 2 Environmental Site Assessment Endorsement

### **APPENDIX H**

The Valley Avenue Extension Development Application Approval

### **APPENDIX I**

Acoustic Reports

### **DISC**

Tree Assessment Documentation  
Stockpile Assessment – Coffey Environmental  
Light Rail Noise and Vibration Report

## 1. INTRODUCTION

This report has been prepared for the development application of the second EDP submission for the Gungahlin Town Centre (GTC) East Estate Development Plan. Agency comments to the first EDP submission and second EDP submission have been received and responded to as part of this resubmission. The consolidated responses to the agency comments are included within Appendix A.

### 1.1 PRECINCT CODE

The Gungahlin Precinct Code establishes the planning and infrastructure requirements for GTC East. The town has been developed in two stages; west and east. The GTC West is largely established and serves the growing population within the Gungahlin district. GTC East is currently open space grassland and is the subject of this Estate Development Plan. The site is approximately 38 Ha.

The Gungahlin Precinct Code has informed detailed subdivision planning. It has been proposed that GTC East will accommodate office, community facilities, open space and mixed use areas. The estate will also include major roads, public transport corridors and shared paths.

### 1.2 GUNGAHLIN STRATEGIC ASSESSMENT

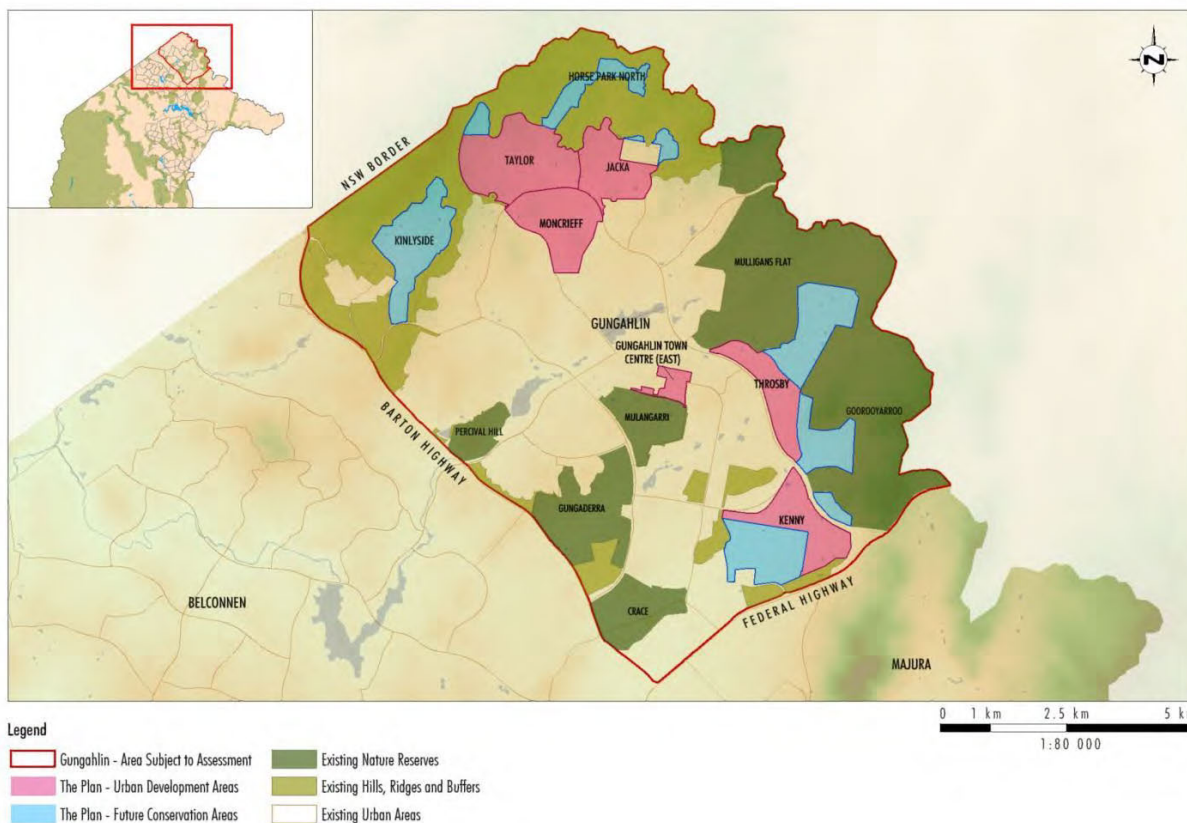
The site has been subject to a Strategic Assessment under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) on Matters of National Environmental Significance (MNES) protected under the EPBC Act. This includes nationally and internationally important flora, fauna, ecological communities and heritage places. Actions for the development of Gungahlin within the Gungahlin Strategic Assessment (GSA) are described by the Biodiversity Plan (the Plan).

The GSA included the future urban development areas within GTC East, identifying approximately 14 Ha of low to moderate quality potential Striped legless lizard habitat, refer to Figure 1. Land offsets, referred to as Future Conservation Areas, have been identified under the Plan.

The design of the Estate is consistent with the intentions of the Strategic Assessment. The road layout has adopted an edge road (Road 1) that acts as a buffer between the town centre and Mulangarri Grasslands. The boundary will be fenced with stock fencing to deter animals and pedestrians from entering the area. No direct opportunities for vehicle access to the Mulangarri Grasslands have been created through the design of the Estate.

In addition to the completion of the assessment under the EPBC Act, the ACT Government has also completed an assessment under the Planning and Development Act 2007 (P&D Act) to exempt the development from requiring an Environmental Impact Statement (EIS). This was granted by the ACT Minister for the Environment and Sustainable Development on 20 November 2013 (refer to Attachment F).

**Figure 1 GSA: Overview of the Plan**



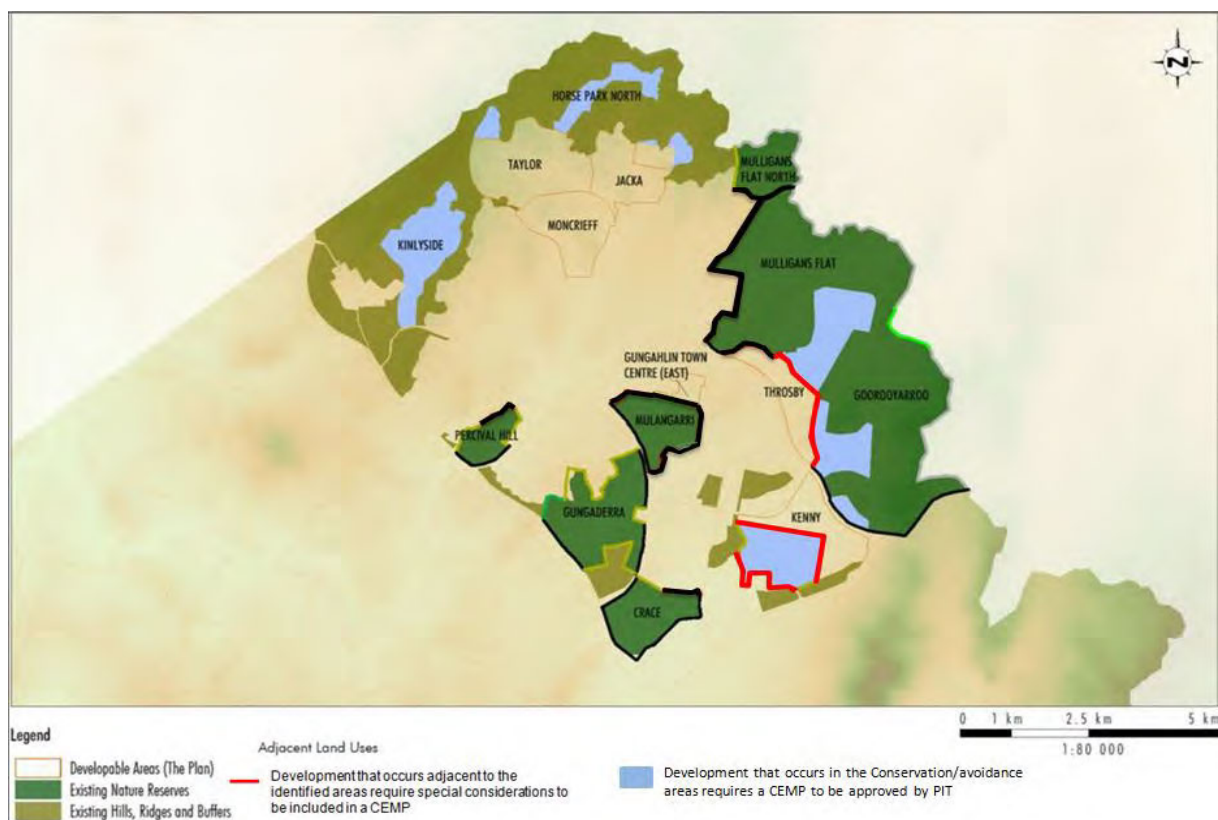
Translocation of striped legless lizards from GTC East to a location near Bredbo was undertaken between October and November 2015 on behalf of the ACT Environment and Planning Directorate.

This Estate Development Plan has been referred to and endorsed by the PIT.

The assessment also requires a Construction Environment Management Plan (CEMP) to be prepared for all construction contracts within the Plan area. The CEMP will include pre-clearing ecological inspections and procedures to be followed for wildlife rescue and relocation.

The approved *Framework for Construction Environment Management Plans for areas of Gungahlin subject to the Gungahlin Strategic Assessment 2013* defines specific Development and Conservation Areas that require a CEMP approval as part of the Development Application. GTC East is not located within these Development and Conservation Areas, as demonstrated within Figure 2 below.

**Figure 2 Areas that require special considerations for a CEMP**



### 1.3 ESTATE DEVELOPMENT PLAN

This Estate Development Plan (EDP) report outlines the key planning objectives and principles upon which the GTC East is planned. The report provides the important planning requirements as the basis of future detail planning and development of the estate.

The EDP is supported by the subject plans listed in Table 1. These drawings demonstrate the EDP meets the requirements of the Estate Development Code, 4 October 2013.

The following plans have been assessed as being not required within this submission:

- On-Street Parking Plan: On-site parking is proposed for all residential developments. Therefore an On-Street Parking Plan has not been required.
- Waste Collection Plan: Commercial on-site waste collection is proposed for all developments. Therefore a Waste Collection Plan has not been required.
- Building Envelope Plan: No single dwelling blocks are proposed.

Refer to the following page for the list of supporting drawings.

Table 1: Estate Development Plan Drawing List

DRAWING TITLE	DRAWING	PLAN NUMBER	REVISION
Overall Development Status Plan	EDP-ENG-DSP	001	G
Estate Development Plan	EDP-UD-EDP	002-005	G
Aerial Plan	EDP-ENG-AP	006	G
Staging Plan	EDP-ENG-SP	010	G
Fencing Plan	EDP-ENG-FP	011	G
Block Details Plan	EDP-UD-BDP	012	H
Land Use Plan	EDP-UD-LUP	013	I
Planning Control Plan	EDP-UD-PCP	014	G
Development Intentions Plan	EDP-UD-DIP	015-017	G, DD
Chainage Plan	EDP-ENG-CP	020-021	G
Bushfire Risk Assessment & Management Plan	EDP-ENG-BF	025	G
Environmental Management & Concept Plan	EDP-ENG-EMCP	030	G
Road Hierarchy Overall Plan	EDP-ENG-RHP	035	G
Road Hierarchy Characteristics Table	EDP-ENG-RHP	036	G
Heavy Vehicle Route Plan	EDP-ENG-HVP	040	G
Road Details Plan	EDP-ENG-RDPP	045-047	G
General Notes & Legend		GNL-801-802	B, C
Road Details Plan		IDP-360-361	F
Road Details Plan		IDP-870-873	D, B
Turning Templates Layout Plan	EDP-ENG-TT	060	G
Turning Templates	EDP-ENG-TT	061-068	G
Turning Templates		VTP-365-366	C
Turning Templates		VTP-950	B
Typical Cross Sections	EDP-ENG-TCP	080-082	G, E, B
Typical Cross Sections		TYP-330 & 830-832	D, B
Road Long Sections	EDP-ENG-RLS	085-087	G
Road Long Sections		PPR-370-371 & 886-889	E & C, C, B, B
Public Transport Network & Off Road Movements Systems Plan	EDP-ENG-PT	095	G
Shared Path Network	EDP-ENG-PT	100	G
Slope Analysis Plan	EDP-ENG-SAP	105	G
Cut Fill Plan	EDP-ENG-CFP	106	G
Utilities Service Plan	EDP-ENG-USP	110	G
Electrical Masterplan Plan	EDP-ENG-EP	115	G
Stormwater Master Plan Node Table	EDP-ENG-SWMP	120	G
Stormwater Master Plan Layout Plan	EDP-ENG-SWMP	121-124	G
Water Sensitive Urban Design Outcomes Plan	EDP-ENG-WSUD	130	G
Sewer Master Plan	EDP-ENG-SMP	140	H
Sewer Master Plan Table	EDP-ENG-SMP	141-145	H, I, H, H, H
Water Supply Master Plan	EDP-ENG-WMP	150	I
Water Supply Master Plan Layouts	EDP-ENG-WMP	151-154	H, H, I, H
Water Supply Table	EDP-ENG-LMP	155	I
Landscape Master Plan	EDP-LA-DSP	160-164	G
Tree Management Plan	EDP-LA-TMP	170-174	G
Tree Impact Plan	EDP-LA-TIP	180-181	G, C

#### 1.4 LOCATION

The development area is located in the northern side of the ACT in the District of Gungahlin, and is bounded by Anthony Rolfe Avenue, Manning Clark Cr, the Mulangarri Grasslands and the existing GTC West.

#### 1.5 TOPOGRAPHY, DRAINAGE AND ELEVATION

The majority of Gungahlin topographic landform is of a gentle undulating nature. It is comprised of hills and valleys. The site encompasses a number of catchments, draining to the north (Yerrabi Pond), south (Mulangarri Grasslands and Gungaderra Creek (ponds)) and west (The Valley Ponds).

The site is scattered with a number of established trees of varying quality. Whilst this feature presents a significant opportunity to create a unique place, the constraints of a town centre and future land uses have also been considered. Green networks have been created to celebrate vistas and provide ecological connections through the layout.

#### 1.6 EXISTING VEGETATION

A comprehensive tree assessment has been undertaken during December 2010 by Scenic Landscape Architecture and December 2013 by Indesco. The below tree assessment summary is from the 2013 Tree Assessment Report.

##### 1.6.1 Tree Assessment Summary 2013

The site contains large, widely spaced trees and occasional groups of remnant vegetation typical of the farming practices within the area. There are 3 distinct areas on the site.

- Large open paddock trees;
- Clumps of young regrowth;
- A linear group of mature trees possibly located along a road or travelling stock reserve.

The large paddock trees are *Eucalyptus blakelyi* or *E. melliodora*. They are generally of relatively poor form from a silvicultural perspective but have considerable habitat value at the present time. The habitat values are for the most part diametrically opposed to the safety of the trees in an urban setting. If any are retained they will require pruning and monitoring throughout their life. The life of the trees may be shortened when development changes the hydrological and soil characteristics of the soil profile around them.

Tree 168 is notably different and has been rated 'E' exceptional.

The group of young regrowth trees within Block bb are generally small and of poor form. As individuals they are of little value but as a group they could form a role in the built up areas. To achieve this they would require the careful removal of many of the poor formed trees.

The long linear group of more mature trees within Block ha are a valuable asset. Again as individuals these trees are generally of modest characteristics, but as a group they rate highly.

### 1.6.2 Updated Tree Assessment

Tree 167, a large *Eucalyptus melliodora* was reassessed in January 2014, following large branch drop and it was reduced to a poor quality rating due to weakness through main structure.

### 1.6.3 ACT Tree Register

Within the study area the following tree has been placed on the ACT Tree Register.

**Tree PTR501** (Tree 168) *Eucalyptus melliodora* is included on the ACT Tree Register. The tree is registered for its size, stature, habitat value and aesthetic landscape contribution.

**Tree PTR154** (Tree 349) *Eucalyptus melliodora* has been included on the Provisional Tree Register. Provisional registration was extended on 20 February 2015.

**Tree group PTR155 - Group** has been included on the Provisional Tree Register. Provisional registration was extended on 29 May 2015. Species comprise *Eucalyptus melliodora*, *E. blakelyi*, *E. bridgesiana* and *E. dives*. This group is representative of the Yellow Box/Red Gum grassy woodland.

### 1.6.4 Tree Management

Within the study area a Tree Management Plan has been created to recommend tree retention and removals and the potential impact on trees.

## 1.7 CONSTRAINTS

The constraints are listed below;

- ▶ Staging of the development to meet current (residential) and future (employment centre) land use requirements.
- ▶ An existing road network that was developed prior to contemporary codes, guidelines and transportation needs (such as light rail).
- ▶ Existing development and road configurations that are inconsistent, incomplete or incompatible with the proposed land uses.
- ▶ The site is scattered with a number of established trees.
- ▶ Interface with Flemington Road and future integration of light rail facilities.
- ▶ Interface with ongoing Capital Works projects (The Valley Avenue, Ernest Cavanagh Street, Manning Clark Crescent).

## 1.8 OPPORTUNITIES

The site offers many opportunities for the creation and delivery of a well connected neighbourhood within the Gungahlin District.

- Access to public transport and active travel facilities, including the future integration of light rail facilities.
- The natural landform and proximity to the Mulangarri Grasslands presents an opportunity to create strong ecological connections and green networks throughout the urban layout, providing significant neighbourhood amenity.
- Opportunity to retain prominent vistas towards the Black Mountain spire.
- Opportunity to reinforce the Open Space connections to existing networks.

## 1.9 HERITAGE

A series of Aboriginal and cultural heritage investigations have been undertaken within the study area. These reports are listed as follows:

- Biosis, May 2012, Gungahlin East Stage 2 Aboriginal and Historical Cultural Heritage Study.
- Biosis, December 2015, Review of Gungahlin Construction Site.
- CHMA, February 2016, Manning Clark Crescent Extension Sub-Surface Test Pitting Program and Statement of Heritage Effects.
- GML, June 2015, ACT Light Rail Stage 1 – City to Gungahlin, Heritage Impact Assessment.
- Parsons Brinckerhoff Australia, 2015, Capital Metro Light Rail Stage 1 – Gungahlin to Civic. Environmental Impact Statement Addendum Report

Biosis (2012) did not identify any Aboriginal or cultural heritage constraints within the study area. It was noted that the alignment of Well Station Track poses moderate cultural heritage value warranting its recording for historical purposes. A shared path is proposed along this alignment, parallel to Road 1 and the Access Track.

Subsequent to the Biosis (2012) assessment of the larger GTC East area, GML (2015) identified Block 1, Section 230, Gungahlin as an area of archaeological potential, a conclusion supported by Biosis (2015). The ACT Heritage Council endorsement of the GML report was conditional, and noted that further information on the archaeological potential of the locality was required. GML (2015) also identified a possible Aboriginal Scarred Tree on Block 1, Section 234, Gungahlin. Assessment of this tree is ongoing.

Additional archaeological testing of Block 1, Section 234 and part of Block 1, Section 230, Gungahlin was undertaken as part of the Manning Clark Crescent extension project (CHMA, 2016). This assessment found that the locality was very disturbed and failed to locate Aboriginal places or objects. The ACT Heritage Council (the Council) has endorsed the findings and recommendations of this study, subject to the following condition:

- Should the unanticipated discovery protocols in Section 6 be implemented, a qualified heritage practitioner and RAOs should be engaged to provide advice on any suspected Aboriginal places or objects encountered.

Additional archaeological testing of other areas within (part) Block 1, Section 230, Gungahlin is anticipated in 2017. These investigations will be in relation to the use of the site by CMA as a construction compound for the ACT Light Rail project. The subsequent development of Block 1, Section 230, Gungahlin as part of the GTC East Estate will be informed by these future CMA investigations.

Additional heritage investigations as part of the GTC East Estate works are not proposed at this time. These would only be required should area/s of archaeological potential be identified within Block 1, Section 230, Gungahlin, and those area/s of archaeological potential not be impacted by the ACT Light Rail project.

Further advice will be required from the Council following completion of the CMA studies and prior to construction of the GTC East Estate works. Any requirements identified by the Council at that time will be adhered to.

Appendix E contains advice from the Council on this matter.

## **1.10 LAND CONTAMINATION**

A Stage 2 Contamination Investigation of the GTC was undertaken in March 2012 by Coffey Environments. The report has been assessed and endorsed by the Environment Protection Authority, subject to the following conditions:

- Prior to the commencement of redevelopment works at the site the stockpile identified in the above report must be assessed by a suitably qualified environmental consultant for the purposes of beneficial reuse or waste disposal. No material from the stockpile is to be reused on or off site or disposed off site without EPU approval;
- A site management plan incorporating an unexpected finds protocol must be prepared by a suitably qualified environmental consultant and endorsed by the EPU prior to the commencement of earthworks at the site.

The site stockpiles are indicatively located on the Cut and Fill Plan. A Stockpile Beneficial Reuse Assessment and Waste Classification of the site stockpiles was undertaken in May 2012 by Coffey Environments. The report identified that the material is suitable for beneficial reuse within a commercial/industrial land use.

All works shall be carried out in accordance with Environment Protection Guidelines for Construction and Land Development in the ACT, March 2011. The Contractor will be required to hold an Environmental Authorisation or enter into an Environment Protection Agreement with the Environment Protection Authority (EPA) prior to works commencing.

A site management plan incorporating an Unexpected Finds Protocol will be required. This must be prepared by a suitably qualified environmental consultant and implemented during earthworks at the site. A Pollution Control Plan will also be required to be endorsed by the EPA prior to works commencing on site.

Attached in Appendix G is the EPU endorsement.

### **1.11 BUSHFIRE PROTECTION MEASURES**

A Bushfire Risk Assessment Review was prepared by Australian Bushfire Protection Planners Pty Ltd. The report is attached at Appendix C.

The Bushfire Plan presents the proposed bushfire protection measures for this estate.

Any proposed dwellings requiring specific controls are noted on the Planning Control Plans.

### **1.12 AGENCY LIAISON AND CONSULTATION**

During the planning process and preliminary engineering design, there has been ongoing liaison and consultation with agency representatives from ICON Water, ActewAGL, ACTPLA, CMA, Roads ACT (and their consultants), EDD (and their consultants) and TaMS in the development of the layout and servicing of the Estate.

### **1.13 STAGING**

It is proposed to construct the LDA works in a single stage. This will occur after Capital Works and Capital Metro Agency projects have been completed. Staging has considered existing infrastructure to service the site and the various parties involved in the project.

The proposed staging is shown on the Staging plan.

## **2. PLANNING**

### **2.1 PLANNING PRINCIPLES**

This EDP has been prepared to comply with the relevant requirements of all applicable Codes and Plans contained within the Territory Plan, including;

- the Gungahlin Town Centre Structure Plan
- the Gungahlin Precinct Code
- the Estate Development Code
- the Crime Prevention Through Environmental Design General Code

A series of planning principles were developed for the estate as part of the planning process. The principles reflect best planning practice and embrace the overarching planning objectives, principles and policies for sustainable and liveable developments identified in the above plans and codes.

- ▶ The development of the suburb shall be sustainable in terms of social, cultural and economic.
- ▶ The neighbourhood is based on high pedestrian areas and integrated connections to public transport routes and activity nodes such as employment centres or open spaces.
- ▶ There shall be an integrated cycling and pedestrian network that links to trunk routes.
- ▶ The road hierarchy should be legible and provide good and safe access for all users and encourage high levels of public transport usage.
- ▶ Design for flexibility for diverse modes of public transport, including the proposed light rail.
- ▶ Incorporate Water Sensitive Urban Design elements such as retardation basins and swales for sustainable stormwater management and achieve targets identified in the Waterways – Water Sensitive Urban Design General Code.

