



FREEDOM OF INFORMATION COVERSHEET

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

FOI reference: 24-106

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Not applicable
5. Additional information identified	Not applicable
6. Fees	Not applicable
7. Processing time (in working days)	30 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

From: [REDACTED]
To: [TCCS FreedomOfInformation](#)
Subject: FOI Request - IPT Route in the new Territory Plan
Date: Friday, 12 July 2024 11:20:23 AM

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,

I am writing to request under the *Freedom of Information Act 2016* any briefs, documentation, minutes, correspondence, internal messages and related records which mention the "Inter-town Public Transport route" (also known as the "IPT", the "IPT route" or the "IPT route overlay") in relation to the new Territory Plan since 1 June 2019.

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

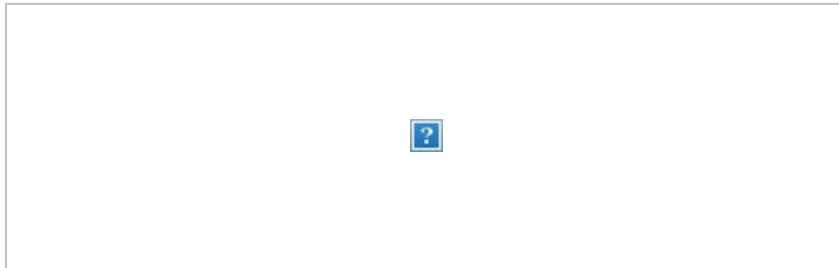
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Best regards,

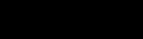
[REDACTED]

[REDACTED]

[REDACTED]





Dear 

Freedom of Information Request - Reference 24-106

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 12 July 2024. It is my understanding that you are seeking access to the following government information under the *Freedom of Information Act 2016* (FOI Act):

"any briefs, documentation, minutes, correspondence, internal messages and related records which mention the "Inter-town Public Transport route" (also known as the "IPT", the "IPT route" or the "IPT route overlay") in relation to the new Territory Plan since 1 June 2019."

Timeframes

In accordance with section 40 of the FOI Act, TCCS is required to decide on your application by 23 August 2024.

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

In accordance with the FOI Act, a search of TCCS records has been completed and nine relevant records have been identified. Upon reviewing the information within the records and applying the public interest test under section 17 of the FOI Act, I have decided to provide you with:

- Full access to two records;
- Partial access to four records; and
- Refuse access to three records.

The reasons for my decision are detailed below in the statement of reasons.

A list of the relevant records is enclosed at Attachment A. A copy of records I am providing full and partial access to are enclosed at Attachment B, with redactions applied to information I have found 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;
- The *Human Rights Act 2016*.

In making my decision on disclosing the relevant government information, I must identify all relevant factors in schedule 1 and 2 of the FOI Act and determine, on balance, where the public interest lies.

Schedule 1:

- Schedule 1.6 – Cabinet Information

In the review of the relevant records, I have identified record 9 as containing information which has been submitted to Cabinet for its consideration and was brought into existence for that purpose. I have also identified information within five other records which were created in the process of drafting record 9. As the information in this record relates solely to the drafting of a submission to Cabinet, I consider it reasonable to find that disclosure of the information is likely to reveal a deliberation of Cabinet. I have considered that the information has not been published and is not purely factual.

I find that section 1.6 applies to all of the information within records 5, 6 and 9; and applies to some information contained in records 2, 3 and 4. I refuse access to this information as it is deemed to be contrary to the public interest.

Public Interest test:**Factors favouring disclosure in the public interest (Schedule 2.1)**

- Schedule 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability; and
- Schedule 2.1(a)(ii) - contribute to positive and informed debate on important issues or matters of public interest.

Factors favouring non-disclosure (Schedule 2.2)

- 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

In reviewing the information within scope of your application, I have identified information that is likely to promote a positive and informed debate on important issues or matters of public interest. I note that the information related to the Inter-town Public Transport route, and the ACT Government's recent response to the Inquiry into the Territory Plan and other associated documents are available [here](#), which are matters of public interest. I have also considered that disclosure may promote open discussion of public affairs and enhance government's accountability generally. Further, I also acknowledge that the pro-disclosure bias requires the public interest test to be approached on the basis that there are not simply empty scales in equilibrium, waiting for arguments to be put on each side. Rather, the scales are loaded in favour of disclosure.

In my review, I have also identified the mobile phone number of a staff member. I have considered that mobile phones are provided to TCCS staff members of a specific purpose, in particular out of hours contact, with contact during this time limited to reduce impact on staff's right to privacy. I consider that the disclosure of staff mobiles is likely to prejudice their right to privacy, and that the advancement to the public in disclosing this information is minimal as information on how to contact the directorate is already publicly available.

In this instance, I find that disclosure is, on balance, contrary to the public interest. I find that the factors favouring disclosure can be met with the partial disclosure of records at [Attachment B](#).

Charges

In accordance with [Freedom of Information \(Fees\) Determination 2018](#), a fee of \$0.35 per page of information disclosed, except for the first 50 pages, may be applied to an access application. The total number of pages disclosed to you falls 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 original access application, my decision and documents will be published in the TCCS disclosure log between 3 – 10 business days from the date of this decision. Your personal contact details will not be published. You may view the TCCS' disclosure log [here](#).

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 in 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

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
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.

Yours sincerely



Lisa Johnson
Information Officer
23 August 2024

ATTACHMENT A - ACCESS APPLICATION SCHEDULE, FREEDOM OF INFORMATION

Reference Number: 24-106

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

Factors favouring or deeming non-disclosure:

- Schedule 1.6 – Cabinet Information
- 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

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 - 35	20230220 - TCCS Comments on the Territory Plan	20 February 2024	Full access	Not applicable	Decision to be published on the TCCS Disclosure Log .
2	36	20240320 - FW Request for Input - TCCS - Government Response to Inquiry into	20 March 2024	Partial access	Schedule 1.6	
3	38 - 39	20240320 - RE Request for Input - TCCS - Government Response to Inquiry into#2	20 March 2024	Partial access	Schedule 1.6	

4	40 - 41	20240320 - FW: Request for Input - TCCS - Government Response to Inquiry into...	20 March 2024	Partial access	Schedule 1.6		
5	-	20240320 - RE Request for Input - TCCS - Government Response to Inquiry into	20 March 2024	Refused	Schedule 1.6		
6	-	20240320 - RE Request for Input - TCCS - Government Response to Inquiry...	20 March 2024	Refused	Schedule 1.6		
7	42 - 43	20240321 - Re Gov Response to IPT in the Territory Plan	21 March 2024	Full access	Not applicable		
8	44 - 46	20240322 - FW_ For DDG Clearance - Gov Response to IPT ...	22 March 2024	Partial access	Section 2.2(a)(ii)		
9	-	TCCS Input - Government Response to Inquiry into the Territory Plan and other associated documents	March 2024	Refused	Schedule 1.6 Note: Published Government response is available here		
Total number of documents: 9							

From: [Davidson, Geoffrey](#)
To: [Kaucz, Alix](#); [Kamarul, Matthew](#); [Cilliers, George](#)
Cc: [Althorp, Vanessa](#); [Acheson, Ellen](#)
Subject: TCCS comments on Territory Plan (A40597579)
Date: Monday, 20 February 2023 12:07:04 PM
Attachments: [TCCS comments on Territory Plan \(A40597579\).docx](#)

OFFICIAL

Hi Alix, Matt and George

Please find attached TCCS comments on the draft Territory Plan. Lots of comments and I have done my best to filter for you.

Many comments will be easy to respond to (e.g. incorrect references to standards and specifications) while others comment on policy and structure change of the TP.