## 2.2 COMPLIANCE WITH PLANNING CODES

Under the Territory Plan, land within the estate is zoned: CZ1 – Core, CZ2 – Business, CZ5 – Mixed Use, CFZ – Community Facilities and PRZ1 – Urban Open Spaces. The EDP has been prepared to ensure that those five zones are allocated in accordance with the Territory Plan map.

As indicated in Section 2.1 of this Report, there are four Territory Plan Codes and Plans which apply to the land within the Estate, those being: the *Gungahlin Town Centre Structure Plan*, the *Gungahlin Precinct Code*, the *Estate Development Code* and the *Crime Prevention Through Environmental Design General Code*. The EDP has been prepared in accordance with the principles set out in the *Gungahlin Town Centre Structure Plan*, and has been prepared to ensure compliance with the applicable rules or consistency with the applicable criteria contained within the *Gungahlin Precinct Code*, the *Estate Development Code* and the *Crime Prevention Through Environmental Design General Code*. Thorough assessments of the EDP's compliance and or consistency with those Codes are provided at Appendix A.

## 2.3 NOISE ASSESSMENT

Two existing noise assessments provide an overview of the area. The *Road Traffic Noise Assessment: Gungahlin Town Centre Roads* provided a preliminary assessment of traffic noise in the estate and the *Capital Metro EIS Noise and Vibration Assessment* evaluated the noise impact of the light rail during construction and at completion. These reports are included within Appendix I and the Disc .

Estimated noise level for a facade of the Mixed Use developments close to the property boundary is around 63 dBA. The Gungahlin Town Centre Roads traffic noise report indicated the 63dBA contour would be located within building areas which have been nominated as noise affected on the Planning Controls Plan It is recommended that the noise impact on the buildings be reassessed once the layout has been determined. Mitigation can be achieved by requiring the facades of those buildings facing The Valley Avenue and Manning Clarke Street to be designed to ensure that the internal noise levels comply with AS/NZS 2107:2000.

The light rail noise assessment found no issues with daytime airborne noise however night time noise was above the nominated levels in some areas. Feasible measures for noise attenuation were recommended to be investigated as part of detailed design of the light rail.

## 2.4 BLOCK YIELD

The developable potential of land within Gungahlin East Estate is controlled by the Territory Plan and in particular:

- Gungahlin Precinct Map and Code (GPMC)
- Commercial Zones Development Code (CDC)
- Multi Unit Housing Development Code (MUHC)

Other codes then apply in hierarchical order to any development proposed on the land.

In 2010 ACTPLA made development forecasts for Gungahlin East. These yields were subsequently utilized within the Land Release Strategy December 2014 prepared by CBRE for the LDA.

As part of this EDP SPACELAB have reviewed the Development Yields based on the proposed layout, desired planning outcomes as outlined in the GPMC and recent examples of similar developments. As such yield calculations are related to projected future uses of the Town Centre including more intensive development associated with a mix of commercial, retail and residential uses along the proposed light rail route, and the close proximity of the Gungahlin Terminus.

The GFA figures listed in Table 3 are based on the following;

- 5 storey developments. All sites were assessed on the perimeter 18 metre maximum height limits (set down in the GPMC) which allows for 5 storeys.
- Site coverage on blocks within Precinct 1a and Precinct 2a of 65% at ground level. 65% site coverage has been adopted to provide increased opportunity for open space and solar access.
- Site coverage on blocks within Precinct 4a of between 40% and 45% based on suitability of the individual sites to accommodate built form with maximum 20m depth floor plate at ground level, and sufficient space between buildings to meet solar access and interface requirements.
- Site coverage on Mixed Use blocks within Precinct 4b of between 45% and 65% based on suitability of the individual sites to accommodate built form with maximum 20m depth floor plate at ground level, and sufficient space between buildings to meet solar access and interface requirements.
- Site coverage on Community Facility block in Precinct 4b of 65% based on suitability of the individual sites to accommodate built form with sufficient space between buildings to meet solar access requirements.
- Residential yields are based on 20m wide buildings with residential use limited to 3 or 4 levels of development; dependent on whether office, retail or other usage is planned on the ground and first levels. Residential yields are calculated on 80% efficiency and 75m<sup>2</sup> per dwelling.

Table 2: Block Yield

Block sizes	Number of blocks	Percentage (Combined Area/ Total Area)	Combined GFA (m2)	Combined Dwellings
<b>CZ1, CZ2</b>				
<b>0.9-1.5 Ha</b>	<b>4</b>	<b>18%</b>	<b>93,940</b>	<b>0</b>
<b>1.5-2.5 Ha</b>	<b>3</b>	<b>19%</b>	<b>79,272</b>	<b>0</b>
<b>CF, CZ5</b>				
<b>0.2-0.5 Ha</b>	<b>6</b>	<b>9%</b>	<b>22,605</b>	<b>241</b>
<b>0.5-0.8 Ha</b>	<b>7</b>	<b>16%</b>	<b>35,422</b>	<b>351</b>
<b>0.8-1.2 Ha</b>	<b>4</b>	<b>16%</b>	<b>33,734</b>	<b>529</b>
<b>Open Space</b>				
<b>0.2-0.8 Ha</b>	<b>8</b>	<b>22%</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>32</b>	<b>100%</b>	<b>264,973</b>	<b>1118</b>

**Table 3: Block Summary**

Block	Area (m <sup>2</sup> )	Office GFA (m <sup>2</sup> )	Retail GFA (m <sup>2</sup> )	Other GFA (m <sup>2</sup> )	Number of Dwellings	Zoning
aa	11,883	9,820	500		154	CZ5
ba	5,942	4500	500		75	CZ5
bc	5,005	6,600	3,300	3,300		CFZ
bd	5,005	2,000	2,200		70	CZ5
be	4,996	2,000	2,200		77	CZ5
ca	16,342	15,200	7,600	7,600		CZ1
da	12,254	32,650	600			CZ2
dc	10,970	28,900	510			CZ2
dd	9,395	30,720	560			CZ2
ea	16,725	23,432	500			CZ2
ec	14,207	18,016	420	6,145		CZ2
ed	15,585	18,285	420	6,235		CZ2
fa	8,997	6,600	3,300	3,300		CFZ
fb	8,994	3,300		2,970	173	CZ5
fd	5,593	4,200	2,100	2100		CFZ
fe	6,822	2,552			131	CZ5
ff	5,527	2,070			75	CZ5
fg	10,519	3,944			202	CZ5
fh	4,959	1,890			60	CZ5
ga	2,705	1,350			46	CZ5
gb	3,035	1,565			58	CZ5
gd	4,075	2,000	2,000	4,000		CFZ
ge	5,617	2,000	2,500	6,700		CFZ
gf	2,895	1,000	1,400	3,200		CFZ
bb	8,208					PRZ1
db	2,481					PRZ1
eb	7,340					PRZ1
fc	5,506					PRZ1
gc	2,407					PRZ1
ha	24,889					PRZ1
ia	3,675					PRZ1
ja	2,358					PRZ1
total	254,911	222,494	31,425	49,150	1121	

## Notes:

- Gross Floor Area- as per the ACTPLA definition.
- 20 metre building width allows for a typical east/west facing development with a central access corridor with individual apartment depths of approx. 7-9 metre depth either side of the access corridor.

- 80% efficiency is below industry standards for residential multi storey development, however this allows for ACTPLA specific rules regarding measurable GFA on balconies, storage areas and GFA of common areas to be readily accommodated.
- Average 75m<sup>2</sup> per dwelling will allow a unit mix of studio, 1, 2 and 3 bedroom dwellings all in excess of the minimum m<sup>2</sup> requirements for each unit type as detailed in the MUHC.
- The GPMC does not specifically limit site coverage, and therefore a development with 100% site coverage within setbacks and building envelopes is achievable.

## 2.5 PLANNING DRAWINGS

### 2.5.1 Land Use Plan

This section to be read in conjunction with Land Use Plan drawing number 5678-EDP-LUP-013, which shows the proposed zoning for the site.

The proposed land use is generally consistent with the relevant parts of the Territory plan, in particular the Gungahlin Precinct Map and Code. The proposed mix and distribution of land use has been developed to complement the existing town centre and support future development, providing diversity of uses, activation of key intersections and encouraging utilisation of open space.

The proposed Estate arrangement refines the indicative Land Use Zoning shown on the Territory Plan under the FUA overlay, primarily adjacent Block 2 Section 235 and includes:

- the extension of Kate Crace Street and proposed CFZ in this area.
- shifting the existing PRZ1 within the EDP area to blocks within the commercial core (proposed Blocks 'bb', 'db', 'eb' and 'fc'). This ensures continuity and legibility of the road network, improves active transport connectivity and appropriately locates additional PRZ1 area within the commercial core. This will also help retaining a significant stand of existing regulated trees (Block 'bb').
- The adjustment in provision of overall PRZ1 area, is negative 8,100m<sup>2</sup>. However, it should be noted that the indicative areas under the Territory Plan FUA area does not include TSZ1 areas for the southern edge road (Road 1), the extension of Ernst Cavanagh Street and the extension of Gungahlin Place, which account for most of the difference in total PRZ1 area.

32,182m<sup>2</sup> of CFZ have been located in the proposed development spread across 6 blocks of varying size providing opportunity for a range of facilities and scales of community facility developments. 5 of the CFZ blocks are provided adjacent The Valley Avenue and adjacent existing CFZ Block 2 Section 235, and facing the existing open space providing for complimentary facilities and uses. A CFZ block (Block 'bc') is proposed fronting Anthony Rolfe Avenue and the open space of block 'bb' facilitating community use in the northern portion of the site and taking advantage of pedestrian links through the open space to Hibberson Street.

CFZ Blocks 'ge', 'gf' and 'gd' are located adjacent the existing Mosque (Block 2 Section 235) and are appropriately sized to allow for future developments which can adequately address potential overlooking and noise concerns for the mosque site. Any future development on

these sites, shall treat the mosque site equal to private open space, providing adequate screening and site distances to protect the amenity of the mosque. these potential overlooking and noise concerns for the existing mosque (Block 2 Section 235) shall be subject to future DA for subsequent blocks (Blocks 'ge', 'gf' and 'gd').

The land use has also been informed by commitments to deliver blocks for Housing ACT. To facilitate release of blocks that meet Housing ACT time frame, two proposed CZ5 blocks must be able to obtain construction access from existing road infrastructure. As such blocks 'ba' and 'fh' must be CZ5 to meet these requirements.

A Right of Way Easement is proposed through Block 'ea', Block 'ec' and Block 'ed'. The Easement shall facilitate pedestrian mid-block access through the deep blocks (127m) and provide for break and permeability in the built form. The Easement must incorporate deep root planting to allow trees and other greenery to soften the space. A minimum of 2m wide path will facilitate pedestrian connectivity. The width is set at a minimum of 10m. The easement on Block 'ec' and Block 'ed' shall provide continuous path of travel 24/7. Any future development must not present any blank wall longer than 8m without properly addressing the easement. Openings must provide direct access and overlooking opportunities (passive surveillance) to the easement.

### 2.5.2 Development Intentions Plan

The Development Intention Plan shows the built form outcome achievable for multi-unit sites based on block size, orientation and zoning. The Development Intention Plan shows notional building footprints and demonstrates that buildings can be provided with suitable orientation to street and open space frontage, maximise solar access and allow appropriate pedestrian and vehicular access including waste collection. The Development Intention Plan shows shadows cast at midday on the winter solstice. The Development Intention Plan shows notional internal driveways and car parking.

### 2.5.3 Bushfire Asset Protection Zone Blocks

Bushfire affected blocks that require special bushfire construction in accordance with AS 3959 are identified on the Bushfire Management Plan. R34A of the Multiunit Housing Development Code applies to multi-unit blocks.

### 2.5.4 Acoustic Impact Blocks

All residential development within the proposal are subject to R67 of the Multi-Unit Housing Development Code and will need to comply with AS/NZ 3671, AS/NZ 2107 and the ACT Environment Protection Regulation 2005.

Development along The Valley Avenue and Ernest Cavanagh Street to be assessed for acoustic requirements on an individual basis.

Development along Flemington Road to be assessed for acoustic requirements on an individual basis taking into account consideration for the future light rail corridor and associated stops.

### 2.5.5 Stormwater Management blocks

Blocks 'fa', 'fb', 'fe', 'ge' & 'gf' shall include measures to ensure stormwater from a 1-in-3 month ARI storm event is retained on site for later reuse. Release of retained storm water is

prohibited below the 1-in-3 month ARI storm water events. Refer to section 6.2 Proposed Stormwater Management for details.

### **3. TRAFFIC ANALYSIS AND ROAD HIERARCHY**

A traffic study has been prepared by Indesco to assess the internal traffic movements, key internal intersection configuration and the impact on connection to the existing network.

A summary of the traffic volumes are presented on the Road Hierarchy Plan.

A summary of the findings follows:

- ▶ The proposed layout has a mix of commercial and residential dwellings;
- ▶ The additional traffic volumes generated does not reduce the operational performance of the existing road network;
- ▶ Parking demand generated by the development will be accommodated on block;
- ▶ A number of four-way intersections will be created which will require signalisation.

A copy of the traffic report is included in Appendix B.

#### **3.1 TRAFFIC GENERATION**

Traffic generation rates have been adopted in accordance with Table 1A of the Estate Development Code. Traffic generation rates adopted for the study were:

- ▶ For multi unit blocks a traffic generation rate of 6 vehicle movements per day per dwelling.
- ▶ Peak hour traffic generation rates used are 10% of daily traffic volumes

Traffic generation and traffic volumes for each road are shown on the Road Hierarchy Plans, and also in the Traffic Report included in Appendix B.

#### **3.2 TRAFFIC DISTRIBUTION**

The road network is consistent with the requirements of the Gungahlin Precinct Code. A north-south road between Ernest Cavanagh Street and The Valley Avenue was not required for site access based on the proposed block layout. Road 1 was provided as an edge road and for access to the southernmost blocks.

#### **3.3 INTERSECTION ANALYSIS**

A review of the existing road network has been undertaken based on modelled peak hour traffic volumes using both Journey To Work data and modelling undertaken by the Capital Metro Agency. Intersection capacity analysis was undertaken and the proposed intersections were assessed to operate at an acceptable level.

## **4. ROADS**

All streets have been designed in accordance with the Estate Development Code. Refer to road hierarchy characteristics table for details.

### **4.1 MAJOR COLLECTOR ROADS**

There are no new Major Collector roads proposed within the estate.

Existing Major Collector roads are Anthony Rolfe Avenue, Flemington Road, Manning Clark Crescent and The Valley Avenue.

The Valley Avenue extension is not within the scope of this submission. This is a Capital Works project being undertaken by Cardno on behalf of EDD. This has been approved within a previous development application. A copy of the approved design is included within Appendix H.

The Manning Clarke Street extension is not within the scope of this submission and will be part of a future development application. This is a Capital Works project being undertaken by Cardno on behalf of EDD.

A summary of the scope for this submission is provided on the Overall Development Status Plan.

### **4.2 MINOR COLLECTOR ROADS**

Road 1 and Ernest Cavanagh St extension are minor collector roads.

Kate Crace Street extension and Gungahlin Place extension are also minor collector roads.

### **4.3 ACCESS STREETS**

There are no new Access Streets proposed within the estate.

### **4.4 FIRE ACCESS**

A Fire Access is proposed between Road 1 and Delma View. This will be gated to prevent unauthorised access/rat running.

### **4.5 PUBLIC TRANSPORT CORRIDOR**

The public transport corridor utilises The Valley Avenue, Manning Clark Crescent and Flemington Road. Consultation with Roads ACT on behalf of ACTION has been undertaken as part of this EDP. It is noted that a future bus layover area may be located within GTC East. At the time of reporting, final requirements had not been established.

No new bus stops are proposed. The site is located within the proposed light rail route and close to the Gungahlin light rail terminus. A light rail stop is also proposed near the intersection of Flemington Road and Manning Clark Crescent. Consultation with the Capital Metro Agency has been undertaken as part of this EDP.

### **4.6 TURNING MOVEMENTS**

Turning movements have been provided at proposed intersections to demonstrate a representation of turning movements for design and checking vehicles.

#### 4.7 HEAVY VEHICLE ACCESS

The proposed routes for heavy vehicles is shown in the Heavy Vehicle Route Plan. Parking bays within northern lane of Road 1 have been designed to be 3m wide to accommodate future Loading Zones.

#### 4.8 SIGNALIZED INTERSECTIONS

A signalized intersection is proposed at the intersection of Gungahlin Place and The Valley Avenue. The proposed layout is shown on the Road details plans.

A signalized intersection is proposed at the intersection of Kate Crace Street and The Valley Avenue. This proposed intersection treatment is not within the scope of this submission and will be part of a revised development application for the Capital Works projects.

A modified signalized intersection is proposed at the intersection of Flemington Road and Manning Clark Crescent. This proposed intersection treatment is not within the scope of this submission and will be part of a development application for the Capital Works projects.

A signalized intersection is proposed at the intersection of Kate Crace Street and Flemington Road. This proposed intersection treatment is not within the scope of this submission and will be part of a separate development application on behalf of the Capital Metro Agency.

#### 4.9 PARKING

A provision for public car parking is proposed within Section AA Block aa, in accordance with the requirements of the Gungahlin Precinct Code. This is a temporary car park and in the future will be redeveloped as a mixed use development that provides public carparking on a commercial basis.

Indented parking has typically been provided along minor collector roads.

Visitor parking is provided along the kerbside edge of all roads, where space is available. The estate will provide 3 on-street disabled spots, 2 on Road 1 and 1 on Ernest Cavanagh Street, which will provide half of the requisite disabled parking for the development. It is intended that the future development of blocks will provide additional parking to satisfy the proposed developments.

Parking is not provided along Flemington Road in accordance with CMA designs and the Gungahlin Precinct Code.

On-street parking has been designed to be 3 m in some areas in order to accommodate future Loading Zones which may be required within the town centre. This is demonstrated on the Heavy Vehicle Route Plan.

#### 4.10 STREET LIGHTING

The underground electricity reticulation and street lighting design will be undertaken in accordance with the current AS1158 and TaMS Design Standards for Urban Infrastructure, all paths within the estate will have lighting.

Collector roads will be designed to Category P3. The streetlight poles have been positioned 1.7m minimum behind the kerb line on roads. Additional lighting along the open space path south of Road 1 will be investigated and may be added in detailed design.

#### **4.11 WASTE COLLECTION**

All sites will require commercial on-site waste collection facilities.

## **5. CYCLE, PEDESTRIAN SYSTEMS**

### **5.1 ON ROAD CYCLING**

On road cycling has been catered for within the carriageway of Major Collector roads. At this time pavement markings are proposed to delineate lanes. There are no new Major Collector roads proposed within this EDP. All Major Collector Roads within the estate are either existing or will be constructed as a Capital Works Project and subject to a separate Development Application.

### **5.2 OFF ROAD CYCLE PATHS / MAJOR PATHS**

An off road trunk path is proposed between Road 1 and The Mulangarri Grasslands. This path will be aligned east-west along the old alignment of the Well Station Track.

An off road trunk path is proposed through the north-south open space spine between Anthony Rolfe Avenue and Road 1. This path will connect to existing trunk paths to the north of Anthony Rolfe Avenue and to the proposed east-west path to the south of Road 1.

### **5.3 SHARED PATHS**

The estate contains shared paths in all road reserves. In high pedestrian areas fully paved verges have been recommended. The proposed shared path widths are in accordance with the Estate Development Code.

## 6. STORMWATER CONCEPT PLAN

### 6.1 EXISTING STORMWATER DRAINAGE

Formal stormwater infrastructure within the GTC East Estate consists of a number of roads, open channels and headwall crossings to allow flow through the undeveloped blocks. The site can be divided into eight catchments that each flow out at a different location:

- ▶ North-west catchment
- ▶ North catchment
- ▶ North-east catchment
- ▶ South-east catchment
- ▶ South catchment
- ▶ South-west catchment 1
- ▶ South-west catchment 2
- ▶ West catchment

#### 6.1.1 North-west catchment

This catchment comprises block aa and part of Ernest Cavanagh (Ext A) and Kate Crace Streets. The catchment grades west to the intersection of Ernest Cavanagh and Hinder Streets. Once outside the site boundary, flow from the catchment continues to the west towards Gungahlin Pond.

#### 6.1.2 North catchment

This catchment comprises blocks ba, bb and bc. The catchment grades north to Anthony Rolfe Avenue. Once outside the site boundary, flow from the catchment goes north along a swale in the median next to Ian Potter Crescent towards Yerrabi Pond.

#### 6.1.3 North-east catchment

This catchment comprises blocks bd, be, da, db, dc, dd, de and part of Ernest Cavanagh (Ext B) and Hamer Streets. The catchment grades to the intersection of Flemington Road and Hamer Streets. Once outside the site boundary, flow from the catchment goes to the east along Flemington Road to the nearby low point and then south along the existing floodway towards ponds in Franklin.

#### 6.1.4 South-east catchment

This catchment comprises blocks ea, eb, ec, ed, fk, fm, fn and parts of Flemington Road, Manning Clarke Crescent, The Valley Avenue, and proposed Road 1. The catchment grades east to Manning Clarke Crescent and then south along this road with excess flows spilling into the neighbouring floodway. Once outside the site boundary, flow from the catchment continues south along Manning Clarke Crescent to the existing floodway towards ponds in Franklin.

#### 6.1.5 South catchment

This catchment comprises blocks fa, fb, fc, fe, ge, gf and part of Kate Crace Street (Ext) and proposed Road 1. The catchment grades south to the low point in proposed Road 1 and the

proposed retarding basin. Once outside the site boundary, flow from the catchment continues south into the Mulangarri Grasslands.

#### 6.1.6 South-west catchment 1

This catchment comprises blocks ga, gb, gc, gd and part of proposed Road 1. The catchment grades west to the low point in proposed Road 1 and the proposed retarding basin. Once outside the site boundary, minor flow from the catchment continues west to Delma View and major flow continues south into the Mulangarri Grasslands.

#### 6.1.7 South-west catchment 2

This catchment comprises three existing blocks (Block 1, Section 246; Block 2, Section 246; Block 2, Section 235) and part of The Valley Ave and Gungahlin Place (Ext). The catchment grades to the west along The Valley Ave with any flows overtopping the crest diverted to the north. Once outside the site boundary, flow from the catchment continues to the west towards The Valley Ponds.

#### 6.1.8 West catchment

This catchment comprises block ca and part of Hibberson and Kate Grace Streets. The catchment grades west to the intersection of Hibberson and Hinder Streets. Once outside the site boundary, flow from the catchment continues to the west towards The Valley Ponds.

## 6.2 PROPOSED STORMWATER MANAGEMENT

Stormwater master plans have been prepared for GTC East Estate. The stormwater masterplans illustrate the overland flow plan for the major storm event and schematic stormwater pipe layout for the minor storm event within the development.

The detailed stormwater design will be in accordance with the Design Standards for Urban Infrastructure. Flows up to and including the 20 year ARI event are generally to be piped whilst the major system comprising roads conveys the 100 year ARI flows.

Servicing of blocks will generally utilise direct connection to stormwater pipes. Roads will be serviced with tree pits in addition to stormwater sumps to promote Water Sensitive Urban Design principles.

Water quantity retardation will be provided by two retardation basins. These stormwater treatment facilities incorporate extended detention storage in order to provide water quality benefits as well as retardation.

Retardation Basin 1 is located to the west of Road 1 and will discharge into the underground stormwater system on Delma View for minor flows and to the Mulangarri Grasslands for major flows. This will service South-west catchment 1.

Retardation Basin 2 is located to the south of Road 1.. The public road reserve will generate 83m<sup>3</sup> of stormwater in a 3 month ARI event with the retarding basin having capacity to store the runoff. A level spreader will be used to deenergise and disperse any concentrated minor flow from the basin. Further to this blocks fa, fb, fe, ge & gf will be required to have onsite detention tanks (min. 150,000L for relevant blocks) to store runoff from a minor event (approx 120,000L for 3 month ARI event) and a requirement for reuse will be added to the PCP.

The levels of the paths around the site are above the 2 year ARI level.

### 6.3 OVERLAND FLOW MANAGEMENT

When stormwater flows exceed the capacity of the piped system stormwater runoff will travel overland along the road and floodway network.

All open spaces convey minor flows overland to a plantation type sump prior to road corridors. In a major storm event flows overtopping the sump will enter the road and join other overland flows.

The south and south-west catchments flow towards low points in proposed Road 1. In a major storm event ponding at this location will purposely overtop the kerb and enter the two retardation basins. The height of kerb at these locations will be adjusted to allow for this in detailed design.

In a major storm event ponding will occur in Kate Crace Street south of the intersection with Hibberson Street. Stormwater will be conveyed overland through the intersection prior to overtopping the kerb, i.e. there is no inflow to the block from the road. However, additional pit and pipe capacity could be provided at detailed design at this location to reduce the risks of ponding.

In a major storm event ponding will occur in the open space to the north of The Valley Avenue. Stormwater will then be conveyed overland into The Valley Avenue and continue east along the road reserve. The existing registered tree and minimum grades for The Valley Avenue have contributed to this situation.

Overland flows have been designed to meet the following criteria:

- ▶ To prevent flow up to the 100 year ARI from entering leased blocks;
- ▶ To ensure velocity depth criteria is less than  $0.4\text{m}^2/\text{s}$  in road reserves;
- ▶ To ensure flow does not exceed a depth of 50mm above the top of kerbs in road reserves; and
- ▶ To ensure velocity of flows is less than 2m/s in swales to prevent scour.

### 6.4 WATER SENSITIVE URBAN DESIGN

The WSUD Outcome Plan demonstrate the use of retarding basins, stormwater tanks and existing swales, GPTs and WQCPs to capture and filtrate low flows from the development prior to discharge. A MUSIC model was developed for the water quality assessment for the site. The results from the model are included on the WSUD Outcome Plan and the WSUC Checklist.

It should be noted that the analysis allows for six of the eight catchments to be treated at existing downstream infrastructure.

#### 6.4.1 Stormwater Quality

Pre-development and post development loads of Total Suspended Solids (TSS), Total Phosphorus (TP) and Total Nitrogen (TN) were determined from modelling using MUSIC (Version 6.0). The required reduction targets for these pollutants were achieved with the use of rainwater tanks, swales and retardation basins.

#### 6.4.2 Stormwater Quantity

Water quantity retardation is provided in the two retarding basins and the onsite detention identified above. They will provide retardation of developed peak runoff to pre-developed 100 year ARI peak flows before leaving the site.

## 7. SEWER CONCEPT PLAN

### 7.1 EXISTING SEWER INFRASTRUCTURE

Existing sewer infrastructure surrounds the site in preparation for this development. The existing connections that are proposed to be used for this development are:

- ▶ 150 mm diameter sewer pipe on the north side of Hibberson Street, west of the Kate Crace Street intersection.
- ▶ 150 mm diameter sewer pipe on the south side of Anthony Rolfe Avenue, west of the Kate Crace Street intersection.
- ▶ 150 mm diameter sewer pipe crossing Anthony Rolfe Avenue in line with Cantamessa Avenue.
- ▶ 225 mm diameter sewer pipe on the west side of Manning Clarke Crescent connecting to the north side of Barbara Jefferis Street.
- ▶ 300 mm diameter sewer pipe on the west side of Bayonas Place downstream of Marie Pitt Street crossing.
- ▶ 225 mm diameter sewer pipe on the north side of The Valley Avenue, at the intersection with Gungahlin Place.

### 7.2 PROPOSED SEWER INFRASTRUCTURE

#### 7.2.1 Catchment A

This catchment includes block ca and will discharge into the 150 mm diameter sewer pipe on the north side of Hibberson Street. The tie point is at the intersection with Hinder Street.

#### 7.2.2 Catchment B

This catchment includes block aa and will discharge into the 150 mm diameter sewer pipe on the south side of Anthony Rolfe Avenue. The tie point is at the intersection with Hinder Street.

#### 7.2.3 Catchment C

This catchment includes blocks ba, bc and will discharge into the 150 mm diameter sewer pipe crossing Anthony Rolfe Avenue. The connection point is in line with the sewer pipe running along the west side of Cantamessa Avenue.

#### 7.2.4 Catchment D

This catchment includes blocks bd, be, da, dc, dd, ec, ed, fk, fm and will discharge into the 225 mm diameter sewer pipe on the west side of Manning Clark Crescent. The two connection points and two ties are either side of The Valley Avenue.

### 7.2.5 Catchment E

This catchment includes blocks ea, fh, fi, fl, fn and will discharge into the 300 mm diameter sewer pipe on the west side of Bayonas Place.

Due to the capacity of the existing sewer system to the east of site, The connection point will be downstream of Marie Pitt Street crossing. This connection point will require a new 225 mm sewer line to be constructed along the west side of Manning Clark Crescent crossing a number of existing stormwater pipes. These are noted on the Sewer Master Plan and should be in accordance with Icon Water clearance requirements.

### 7.2.6 Catchment F

This catchment includes blocks fa, fb, fd and will discharge into the 225 mm diameter sewer pipe on the north side of The Valley Avenue. The connection point is at the intersection with Gungahlin Place.

## 8. WATER SUPPLY CONCEPT PLAN

### 8.1 EXISTING WATER SUPPLY INFRASTRUCTURE

GTC East will be wholly serviced from the intermediate zone (NTW 685) of Gungahlin.

The Water Supply Master Plan indicates that there is sufficient pressure through the site for design demands (peak and fire demands).

### 8.2 PROPOSED WATER SUPPLY INFRASTRUCTURE

GTC East will have eighteen connections to the existing water supply system.

The mains and connections along The Valley Avenue and Kate Crace Street are all 225 mm diameter. The remaining network is made up of 150 mm diameter mains.

The flow demand of 100 l/s has been provided to meet the Fire Risk Type F3 (large offices) classification of the CZ1 and CZ2 parts of the development (blocks either side of Flemington Road). Hydrants have been placed at 45 m spacing along mains with double hydrants placed every 135 m in these areas.

The flow demand of 60 l/s has been provided to meet the Fire Risk Type F4 (higher risk residential areas) classification of the CZ5 and CF parts of the development. Hydrants have been placed at 60 m spacing along mains in these areas.

## 9. UTILITIES

Utilities will be provided via shared trenches and connected to the service providers' backbones located along Flemington Road.

The developer will fund the excavation and backfill of the shared trenches, and each utility will provide cables/conduits as required. The shared trenching throughout the development will be in accordance with the Service Authorities' shared trench agreement.

Three-way trenching for electricity, gas and telecommunications are proposed and are shown on the typical road cross sections. Three-way trenching will be located on both verges.

ActewAGL will provide underground electricity reticulation and street lighting to TAMS standards.

## 10. LANDSCAPE MASTER PLAN

### 10.1 CHARACTER

The urban open space for GTC East is an extension of the existing Town Centre landscape. Street tree species and verge treatment in the same streets have been extended. Strong connectivity and linkages for pedestrians and cyclists has been provided including access to the proposed light rail stop.

The north south open space that runs centrally through the site will form the 'spine' of the open space network. Linkages north south and to the east and west will enable Town Centre users and residents to access a range of open spaces including active frontages, urban seating areas, transport, recreational areas, fitness activities, open grass for kick-around / ball sports, nature discovery, passive relaxation, active running / biking, picnicking and congregation.

The open space is located to retain and protect Registered and Provisionally Registered Trees. The existing vegetation will form the framework for these areas of open space areas and be supplemented by complimentary plantings of native and deciduous tree species.

The tree selection for streetscapes and urban open space will be predominantly deciduous trees so as to not impede solar access to urban spaces and buildings. Species have been selected to help reinforce the road hierarchy and therefore the legibility of the Town Centre. The group of Provisionally Register Trees in the northern parkland will be reinforced with matching eucalypt tree species.

The design maximises the opportunity for people to identify with the Town Centre their immediate neighbourhood and to link with their adjacent neighbourhoods and the district networks. Clarity to way finding orientation, connections, movement, and visual identity underpin the design;

The southern end of the study area affords some expansive views over the grasslands to central Canberra, Black Mountain and hills beyond so to respond to this a lookout picnic area will be created at the edge of the Mulanggari Grasslands Nature Reserve.

The Mulanggari Grasslands Nature Reserve provides contrast to the busier urban environment as well as habitat, linkage corridor and refuge for flora and fauna. Interpretation signage to educate people of the reserve and its role is to be incorporated at picnic areas with views to the grasslands, hills and mountains.

Old Well Station Track connects the Well Station Heritage Precinct (located in suburb of Harrison) with the Gungaherra Homestead, and Red Hill Heritage Site through to the GTC. Formalised entry pillars to track at Manning Clarke Crescent to be consistent with other parts of the track. Planting will be with informal stands of native tree species so as to compliment the character of the existing vegetation. Planting has been designed in accordance with bushfire and TaMS maintenance requirements in terms of species selection and spacing.

## 10.2 STREETScape CHARACTER

Street tree species selection provides continuity with the existing parts of the Town Centre and provides hierarchy to the Town Centre. Major linking streets are proposed to be planted with large scale exotic street trees and local and edge streets are proposed to be planted with a mix of large and small scale exotic street trees.

The street trees are arranged as driveway access, street lighting and sight lines permit. The proposed street trees are shown on the Landscape Masterplan.

# 11. GEOTECHNICAL STRUCTURE AND SITE GRADING

## 11.1 GEOTECHNICAL INVESTIGATION

A detailed geotechnical investigation has not yet been conducted Preliminary geotechnical information has been provided in the Report Proposed Residential/Commercial Development East GTC, February 2014 by Douglas Partners. The report concluded that the majority of the site would be classified as H1 (Highly reactive), some areas of rock were also identified.

There are no significant issues preventing the proposed urban development in the area.

Further geotechnical investigation will be carried out to support the detailed design phase.

## 11.2 SITE GRADING

The design of the estate follows the natural grading of the site.

Draft longitudinal gradings have been prepared for all roads within the estate and indicated on the Road Long Sections Plans. Preliminary grading across the blocks has also been reviewed and, in some areas, fill has been defined on blocks for the following reasons:

- To ensure block grading relates to road cross section;
- To ensure that the existing ground levels around retained trees are not disturbed; and
- To address localized depressions on the blocks and to manage overland flow paths.

# 12. OFFSITE WORKS

The following off site works areas are required for the estate and will be required to be undertaken as part of the estate works:

- Connection to the existing trunk sewer to the south on Manning Clark Crescent.
- Path upgrades where nominated to provide appropriate connections.
- Roadworks at intersection of Manning Clark Crescent and Barbara Jefferis Street due to the widening of Manning Clark Crescent.

## **Appendix A**

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Consolidated Comments EDP Submission 1  
Gungahlin Precinct Code Response Table  
Estate Development Code Response Table  
CPTED General Code Response Table.

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Development Application Approval

# Appendix I

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## **Disc**

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Tree Assessment Documentation  
Stockpile Assessment – Coffey  
Environmental  
Light Rail Noise and Vibration  
Report



*Traffic Engineers and Transport Planners*

# Traffic Engineering Assessment

Estate Development Plan

at

Gungahlin Town Centre East Estate

Prepared For  
**Indesco Pty Ltd**

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# Traffic Engineering Assessment

## Estate Development Plan for Gungahlin Town Centre East Estate

### Document Control

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	8/07/16	█	█
B	Final	12/07/16	█	█

### Our Reference: G21164R-01B

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## Traffic Engineering Assessment

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# 1 Introduction

Traffix Group has been engaged by Indesco to undertake a traffic study for the Estate Development Plan (EDP) for Gungahlin Town Centre ('GTC') East Estate. The proposed development consists of 220,021m<sup>2</sup> of office space, 31,425m<sup>2</sup> for retail space, 48,610m<sup>2</sup> for other land uses and 1,070 residential units.

This report has been primarily based on a previous report entitled 'Gungahlin Town Centre East – EDP Traffic Report' by Indesco that was completed in June, 2015.

This report provides a detailed traffic engineering assessment of the generation and distribution of traffic and investigations into key intersections and their performance.

This traffic study has been based on the following information and guidelines:

- Proposed development prepared by Indesco,
- Traffic generation as per the Zenith model (2031) as developed for Capital Metro by Arup,
- RMS Technical Direction 2013/14 (May 2013),
- Road hierarchy classification based on the ACT Planning and Land Authority (ACTPLA) *Estate Development Code* (October 2013), and
- ACT Planning and Land Authority (ACTPLA) *Estate Development Code* (October 2014).

The purpose of this report is to provide an appreciation of the future development of GTC East and the resulting traffic impacts.

## 1.1 Site Location

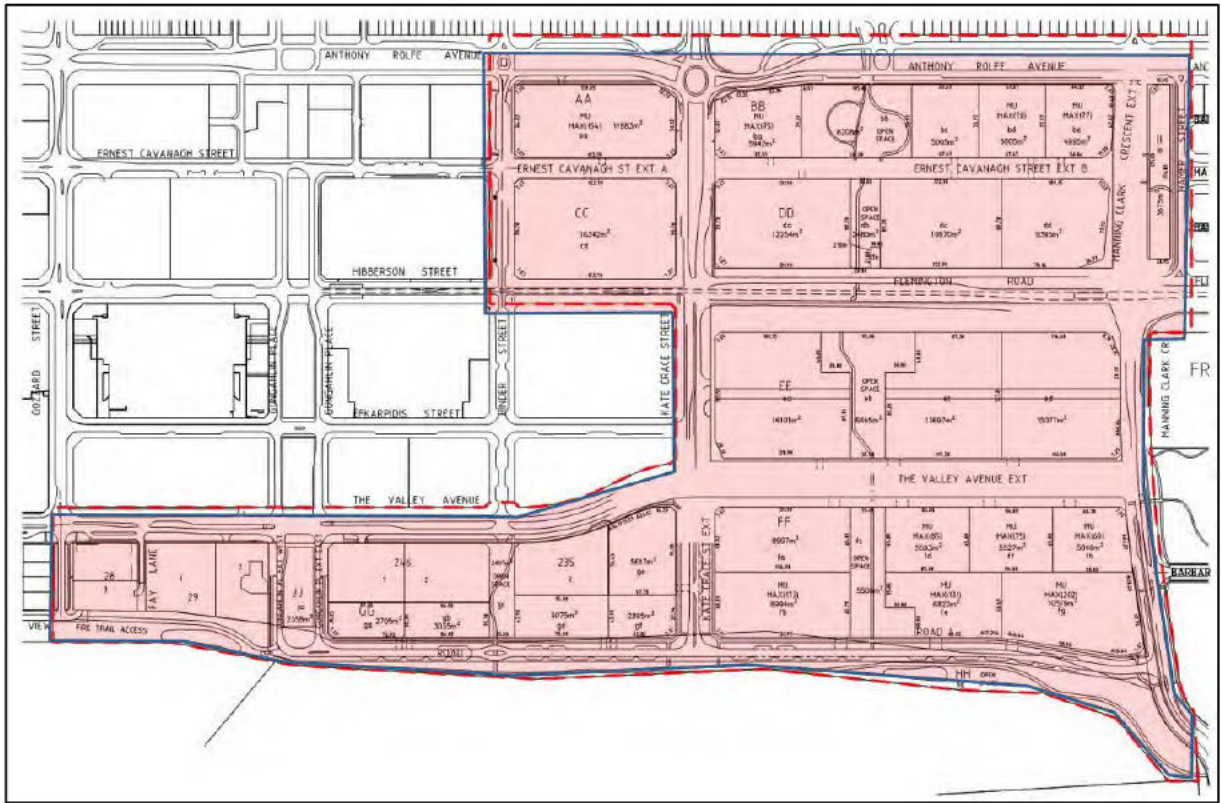
Gungahlin Town Centre (GTC) East is located approximately 13km to the north of Canberra CBD and is within the suburb of Gungahlin. It is surrounded by the suburbs of Ngunnawal, Palmerston, Franklin, Harrison, Throsby, Forde and Amaroo.

The site comprises Sections 11, 28 29, 229, 230, 231, 233, 235 and 246 Gungahlin. It is the eastern portion of the Gungahlin Town Centre. Kate Crace Street forms the western boundary, Anthony Rolfe Avenue the northern boundary, Manning Clark Crescent and Hamer Street the eastern boundary and the Mulangari Grasslands Nature Reserve the southern boundary.

Also included in the site is a small area of land bounded by The Valley Avenue, Gozzard Street and the Mullangarri Nature Reserve to the west of Kate Crace Street and the area bounded by Hinder Street, Hibberson Street, Kate Crace Street and Anthony Rolfe Avenue. To the west of Kate Crace Street is the existing Town Centre and east of the site are the existing suburbs of Franklin and Gungahlin. The estate is shown in Figure 1 below.

GTC East has a total land area of approximately 38 hectares. The land to the north of GTC East contains existing residential development, existing and future Commercial and Mixed Use. The land to the east consists of recently completed residential land within the Gungahlin and Franklin suburbs. The land to the west of the site contains existing and future commercial development with the land to the west of the 'western' leg of the site containing existing residential development.

**Traffic Engineering Assessment**  
**Gungahlin Town Centre East Estate: Estate Development Plan**



**Figure 1: Site Location**

## 2 Existing Conditions

### 2.1 Road Hierarchy

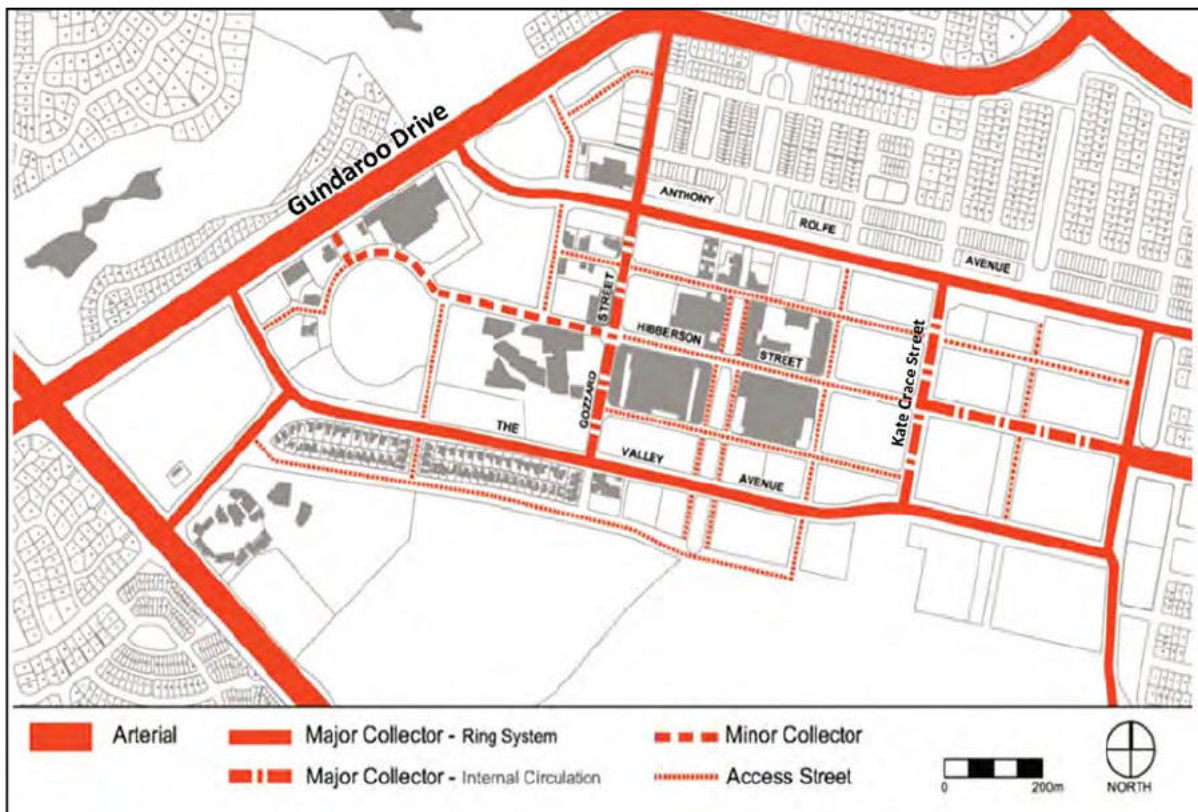
The street hierarchy for the GTC has been established within the Gungahlin Precinct Code, as shown below in Figure 2. The road system is based on a ‘ring’ arrangement to divert through traffic around the Town Centre.

The function of each road classification is broadly defined in the Estate Development Code.

**Access Streets** have been defined as streets where the speed and traffic volumes are low and also where pedestrian and cycle movements are facilitated. Access Streets A and B are distinguished on the basis of traffic volumes. Within the Gungahlin Town Centre (GTC), traffic volumes are higher than in residential areas and all access streets will be Access Street B.

**Collector Roads** have higher traffic volumes and a greater emphasis on distributing through traffic from access streets to the arterial road network. Major and minor collector roads are distinguished on the basis of traffic volumes. Within the GTC East all collector roads have been designed as Major Collectors (refer to Figure 2).

**Traffic Engineering Assessment**  
 Gungahlin Town Centre East Estate: Estate Development Plan



**Figure 2: Gungahlin Precinct Code - Road Hierarchy Map**

Source: Gungahlin Precinct Code

For new estates, the road hierarchy is established from calculated traffic volumes within the Estate Development Code, as summarised in Table 1 and Table 2 below. For existing roads, the road hierarchy is primarily based on the function that they perform rather than on the existing traffic volumes. Furthermore, road classification is not a direction indicator of road capacity. The capacity of roads is determined using Austroads Guidelines, as described later in the report.

**Table 1: Street Hierarchy for New Estates in Residential Zones and CZ5**

Street Type and Function	Type	Design Speed (km/h)	Traffic Volume (vpd)
Access Streets	Access Street A	60	0 – 300
	Access Street B	60	301 – 1000
Collector Roads	Minor Collector	60	1001 – 3000
	Major Collector	70	3001 – 6000

**Table 2: Street Hierarchy for New Estates in Commercial zones (excluding CZ5)**

Street Type and Function	Type	Design Speed (km/h)	Traffic Volume (vpd)
Access Streets	Access Street	60	0 – 1000
Collector Road	Minor Collector	60	1001 – 3000
	Major Collector	70	3001 – 6000

## 2.2 Surrounding Road Network

Automatic tube count data was provided by TAMS which consisted of traffic volumes, average and 85 percentile speeds and speed limits, refer to Table 3.