I think it would be useful if you can provide a response to the comments. Perhaps you could group some and provide a general response, while others will need a specific response – similar to table of comments for Cabinet Submissions.

Another option is for me to arrange a meeting with those who provided comments and you can respond verbally with TCCS taking minutes of the meeting.

Please let me know how you would like to take this forward.

Many thanks for your patience while I coordinated TCCS review and comment.

I hope the public consultation is going well and I look forward to hearing from you soon.

Geoff

TCCS Comments on New Territory Plan

Instructions

1. Read the supporting report at https://yoursayconversations.act.gov.au/download_file/8338/2688 . The supporting report provide a good overview of the new Territory Plan including structure, zone and policy changes
2. Review the relevant policies (Parts D, E, F and G). Of key interest to TCCS is
 - a. https://yoursayconversations.act.gov.au/download_file/8226/2688 (parks and recreation)
 - b. https://yoursayconversations.act.gov.au/download_file/8224/2688 (transport and services)
 - c. https://yoursayconversations.act.gov.au/download_file/8227/2688 (subdivisions)
 - d. https://yoursayconversations.act.gov.au/download_file/8223/2688 (community facilities)
3. Review relevant sections of the design guide (e.g. movement, access and place) [https://hdp-au-prod-app-act-yoursay-files.s3.ap-southeast-2.amazonaws.com/8616/6726/0387/Attach_D1 - Design Guides Explanation of Intended Effects.pdf](https://hdp-au-prod-app-act-yoursay-files.s3.ap-southeast-2.amazonaws.com/8616/6726/0387/Attach_D1_-_Design_Guides_Explanation_of_Intended_Effects.pdf)
4. Review relevant technical specifications. Of key interest to TCCS is
 - a. https://yoursayconversations.act.gov.au/download_file/8238/2688 (community facilities)
 - b. https://yoursayconversations.act.gov.au/download_file/8236/2688 (parks and recreation)
 - c. https://yoursayconversations.act.gov.au/download_file/8239/2688 (transport and services)
 - d. https://yoursayconversations.act.gov.au/download_file/8241/2688 (subdivision)

Note: The technical specifications replace current codes including Estate Development Code and Parking and Vehicular Access Code

5. Review the District Specifications
6. Add any comments to the table on Page 2 of this document by **31 January 2023**. **Return the completed comment table to Geoff Davidson via email with cc to Ellen Acheson and Coral Watson.**
7. **Geoff Davidson will consolidate comments from all business units, and then provide the consolidated comments to Jim, Ben and Alison before being passed onto EPSDD**

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
Draft Territory Plan Supporting Report	Maps, p.36	Transport Canberra notes the proposed removal of most overlays from the Territory Plan map, including Intertown Public Transport Route. Transport Canberra is interested in ensuring that future light rail corridors are identified (on ACTMAPi as well as other authoritative sources with support from Planning legislation) to ensure the community remains aware of the current plans for these corridors as it matures in planning.	Luke Powter	Transport Canberra
	New definitions – p. 38-39 of Summary Report and Part G1 of the Territory Plan	New “Transport Facility” definition does not cover the maintenance of transport vehicles. This is a potentially noisy activity and is associated with environmental pollutants such as trade waste.	Samuel Palmer	Transport Canberra Light Rail
	Page 74 – Technical Specifications	<p>The following statements are noted:</p> <ul style="list-style-type: none"> - <i>‘Technical specifications provide an opportunity for development compliance with certain provisions.’</i> - <i>‘Technical specifications are therefore limited in its application and do not replace the more comprehensive consideration provided by Design Guides, nor are Technical Specifications mandatory.’</i> <p>It is noted that some of the requirements within the Technical Specifications represent legislative/regulatory requirements. For example, the requirement to adhere to EPA requirement for erosion and sediment control. If compliance with Technical Specifications is not mandatory, it is unclear whether a developer will still be required to adhere to such legislative/regulatory requirements.</p> <p>It is also noted that other requirements within the Technical Specifications are to uphold community safety. If such requirements are not mandatory, does this open the Territory to increased liability around community safety?</p>	Jonathon Dragos	TCCS Infrastructure Planning
	Page 74 – Technical Specifications	Within the New Territory Plan, the term ‘Technical Specifications’ is adopted for the set of technical planning requirements (similar to the requirements in previous codes such as the WSUD Code). The term ‘Technical Specifications’ is typically adopted in ACT to reference specifications for the construction of works by a Contractor (e.g. Municipal Infrastructure Technical Specifications). Is it possible to amend this term to avoid confusion? For example, consider ‘Technical Planning Specifications’.	Jonathon Dragos	TCCS Infrastructure Planning
	P48 of the Supporting Report	Definition of community path system should include terms which future proof the definition to allow for new technology of personal mobility. .	Anne Napier	Strategic Policy and Programs

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	and P.21 of the Dictionary (Part G1 of the Territory Plan)			
	P 70 of the Supporting Report and Zone Policy for RZ	Regarding the policy change on continuous street frontage, please clarify policy on continuous street frontage and permeability for human-scale activities and mobility where appropriate	Anne Napier	Strategic Policy and Programs
	Page 11- 2 nd paragraph of the Supporting Report	It is noted that the draft new Territory Plan will be outcome focused, and it will outline the desired result of planning rather than prescribe how things done. It means going beyond looking at buildings and the environment in isolation to incorporate wellbeing, health, recreation, employment, housing and environmental factors into the planning system. This will outcomes method provide additional opportunities for negotiating offsite works to demonstrate the proposal's performance within the local context?	Dipak Rathod	Development Coordination
	General question	Will documentation and training be developed to ensure consistent decision making within the context of the outcomes focused planning system? How will the District Policies provide for consistency for proposals which span multiple districts (for example light rail)?	Dipak Rathod	Development Coordination
	Page 17 of the Supporting Report	<p>The report by Hatch Roberts Day Estate Development Code Page 53 says “Measures address significant shortcomings in current road design practice which results in <u>excessively wide</u>, over-engineered and unwalkable street environments which prioritise driving convenience over walkability and well-being.”</p> <p>The current street widths in particular up to Access B are based on minimum requirements. Thus, it is not clear for what street type this statement applies to.</p> <p>Potential way forward would be to re-evaluate trip generation guidance and lower the required road classification, so narrower streets can be supported (page 41 of the Hatch Roberts Day report)</p> <p>By large, the bare minimum of what recommended in Australian Standards and Austroads needs to be applied considering safe and efficient road network.</p>	Poorna Kumarage	Development Coordination
	Page 49	“Revised definition: floodplain means that area of stream or drainage corridor which is inundated during <u>heavy rainfall events</u> ”	Poorna Kumarage	Development Coordination

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>Stormwater management is a quantitative subject. This has also gained increasing attention with increasing rainfall. There is no justification provided in removing the 1% AEP term. Do we have a definition provided for <u>heavy</u> rainfall? Suggest using Australian Rainfall and Runoff (ARR) preferred terminology (Very Frequent, Frequent, Rare, Very Rare and Extreme). These terms have quantitative measures linked to them and used nationally. Continue usage of AEP% is preferred for less frequent events.</p> <p>This is particularly problematic as all technical specifications (e.g. MIS08) use 1%AEP to assess flood risk.</p>		
Territory Plan	Part E5 (Parks and Recreation), Table 1.2, p.2	Discussions with the Territory Plan Variation team in June/July 2022 suggested that the project would seek to add an additional use to the PRZ2 Restricted Access Recreation Zone adding municipal depot as a permitted use. The current Draft Territory Plan –does not foreshadow this change. This change is needed to rectify an administrative issue with the current Territory Plan in which the TCCS Holder Depot is located in PRZ2 (and this depot has been located here on this zoned land for circa 40 years) and this change will also support the proposed development of the Holder depot.	Daniel Iglesias	City Presentation
	<p>PART E5: PARKS AND RECREATION</p> <p>1.3 Policy Outcomes (P2)</p> <p>2. Allow for stormwater drainage and the protection of water quality, stream flows and stream environs in a sustainable, environmentally</p>	<p>Comment for consideration:</p> <p>Reference to safety recommended, particularly for areas interacting with natural environs, such as creeks or stormwater drainage channels. Such as: “community to Interact with <u>in a safe manner</u>”</p> <p>General Comment:</p> <p>There is mention of servicing of infrastructure and utilities under 1.5 Assessment Outcomes, which would allow TCCS to consider access and other maintenance requirements.</p> <p>Although does this cover service functions such as waste management?</p>	Rashed Yamin	Development Coordination Branch (DCB)