**Table 3: Characteristics of Surrounding Road Network**

Street	Characteristics
The Valley Avenue	<p>The Valley Avenue is a two-way two lane major collector road.</p> <p>The posted speed limit is 60 km/h. The observed 85% speeds were 62.6 km/h westbound and 66.2 km/h eastbound. Traffic surveys undertaken in 2013 showed weekday average traffic volumes of 4,026 vpd and 3,600 vpd for the westbound and eastbound directions. On street parking is not allowed for this street.</p>
Hibberson Street	<p>Hibberson Street is a two-way two lane access street.</p> <p>The posted speed limit for this road is 40 km/h. The observed 85% speeds were 35.6 km/h for both westbound and eastbound. Traffic surveys undertaken in 2011 showed weekday average traffic volumes of 4,401 westbound and 3,399 eastbound. On street parking spaces are available on this street.</p>
Anthony Rolfe Avenue	<p>Anthony Rolfe Avenue is a two-way two lane divided major collector road.</p> <p>The posted speed limit for this road is 60 km/h. Traffic surveys undertaken in 2013 demonstrated weekday average traffic volumes of 2,237 vpd westbound and 3,010 vpd eastbound.</p> <p>Parking bays are provided for in the service roads feeding into this street.</p>
Kate Crace Street	<p>Kate Crace Street is a two-way two lane major collector road.</p> <p>The posted speed limit for this road is 50 km/h. The observed 85% speeds were 50.2 km/h westbound and 55.6 km/h eastbound. Traffic surveys undertaken in 2013 demonstrated weekday average traffic volumes of 2,862 and 2,312. On street parking is allowed for this street.</p>
Hinder Street	<p>Hinder Street is a two-way two lane access street.</p> <p>The posted speed limit for this street is 40 km/h. The observed 85% speeds were 34.8 km/h for the northbound and 31.6 km/h for the southbound direction. Traffic surveys undertaken in 2011 showed weekday average traffic volumes of 2,153 and 1,530. There are on-street parking spaces available on this street.</p>
Gungahlin Place	<p>Gungahlin Place is composed of two one-way single lane access streets.</p> <p>The posted speed limit for this street is 40 km/h. The observed 85% speeds were 50.6 km/h for the northbound and 31.6 km/h for the southbound direction. Traffic surveys undertaken in 2011 showed weekday average traffic volumes of 1,883 and 1,261.</p> <p>There are on-street parking spaces available on this street.</p>
Efkarpidis Street	<p>Efkarpidis Street is a two lane two way local access street.</p> <p>The posted speed limit for this street is 40 km/h. The observed 85% speeds were 49.8 km/h for the westbound direction and 49.2 km/h for the eastbound direction. Traffic surveys undertaken in 2011 showed weekday average traffic</p>

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Street	Characteristics
	volumes of 1,527 westbound and 854 eastbound. There are on-street parking spaces available on this street.
Flemington Road	Flemington Road is an arterial road with posted speed limit of 70 km/h. There are on-street parking spaces available on the service roads feeding into Flemington Road.
Manning Clark Crescent (section between Flemington Road and Mulangarri Grasslands)	Manning Clark Crescent is a major collector road with posted speed limit of 60 km/h. On street parking in indented bays is available on this road.

## 2.3 Road Capacity

In several cases, the traffic volumes observed on the surrounding road network exceed the maximum volumes provided within the Estate Development Code for each road classification. While the function of the existing roads is established by the road hierarchy, the capacity of each road has been calculated separately based on Austroads Guide to Traffic Engineering Practice: Roadway Capacity and Table 15 Link Properties from Environment and Sustainable Development Directorate's (ESDD) Strategic Model Calibration Report 2014, refer to Table 4. The capacity and existing traffic volumes have been tabulated in Table 5.

This demonstrates that the existing road network within the Gungahlin Town Centre is operating below capacity.

**Table 4: Calculated Road Capacities**

Road	Speed (km/h)	Hourly Capacity per Lane (vph)	Daily Capacity per Lane (vpd)
The Valley Avenue	60	700	7,000
Kate Crace Road	50	600	6,000
Efkarpidis Street	40	500	5,000
Hinder Street	40	500	5,000

**Table 5: Utilisation of Existing Capacity**

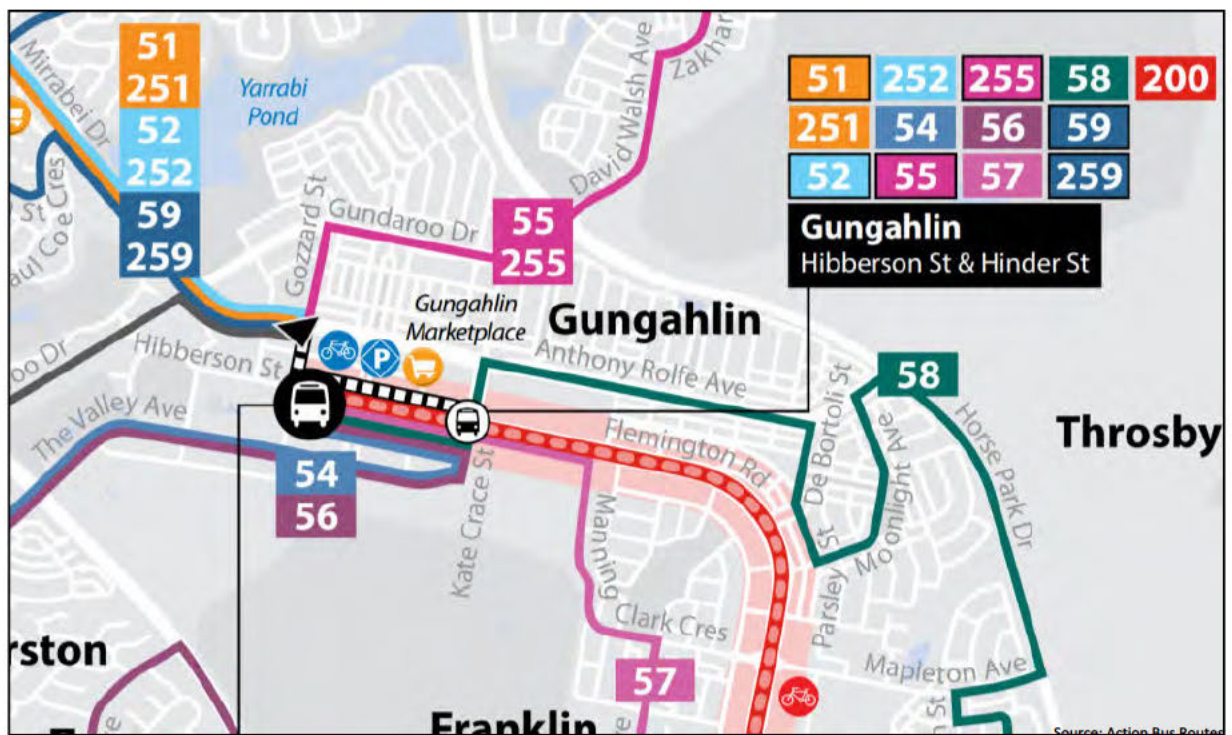
Road	Two Way Daily Capacity (vpd)	Existing Volume (vpd)	Utilisation of Capacity (%)
The Valley Avenue	14,000	7,626	54%
Kate Crace Road	12,000	5,174	43%
Efkarpidis Street	10,000	2,381	24%
Hinder Street	10,000	3,683	37%

## 2.4 Public Transport

The site is well serviced by ACTION buses with the following routes traversing the study area enumerated in Table 6 and shown in Figure 3.

**Table 6: Gungahlin ACTION Bus Routes**

Route	Route Description
200	Red Rapid 200 travels between Gungahlin and Fyshwick via the City   Russell   Barton and Kingston. Buses depart every 10 minutes between 7am and 8:30am and every 15 minutes between 8:30am and 7pm weekdays
259 / 255	Gungahlin to Kingston Railway Station
252 / 251	Kingston Railway Station to Belconnen
59	Amaro to Gungahlin Marketplace
57	City   Northbourne Avenue   Flemington Road   Franklin   Gungahlin Marketplace
56	Gungahlin Marketplace   Palmerston   Mitchell   City
55	Gungahlin Marketplace   Forde   Bonner
54	Gungahlin   Crace   Belconnen
52	Belconnen   Federation Square   Ngunnawal   Gungahlin Marketplace



**Figure 3: Gungahlin ACTION Bus Routes**

## 2.5 Accident Records

Crash history reports were obtained from Roads ACT for a five year period (2009 – 2014) for Kate Crace Street, The Valley Avenue, Anthony Rolfe Avenue, Hibberson Street, Efkarpidis Street, Manning Clark Crescent and Hinder Street with the summarised results in Table 7 and Figure 4.

**Table 7: Gungahlin Crash Statistics**

Road	Detail
Gungahlin Place	<ul style="list-style-type: none"> <li>74 crashes involving 147 vehicles</li> <li>Two crashes needed medical attention</li> </ul>
Flemington Road	<ul style="list-style-type: none"> <li>45 crashes involving 83 vehicles.</li> <li>7 crashes needed medical attention</li> </ul>
The Valley Avenue	<ul style="list-style-type: none"> <li>7 crashes involving 13 vehicles</li> </ul>
Anthony Rolfe Avenue	<ul style="list-style-type: none"> <li>94 crashes involving 183 vehicles</li> <li>10 crashes needed medical attention</li> </ul>
Kate Crace Street	<ul style="list-style-type: none"> <li>50 crashes involving 93 vehicles</li> <li>5 crashes needed medical attention</li> </ul>
Hibberson Street	<ul style="list-style-type: none"> <li>102 crashes involving 202 vehicles</li> <li>12 crashes needed medical attention</li> </ul>
Efkarpidis Street	<ul style="list-style-type: none"> <li>59 crashes involving 20 vehicles.</li> <li>9 crashes needed medical attention</li> </ul>
Manning Clark Crescent	<ul style="list-style-type: none"> <li>8 crashes involving 14 vehicles</li> <li>One crash needed medical attention and one crash victim was admitted to hospital</li> </ul>
Hinder Street	<ul style="list-style-type: none"> <li>144 crashes involving 294 vehicles</li> <li>18 crashes needed medical attention</li> </ul>

An analysis of the crash data is provided below:

- The most common crash category was crash type 101 (cross traffic or through and through crashes with vehicles from adjacent direction in an intersection) rear end type which accounted for 54% of all crashes.
- 65 crashes resulted in injuries requiring medical treatment (no fatalities).
- More than 70% of the crashes occurred during fine weather conditions.

It is noted that there are high accident rates at intersections on Hibberson Street and Hinder Street within GTC East. Whilst these existing conditions are outside the scope of the Gungahlin Town Centre East EDP, it is also noted that the introduction of light rail and associated closure of Hibberson Street

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from Kate Crace Street to Gungahlin Place should significantly alleviate this issue. For further discussion on the proposed road network, refer to Section 3.

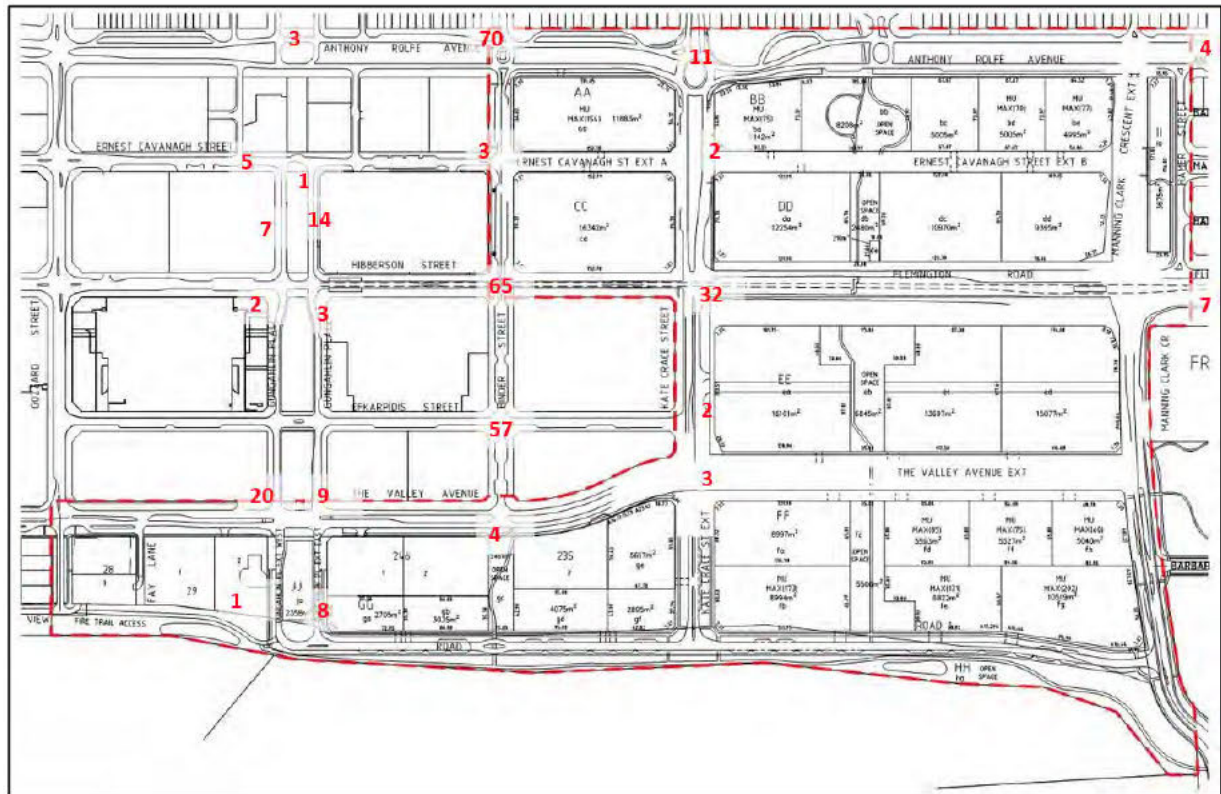


Figure 4: GTC East 5 Year Crash Location and Frequency

## 3 Proposed Development

### 3.1 Development

Gungahlin Town Centre East is zoned for CF Community Facilities, CZ1 and CZ2 Business Zones and CZ5 Mixed Use zone. The development is made up of 213,077m<sup>2</sup> for office space, 22,110m<sup>2</sup> for retail space, residential space (1,282 dwellings) and 39,136m<sup>2</sup> for other land uses. Table 8 shows a breakdown of the developments that are proposed in the GTC East EDP in more detail.

Table 8: Gungahlin Town Centre East Development

Block	Area (m <sup>2</sup> )	Development Type			
		Office (m <sup>2</sup> )	Retail (m <sup>2</sup> )	Other (m <sup>2</sup> )	Dwellings
aa	11,883	9,820	500		122
ba	5,942	4500	500		70
bc	5,005	6,600	3,300	3,300	
bd	5,005	2,000	2,200		70
be	4,996	2,000	2,200		77
ca	16,342	15,200	7,600	7,600	

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Block	Area (m <sup>2</sup> )	Development Type			
		Office (m <sup>2</sup> )	Retail (m <sup>2</sup> )	Other (m <sup>2</sup> )	Dwellings
da	12,254	32,650	600		
dc	10,970	28,900	510		
dd	9,395	30,720	560		
ea	16,101	22,540	500		
ec	13,697	17,360	420	5,920	
ed	15,077	17,360	420	5,920	
fa	8,997	6,600	3,300	3,300	
fb	8,994	3,300		2,970	173
fd	5,593	2,100			85
fe	6,822	2,552			131
ff	5,527	2,070			75
fg	10,519	3,944			202
fh	5,040	1,890			60
ga	2,705	1,350	1,350	2,700	
gb	3,035	1,565	1,565	3,000	
gd	4,075	2,000	2,000	4,000	
ge	5,617	2,000	2,500	6,700	
gf	2,895	1,000	1,400	3,200	
bb	8,208				
db	2,481				
eb	6,845				
fc	5,506				
gc	2,407				
ha	24,889				
ia	3,675				
ja	2,358				
<b>Total</b>	<b>252,822</b>	<b>220,021</b>	<b>31,425</b>	<b>48,610</b>	<b>1,065</b>

## 3.2 Land Use

The proposed zoning of GTC East has been illustrated in Figure 5 and in EDP Drawing UD-LUP-13 'Land Use Plan'. Areas south of the Valley Avenue will be zoned Mixed Use while areas fronting the Flemington Road section between Manning Clark Crescent and Kate Crace Street will be Business Zones. Areas adjoining the Ernest Cavanagh Street section from Hinder Street to Manning Clark Crescent will either be Core, Business, Mixed Use and Community Facility Zones. GTC East will also

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provide a north to south pedestrian linkage via an open space spine from Anthony Rolfe Avenue to Road 1. This will be located on the eastern side of GTC East.



Figure 5: Proposed Development

### 3.3 Road Network

The GTC East EDP proposes a new southern road, "Road 1" and the extension of Kate Crace Street, Gungahlin Place and Ernest Cavanagh Street. The proposed road network is shown in Figure 6.

The Valley Avenue and Manning Clark Crescent are also proposed to be extended; however, this will form part of a separate Development Application being undertaken as a Capital Works Project.

The Capital Metro Authority (CMA) propose to close Hibberson Street to vehicles between Gungahlin Place and Kate Crace Street with the introduction of light rail. CMA also propose to signalise the Hibberson Street intersections with Hinder Street and Kate Crace Street.

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Figure 6: Proposed Road Network

### 3.4 Access

An analysis of future traffic flows and transport arrangements in GTC East (no direct vehicle access to Flemington Road and Anthony Rolfe Avenue) resulted in the following access recommendations:

- Blocks ga, gb, gd, gf, fb, fe and fg will have full access on Road 1;
- Block ge will have full access on Kate Grace Street extension;
- Blocks ea, ec and ed will have left in left out access on The Valley Avenue;
- Blocks fa, fd and ff will have a service road feeding into The Valley Avenue. Block ea will also have a left in left out access off Kate Grace Street; and
- Blocks aa, ca, ba, bc, bd, be, da, dc and dd will have full access on Ernest Cavanagh Street Extension.

### 3.5 Heavy Vehicle Access

The heavy vehicle routes have been illustrated in Figure 7 and in EDP Drawing ENG-HVP-040 'Heavy Vehicle Route Plan'. The map outlines the routes (including direction of travel) for approved b-double route with special conditions, future B-double route and 19m semi routes through the Town Centre.

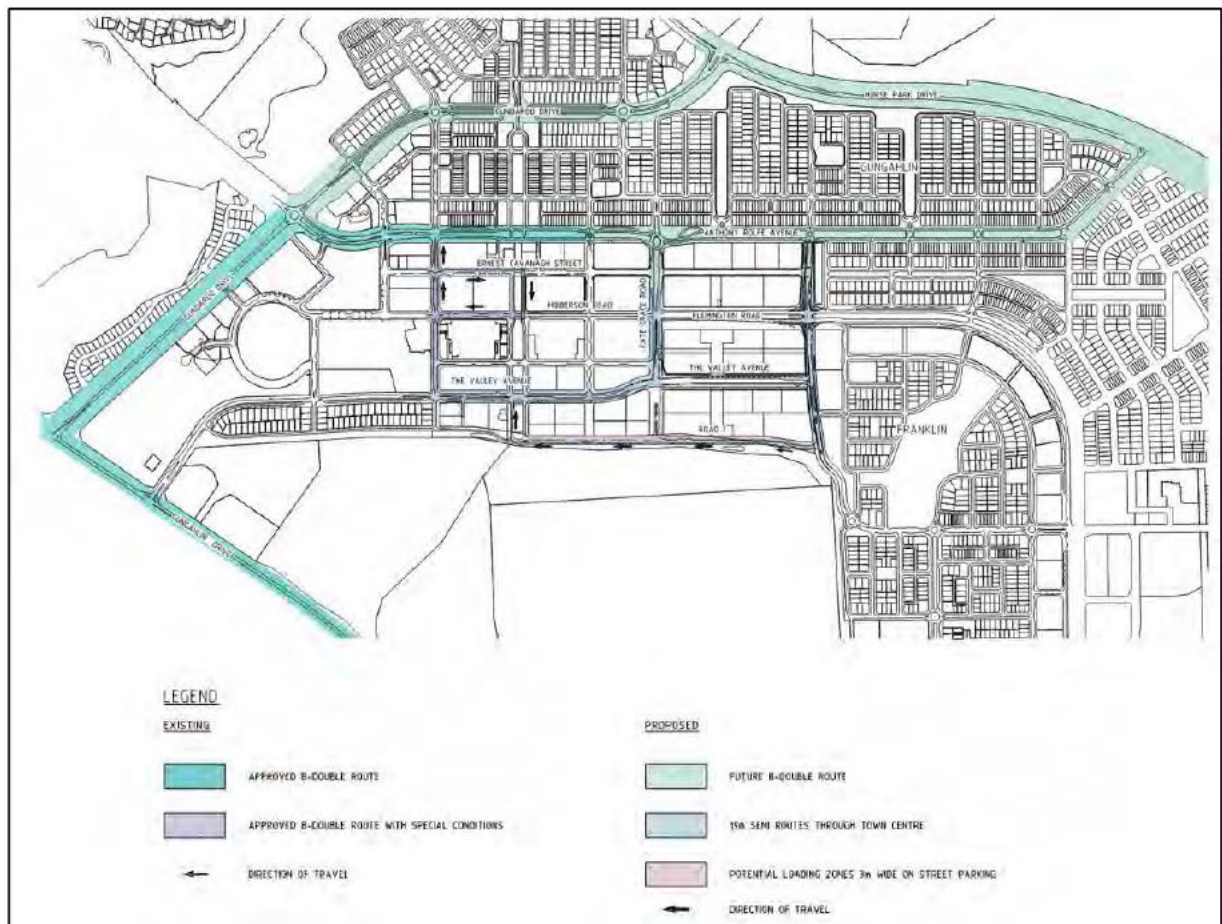
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Loading and unloading of heavy vehicles would be fully accommodated within each development. The following roads are the proposed heavy vehicle routes:

- Gungahlin Place northbound
- Gozzard Street
- Anthony Rolfe Avenue
- Ernest Cavanagh Street
- Hibberson Street
- Kate Crace Road
- The Valley Avenue
- Road 1

Due to the commercial land uses, parking bays in Road 1 and The Valley Avenue will be 3m wide, which will allow loading zones for smaller delivery vehicles.



Source: Gungahlin Precinct Code

**Figure 7: Gungahlin Precinct Code – Heavy Vehicle Routes**

## Traffic Engineering Assessment

### Gungahlin Town Centre East Estate: Estate Development Plan

## 3.6 Parking

Future developments of proposed blocks are expected to provide for their parking requirements within their site and will adhere to the following parking rates stated in the ACTPLA Parking and Vehicular Access Guide as follows.

**Table 9: Street Hierarchy for Estates in Residential Zones and CZ5**

Development Type	Parking Provision Rates
Residential	CZ2 zones in town centres do not have minimum parking requirements CZ5 zones use the following parking rates: <ul style="list-style-type: none"> <li>• 1 space per single bedroom unit</li> <li>• A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces;</li> <li>• or</li> <li>• Two (2) parking spaces per two bedroom dwelling;</li> <li>• and</li> <li>• Two (2) parking spaces for each dwelling with three or more bedrooms;</li> <li>• plus</li> <li>• One (1) visitor space per four (4) dwellings or part thereof where a compound comprises four (4) or more dwellings</li> </ul>
Office	CZ2 and CZ5 zones - 2.5 spaces/100m <sup>2</sup> GFA
Retail / Other	CZ2 zone - 4 spaces/100m <sup>2</sup> GFA CZ5 zones – 5 spaces/100m <sup>2</sup> GFA

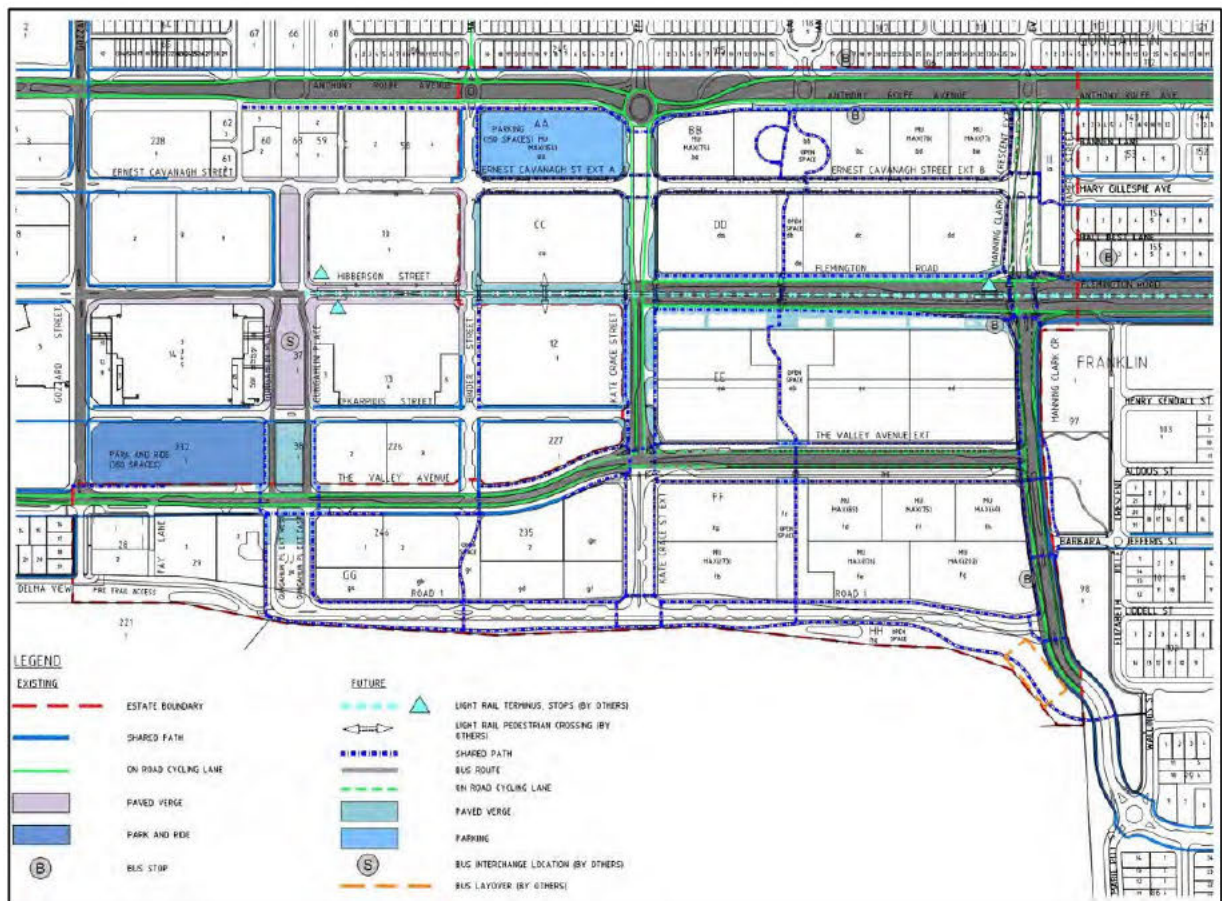
The design of GTC East Estate allowed for a number of on-street indented parking bays to provide short term parking opportunities for visitors to the various developments:

- 20 parking spaces on both sides of Ernest Cavanagh Street extension section between Hinder Street and Kate Crace Street;
- 18 parking spaces north side and 20 parking spaces south side of Ernest Cavanagh Street extension between Kate Crace Street and Manning Clark Street extension;
- Approximately 45 parking spaces north side of The Valley Avenue;
- 8 parking spaces north side and 22 parking spaces south side of Road 1 section from Gungahlin Place extension and Kate Crace Street extension; and
- 8 parking spaces north side and 28 parking spaces south side of Road 1 section from Kate Crace Street extension to Manning Clark Crescent.

### 3.7 Walking and Cycling

The design of GTC East estate aims to augment the existing walking and cycling infrastructure as seen in Figure 8 (EDP-ENG-PT-100 'Shared Path Network') and Figure 9 (EDP-ENG-PT-095 'Public Transport Network & Off Road Movement Systems Plan') numerated below:

- Provision of new on-road cycle lanes on the north side of The Valley Avenue from Gungahlin Place to Manning Clark Crescent
- Provision of new off road shared paths:
  - On the south side of Road 1 from Gozzard Avenue to Manning Clark Crescent;
  - On the west side of Kate Crace Street extension; and
  - On the north to south green strip from Road 1 to Anthony Rolfe Avenue



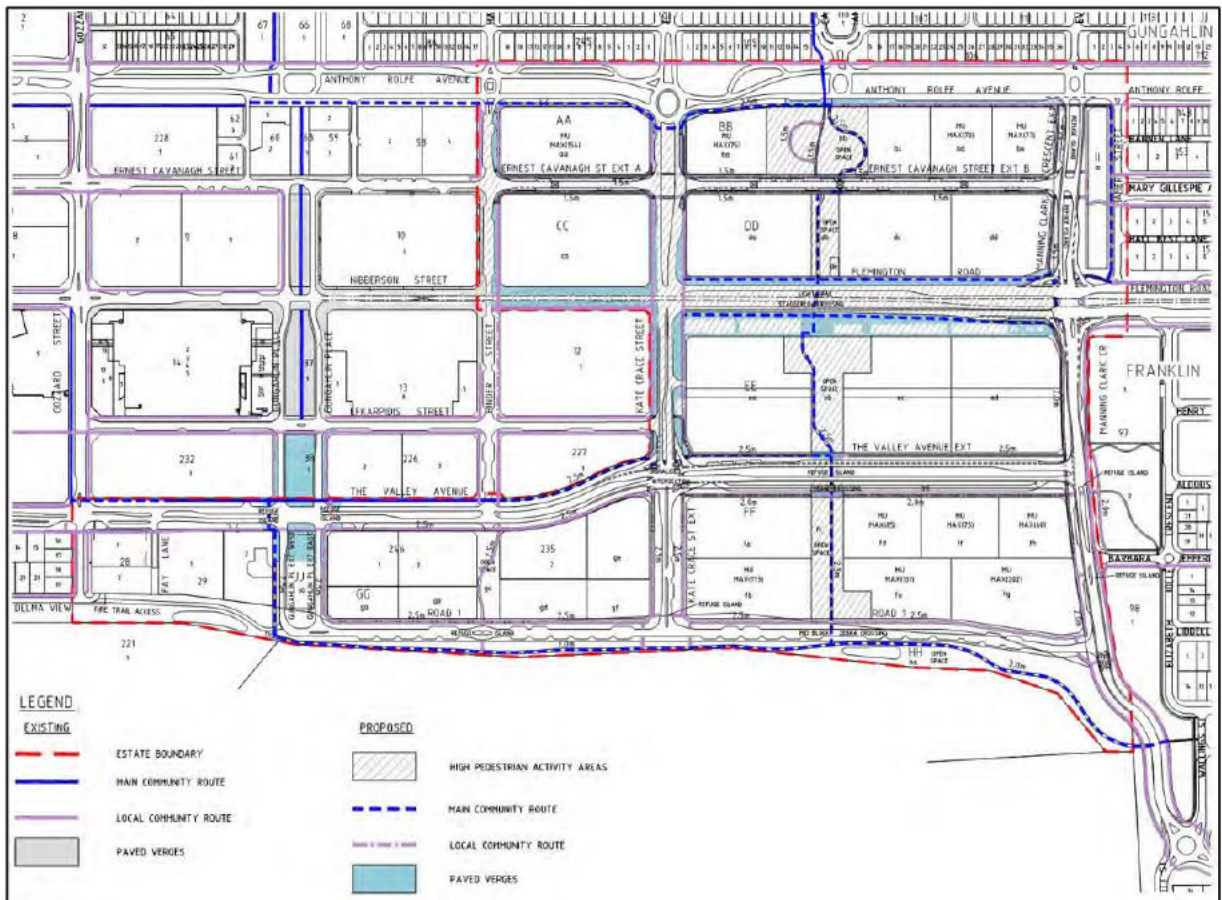
**Figure 8: Proposed Shared Path Network**

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 Gungahlin Town Centre East Estate: Estate Development Plan

**3.8 Public Transport**

The design of GTC East takes into account the operation of the light rail along Flemington Road and Hibberson Street up to Gungahlin Pace. As can be seen in Figure 9 and EDP Drawing ENG-PT-095 'Public Transport Network & Off Road Movement Systems Plan', new bus routes are proposed along Gungahlin Place, The Valley Avenue and Manning Clark Crescent Extension.

There is an existing park and ride facility on Block 1 Section 232 Gungahlin. A temporary park and ride facility has also been constructed on Block aa Section AA. This EDP proposed a permanent public parking provision on Block aa Section AA in accordance with the Gungahlin Precinct Code.



**Figure 9: Proposed Public Transport and Off Road Movement Plan**

## 4 Traffic Generation and Distribution

Indesco have provided Traffix Group with outputs for a Zenith Model (2031) around the Gungahlin Town Centre that includes the GTC East development that was obtained from Capital Metro Authority in consultation with Arup and Veitch Lister Consulting. This model includes the light rail operating between Gungahlin and Civic. The output extract for the Zenith Model are shown below in Figure 10.

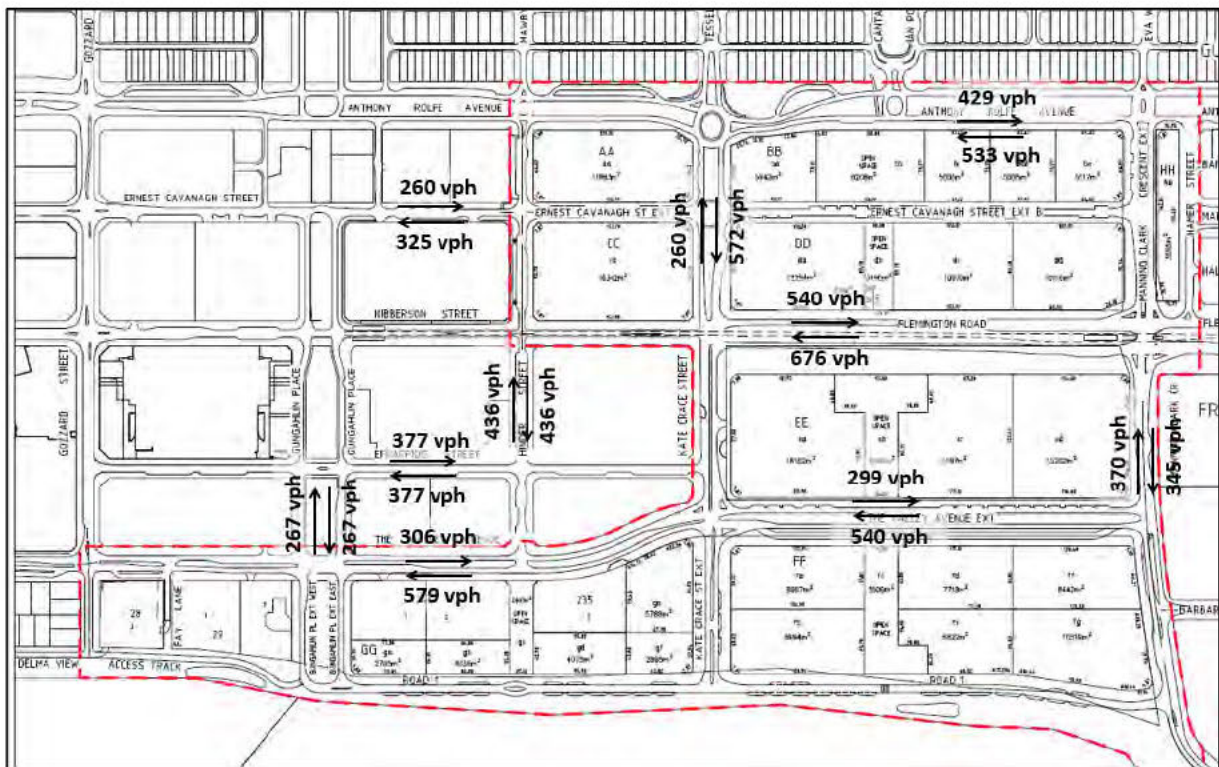


**Figure 10: 2031 AM Two Hour Peak Zenith Model Output**

A zonal land use model was developed by Arup to model employment and residential densities based on the Territory Plan with input from the LDA in relation to land release forecasts. Arup and the LDA confirmed that development of GTC East was included in these assumptions.

This study used a factor of 0.65 to convert the two hour peak into the one hour peak from the Zenith Model Output. Figure 11 below shows the summary for the peak hour vehicle trips as generated by the Zenith Mode.

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**Gungahlin Town Centre East Estate: Estate Development Plan**



**Figure 11: 2031 AM Peak Zenith Output**

The daily traffic volume was conservatively estimated by adding the directional peak hour volumes together and multiplying by ten. A comparison is shown below in Table 10.

**Table 10: Daily Traffic Volume Comparison**

Road	Measured Volumes (2011-2013)	Zenith Model (2031) (vpd)	Variance (%)
The Valley Avenue	7,626	8,850	16%
Anthony Rolfe Avenue	5,247	9,620	83%
Flemington Road	7,800	12,160	56%
Kate Crace Street	5,174	8,320	61%
Hinder Street	3,683	8,720	137%
The Valley Avenue Extension	N/A	8,390	N/A
Ernest Cavanagh Street Extension	N/A	N/A	N/A
Road 1	N/A	N/A	N/A

As shown in the table above, traffic volumes are shown to have grown significantly from the measured volumes to the Zenith model (2031). The volumes shown in the Zenith model generally appropriate given the magnitude of development proposed in the area.

It should be noted that the Zenith (2031) outputs did not include Road 1 and Ernest Cavanagh Extension in the outputs. On this basis, approximately 20% of the traffic that is utilising The Valley

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Avenue Extension will be redistributed to Road 1 and the volume of traffic utilising the existing section of Ernest Cavanagh Street will be assumed to be similar to the extension.

**Table 11: Adopted Daily Traffic Volumes**

Road	Measured Volumes (2011-2013)	Adopted Numbers (2031) (vpd)	Variance (%)
The Valley Avenue	7,626	8,850	16%
Anthony Rolfe Avenue	5,247	9,620	83%
Flemington Road	7,800	12,160	56%
Kate Crace Street	5,174	8,320	61%
Hinder Street	3,683	8,720	137%
The Valley Avenue Extension	N/A	6,712	N/A
Ernest Cavanagh Street Extension	N/A	5,850	N/A
Road 1	N/A	1,678	N/A

## 4.1 Road Capacity

The capacity of each road has been calculated separately based on Austroads Guide to Traffic Management Part 3, refer to Table 12.

**Table 12: Calculated Road Capacities for Proposed and Existing Roads**

Proposed Road Section	Speed	Road Type	Hourly Capacity per lane (vph)	Daily Capacity per lane (vpd)
The Valley Avenue	60	Urban Distributor	700	7,000
Flemington Road	70	Urban Arterial	800	8,000
Kate Crace Road	50	Urban Distributor	600	6,000
Ernest Cavanagh Street	50	Local Street	600	6,000
The Valley Avenue Extension	60	Urban Distributor	700	7,000
Ernest Cavanagh Street Extension A & B	50	Local Street	600	6,000
Road 1	50	Local Street	600	6,000

The proposed and existing roads within the GTC East area will operate above the nominal road classification as described earlier in the report. However, the roads will operate well within their environmental capacity and at acceptable levels for a Town Centre.

## 5 Impacts

### 5.1 Proposed Road Hierarchy

An assessment of the daily traffic volumes derived from the Zenith model showed that all roads will operate within their rated capacity in 2031. The proposed road hierarchy has been established to be consistent with the road functions as set out in the Gungahlin Precinct Code. The proposed road hierarchy is provided in Figure 12 and in EDP Drawing ENG-RHP-035 'Road Hierarchy Overall Plan'.



**Figure 12: Proposed Road Hierarchy Plan**

### 5.2 Intersection Vehicle and Pedestrian Performance

#### 5.2.1 Intersection Analysis

This study assessed only the new intersections proposed within the GTC East EDP:

- Kate Crace Street/The Valley Avenue: signalised intersection.
- Gungahlin Place/The Valley Avenue: signalised intersection.
- Manning Clark Crescent/Road 1: priority controlled intersection.

The performance of the intersections were assessed using SIDRA. SIDRA is a traffic engineering micro-analytical traffic evaluation tool used for intersection design and analysis. It stands for Signalised and unsignalised Intersection Design and Research Aid and is used for the analysis of

## Traffic Engineering Assessment

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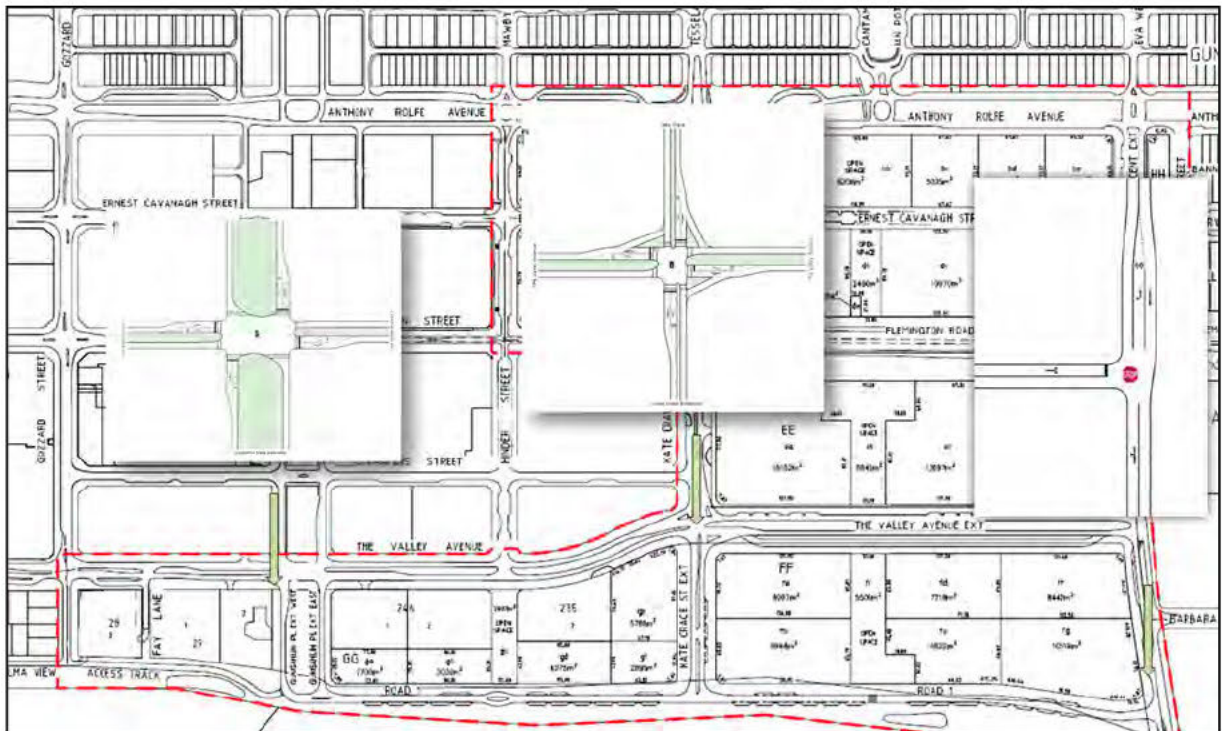
intersection capacity, level of service and performance. This package provides several useful indicators to determine the level of intersection performance. These are known as Level of Service (LOS), Average Delay (seconds) and Maximum Queue Length (metres). The LOS criteria for intersections are shown in Table 13.

**Table 13: Level of Service Criteria for Intersections**

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

Intersection configurations for The Valley Avenue/Gungahlin Place signalised intersection, Road 1/Manning Clark Crescent priority control and The Valley Avenue/Kate Crace Street signalised intersection are shown in Figure 13 with results in Table 14.

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**Figure 13: Proposed Intersection Configuration**

Analysis of the three (3) intersections shows acceptable Levels of Service.

**Table 14: Post Development Intersection Performance**

Intersection	Peak Hour	DOS	Delay (s)	LOS
The Valley Avenue / Gungahlin Place Extension	AM Peak	0.798	35.0	C
	AM Peak -50% increase	0.908	55.3	D
The Valley Avenue / Kate Crace Street	AM Peak	0.558	20.8	B
	AM Peak -50% increase	0.643	19.6	B
Manning Clark Crescent / Road 1	AM Peak	0.179	1.5	A
	AM Peak -50% increase	0.264	1.3	A

An assessment of traffic impacts and intersection performance for The Valley Avenue Extension, Ernest Cavanagh Street Extension and Manning Clark Crescent Extension has been undertaken or reviewed by Cardno within the Gungahlin Town Centre East Roads PSP Report, February 2014. This report concludes that the associated intersection configurations have been reviewed and approved by Roads ACT.

An assessment of traffic impacts and intersection performance along the proposed light rail route has been undertaken by Parsons Brinckerhoff (Capital Metro Traffic and Transport Impact Assessment, June 2015). This report notes that overall, negligible impacts will occur across the road network as a result of the project. It is expected that delays will increase at the Hibberston Street intersections with Hinder Street and Kate Crace Street due to the signal priority arrangements.

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However the LOS is still modelled at B and C, respectively. Positive impacts are noted for cyclists and pedestrians. Furthermore, the proposed closure of Hibberson Street between Gungahlin Place and Kate Crace Street was modelled to result in reduced traffic volumes along the remaining sections of Hibberson Street.

## 5.3 Other Intersections

### 5.3.1 The Valley Avenue / Gozzard Street

The Zenith model (2031) shows that in the vicinity of Gozzard Street, The Valley Avenue will carry a combined 1,255 vehicles during the AM peak. The model also estimates that 455 vehicles will turn into The Valley Avenue during the same peak. A first principles analysis shows that that would be approximately one vehicle every 7.9 seconds. On this basis, it is highly likely that this intersection would need to be signalised in the future as the vehicle volumes from the west are particularly high during the peak and delays would be significant.

### 5.3.2 Hibberson Street / Hinder Street

The crash analysis that was conducted previously in the report showed that 65 crashes have occurred at this location in the five years. This issue is likely to be resolved due to the removal of vehicle movements into Hibberson Street as a result of the nearby light rail works.

### 5.3.3 Anthony Rolfe Avenue / Hinder Street

The crash analysis that was conducted previously in the report showed that 70 crashes have occurred at the intersection of Anthony Rolfe Avenue and Hinder Street. As this location is likely to be affected by the light rail works, this issue will require further investigation following the completion of the works and the normalisation of the traffic patterns.

### 5.3.4 Efkarpidis Street / Hinder Street

Works by Capital Works and CMA propose that the Efkarpidis Street / Kate Crace Street intersection will become left in / left out. This will affect the traffic patterns at Efkarpidis Street / Hinder Street, and it is recommended that a future study be conducted at this location to determine the effect of the nearby intersection works.

### 5.3.5 Anthony Rolfe Avenue / Manning Clark Crescent

The geometry of the intersection between Anthony Rolfe Avenue and Manning Clarke Crescent is sub-optimal for a high capacity intersection. A separate study is recommended to assess the intersection layout at this location and the implications of the additional traffic volumes as well as the recently approved development application for the Manning Clark Crescent extension.