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	<p>responsible manner and which provides opportunities for the community to interact with and interpret the natural environment.</p> <p>1.5 Assessment outcomes (P4)</p> <p>15) Serviceability in terms of infrastructure and utility services.</p>			
	<p>PART E6: TRANSPORT AND SERVICES</p>	<p>General Comment: TS1 and TS2: Safety is mentioned, allowing for TCCS to apply relevant guidelines and standards.</p>	Rashed Yamin	Development Coordination Branch (DCB)
	<p>PART F1: SUBDIVISION 1.3 Policy Outcomes (P1).</p> <p>2. functional and useable parcels of land that are well connected and serviced to relevant utilities, infrastructure and public spaces</p>	<p>Comment for consideration: The numbering seems inconsistent and confusing (legal advice should be sought?), additionally it's preferred dual occ's on RZ1 should design to minimise verge crossings, in keeping with streetscape, street parking, waste, traffic and safety consideration. Should it be as follows:</p> <p>10. Subdivision under the Unit Titles Act 2001 is permitted where all of the following are met:</p> <ul style="list-style-type: none"> a) The block is a surrendered residential block b) It is only for dual occupancy housing c) Both dwellings in the dual occupancy have been lawfully constructed. d) Minimise verge crossings (TCCS recommendation) 	Rashed Yamin	

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	<p>1.4 Assessment (P2). 10. Subdivision under the Unit Titles Act 2001 is permitted where all of the following are met: 11. The block is a surrendered residential block 12. It is only for dual occupancy housing 13. Both dwellings in the dual occupancy have been lawfully constructed. Note: Staged development under the Unit Titles Act 2001 is not permitted.</p>			
	Part E6 pp. 2 1.3 Policy Outcomes	TSZ1 zone appears to preference development of infrastructure (1) over active travel and public transport (2). This inconsistent with D1 Theme 4.	Samuel Palmer	Transport Canberra Light Rail
	Part E6 pp.4 1.5 Assessment Outcomes	TSZ1/2 outcome 8 living infrastructure and permeable surfaces LRS1 Stabling Yard features a large concrete surface. Runoff outcomes could be improved by different design but wanted to flag for TCLR awareness. Note: Tech. Spec TS6 is more specific and sounds workable.	Samuel Palmer	Transport Canberra Light Rail
	General	<p>Strong focus on urban design guide and housing design and ability to exercise discretion, however no focus on clarifying the requirements for developer contributions or off-site works as part of development.</p> <p>Greater emphasis for TCCS to determine and negotiate requirements due to increased flexibility of provisions particularly where compromises are necessary in the interest of delivering great planning outcomes.</p>	Tim Wyatt	Development Coordination

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		Potentially just pushes cost shift and further responsibility for upgrading trunk systems onto Government.		
	General	TCCS policies not properly reviewed to see if they can easily achieve their stated zoning or District outcomes. This could lead to additional work for TCCS and proponents by increasing the proportion of applications that will seek performance outcomes.	Tim Wyatt	Development Coordination
	E5 Parks and Rec P. 2	Point 6. Should read ' <u>Prioritise safe and convenient access...</u> Elevate above point 4 to show the priority of being able to access the facility using active modes over protecting 'scenic amenity'.	Anne Napier	Strategic Policy and Programs
	p.3	As above re point 6. Elevate above point 2.	Anne Napier	Strategic Policy and Programs
	E6 Transport and Services P2 – Policy outcomes	Point 2. Should be consistent with Point 1. i.e 'achieve a high level of comprehensive facilities' Points 1 and 2. Should also complement each other.	Anne Napier	Strategic Policy and Programs
	F1 Subdivision policy P3.	Point 7 j) elevate and join with b) as they both relate to mobility and should be planned together. Regarding k) cul-de-sacs can decrease through movements by motor vehicles calming streets and increasing permeability by active modes.	Anne Napier	Strategic Policy and Programs
	Part A – Administration and Governance Part B – The Territory Plan Part C – Planning Principles and Strategic Links Part D1 – Gungahlin District Policy Part D2- Belconnen District Policy Part D3 Inner North & City District Policy	Consider the following zoning change to the Territory Plan to facilitate proposed works on and around the Monaro Highway: CFZ to change to TSZ for part of Tuggeranong Blocks 1563, 1670, 1469 and the unleased land immediately opposite the Isabella Drive/Monaro Highway. This would avoid the need for a Territory Plan Variation to be progressed shortly after the completion of the planning system refresh. Technical Specifications nor the design guides will be outside the Territory Plan. It will therefore be very interesting to understand what these cover and the details they contains, plus how these relate to TCCS' MIS/MITS and TRIS/TRITS, and the TCCS noise guidelines etc. "Good planning outcomes" may not match the technical requirements of the TCCS asset owners and from discussion it appeared how all of these documents link is not resolved. Although it was noted that there would be ways other than the Technical Specifications and the design guides to achieve the		Infrastructure Delivery

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	<p>Part D4 Inner South District Policy</p> <p>Part D5 Molonglo Valley District Policy</p> <p>Part D6-Weston Creek District Policy</p> <p>Part D7-Woden District Policy</p> <p>Part D8-Tuggeranong District Policy</p> <p>Part E1 - Residential Zones Policy</p> <p>Part E2 - Commercial Zones Policy</p> <p>Part E3 – Industrial Zones Policy</p> <p>Part E4 – Community Facilities Zones Policy</p> <p>Part E5 – Parks and Recreation Zones Policy</p> <p>Part E6 Transport and Services Zones Policy</p> <p>Part E7 - Non Urban Zones Policy</p>	<p>“good planning outcomes” – as these were the minimum bar that could be exceeded. Another good example is the parking generation rates and levels of service for intersections currently required by TCCS. EPSDD has attempted to use these guidelines for the Mawson TIA and none of the proposed land releases can be achieved. Similar results can be expected for other centres in all district strategies.</p> <p>How DA’s need to be prepared and how they will be assessed was not clear as it appears a document needed to be prepared demonstrating how “good planning outcomes” were being achieved which EPSDD would assess.</p> <p>The Territory Priority Project (TPP) definition has been broadened (in section 2.1.5 of the Planning bill) to include significant projects across a range of directorates – we need to have a look at this to see what projects of ours it now covers. It was also very interesting to hear that the Minister of Planning will make the decision about whether a project is a TPP based on advice from EPSDD and support of the relevant Minister – so applying for this appears likely to require a prior Ministerial brief and possibly a support letter from our Minister as part of the application, unless another process is advised by EPSDD.</p> <p>EPSDD believe they will need to engage some technical experts to assist with their DA assessments, and that they also think they will need their expertise to deal with ACAT appeals – which will be an increase in resources for them. However they think the system will largely be the same for TCCS’ involvement and input into EDP and DA applications, and that will not cost more. This is something TCCS will need to think through especially based on the fact that the links between the EPSDD and TCCS documents not having been resolved.</p> <p>DA applications for our capital works projects after this planning change goes live will likely be more expensive to prepare and will have more expensive DA fees. It will also be unclear exactly what an application needs to include (which will be very hard to write into a design scope of works and to price in a schedule of rates for our consultants) and that the processing time once the DA is lodged with EPSDD is also likely to be longer. This will impact the preparation of business cases and subsequent funding sought from Government.</p>		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	<p>Part F1 – Subdivision Zones Policy Part F2 – Lease Variation Policy</p> <p>Part G1 – Dictionary</p>	<p>1.70 public works definition is supported. Part (b) maintenance of a road and carpark should include examples being “conversion of an existing intersection to a roundabout or signalised with works within the existing road reserve, installation of traffic calming measures including traffic islands, and pavement rehabilitation of an existing road”.</p> <p>1.74 Waterway Protection Work section 1(a)) appears to require TCCS’ DG approval – is this something TCCS wants and how will they make it work in relation to TCCS’ Delegations?</p> <p>The list of “what projects” needs to include arterial road and major bridge projects as these are often critical infrastructure, provide significant benefits to the people, are time-critical (ie need certainty and to not be subject to delays, costs and uncertainties that are associated with possible appeals) and involve public consultation/engagement activities. The Minister will declare if it is a TPP and the Chief Planner decides on TPP DAs, but it is unclear who decides on any DA amendments for TPPs.</p> <p>The Planning Bill proposes removal of the Strategic Assessment process under the EBPC Act – this will impact EPSDD and SLA (and therefore our land release related projects).</p> <p>The Offsets provisions appear to be similar to existing. Our past experience has related to the challenges with the EPBC staff at the Federal Department of Environment. However s233 notes the Minister may determine how the value of an offset is to be calculated – it is not clear what advice the Minister receive in order to be able to do this and how this could occur for EPBC offsets? The on-going management of the offset area and therefore delivery of the offset management plan (including funding of costs) is also documented however this can often be a different agency to the proponent, and this is where the challenges of transfer of responsibility lie. Who is the “decision maker” for this section? How does this work for offsets bought in NSW that EPSDD has no jurisdiction over work? s246 1a is inconsistent with EPBC requirements for annual reporting.</p>		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>Chapter 8 covers <u>Territory Priority Projects</u> (TPPs). Section 210b notes TPPs include development proposals related to light rail or a declared project (with a definition in section 211 that includes any infrastructure within 1km from light rail including access roads, footpaths, bike lanes, safety barriers, signalling facilities, parking, safety fencing etc). Why is light rail the only explicit type of project included and based on the section 211 meaning of <i>related to light rail</i> do all of these infrastructure elements need including in a TPP within 1km from light rail? How does this work for any of our projects involving the listed infrastructure assets located within 1km from the light rail track (existing and in a development proposal/application/approval)? Do these projects also automatically become TPPs and therefore MUST have a DA even if it is an exempt development under the public works definition in the Planning (Exempt Development) Regulation? This definition could be picking up too much and result in numerous additional DAs being required which is an additional cost and time implication for the delivery of projects. This needs further discussion and review. Particularly as stage 2a and 2b of light rail will require supporting works delivered by TCCS (possible examples include signalisation of existing intersections on Hopetoun Cct, installation of CCTV cameras, construction of shared path extensions and/or widening etc) which should not be TPPs requiring a DA. The current definition appears to make all infrastructure projects within 1km from light rail tracks longer to deliver and more expensive.</p> <p>s206 states a DA approval ends 5yrs after the approval takes effect with a max 2 year extension – previously this was effectively unlimited. For our projects this would not appear to be an issue but it could be for waste projects, unless for example the landfill approvals etc are staged in 7 year durations.</p>		
Design Guides	P 11	Add 'permeability under the HDG list with 'connectivity and access'. M&P – recognises that in order to prioritise place (and human scale mobility) in some areas, movement of vehicles may be prioritised in others.	Anne Napier	Strategic Policy and Programs
	P17	Delete 'pedestrian focussed where appropriate', replace with 'supports human-scale activity as the prime function where place values are high' or words of similar effect.	Anne Napier	Strategic Policy and Programs
	General and specifically under	Refer specifically to creating connections to the identified network of active travel routes – ie the Active Travel Infrastructure Practitioners' Tool	Anne Napier	Strategic Policy and Programs

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	the themes in sections 4 and 5.			
	General	Terminology of the technical specification word needs to be differentiated properly with TCCS technical specification.	Dipak Rathod	Development Coordination
	P. 16: <i>“Strategically integrate services, utilities and back-of-house functions to facilitate great streets, spaces and places”</i> . “Reduces impact of services, utilities, basement entrances, waste collection areas...”	Waste collection vehicles are already expected to compete with delivery trucks and other vehicles for space to collect waste. A dedicated waste collection area on large sites must be provided once a site reaches a certain size.	Mike Stelzig	ACT NoWaste, Service Delivery
	P. 28: <i>“Technical specifications, however, fulfill a different purpose; they provide an opportunity for development compliance with certain provisions. Technical specifications are therefore limited in application and do not replace the more comprehensive consideration to be provided by design guides”</i> .	The sentence on page 28 may lead readers to believe that technical manuals no longer need to be complied with.	Mike Stelzig	ACT NoWaste, Service Delivery

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	P. 25: <i>“Minimises impacts on the streetscape, building entry and amenities of residents through well-designed waste storage facilities, reducing impact to the visual appearance of the building”.</i>	Unfortunately, waste storage facilities and access are usually an after thought and developers prefer to offload waste collection to the kerb to be able to increase yield by adding another unit or two in lieu of a waste enclosure and onsite truck turning platform. ACT NoWaste recommends that kerbside collection remains a last resort and is limited to 30 units maximum.	Mike Stelzig	ACT NoWaste, Service Delivery
Technical Specifications	TS6 Transport and Services Technical Specification pp.3 1.2	Control height of buildings in TSZ2 zone: buildings are not more than 2 storeys in height. This is acceptable for e.g. maintenance depot. However an integrated maintenance and operations headquarters would require more land or the physical separation of these functions, or limit such a combined site to an adjacent TSZ2 zone and zone with greater height limit.	Samuel Palmer	Transport Canberra Light Rail
	TS6 Transport and Services Technical Specification pp. 7, pp.8	Accessible path of travel and Compliance with standards There is no mention of the Disability Standards for Accessible Public Transport. DSAPT has a complementary scope to AS1428 and covers access to conveyances and structures that are not considered buildings, such as public transport stops and waiting areas, which appear to be in the scope of TSZ1 and 2.	Samuel Palmer	Transport Canberra Light Rail
	TS6 Transport and Services Technical Specification pp. 11	Telecommunications: telecommunications equipment for transport may be required to be located along a transport corridor e.g. Track-to-Train network and Ops Radio. There is provision for this (#62) but it is not immediately clear how a directional antenna could be placed adjacent to the track as required where there is no OHW wire infrastructure, or Ops Radio with multiple antennae along route.	Samuel Palmer	Transport Canberra Light Rail
	TS6 Transport and Services Technical Specification pp. 11, pp. 12	Utility services endorsement for demolition works, Asset Clearance Zones: No reference to Light Rail as a regulated utility. Demolition and works adjacent to Light Rail infrastructure including but limited to overhead wire infrastructure should also be included in these provisions.	Samuel Palmer	Transport Canberra Light Rail
	TS4, TS5, TS6	Do the rates in the parking schedules differ for town centres, group centres, local centres etc?	Nethmei Senarath	Development Coordination