## 6 Conclusions

The key findings of the traffic and parking impact assessment are summarised as follows:

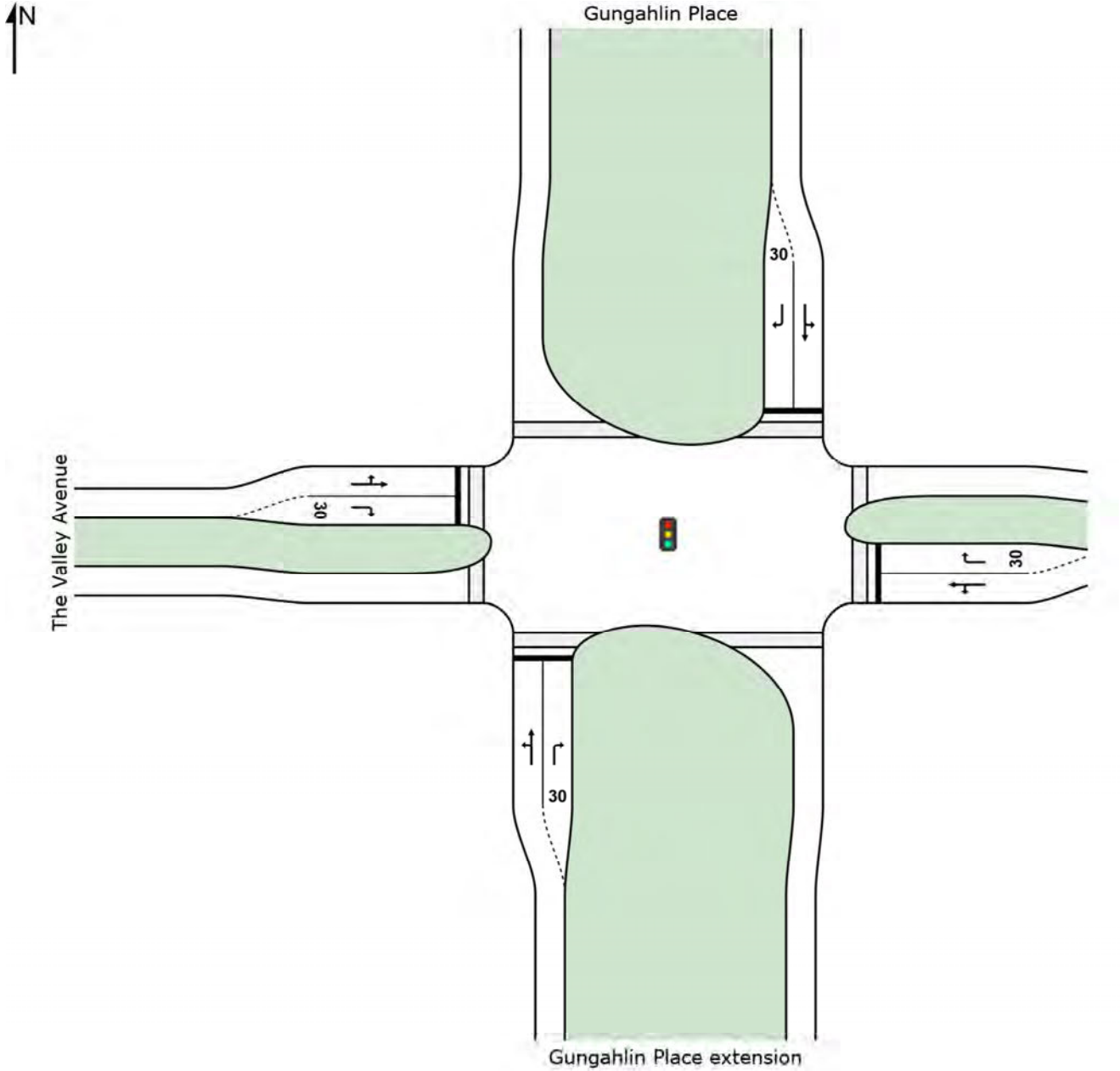
- The three intersections analysed showed acceptable Levels of Service during the peak periods with the addition of the traffic generated by the development.
- The proposed developments in the estate are expected to provide for their parking needs within their individual sites.
- The design of GTC East estate is based on the road hierarchy identified in the Gungahlin Precinct Code.
- The proposed transport network has allowed for the operation of the light rail with its terminus at Hibberston Street and has also identified supporting bus routes.
- Additional pedestrian and cycle infrastructure has been identified to allow for the GTC East developments.

# Appendix A: Post-Development SIDRA Results

# SITE LAYOUT

## Site: 1 [The Valley Avenue / Gungahlin Place extension]

The Valley Ave / Gungahlin Pl  
AM Peak  
3021  
Signals - Fixed Time Isolated



# MOVEMENT SUMMARY

Site: 1 [The Valley Avenue / Gungahlin Place extension]

The Valley Ave / Gungahlin Pl

AM Peak

3021

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Gungahlin Place extension											
1	L2	61	0.0	0.430	45.5	LOS D	2.5	17.4	0.99	0.75	32.0
2	T1	1	0.0	0.430	42.2	LOS C	2.5	17.4	0.99	0.75	28.7
3	R2	56	0.0	0.386	45.3	LOS D	2.2	15.6	0.99	0.74	32.0
Approach		118	0.0	0.430	45.4	LOS D	2.5	17.4	0.99	0.75	32.0
East: The Valley Avenue											
4	L2	17	0.0	0.798	35.2	LOS C	15.8	115.5	0.92	0.89	37.5
5	T1	405	5.0	0.798	29.6	LOS C	15.8	115.5	0.92	0.89	40.3
6	R2	162	0.0	0.259	27.1	LOS B	4.7	32.8	0.78	0.76	35.6
Approach		584	3.5	0.798	29.1	LOS C	15.8	115.5	0.88	0.85	38.8
North: Gungahlin Place											
7	L2	109	0.0	0.726	44.1	LOS D	6.6	46.0	1.00	0.90	30.2
8	T1	51	0.0	0.726	40.7	LOS C	6.6	46.0	1.00	0.90	29.4
9	R2	109	0.0	0.503	41.4	LOS C	4.2	29.6	0.98	0.78	30.6
Approach		269	0.0	0.726	42.3	LOS C	6.6	46.0	0.99	0.85	30.2
West: The Valley Avenue											
10	L2	116	0.0	0.772	39.6	LOS C	13.9	100.2	0.99	0.92	32.8
11	T1	236	5.0	0.772	34.1	LOS C	13.9	100.2	0.99	0.92	37.7
12	R2	12	0.0	0.025	30.7	LOS C	0.3	2.4	0.79	0.67	37.2
Approach		364	3.2	0.772	35.7	LOS C	13.9	100.2	0.98	0.91	36.0
All Vehicles		1334	2.4	0.798	35.0	LOS C	15.8	115.5	0.94	0.86	35.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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	
P11	South Stage 1	53	21.1	LOS C	0.1	0.1	0.73	0.73	
P12	South Stage 2	53	18.9	LOS B	0.1	0.1	0.69	0.69	
P21	East Stage 1	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P22	East Stage 2	53	32.5	LOS D	0.1	0.1	0.90	0.90	
P31	North Stage 1	53	26.5	LOS C	0.1	0.1	0.81	0.81	
P32	North Stage 2	53	24.1	LOS C	0.1	0.1	0.78	0.78	
P41	West Stage 1	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P42	West Stage 2	53	34.3	LOS D	0.1	0.1	0.93	0.93	
All Pedestrians		421	28.2	LOS C			0.84	0.84	

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.

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# PHASING SUMMARY

## Site: 1 [The Valley Avenue / Gungahlin Place extension]

The Valley Ave / Gungahlin PI  
 AM Peak  
 3021

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

Phase times determined by the program

Sequence: Opposed Turns

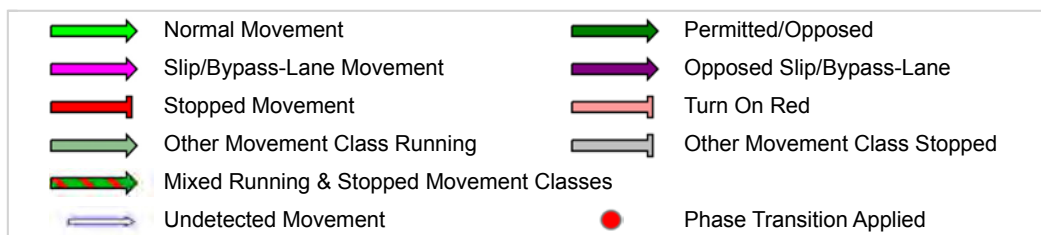
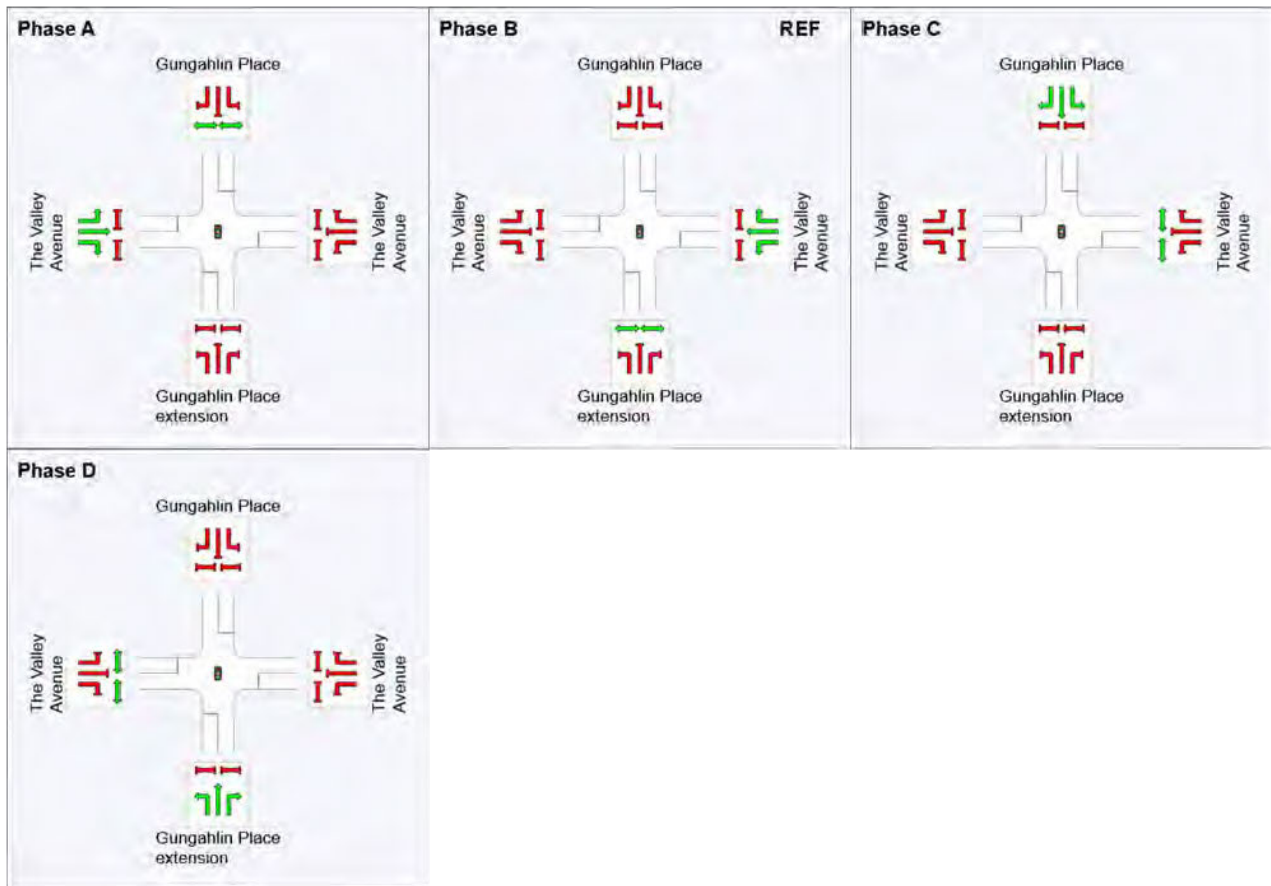
Movement Class: All Movement Classes

Input Sequence: A, B, C, D

Output Sequence: A, B, C, D

### Phase Timing Results

Phase	A	B	C	D
Reference Phase	No	Yes	No	No
Phase Change Time (sec)	56	0	31	45
Green Time (sec)	19	26	9	6
Yellow Time (sec)	3	3	3	3
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	24	31	14	11
Phase Split	30%	39%	18%	14%



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Project: P:\Synergy\Projects\GRP2\GRP21164\07-Analysis\SIDRA\5678 - The Valley Avenue Gungahlin Place signalised.sip7

# MOVEMENT SUMMARY

Site: 1 [The Valley Avenue / Gungahlin Place extension - 50% increase]

The Valley Ave / Gungahlin Pl

AM Peak

3021

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Gungahlin Place extension											
1	L2	61	0.0	0.096	33.1	LOS C	2.4	17.1	0.71	0.71	35.9
2	T1	1	0.0	0.096	29.8	LOS C	2.4	17.1	0.71	0.71	31.7
3	R2	56	0.0	0.386	64.2	LOS E	3.3	22.8	0.99	0.75	27.5
Approach		118	0.0	0.386	47.8	LOS D	3.3	22.8	0.84	0.73	31.3
East: The Valley Avenue											
4	L2	17	0.0	0.908	55.7	LOS D	38.8	283.1	0.92	1.00	31.0
5	T1	608	5.0	0.908	50.1	LOS D	38.8	283.1	0.92	1.00	32.9
6	R2	162	0.0	0.202	29.2	LOS C	6.0	41.7	0.67	0.75	34.9
Approach		787	3.9	0.908	45.9	LOS D	38.8	283.1	0.87	0.95	33.2
North: Gungahlin Place											
7	L2	109	0.0	0.855	68.4	LOS E	10.2	71.6	1.00	1.02	25.1
8	T1	51	0.0	0.855	65.0	LOS E	10.2	71.6	1.00	1.02	24.6
9	R2	109	0.0	0.755	67.4	LOS E	6.8	47.5	1.00	0.89	25.1
Approach		269	0.0	0.855	67.4	LOS E	10.2	71.6	1.00	0.96	25.0
West: The Valley Avenue											
10	L2	116	0.0	0.890	70.5	LOS E	30.0	217.1	1.00	1.09	25.8
11	T1	354	5.0	0.890	64.9	LOS E	30.0	217.1	1.00	1.09	28.7
12	R2	12	0.0	0.023	39.9	LOS C	0.5	3.4	0.76	0.67	34.0
Approach		482	3.7	0.890	65.7	LOS E	30.0	217.1	0.99	1.08	28.0
All Vehicles		1655	2.9	0.908	55.3	LOS D	38.8	283.1	0.93	0.97	29.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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	
P11	South Stage 1	53	23.5	LOS C	0.1	0.1	0.63	0.63	
P12	South Stage 2	53	21.6	LOS C	0.1	0.1	0.60	0.60	
P21	East Stage 1	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P22	East Stage 2	53	53.3	LOS E	0.2	0.2	0.94	0.94	
P31	North Stage 1	53	36.1	LOS D	0.1	0.1	0.78	0.78	
P32	North Stage 2	53	33.8	LOS D	0.1	0.1	0.75	0.75	
P41	West Stage 1	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P42	West Stage 2	53	53.3	LOS E	0.2	0.2	0.94	0.94	
All Pedestrians		421	41.3	LOS E			0.82	0.82	

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.

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# PHASING SUMMARY

## Site: 1 [The Valley Avenue / Gungahlin Place extension - 50% increase]

The Valley Ave / Gungahlin Pl

AM Peak

3021

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Cycle Time)

Phase times determined by the program

Sequence: Opposed Turns

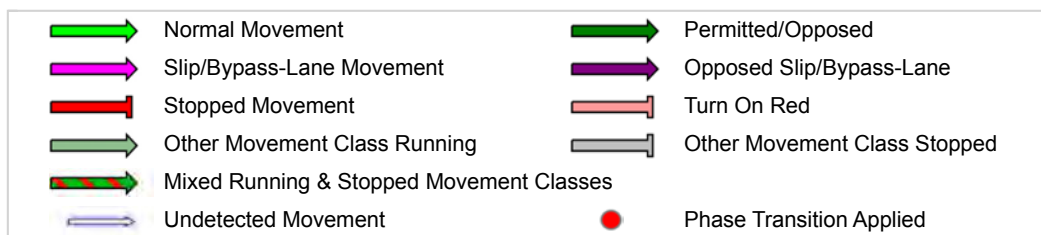
Movement Class: All Movement Classes

Input Sequence: A, B, C, D

Output Sequence: A, B, C, D

### Phase Timing Results

Phase	A	B	C	D
Reference Phase	No	Yes	No	No
Phase Change Time (sec)	83	0	55	69
Green Time (sec)	32	50	9	9
Yellow Time (sec)	3	3	3	3
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	37	55	14	14
Phase Split	31%	46%	12%	12%





# SITE LAYOUT

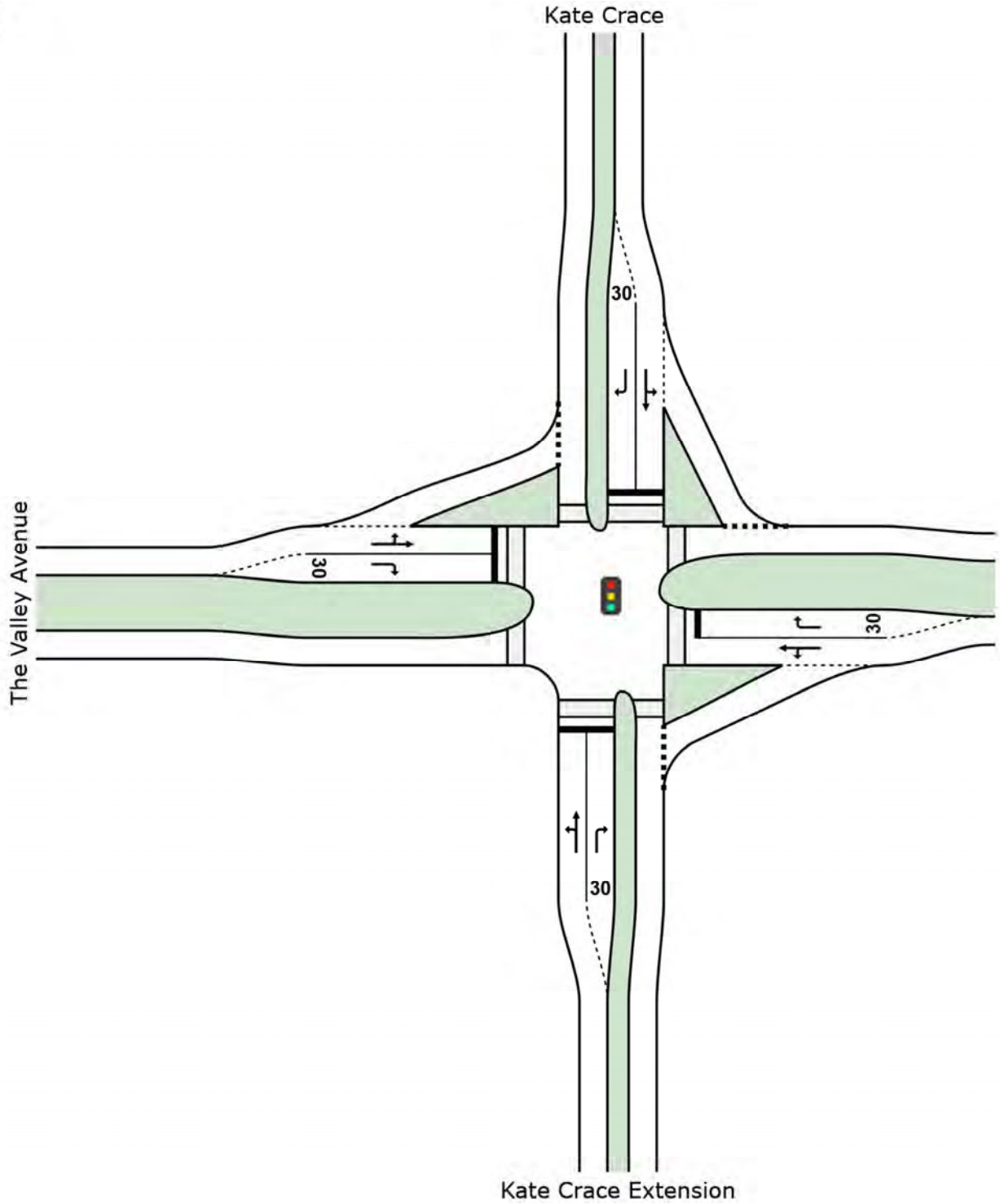
## Site: 1 [2031-Kate Crace Street / The Valley Avenue -FINAL]

Kate Crace Street / The Valley Avenue

AM Peak

2031

Signals - Fixed Time Isolated



# MOVEMENT SUMMARY

 **Site: 1 [2031-Kate Crace Street / The Valley Avenue -FINAL]**

Kate Crace Street / The Valley Avenue

AM Peak

2031

Signals - Fixed Time Isolated Cycle Time = 75 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Kate Crace Extension											
1	L2	29	1.0	0.162	40.0	LOS C	1.1	7.9	0.94	0.71	35.8
2	T1	3	1.0	0.162	34.5	LOS C	1.1	7.9	0.94	0.71	36.4
3	R2	84	1.0	0.427	41.4	LOS C	3.1	21.6	0.98	0.76	35.0
Approach		116	1.0	0.427	40.9	LOS C	3.1	21.6	0.97	0.75	35.2
East: The Valley Avenue											
4	L2	43	5.0	0.196	5.7	LOS A	0.4	3.0	0.07	0.09	58.0
5	T1	297	5.0	0.196	0.1	LOS A	0.4	3.0	0.07	0.09	59.0
6	R2	200	5.0	0.558	35.8	LOS C	6.8	49.9	0.95	0.81	36.9
Approach		540	5.0	0.558	13.7	LOS A	6.8	49.9	0.40	0.35	48.3
North: Kate Crace											
7	L2	106	5.0	0.153	13.4	LOS A	1.8	12.9	0.61	0.68	48.8
8	T1	7	5.0	0.153	7.7	LOS A	1.8	12.9	0.61	0.68	49.5
9	R2	106	5.0	0.554	42.3	LOS C	3.9	28.8	0.99	0.79	34.6
Approach		219	5.0	0.554	27.2	LOS B	3.9	28.8	0.80	0.73	40.8
West: The Valley Avenue											
10	L2	144	5.0	0.535	23.3	LOS B	7.3	53.0	0.89	0.79	44.4
11	T1	144	5.0	0.535	17.6	LOS B	7.3	53.0	0.89	0.79	45.0
12	R2	18	5.0	0.056	32.2	LOS C	0.5	4.0	0.84	0.69	38.3
Approach		306	5.0	0.535	21.2	LOS B	7.3	53.0	0.89	0.78	44.2
All Vehicles		1181	4.6	0.558	20.8	LOS B	7.3	53.0	0.65	0.57	44.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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	
P11	South Stage 1	53	21.7	LOS C	0.1	0.1	0.76	0.76	
P12	South Stage 2	53	20.2	LOS C	0.1	0.1	0.73	0.73	
P21	East Stage 1	53	31.8	LOS D	0.1	0.1	0.92	0.92	
P22	East Stage 2	53	30.0	LOS C	0.1	0.1	0.90	0.90	
P31	North Stage 1	53	21.7	LOS C	0.1	0.1	0.76	0.76	
P32	North Stage 2	53	20.2	LOS C	0.1	0.1	0.73	0.73	
P41	West Stage 1	53	31.8	LOS D	0.1	0.1	0.92	0.92	
P42	West Stage 2	53	30.0	LOS C	0.1	0.1	0.90	0.90	
All Pedestrians		421	25.9	LOS C			0.83	0.83	

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.