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	<p>TECHNICAL SPECIFICATION TS8: SUBDIVISION</p> <p>Schedule 1 (P 13)</p> <p>Minimum width for a compact block is nominated as 6m.</p>	<p>Minimum width should be increased, Ideal minimum width for a compact block is 7.6m. For example, this was tested in VIC and implemented for small housing codes/compact blocks as a minimum.</p> <p>This is considering other design elements such as verge crossing/driveway width, Street tree, any integrated stormwater systems and on-street parking, particularly when compact blocks are proposed side by side or multiple compact blocks aligned together.</p> <p>TCCS should note verge crossings will be limited to single width for compact blocks.</p> <p>Verge crossing should be designed side by side to maximise on-street parking, addressing current/future parking demands.</p>	Rashed Yamin	Development Coordination Branch (DCB)
	All	It should be included that tandem car parking arrangements for non-residential land uses is not supported.	Nethmei Senarath	Development Coordination
	All	<p>Can there be a deviation from the minimum requirements where there is a valid reason or are they set in stone?</p> <p>E.g. an older building being re-purposed that does not have adequate space for more on-site parking, or government demonstration/affordable housing projects which often have reduced parking due to lower car ownership rates by residents.</p> <p>Suggest there is some clarity on when discretion may be applied.</p>	Lauren Hendriks	Development Coordination
	All	<p>Most sites within local, town, group and city centres would have enough public parking spaces within 200m-1km of the site, to void the need for them to provide on-site parking, where locational requirements do not require this parking on site.</p> <p>However, in many of these locations, while there are significant numbers of public parking spaces provided, this does not mean that they are vacant and available for the users of the new development.</p> <p>The locational requirements seem to be taking the onus of developers to provide on-site parking, and shifting catering this demand onto the public domain.</p>	Lauren Hendriks	Development Coordination

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		<p>Many of these public spaces are in high demand, and already multiple visitors are competing for their use, e.g. Recent Assembly Petition for a new carpark in Gungahlin.</p> <p>Access Canberra Parking Operations team are seeing a rise in occupational violence incidents to Parking Inspectors as demand for public parking rises. Putting further pressure on public parking demand may add to these risks, and lead to calls from the community to invest millions into providing new public car parks.</p> <p>Suggest that locational requirements are removed. Transport Impact Assessments could be required as an alternative, and for developments over a certain threshold, Sustainable Travel Plans for the site.</p> <p>If on-site parking is unable to be provided, the proponent needs to demonstrate the suitability and availability of nearby vacant parking spaces as a substitute in these documents. Consideration to be given on time and days of peak utilisation and conflicts with likely existing and future usage patterns of nearby public parking.</p>		
	TECHNICAL SPECIFICATION 1 RESIDENTIAL	Residential visitor parking – clarify whether or not motorcycle parking is required to be provided as part of residential visitor parking. Suggest that it is.	Lauren Hendriks	Development Coordination
	TECHNICAL SPECIFICATION 1 RESIDENTIAL	<p>Residential visitor parking – suggest some short-stay parking is required outside boom gates/roller doors.</p> <p>Visitor parking within boom gates works for known people but it doesn't work for unfamiliar visitors such as delivery drivers, ride share drivers, taxis, or tradespersons servicing the site, which can lead to an increase in illegal parking.</p>	Lauren Hendriks	Development Coordination
	TECHNICAL SPECIFICATION 2 COMMERCIAL	Commercial visitor parking. Mixed-use developments in Kingston Foreshore and Campbell were required to provide on-site parking intended for visitors under the current PVAGC, however did not make this parking available to customers/visitors as intended, with being closed off behind Boom gates and roller doors, and allocated to tenants/owners making it inaccessible for the intended users. High demand for on-street parking in these areas has resulted.	Lauren Hendriks	Development Coordination

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		Suggest that where parking is intended for customers/visitors, it is required it to be made available to them. This could be demonstrated as part of a Transport Impact Assessment or site Sustainable Travel Plan.		
	P10 Subdivision	Subdivision Specifications refer to DS 13 rather than MIS05 for Active Travel	Tim Wyatt	Development Coordination
	P14 Community Facilities P11 Transport and Services	Where a technical specification is only partially achieving an outcome there will be a strong expectation for TCCS to justify information gaps (e.g. waste endorsement)	Tim Wyatt	Development Coordination
	P25-29 Subdivision	Subdivision Specifications simply carry forward reliance on unsuitable Estate Development Code road engineering standards for street hierarchy and street network. This means TCCS will be challenged that the cross section and functional road hierarchy requirements are not compatible with infill conditions or result in over designed street environments in greenfield areas.	Tim Wyatt	Development Coordination
	General Comment	Technical Specifications do not appear to reference any of the Municipal Infrastructure Standards. It is unclear why this is the case, given that many of the requirements in MIS would apply and many of the requirements in MIS should be adhered to for assets that are to be maintained by TCCS.	Jonathon Dragos	TCCS Infrastructure Planning
	TS4/TS5/TS6/TS8 Control: Stormwater detention	<p>The WSUD Development Code includes a requirement which states <i>'ensure that the peak rate of stormwater runoff from the site does not exceed the peak rate of runoff from an unmitigated (rural) site of the same area for the 1 Exceedance per Year (1EY)'</i></p> <p>The above requirement appears to be missing from the Technical Specifications. This requirement is intended to ensure a development does not have adverse flooding impacts downstream of a development site. Whilst the volume requirements for Stormwater detention which have been included in the Technical Specifications will go some way to ensuring no adverse flooding impacts downstream, they may not in all cases ensure no worsening to flood impacts. Removal of the above requirements will mean that ACT Govt will be required to expend additional funding to undertake stormwater augmentations to mitigate flooding which could otherwise have been avoided if the developer were to comply with the above requirement to not exceed peak flow rates from the unmitigated development site.</p>	Jonathon Dragos	TCCS Infrastructure Planning

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	TS4 Control: External Lighting. Specification item 32	<p>The following specification requirement can be interpreted in two different ways: <i>'External lighting is provided to building frontages, to all pathways, roads, laneways and car-parking areas in accordance with Australian Standard AS1158.3.1 Pedestrian Lighting'</i></p> <p>Does this mean that external lighting is provided to all building frontages, and this includes building frontages that abut pathways, roads, laneways and car-parking areas? Or does it mean that external lighting is provided to all building frontages, all pathways, all roads, all laneways and all car-parking areas? Please clarify.</p>	Jonathon Dragos	TCCS Infrastructure Planning
	TS4 Control: External Lighting. Specification item 32	This specification requirement only refers to a requirement to comply with Australian Standard AS1158.3.1 Pedestrian Lighting. This Aust Standard only applies to pedestrian lighting. There are other Aust Standards which apply to other environments such as roads and pedestrian crossings (AS1158.1.1 and AS1158.1.4, etc). It is unclear why there is no reference to other Aust Standards for lighting for other environments.	Jonathon Dragos	TCCS Infrastructure Planning
	TS4 Control: External Lighting. Specification item 32	It is unclear why reference is not made to MIS 14 – Public Lighting (the relevant TCCS Standard for public lighting).	Jonathon Dragos	TCCS Infrastructure Planning
	TS4 Control: Pedestrian and bicycle paths & TS8 Schedule 7 Shared Paths	<p>Reference is made to two Austroads documents which are superseded. The relevant Austroads document is Austroads Guide to Road Design Part 6A: Walking and Cycling.</p> <p>It is also unclear why reference is not made to MIS 05 Active Travel Facilities Design. MIS 05 includes ACT specific requirements that in some cases go above and beyond the requirements in Austroads Guide to Road Design Part 6A.</p> <p>TS8 Schedule 7 Table 5 does not appear to align with MIS 05 Table 5-10. For example, minimum widths for Trunk Paths is 3.0m. Whereas the minimum width for Intermediate Trunk paths is 2.5m.</p>	Jonathon Dragos	TCCS Infrastructure Planning
	TS4 Control: Directional signage	MIS 05 also contains requirements for directional signage for active travel facilities. It is unclear why MIS 05 is not referenced.	Jonathon Dragos	TCCS Infrastructure Planning

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	Control: Cool paving. Specification item 17(f)	Specification item 17(f) references reinforced grass pavements. Reinforced grass pavements in areas trafficked by vehicles have been shown to degrade rapidly to a point where the grass no longer grows (examples can be provided upon request) and is not preferred by TCCS in areas trafficked by vehicles.	Jonathon Dragos	TCCS Infrastructure Planning
	TS8 Control: On-road cycling	In MIS 05, minimum lane width is governed by traffic speed limit. For example, a road with speed limit 80kph is to have a minimum on-road cycle lane width of 1.8m (desirable 2.0m). Whereas a road with speed limit 50kph or 60kph is to have a minimum width of 1.2m (desirable 1.5m).	Jonathon Dragos	TCCS Infrastructure Planning
	TS8 Control: Asset clearance zones	This requirement relates to clearance between various assets. Also of importance is protection of an asset from another asset (e.g. use of root barriers to protect underground utilities assets from growing tree roots). This does not appear to be considered.	Jonathon Dragos	TCCS Infrastructure Planning
	TS8 Schedule 4 Table 2A	Table 2A contains minimum shared path widths for each road category in the road hierarchy. However, shared path width should be governed by the role/function of the shared path, not the classification of the adjacent road. This also appears to contradict with the shared path widths specified in Schedule 7.	Jonathon Dragos	TCCS Infrastructure Planning
	TS8 Schedule 4 Table 2A	It is unclear why kerb type is specified for each road on the road hierarchy. AGRD Part 3 Section 4.6.4 provides guidance on the appropriate use of each kerb type.	Jonathon Dragos	TCCS Infrastructure Planning
	TS8 Schedule 4 Table 2A	It is unclear why for a 'Rear lane' it is specified that minimum horizontal radius is to accommodate a 12.5m single unit truck, but there is no requirement for other road types. The design and check vehicles requirements for each road should be governed by the needs of adjacent services and in conjunction with TCCS.	Jonathon Dragos	TCCS Infrastructure Planning
	TS8 Control: Endorsement by Government Agencies	Can the TCCS endorsement list please be expanded to include all aspects of road design, including pavement design, drainage design, design of structures such as retaining walls and bridges, etc.	Jonathon Dragos	TCCS Infrastructure Planning
	General	Given the repetition, these could be collapsed into a single document.	Anne Napier	Strategic Policy and Programs
	TS4 – Community facilities	P.13 (general) Refer to bicycle and micromobility parking and access. s.71-2 Delete reference to AUSTROADS' guides (superseded). Replace with <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i>	Anne Napier	Strategic Policy and Programs

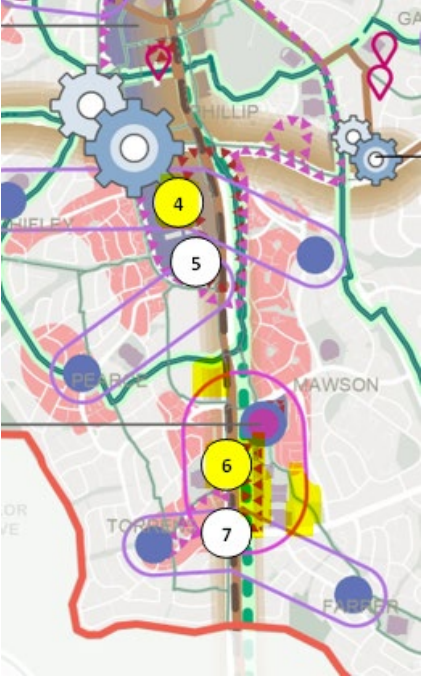
Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		s. 70 Be more specific: Add: '...according to active travel routes identified in the Active Travel Infrastructure Practitioners Tool and consistent with Municipal Infrastructure Standard 05 (Active Travel) and relevant design guides.'		
	1.5 Transport, parking and moment	Reflect the transport hierarchy by placing pedestrian amenity first and private motor vehicle use last.	Anne Napier	Strategic Policy and Programs
	48c)	Suggest change 'adequate' to 'sufficient'	Anne Napier	Strategic Policy and Programs
	TS6 – Transport and Services 1.5 Assessment outcomes	s. 38 d) and s 46. Add: '...according to active travel routes identified in the Active Travel Infrastructure Practitioners Tool and consistent with Municipal Infrastructure Standard 05 (Active Travel) and relevant design guides.'	Anne Napier	Strategic Policy and Programs
	ss. 47 and 48	Delete reference to AUSTRROADS' guides (superseded). Replace with <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i>	Anne Napier	Strategic Policy and Programs
	s. 49	Refer to the specifics of the End of Trip Facilities Code (or its successor).	Anne Napier	Strategic Policy and Programs
	ss. 50-51 c)	As above Located close to the main entry and facilitating passive surveillance.	Anne Napier	Strategic Policy and Programs
	TS8 - Subdivisions		AN	Strategic Policy and Programs
	Ss 45-46 and Schedule 7	Update shared path requirements to reflect MIS 05	Anne Napier	Strategic Policy and Programs
	TS5 Parks and Rec S.41	Add: '...according to active travel routes identified in the Active Travel Infrastructure Practitioners Tool and consistent with Municipal Infrastructure Standard 05 (Active Travel) and relevant design guides.'	Anne Napier	Strategic Policy and Programs
	S. 50	Add: '...according to active travel routes identified in the Active Travel Infrastructure Practitioners Tool and consistent with Municipal Infrastructure Standard 05 (Active Travel) and relevant design guides.'	Anne Napier	Strategic Policy and Programs
	Ss. 51-52	Delete reference to AUSTRROADS' guides (superseded). Replace with <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i>	Anne Napier	Strategic Policy and Programs

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	Page 11 – Subdivision	Endorsement by Govt. agencies with TCCS Verge tree management approval required	Dipak Rathod	Development Coordination
	Page 11 – Utilities	Encroachment over the TCCS requirement is to connect the footpath and cycle path with existing network on top of providing this facility.	Dipak Rathod	Development Coordination
	General -Transport	What will be base of the parking requirement for TSZ1 and TSZ2?	Dipak Rathod	Development Coordination
	General	Cross reference list specifications and standards are highly recommended. Any missing specification reference needs to be added in list.	Dipak Rathod	Development Coordination
	General	Clarification is necessary: “Note: The technical specifications replace current codes including Estate Development Code and Parking and Vehicular Access Code” Does this mean both <i>Single Unit Development Code</i> and <i>Multi Unit Development Code</i> is also replaced by technical specifications?	Poorna Kumarage	Development Coordination
	TECHNICAL SPECIFICATION TS6: TRANSPORT AND SERVICES (page9)	“39. Driveways are not less than 5m wide for not less than the first 7m of its length measured from the relevant block boundary” Is this requirement for residential driveways? Or industrial? Minimum width for residential driveway should remain as 3 m. This increment to 5m does not align with other ACT Gov initiatives towards a greener Canberra (e.g. Urban Forest Strategy 2021-2045, ACT Climate Change Strategy 2019-2025 and Canberra’s Living Infrastructure Plan: Cooling the City). Also, this is not practical in blocks with narrow frontages.	Poorna Kumarage	Development Coordination
	TECHNICAL SPECIFICATION TS6: TRANSPORT AND SERVICES (page9&10)	Specifications 44 to 48 agree and highly recommended.	Poorna Kumarage	Development Coordination
		Specification 4	Poorna Kumarage	Development Coordination