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# PHASING SUMMARY

## Site: 1 [2031-Kate Crace Street / The Valley Avenue -FINAL]

Kate Crace Street / The Valley Avenue  
 AM Peak  
 2031

Signals - Fixed Time Isolated Cycle Time = 75 seconds (User-Given Cycle Time)

Phase times determined by the program

Sequence: Opposed Turns

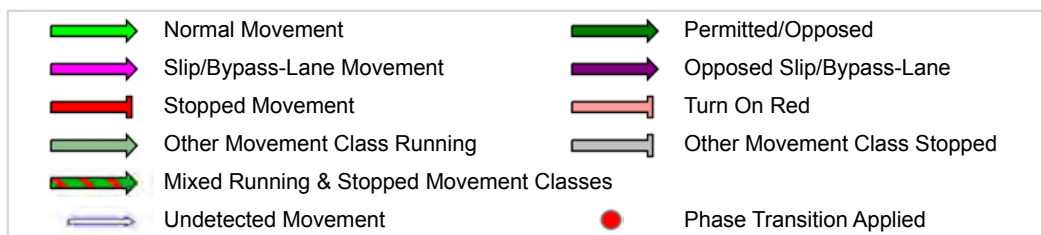
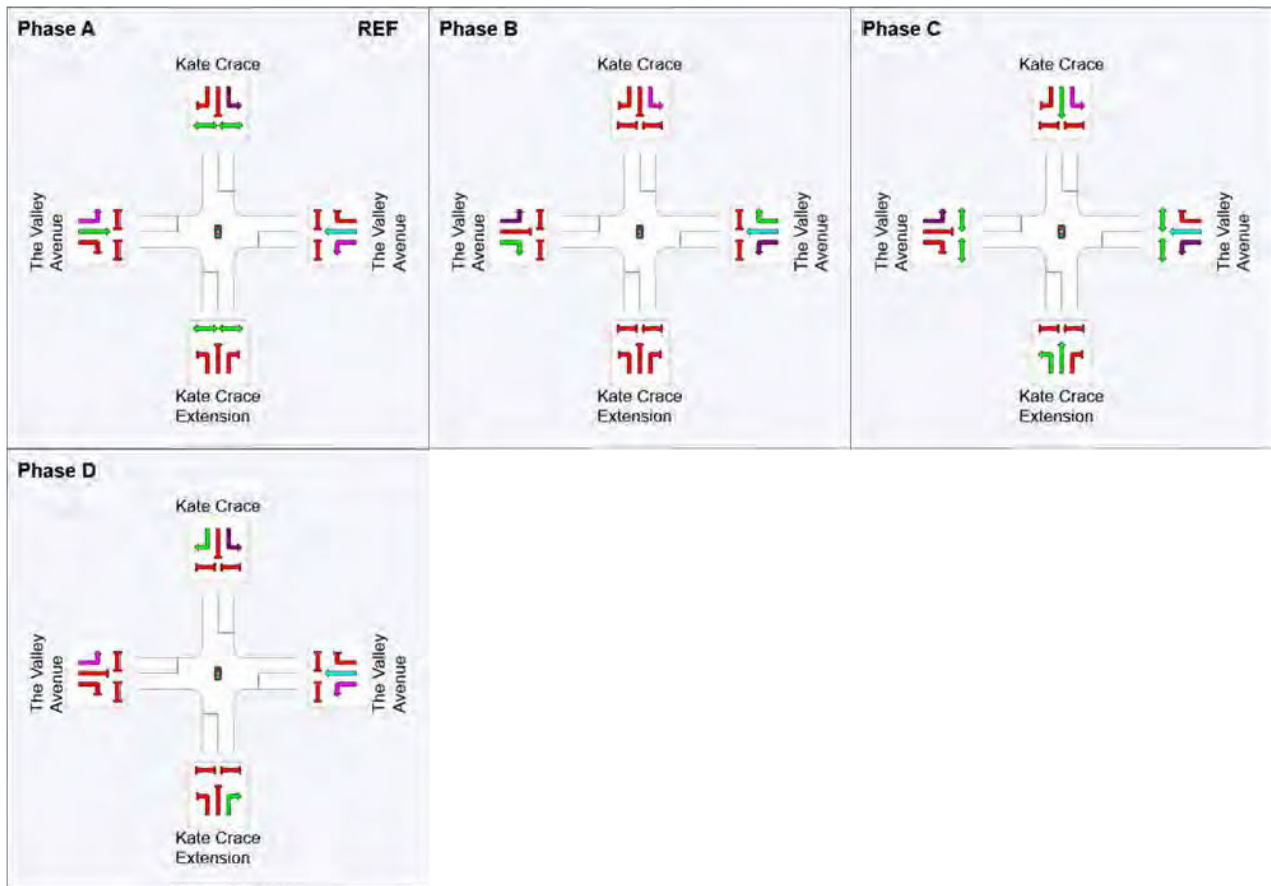
Movement Class: All Movement Classes

Input Sequence: A, B, C, D

Output Sequence: A, B, C, D

### Phase Timing Results

Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	26	47	61
Green Time (sec)	20	15	8	8
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	26	21	14	14
Phase Split	35%	28%	19%	19%





# MOVEMENT SUMMARY

Site: 1 [2031-Kate Crace Street / The Valley Avenue -FINAL - 50%]

Kate Crace Street / The Valley Avenue

AM Peak

2031

Signals - Fixed Time Isolated Cycle Time = 75 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Kate Crace Extension											
1	L2	29	1.0	0.185	41.3	LOS C	1.1	8.1	0.96	0.71	35.3
2	T1	3	1.0	0.185	35.8	LOS C	1.1	8.1	0.96	0.71	35.9
3	R2	84	1.0	0.488	42.8	LOS D	3.1	22.1	0.99	0.77	34.5
Approach		116	1.0	0.488	42.3	LOS C	3.1	22.1	0.98	0.75	34.8
East: The Valley Avenue											
4	L2	43	5.0	0.279	5.7	LOS A	0.7	4.8	0.06	0.06	58.2
5	T1	446	5.0	0.279	0.0	LOS A	0.7	4.8	0.06	0.06	59.3
6	R2	200	5.0	0.643	38.6	LOS C	7.2	52.7	0.98	0.83	35.9
Approach		689	5.0	0.643	11.6	LOS A	7.2	52.7	0.33	0.29	49.8
North: Kate Crace											
7	L2	106	5.0	0.161	13.5	LOS A	1.7	12.5	0.63	0.69	48.8
8	T1	7	5.0	0.161	7.8	LOS A	1.7	12.5	0.63	0.69	49.5
9	R2	106	5.0	0.633	44.2	LOS D	4.1	29.8	1.00	0.82	34.0
Approach		219	5.0	0.633	28.2	LOS B	4.1	29.8	0.81	0.75	40.4
West: The Valley Avenue											
10	L2	144	5.0	0.582	25.0	LOS B	9.9	71.9	0.88	0.80	43.7
11	T1	216	5.0	0.582	19.4	LOS B	9.9	71.9	0.88	0.80	44.3
12	R2	18	5.0	0.063	34.2	LOS C	0.6	4.1	0.86	0.69	37.5
Approach		378	5.0	0.582	22.2	LOS B	9.9	71.9	0.87	0.79	43.7
All Vehicles		1402	4.7	0.643	19.6	LOS B	9.9	71.9	0.60	0.53	44.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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	
P11	South Stage 1	53	18.8	LOS B	0.1	0.1	0.71	0.71	
P12	South Stage 2	53	17.4	LOS B	0.1	0.1	0.68	0.68	
P21	East Stage 1	53	31.8	LOS D	0.1	0.1	0.92	0.92	
P22	East Stage 2	53	30.9	LOS D	0.1	0.1	0.91	0.91	
P31	North Stage 1	53	18.8	LOS B	0.1	0.1	0.71	0.71	
P32	North Stage 2	53	17.4	LOS B	0.1	0.1	0.68	0.68	
P41	West Stage 1	53	31.8	LOS D	0.1	0.1	0.92	0.92	
P42	West Stage 2	53	30.9	LOS D	0.1	0.1	0.91	0.91	
All Pedestrians		421	24.7	LOS C			0.81	0.81	

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.

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# PHASING SUMMARY

Site: 1 [2031-Kate Crace Street / The Valley Avenue -FINAL - 50%]

Kate Crace Street / The Valley Avenue  
 AM Peak  
 2031

Signals - Fixed Time Isolated Cycle Time = 75 seconds (User-Given Cycle Time)

Phase times determined by the program

Sequence: Opposed Turns

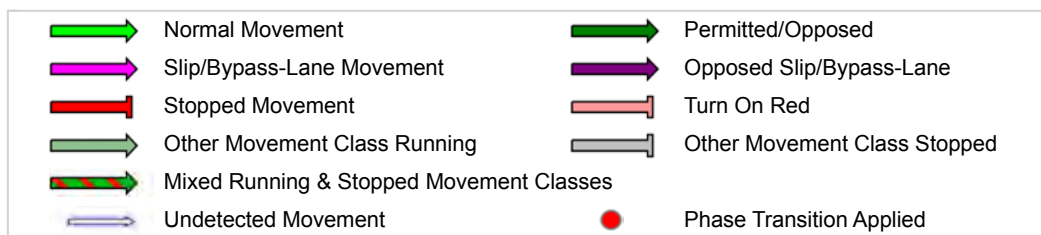
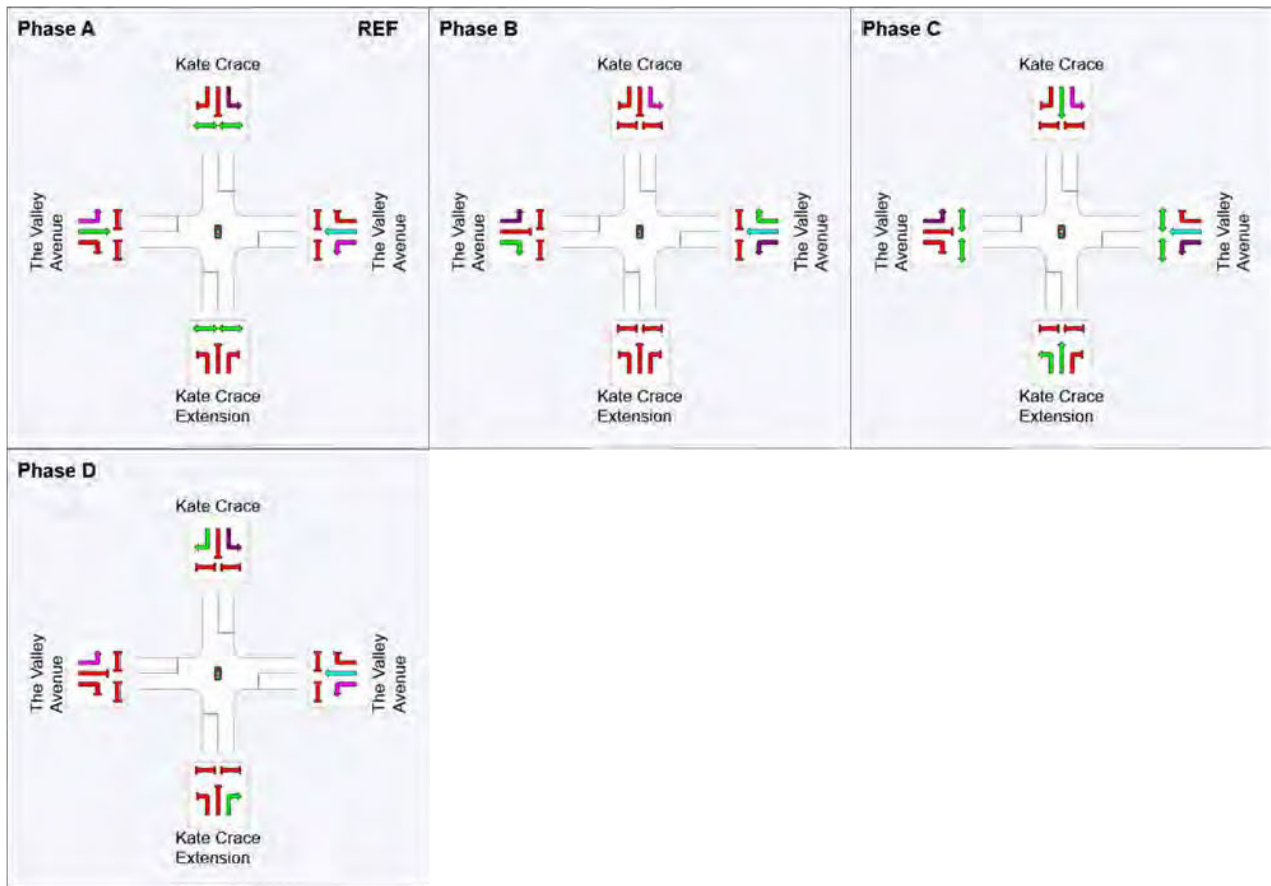
Movement Class: All Movement Classes

Input Sequence: A, B, C, D

Output Sequence: A, B, C, D

## Phase Timing Results

Phase	A	B	C	D
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	30	49	62
Green Time (sec)	24	13	7	7
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	30	19	13	13
Phase Split	40%	25%	17%	17%

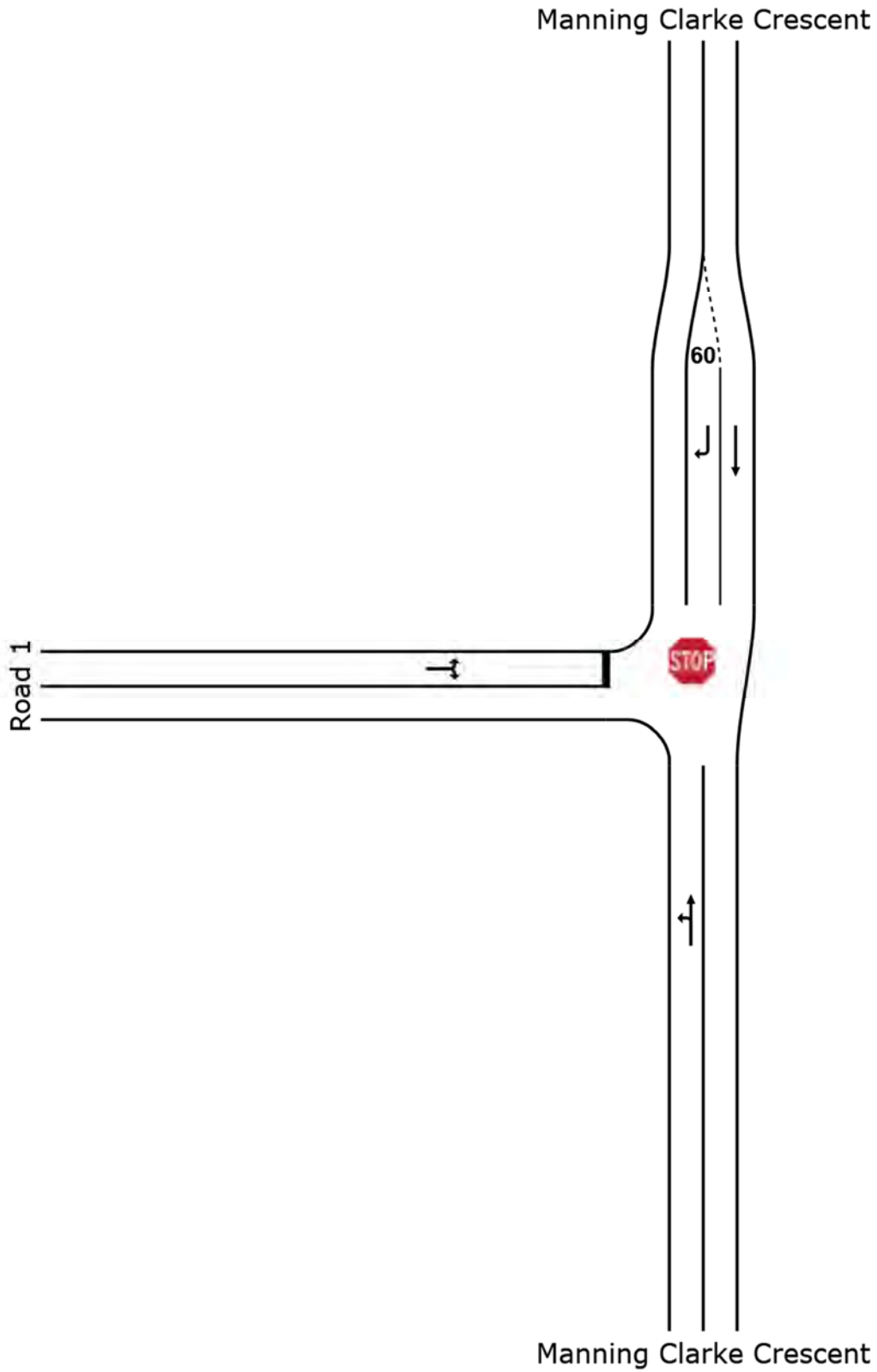
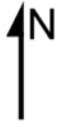




# SITE LAYOUT

 Site: 1 [Road 1 / Manning Clarke Cr -AM]

Post Development  
2021  
Stop (Two-Way)



# MOVEMENT SUMMARY

 Site: 1 [Road 1 / Manning Clarke Cr -AM]

Post Development  
2021  
Stop (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: Manning Clarke Crescent											
1	L2	18	0.0	0.179	5.6	LOS A	0.0	0.0	0.00	0.03	58.1
2	T1	331	0.0	0.179	0.0	LOS A	0.0	0.0	0.00	0.03	59.7
Approach		348	0.0	0.179	0.3	NA	0.0	0.0	0.00	0.03	59.6
North: Manning Clarke Crescent											
8	T1	301	5.0	0.159	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
9	R2	60	5.0	0.048	6.8	LOS A	0.2	1.5	0.42	0.62	51.8
Approach		361	5.0	0.159	1.1	NA	0.2	1.5	0.07	0.10	58.4
West: Road 1											
10	L2	56	5.0	0.075	9.8	LOS A	0.3	2.1	0.44	0.89	50.6
12	R2	7	5.0	0.075	15.4	LOS B	0.3	2.1	0.44	0.89	50.1
Approach		63	5.0	0.075	10.4	LOS A	0.3	2.1	0.44	0.89	50.6
All Vehicles		773	2.7	0.179	1.5	NA	0.3	2.1	0.07	0.14	58.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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: 1 [Road 1 / Manning Clarke Cr -AM - 50%]

Post Development  
2021  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	m		per veh	km/h
South: Manning Clarke Crescent											
1	L2	18	0.0	0.264	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
2	T1	496	0.0	0.264	0.0	LOS A	0.0	0.0	0.00	0.02	59.8
Approach		514	0.0	0.264	0.2	NA	0.0	0.0	0.00	0.02	59.7
North: Manning Clarke Crescent											
8	T1	452	5.0	0.239	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
9	R2	60	5.0	0.059	7.6	LOS A	0.2	1.8	0.51	0.69	51.3
Approach		512	5.0	0.239	0.9	NA	0.2	1.8	0.06	0.08	58.8
West: Road 1											
10	L2	56	5.0	0.104	11.0	LOS A	0.4	2.7	0.56	0.94	49.4
12	R2	7	5.0	0.104	24.0	LOS B	0.4	2.7	0.56	0.94	48.9
Approach		63	5.0	0.104	12.5	LOS A	0.4	2.7	0.56	0.94	49.3
All Vehicles		1088	2.6	0.264	1.3	NA	0.4	2.7	0.06	0.10	58.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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.



# NOTICE OF DECISION

Made under part 7 of the *Planning and Development Act 2007*

I, Chris Gell, delegate of the planning and land authority, pursuant to section 162 of the *Planning and Development Act 2007*, **approve subject to conditions**, the proposal for a two storey building, approximately 117 car parking spaces, ground level commercial space, upper level cinema space and associated off site works at Block 1 Section 12 GUNGAHLIN, in accordance with the plans, drawings and other documentation approved and endorsed as forming part of this approval.

DA Number: 201936502  
Block: 1  
Section: 12  
Suburb: Gungahlin  
Application lodged: 29 November 2019  
Assessment track: Merit

This decision contains the following information:

Part A – conditions of approval  
Part B– reasons for the Decision  
Part C – public notification & entity advice  
Attachment 1 – administrative information  
Attachment 2 – TCCS Standard Conditions

*A copy of the development application and this approval may be inspected at the planning and land authority's office from 8.30 am to 4.30 pm, Monday to Friday at 16 Challis Street, Dickson, ACT 2602*

## CONTACT / ENQUIRIES

Phone: (02) 6207 6383

Online Form:

[https://www.accesscanberra.act.gov.au/app/forms/epd\\_feedback](https://www.accesscanberra.act.gov.au/app/forms/epd_feedback)

**Chris Gell**

Delegate of the planning  
and land authority

7 April 2020

## NOTICE OF DECISION

DA 201936502

### PART A – CONDITIONS OF APPROVAL

The application is approved in accordance with the plans, drawings and other documentation approved and endorsed as forming part of this approval. No other conditions apply to this approval.

1. ICON WATER – BUILDING WORKS NOT TO COMMENCE

- a) No building works in relation to this development approval is to commence until the lessee/applicant has obtained a Statement of Acceptance from Icon Water in relation to water and sewer networks.
- b) The lessee/applicant must comply with any conditions imposed on a Statement of Acceptance by Icon Water.

*Note: any substantial changes to the development required for the Icon Water Statement of Acceptance will need to be submitted for the approval of the planning and land authority with an application to amend the approval under s197 of the Planning and Development Act 2007.*

2. TRANSPORT CANBERRA AND CITY SERVICES (TCCS) – BUILDING WORKS NOT TO COMMENCE

- (a) No building works in relation to this development approval is to commence until the lessee/applicant has obtained written approval from Transport Canberra and City Services and submits such approval to the planning and land authority as satisfying this condition of approval under s165 of the Planning and Development Act 2007.
- (b) The lessee/applicant must comply with any additional conditions imposed by Transport Canberra and City Services.

Standard TCCS conditions (attached to this Notice of Decision) also apply. Please refer to TCCS for further information.

*Note: Refer to TCCS advice received as recorded in Part C of this decision. Endorsed plans may not be released prior to compliance with this condition - to the discretion of the planning and land authority. Any substantial changes to the development required for TCCS approval will need to be submitted for the consideration of the planning and land authority with an application to amend the approval under s197 of the Planning and Development Act 2007.*

3. COMPLIANCE WITH ENTITY REQUIREMENTS

The development must comply with all the conditions imposed by each of the relevant entities as stated in each of their advice.

4. ENVIRONMENT PROTECTION AUTHORITY (EPA)

The development shall comply with the following conditions to the satisfaction of the EPA:

CONDITIONS:

- (a) A site specific unexpected finds protocol (UFP) must be prepared by a suitably qualified environmental consultant and implemented during site development

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works. The UFP must include, amongst other things, appropriate procedures for the identification, assessment, management, validation and disposal of potential contamination at the site and contractor induction procedures into the use of the UFP.

*Note: Where remediation and validation is required at the site under the UFP the site validation report must be forwarded to the EPA for review and endorsement prior to occupancy of the site;*

- (b) All soil subject to disposal from the site must be assessed in accordance with EPA Information Sheet 4 - Requirements for the reuse and disposal of contaminated soil in the ACT;
- (c) No soil is to be disposed from site without EPA approval.
- (d) All works must be carried out in accordance with “*Environment Protection Guidelines for Construction and Land Development in the ACT, March 2011*”, available at [www.environment.act.gov.au](http://www.environment.act.gov.au) or by calling 132281.
- (e) As the site is greater than 0.3 hectares the construction is an activity listed in Schedule 1 as a Class B activity under the *Environment Protection Act, 1997*. The contractor/builder developing the site must hold an Environmental Authorisation or enter into an Environmental Protection Agreement with the Environment Protection Authority (EPA) in respect of that activity prior to works commencing.
- (f) An Erosion and Sediment Control Plan must be submitted to and be endorsed by the EPA prior to works commencing on site.