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	TECHNICAL SPECIFICATION TS8: SUBDIVISION	Cul-de-sac length and size requirements are not specified. These can be found in R19 and 111 of the Estate Development Code (EDC). Cul-de-sac head diameter is important to provide Territory services and access for emergency vehicles.		
		<p>Current EDC R114 and 115 are important rules in terms of public safety, for all types of developments in infill and greenfield areas. No rules replacing the above found either in the proposed TS6 or TS8.</p> <div data-bbox="651 464 983 762" style="border: 1px solid black; padding: 5px;"> <p>R114</p> <p>This rule applies to driveway verge crossings that are not within 40m of a roundabout or signalised intersection.</p> <p>Driveway verge crossings are to be endorsed by TAMS.</p> <p>Note:</p> <p>TAMS will endorse driveway verge crossings where they comply with all of the following:</p> <ul style="list-style-type: none"> a) 6m horizontally clear of the tangent point of the radius of the curve on a corner block., b) <i>AS2890.1 – The Australian Standard for Off Street Parking</i> as amended from time to time, in relation to sightlines and cross fall of the site c) clear of any existing or proposed indented on-street car parking bays, valves, fire hydrants and electricity equipment </div> <div data-bbox="651 804 983 1166" style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>R115</p> <p>This rule applies to driveway verge crossings that are within 40m of a roundabout or signalised intersection.</p> <p>Driveway verge crossings are to be endorsed by TAMS.</p> <p>Note:</p> <p>TAMS may endorse driveway verge crossings after considering all of the following:</p> <ul style="list-style-type: none"> a) horizontal clearance from tangent point of the radius of the curve on a corner block b) <i>AS2890.1 – The Australian Standard for Off Street Parking</i> as amended from time to time, in relation to sightlines and cross fall of the site c) the location of any existing or proposed indented on-street car parking bays, valves, fire hydrants and electricity equipment d) <i>TAMS Design Standard for Urban Infrastructure DS05-Driveways</i> or its successor e) standard drawing <i>DS5-02- Heavy Duty Driveways</i>. </div>	Poorna Kumarage	Development Coordination
		R39 of the current EDC regarding Aboriginal sites and objects not found in the proposed subdivision technical specification (TS8). Can we ensure ruling is included either to the TS8 or any relevant specification?	Poorna Kumarage	Development Coordination

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		<p>R39 This rule applies to an <i>estate</i> unless the Heritage Council has provided written confirmation that there are no Aboriginal sites and/or objects are located within the development area, Development complies with the relevant cultural heritage assessment and conservation management plan endorsed by the ACT Heritage Council. Supporting document: Cultural heritage assessment and conservation management plan endorsed by the Heritage Council. Note: A condition of development approval may be imposed to ensure compliance with the endorsed cultural heritage assessment and conservation management plan.</p>		
	<p>T6, 1.6: <i>“Control: Post-occupancy waste management Specification: 56. Post occupancy waste management facilities are endorsed by TCCS. The endorsement may include a statement that the waste facilities and management associated with the development are in accordance with the current version of the Development Control Code for Best Practice Waste Management in the ACT, and the Design Standards for Urban Infrastructure”</i>.</p>	<p>It is important to note that other codes, standards or legislation may apply to waste management facilities. For example, and in particular for larger sites, the waste management facilities are a workplace requiring compliance with the WH&S Act, the ACT Safe Structures Code etc. The Waste Code will be rewritten at some stage with references to some of these requirements, however, ACT NoWaste cannot sign-off that the waste management facility complies with other acts, codes or standards.</p>	<p>Mike Stelzig</p>	<p>ACT NoWaste, Service Delivery</p>

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
District Specifications	General	Known issues with specified paving that is not trafficable. This is not compatible with delivery drivers, commercial fitout or other maintenance activities. This should be considered for commercial and mixed use zones, and medium density residential with no dedicated loading zone for removalists.	Samuel Palmer	Transport Canberra Light Rail
	Parts DS1 - <u>Gungahlin</u> - Parts DS2- <u>Belconnen</u> Parts DS3 <u>Inner North & City</u> Parts DS4 <u>Inner South</u> Parts DS5 <u>Molonglo Valley</u> - Parts DS6- <u>Weston Creek</u> Parts DS7- <u>Woden</u> Parts DS8- <u>Tuggeranong</u> Parts DS9 <u>East Canberra</u>	<p>Woden District Strategy</p> <ul style="list-style-type: none"> Some of the items included on the Strategy Plan appear to be in the incorrect position as highlighted below. <p>The existing healthy waterway project’s wetland (water body) adjacent to Athllon Dr (north of Mawson Group Centre) is missing off this and the Woden district context figure. All District Strategies need double checking to ensure all wetlands are included in the blue-green network as they are water bodies plus are also green spaces which are used for recreation purposes by the community.</p> <p>The Yarralumla Creek blue-green corridor is existing from the southern edge of the Mawson playing fields to Woden and beyond.</p>		Infrastructure Delivery

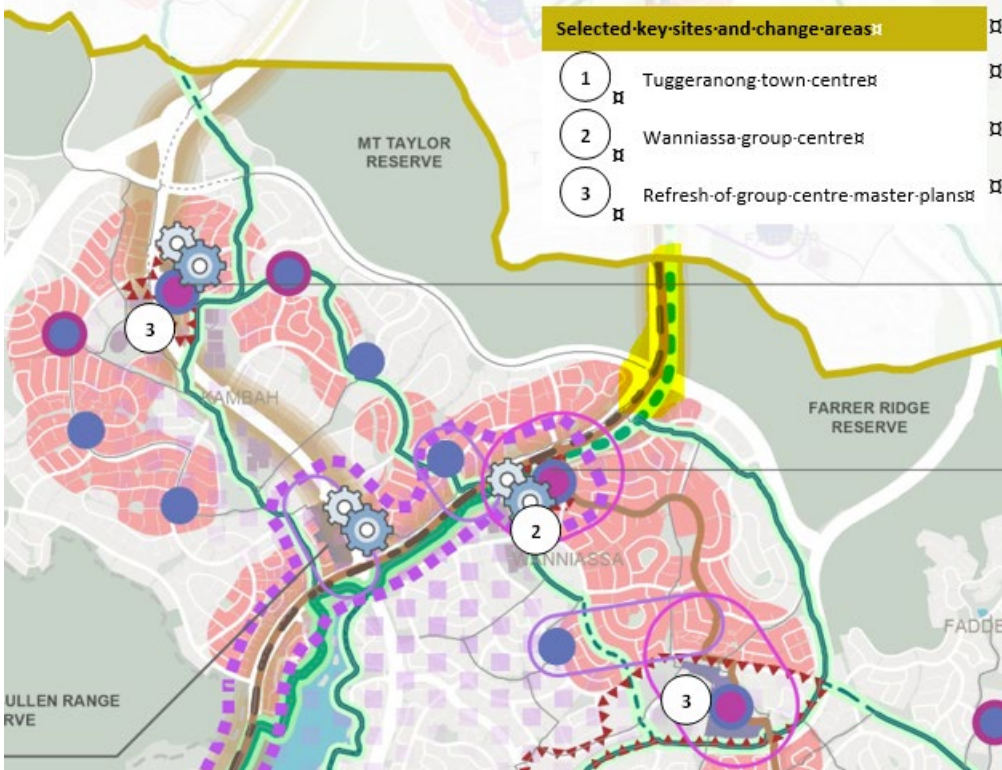
Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		 <ul style="list-style-type: none"> • The District Strategy document is inconsistent about the extent of light rail stage 2B – in some sections it is going to Woden and others it is going to Mawson - this needs to be tidied up. • Has any work been undertaken to consider if it is possible to re-naturalise Yarralumla Creek into a “celebrated re-naturalised urban waterway, parallel to light rail as a continuous spine running through Woden” within its existing physical confines whilst providing the required level of flood protection to the areas adjacent to the creek (between Woden Town Centre, Mawson and Farrer)? This step needs to occur before commitments can be made that it will happen and before it is included in the <i>vision for future light rail corridor</i>. Have Canberra Nature Parks been involved in discussions about Yarralumla Creek becoming a “potential watercourse park”? The plans for this riparian corridor as part of the Woden blue-green network needs a lot more work before 		