### ADVICE:

Noise from equipment which may be installed or used at the site, including air conditioning units and other plant equipment etc, must comply with the noise standard at the block boundary at all times as per the *Environment Protection Regulation 2005*. Please consider the type and location of noise generating equipment prior to installation. Written assurance should be sought from the supplier/installer of the equipment that it complies with the Noise Zone Standard as per the *Environment Protection Regulation, 2005*.

For sites greater than 1 hectare, sediment control ponds must be incorporated during the construction phase of the development until 85% of the site is stabilised.

Pond construction should be in accordance with the following guidelines:

- (i) Be of adequate size to control all runoff from the site (i.e. 150 cubic metres per hectare of catchment).
- (ii) No discharge from dam unless sediment level is less than 60mg/litre. If sediment level is greater, then prior to discharge, the dam must be dosed with either Alum or Gypsum and allowed to settle until the sediment is less than 60 mg/litre.
- (iii) Water level must not exceed 20% capacity at all times to allow runoff storage during a rain event.

## NOTICE OF DECISION

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- (iv) Regular dredging of the dam must be carried out to remove silt.
- (v) Site drawing and details must be provided to Environment Protection Unit, Environment ACT for approval prior to works commencing.
- (vi) Temporary Erosion & Sediment control ponds must be incorporated into each stage of development. The size of the ponds must be minimum of 150 m<sup>3</sup>/hectare and the temporary ponds shall not be removed until 85 % of the developments are complete or all the disturbed areas are stabilised. The lessee shall comply with the Environment Protection Act 1997 (the Act) and all relevant policies and guidelines.

All excavations that collect rain water during a rain storm event would be considered as a sediment control pond, and must meet the following condition:

- No discharge from pond unless sediment level is less than 60mg/litre. If sediment level is greater, then prior to discharge, the pond must be dosed with either Alum or Gypsum and allowed to settle until the sediment is less than 60 mg/litre.

For further information please contact Robin Brown, the Environment Protection Authority Planning Liaison, at [EPAPanningLiaison@act.gov.au](mailto:EPAPanningLiaison@act.gov.au) or on 02 6207 5642.

### 5. VENTILATION

All food retail and restaurant outlets must comply with the exhaust and ventilation systems and must be installed and operated to comply with Australian Standard *AS1668.1 The Use of Ventilation and Air-conditioning in Buildings*. Attenuation

### 6. LIGHTING

All external lighting to building frontages and to all pathways, road, laneways and car parking areas must be in accordance with Australian Standard AS1158.3.1 Pedestrian Lighting and all external lighting must be in accordance with Australian Standard *AS4282 – Control of the obstructive effects of outdoor lighting*.

### 7. NOISE

The development implements and comply with the recommendation by WSP, noise management plan, ref PS112450-NMP-Rev1, dated April 2019.

### 8. NOISE ATTENUATION

The development must be constructed to comply with relevant Australian standard, AS/NZS: 210.2000 and AS/NZS 3671.

## CONDITIONS FOR LICENCING OF ENCROACHMENTS (2-Party)

### 9. COMMENCEMENT OF BUILDING WORK

No building work in relation to the encroachment (the works on unleased Territory land that are part of this development approval) is to commence on the site until the lessee has applied for and has been granted a licence in relation to the encroachment, being an awning along the frontage to Hinder Street, by the planning and land authority pursuant to section 303 of the *Planning and Development Act 2007* and in the form approved by the planning and land authority.

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### 10. APPLICATION FOR A LICENCE (See attached application form)

Prior to the commencement of building work, the lessee (the proposed Licensee) must lodge with the Environment, Planning & Sustainable Development Directorate (EPSDD) an application for the grant of a licence to occupy and use unleased Territory land, pay the appropriate fee and undertake the following:

**(i) Encroachment plan**

the lessee (the proposed Licensee) must submit to EPSDD a plan detailing all dimensions of the proposed encroachment including area, block boundaries and location of encroachment in relation to the building, adjacent unleased Territory land and/or public road. Plan details must be sufficient to enable the preparation of a Spatial Data Mapping System (SDMS) plan and number.

**(ii) Public liability insurance**

the lessee (the proposed licensee) must obtain public liability insurance in respect of the encroachment by complying with the procedures outlined in the *Financial Management (Public Liability Insurance) Guidelines 2011*.

The procedures are specified below in summary form:

1. nominate each and all of the proposed activities the proposed licensee wishes to undertake on Territory land or premises ("Premises");
2. take out a public liability insurance policy for the term of the licence;
3. submit a certificate of currency in respect of the public liability insurance, which clearly states that the [encroachment/s is/are](#) covered by the insurance policy; and
4. Comply with obligations in respect of risk management plans if applicable.

This information is to be forwarded to the:

Licensing Officer  
Leasing Services  
Planning Delivery Division  
Environment, Planning & Sustainable Development Directorate  
GPO Box 158  
CANBERRA ACT 2601  
Ph: (02) 6207 1923

*Note: The Activity Schedule will form part of the licence agreement*

### 11. TRANSFER OF TITLE

The lessee must not transfer or assign its interest in the premises unless and until the proposed transferee or assignee is granted a licence by the planning and land authority pursuant to section 303 of the *Planning and Development Act 2007*, under the same terms and conditions as the licence granted in accordance with Conditions 9 and 10 and meets the insurance requirements in accordance with Condition 10.

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### PART B – REASONS FOR THE DECISION

The application was approved because it was found to meet the relevant rules and criteria of the Territory Plan and section 120 of the *Planning and Development Act 2007*.

In deciding to approve the application with conditions, a key consideration was the shortfall in car parking spaces provided when compared to the requirements of the Parking and Vehicular Access Code (PVAC). This issue was also raised through representations and entity advice. The application proposes 117 spaces for the cinema while the PVAC requires 416 spaces. The Planning and Land Authority decided to depart from PVAC requirements due to justification provided by the applicant, which included:

- The PVAC is inequitable in that it requires 1 space per 4 seats for cinemas in town centres and 1 space per 12 seats in the city centre (equal to 136 spaces).
- The proposal is adjacent to a light rail stop and existing car parking spaces. The peak usage of the cinema will be after hours and at the weekend, when demand for parking from surrounding commercial uses will be reduced.
- The Gungahlin community has been anticipating a cinema on this site for a considerable time. The applicant has made it clear the development may not be viable if additional parking is required.

A further issue raised by representors was the architectural quality of the building. The assessment considered the functional requirements of a cinema, the façade treatments and that the building will form one four buildings on Section 12 in approving the development.

The following evidence formed part of the assessment of this application:

Development Application:	201936502
Territory Plan Zones:	CZ1 Core Zone
Development Codes:	Commercial Zones Development Code
Precinct Code:	Gungahlin Precinct Map and Code
Crown Lease:	Volume 2204 and Folio 7
Legislative requirements:	Sections 119 and 120 of the <i>Planning and Development Act 2007</i>
Entity advice:	As listed in Part C – Public Notification and Entity Advice.

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### PART C – PUBLIC NOTIFICATION AND ENTITY ADVICE

#### PUBLIC NOTIFICATION

Pursuant to Division 7.3.4 of the Act, the application was publicly notified from 5 December 2019 to 27 December 2019. Five written representations were received during public notification period.

The issues raised in the representations were considered in the assessment and making of the decision for this development application.

#### ENTITY ADVICE and REQUIREMENTS

Pursuant to Division 7.3.3 of the *Planning and Development Act*, the application was referred to the below entities. Where an entity requested conditions to be imposed on this development, those conditions have been incorporated into Part A of this Decision. A summary of entity comments can be found below.

1. Transport Canberra and City Services (TCCS)

TCCS provided advice stating that the proposal is supported subject to conditions.

Recommended conditions have been imposed in this Notice of Decision - refer to Part A.

Further details of the conditions are as follows:

The conditions must be addressed during the detail design review

- 1) Provide SIDRA analyses for the identified intersections, as shown in the attached figure. The analysis must include anticipated trip generation and access arrangements for Stage 3 with available information at this stage.

REASON:

*From the study, the traffic impact from the development on surrounding road network and intersections is unclear and didn't provide clear picture to the TCCS. So, to understand road network & intersection operation from safety and level of service, and to identify any upgrade requirements, it is recommended to undertake SIDRA analyses for the identified intersections, as shown in the attached figure.*

- 2) Provide justification for trip generation similar to determining the parking space requirements comparing an existing cinema development (Warriewood, NSW).

REASON:

*It's quite surprising to anticipate that each 'Screen' theatre will likely to generate only 13-14 trips out of 205 (approx.) seats, during the peak hour.*

- 3) With the development, the traffic on the surrounding road network is expected to increase by 20-30%, (by 144 vehicles in peak). Even if this future (development) traffic is aligned to the growth rate of Gungahlin and is predicted in a planning stage 10 years ago (Gungahlin Town Centre Transportation Study, 2009), it is vital to reassess to match current conditions.

Assess the traffic impact purely from an operation point of view for reasons such as:

- 4) Modelled road network and demographics might differ from what is now in place.

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- 5) With the additional development traffic, verify whether the surrounding road network and intersections can provide adequate capacity, safety and operate within the acceptable level of service (LOS C or better). If not, identify the alternative/ upgrade treatments.
- 6) Complete the items A2.1.2(j) and A2.10 in Table 9.

The report summarises the Deed Compliance against relevant clauses. The study claims that the study has addressed all these clauses. However, with the additional traffic the study should undertake,

- 7) Intersection analyses for appropriate sites to ensure safety and adequate LOS are available. If not, please recommend alternative treatments.
- 8) Access road capacity.
- 9) Rectify the design to fully contain the service truck swept path and 600 mm clearance within the circular roadway, as per the AS 2890.22018 section 3.2.2.
- 10) If there is a control point (such as boom gate), the proponent must demonstrate that adequate queuing area is provided at the control points of the car park entry in accordance with section 3.4 of the Australian Standard 2890.1 and TCCS Engineering Advisory Note (EAN) 06: Queuing at Carpark Entrances. This is to ensure that no queuing on the public road will occur and traffic operation on the public road will not be impacted.
- 11) Traffic control devices plan (TCD) not provided with the DA application. However, the proposed changes to the Traffic Control Devices (TCD) must comply with the applicable standards. This will be checked in detail during the Design Acceptance stage.
- 12) A license must be obtained for the encroachment over territory land due to proposed awning.
- 13) The new 10 trees must be planted on the verge in accordance with Landscape Plan, Project No. J19-006555, Drawing No. L501.1, Revision A, Date 11.11.2019.
- 14) The new trees must be species *Pyrus calleryana* 'capital' in line with the designated street trees for Hinder Street, Gungahlin.
- 15) The new trees must be advanced tree stock that meets the criteria of Australian Standards 2303:2015 Tree Stock for Landscape Use.
- 16) All trees planting are to be carried out by a landscape contractor with horticultural expertise. A 12 month consolidation period is required prior to a formal handover to TCCS.
- 17) The trees to be removed on unleased land must be signposted at least 14 days prior to removal in line with Urban Treescaping public notification procedures.
- 18) A detail stormwater plan must be submitted at the design acceptance stage.
- 19) The elevation drawing must be provided showing that the minimum of 6.8m height clearance at the waste collection location.

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### 2. Evoenergy

Evoenergy (Electricity) provided advice stating that the proposal is supported. Refer to Part A for conditions regarding complying with entity advice. A copy of the Evoenergy advice is attached to this Notice of Decision.

### 3. Jemena

Jemena (Gas) provided advice stating that the proposal is supported. Refer to Part A for conditions regarding complying with entity advice. A copy of the Jemena advice is attached to this Notice of Decision.

### 4. Icon Water

Icon Water provided advice stating that the proposal is not supported, however a condition has been imposed in Part A of this decision that the approval does not take effect until written endorsement is provided by Icon Water.

### 5. Environmental Protection Authority (EPA)

The EPA provided advice stating that the proposal is supported subject to conditions. Recommended conditions and recommended advice have been imposed in this Notice of Decision - refer to Part A.

### 6. ACT Emergency Services Agency (ESA)

The ESA advised the proposed development is supported with standard conditions. A copy of the ESA advice is attached to this Notice of Decision.

### Translation and interpretation services

The ACT Government's translation and interpreter service runs 24 hours a day, every day of the week by calling 131 450.

ENGLISH	If you need interpreting help, telephone:
ARABIC	: إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήστε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajnuna t'interpretu, ċempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ako vam je potrebna pomoć prevodioca telefonirajte:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

### TRANSLATING AND INTERPRETING SERVICE

## 131 450

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

## ATTACHMENT 1

### ADMINISTRATIVE INFORMATION RELATING TO NOTICE OF DECISION

#### **DATE THAT THIS APPROVAL TAKES EFFECT**

Unless a condition of approval provides for otherwise this approval takes effect the day after the date of this decision. The effective date for development applications approved subject conditions could also be adjusted if the approval is reconsidered by the planning and land authority or if an application is made to the ACT Civil and Administrative Tribunal.

Pursuant to section 184 of the *Planning and Development Act 2007* (Act), this approval will expire if:

- the development or any stage of the development is not started within two years after the day the approval takes effect;
- the development is not finished two years after the day the development begins; or
- the development approval relates to land comprised in a lease that requires the development to be completed on a stated date – the date stated in the lease for completion of the development, or the approval is revoked pursuant to section 189 of the Act.

Under section 184 of the Act, the applicant may apply to the planning and land authority to extend the prescribed period to finish the development, but such an application must be made within the original period specified for completion.

A development approval, to which section 184 of the Act applies, continues unless the approval ends under sections 184, 185, 186 or 187 of the Act.

#### **Submission of revised drawings or documentation**

If a condition of approval requires the applicant to lodge revised drawings and / or documentation with the planning and land authority for approval pursuant to section 165 of the Act, the submission must be made by completing an application in e-development.

#### **Reconsideration of the Decision**

If the applicant is not satisfied with the decision made by the planning and land authority, they are entitled to apply to the planning and land authority for reconsideration within 20 working days of being told of this decision pursuant to section 191 of the Act. A longer timeframe may apply only if granted in writing by the planning and land authority pursuant to section 184 of the Act.

#### **Review by the ACT Civil and Administrative Tribunal (ACAT)**

1. Decisions that are reviewable by the ACAT are identified in Schedule 1 of the Act, except for matters that are exempted under Schedule 3 of the *Planning and Development Regulations 2008* (matters exempt from third party review).
2. The notice of decision and this advice has been sent to all people who made a representation in relation to the application.
3. The ACAT is an independent body. It can review a large number of decisions made by ACT Government ministers, officials and statutory authorities on their merits. The ACAT can agree with, change or reject the original decision, substitute its own decision or send the matter back to the decision maker for reconsideration in accordance with ACAT recommendations.

4. If you think you have a right of appeal, you may apply for a review. Application forms can be obtained from the ACAT. You can also download the form from the ACT Legislation Register.
5. If you are applying on behalf of an organisation or association of persons, whether incorporated or not, the Tribunal in deciding whether to support this application will consider the effect of the decision being reviewed on the interests of the organisation or association in terms of its objects or purposes. A copy of the relevant documents will be required to be lodged with the Tribunal.
6. The time limit to make a request for a review is 28 days from the date of this notice of decision. The time limit can be extended in some circumstances (refer to sections 10 (2), 10(3), 25(1)(e) and 25(2) of the *ACT Civil & Administrative Tribunal Act 2008*; section 7 of the *ACT Civil and Administrative Tribunal Procedure Rules 2009 (No 2)*; and section 409 of the *Planning and Development Act 2007*).
7. Applications to the ACAT, including an application to be joined as a party to a proceeding, require payment of a fee (the Tribunal Registry will advise of the current fee), unless you are receiving legal or financial assistance from the ACT Attorney-General. You can apply to have the fee waived on the grounds of hardship, subject to approval (refer to section 22T of the *ACT Civil and Administrative Tribunal Act 2008*). Decisions to grant assistance are made on the grounds of hardship and that it is reasonable, in all the circumstances, for the assistance to be granted. Write to: the Director General, Justice and Community Safety Directorate, GPO Box 158, CANBERRA ACT 2601. Ask the ACAT for more details.
8. The ACAT is required to decide appeals in land and planning and tree protection cases within 120 days after the lodging of the appeal, unless that period is extended by the ACAT upon it being satisfied that it is in the interests of justice to do so.
9. The following organisations may be able provide you with advice and assistance if you are eligible:
  - ACT Attorney-General, write to the Director General, Justice and Community Safety Directorate, GPO Box 158, CANBERRA, ACT, 2601
  - the ACT Legal Aid Office, telephone 1300 654 314
  - ACT Council of the Ageing, telephone 02 6154 9740
  - Welfare Rights Centre, telephone 1800 226 028
  - Environmental Defender's Office (ACT), telephone 02 6243 3460.
10. You will have to pay any costs involved in preparing or presenting your case. The ACAT also has the power to award costs against a party if the party contravenes a direction of the ACAT and the ACAT considers it in the interests of justice to make such an order. This power is in addition to the power of the ACAT to strike out a party and to dismiss an application for failure to comply with the ACAT's directions.
11. You may apply for access to any documents you consider relevant to this decision under the ACT Freedom of Information Act 1989. Information about Freedom of information requests is available on the planning and land authority's web site or by contacting us by phone on 02 6207 1923.
12. The procedures of the ACAT are outlined on the ACAT's website, including in the Guide to the Land and Planning Division and the Guide to the Hearing. Contact the ACAT for alternative ways to access information about the ACAT's procedures.

### **Other approvals**

A notice of decision grants development approval only. Other approvals may be required, including:

1. Building Approval

Most building work requires building approval to ensure it complies with building laws such as the *Building Code of Australia*. The lessee should engage a private building certifier to determine whether building approval is required and assess and approve the building plans before construction commences. A list of certifiers can be obtained from the [Environment, Planning and Sustainable Development Directorate](#).

2. Tree damaging activity approval

A Tree Management Plan under the *Tree Protection Act 2005* is required for approval where it is proposed to undertake groundwork within the tree protection zone of a protected tree or likely to cause damage to, or remove, any trees defined as protected trees by that Act. More information is available from the Transport Canberra and City Services Directorate.

3. Use of verges or other unleased Territory Land

In accordance with the *Public Unleased Land Act of 2013*, road verges and other unleased Territory land must not be used for the carrying out of works, including the storage of materials or waste, without prior approval of the Territory. Approval can be obtained from the Transport Canberra and City Services Directorate.

4. Works on unleased Territory Land

In accordance with the *Public Unleased Land Act of 2013*, no work can be undertaken on unleased Territory land without the approval of the Territory. Such approval must be obtained from the Manager Development Review and Coordination, Transport Canberra and City Services Directorate by way of:

- (a) a certificate of design acceptance prior to the commencement of any work; and
- (b) a certificate of operational acceptance on completion of all works to be handed over to TCCS.

Works on unleased Territory land may include the construction or upgrading of driveway verge crossings, public footpaths, roads, street lighting, stormwater works, waste collection amenities, street signs and line marking, road furniture and landscaping.

**Contact details for relevant agencies**

<p><b>ACT Civil and Administrative Tribunal</b>          Level 4, 1 Moore Street          CANBERRA CITY ACT 2601          GPO Box 370, CANBERRA, ACT, 2601</p>	<p>www.acat.act.gov.au          tribunal@act.gov.au          02 6207 1740          02 6205 4855</p>
<p><b>Health Directorate</b></p>	<p>www.health.act.gov.au          02 6205 1700</p>
<p><b>Environment, Planning and Sustainable Development Directorate</b>  <i>Planning and land authority</i></p> <ul style="list-style-type: none"> <li>- list of certifiers for building approval</li> <li>- demolition information</li> <li>- asbestos information</li> </ul>	<p>www.planning.act.gov.au          02 6207 1923</p>

<i>Environment Protection Authority</i> - environment protection - water resources - asbestos information <i>Conservation, Planning and Research</i> - threatened species/wildlife management	www.environment.act.gov.au 02 6207 6251  www.environment.act.gov.au 02 6207 1911
<b>Transport Canberra and City Services</b> - tree damaging activity approval - use of verges or other unleased Territory land - works on unleased Territory land - design acceptance - damage to public assets	www.tccs.gov.au  132 281 02 6207 0019 (place coordination)
<b>Utilities</b> - Telstra (networks) - TransACT (networks) - Icon Water - Electricity reticulation	02 8576 9799 02 6229 8000 02 6248 3111 02 6293 5738

### **Translation and interpretation services**

The ACT Government's translation and interpreter service runs 24 hours a day, every day of the week by calling 131 450.

ENGLISH	If you need interpreting help, telephone:
ARABIC	: إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήστε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajnuna t'interpretu, ċempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ako vam je potrebna pomoć prevodioca telefonirajte:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

### **TRANSLATING AND INTERPRETING SERVICE**

# **131 450**

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

## **TCCS Standard Conditions**

The following TCCS general conditions will apply as appropriate for the Works on and including the Use of the subject Territory Land as additional conditions to the Notice of Decision Conditions of Approval of which these general conditions are attached:

### **TCCS Standard Conditions:**

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 Review 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

**TCCS Standard Conditions**

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.



**ACT**  
Government

Environment, Planning and  
Sustainable Development

## APPLICATION FOR THE GRANT OF A LICENCE

(2 Party - Minor Encroachment Only)

### PART 1 – LICENSEE and APPLICANT DETAILS

**LICENSEE** (*as is to appear on licence*)

NAME	
A.C.N. or A.B.N.	
POSTAL ADDRESS	
PHONE NUMBER	

**APPLICANT** (*if different from Licensee*)

NAME	
POSTAL ADDRESS	
PHONE NUMBER	

**BRIEF DESCRIPTION OF ORGANISATIONS ACTIVITIES/SERVICES**

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### PART 2 - THE PROPOSAL

**PROPOSED USE OF LAND**

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### PART 3 – BLOCK DETAILS

**LAND ADJACENT TO:**

**BLOCK** \_\_\_\_\_

**SECTION** \_\_\_\_\_

**DIVISION/DISTRICT** \_\_\_\_\_

**STREET ADDRESS** \_\_\_\_\_

**DEVELOPMENT APPLICATION NUMBER (If applicable) DA -** \_\_\_\_\_

## PART 4 - THE DEVELOPMENT

### TYPE OF ENCROACHMENT

(eg. Awning, signage, facade):

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### ENCROACHMENT LOCATION PLAN

Plan should show area of unleased land for proposed encroachment and include the following;

- All elevations and dimensions including area;
- Block boundaries and location of encroachment/s in relation to the building, adjacent Territory land and/or public roads.

### INSURANCE DOCUMENTS:

From 1 October 2005, the level of public liability insurance required by a proposed licensee of unleased Territory land is now determined by a legislated process. Your insurance Policy must be approved by the ACT Insurance Agency (ACTIA).

**Under this legislation in general terms, the licensee will be required to:**

1. **Submit a Certificate of Currency of insurance to the department;**  
\*\* For a 2 party encroachment Licence, EPSDD will seek ACTIA's approval\*\*
2. **Nominate each and all of the proposed activities on Territory land or premises;**  
\*\* EPSDD will incorporate those activities in a schedule to the licence (Activity Schedule)\*\*
3. **If the Public Liability Activities rating is higher than 7, a risk management plan may be required: \*\* EPSDD will let you know about this after submission of the application\*\***

**\*AN APPLICATION FEE IS APPLICABLE\***

SIGNED:

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DATE:

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### REQUIREMENTS & CHECKLIST

- |  |                              |
|--|------------------------------|
| A plan showing encroachment/s and surrounding area as per application  | <input type="checkbox"/> Yes |
| A copy of the Companies/Associations Certificate of Incorporation or Registered Trading Name including A.B.N./A.C.N. | <input type="checkbox"/> Yes |
| Lessee's Public Liability Insurance documentation (Certificate of Currency)  | <input type="checkbox"/> Yes |
| Application fee paid   | <input type="checkbox"/> Yes |