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		<p>definite statements about its future plans are included in the Woden District Strategy. TCCS and MPC need to be part of this work, including light rail considerations.</p> <ul style="list-style-type: none"> • Is the dotted purple line on the southern side of Mawson correctly identifying the area as industrial/services trades? • Is the potential for flash flooding from Yarralumla Creek being “managed” or has it been identified as a risk in the flood maps – with some works currently planned to be progressed near Mawson? • Have the outcomes of the Woden Valley Reference Traffic Model been considered in the Woden District Strategy? • Have MPC and TCCS reviewed the vision for future light rail corridor? This includes the assumptions about the locations of light rail stops (Yarralumla, Deakin and the Mint). Adelaide Ave is an arterial road not a motorway. Who is proposing to progress and fund “connecting Cotter Road directly to West Deakin with a new interchange” and “a network of major new parks and a landscaped extension of Dunrossil Drive”? Is a re-naturalised Yarralumla Creek possible adjacent to Yarra Glen – also see notes above about Yarralumla Creek? The statement that “the upgrading of the Athllon Drive corridor through to Mawson, Farrer and beyond into Tuggeranong should be undertaken as a singular urban project that integrates urban renewal so that the corridor is realised as a green, multi-modal boulevard that becomes the centre of community life” is inconsistent with Government’s previously agreed approach and election commitments to upgrade and duplicate Athllon Dr. It is also inconsistent with the timing of light rail in TCCS’ master plan, which delivers light rail to Tuggeranong in 20+ years (as stage 4). The related initiative needs re-writing. “Flash flooding” is the incorrect terminology in the blue-green networks initiatives table – the required design standard is the 1% AEP flood. 		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<ul style="list-style-type: none"> Phillip will require noise and air quality buffers to meet EPA requirements between service trades and residential areas as part of the noted land use buffers. This is also a major consideration in the Mitchell area. Has TCCS reviewed the Woden initiatives - Strategic movement to support city growth table? Should this table be included in the planning strategy as these initiatives will be delivered by TCCS, who's priorities may change over time and are largely independent of EPSDD? Light rail to Tuggeranong is long term. Melrose Dr and Hindmarsh Dr will need significant investigation based on the Woden Valley Reference Traffic Model to reduce congestion which will need to be part of the opportunities to improve east-west connectivity, future rapid transit connections and the strategies to improve urban environment and support the inter-modal transfers required for commuters from Weston Creek and Molonglo Valley onto light rail stage 2B. Are arterial roads "urban boulevards" (consider in relation to Athllon Drive)? Have TCCS and MPC reviewed the Principles for Curtin Horse Paddocks and Curtin Edge – North and South? Is the bridge for local area connection and access to light rail stops at Yarralumla in the correct location? Is a new street intended to connect to the new Dudley St/Brickworks Way roundabout? The Principles for Woden North appears to be inconsistent with light rail stage 2B's preliminary redesign of the existing Yarra Glen roundabout intersection. The Principles for Phillip and Athllon Dr is inconsistent with TCCS' concept design for Athllon Dr upgrade, the SLA's plans to date for the future development area on the eastern side of Athllon Dr and the design of the Woden bus depot site. The proposed built frontages are unlikely to be possible due to adjacent land uses and the two pocket parks will not be possible on the Woden bus depot site. Principles for Mawson and Farrer (north) is inconsistent with the Mawson playing fields existing uses, underground trunk utility services, planned construction works for the Mawson stormwater and place making upgrade project, light rail's possible requirements for the area and the pocket park shown in the Mawson Group Centre is a block that is currently on the land release program. Principles for Mawson and Farrer (south) also needs to be reviewed. 		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>Supporting infrastructure required: Is TCCS in agreement with the second paragraph about stormwater? Should the table of <i>Planned infrastructure upgrades for Woden</i> be included as these capital works are being delivered by Directorates and organisations other than EPSDD? Bus services will still be required in and through the Woden District to connect into the light rail stage 2B. Has AECOM's work for CMTEDD about Optimising energy loads of government projects in the Woden district been taken into consideration re electricity supply in Woden? Mawson West is not in the land release program – should the terminology be consistent between the ILRP and the District Strategy?</p>		
		<p>TUGGERANONG DISTRICT STRATEGY</p> <ul style="list-style-type: none"> The section of possible future path connection within the primary blue-green network highlighted in the Figure below should be on the western side of Athllon Dr. The existing connections for walking and cycling are already on that side of the road and are planned to be further enhanced when the southern section of the Athllon Dr upgrade project is constructed. This includes an underpass which is proposed under the western leg of the Athllon Dr/Sulwood Dr intersection. However it may be that the riparian and green space corridors are as shown. This is possibly an example of where the path/movement does not align with the blue-green/environmental objectives – I think this potential conflict needs resolving within all of the District Strategies. <p>The figure below is also missing the existing healthy waterway project's wetland as a water body adjacent to Athllon Dr (just south of Wanniasa Group Centre). All District Strategies need double checking to ensure all wetlands are included in the blue-green network as they are water bodies plus are also green spaces which are used for recreation purposes by the community.</p> <p>A separate TCCS project is progressing the design and construction of a shared path along Sulwood Dr from Tuggeranong Parkway and Athllon Dr. This is not clearly shown on your images and is being progressed to support access to Mt Taylor Reserve (which is not mentioned on p22 in relation to the blue-green network despite forming part of the northern green edge to part of Tuggeranong). Michael McGrath/Leigh Costa can provide further information about this. I note however this is mentioned in the <i>Strategic movement to</i></p>		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p><i>support city growth</i> section of the District Strategy – again this is an example of the green space/movement corridor conflict.</p> <ul style="list-style-type: none"> • “Connections for walking and cycling” do not appear to follow through the document to be discussed and then mentioned in the table of <i>Tuggeranong initiatives – Blue-green network</i>. Mention of this would support TCCS’ current and future programs to extend and maintain the active travel network. Some of these connections do however get additional mention in the <i>Strategic movement to support city growth</i> section of the document. Therefore all paths should only be fully contained in the “movement” section and not be mentioned in any of the text in the “blue-green network” section as the current approach of having them mentioned in two places is resulting in a number of inconsistencies. 		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		 <ul style="list-style-type: none"> • The information about light rail to Tuggeranong does not refer to the Light Rail Master Plan, nor does it note that extending south to Tuggeranong is likely to be stage 4 with I believe a delivery timeframe approx. 20 years from now – this is four potential review periods of 5 years beyond 2023 when the District Strategy is released. This information should be confirmed with TCCS and must be included to provide context to many of the comments about the future light rail corridor and it’s development potential (particularly in relation to timeframes). <p>In a similar vein the <i>Strategic movement to support city growth</i> information in all of the District Strategies also needs to refer to the ACT’s Freight Network Plan as this identifies the roads within the ACT that function as part of the</p>		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>National Freight Route and the ACT’s Orbital Freight Network. These road freight requirements need to be considered as part of the planning for the surrounding areas, including consideration of the road freight ‘last mile’ journey requirements in and around town centres, group centres, industrial areas and other hubs within the ACT.</p> <ul style="list-style-type: none"> <p>Tuggeranong initiatives Construction of the Athllon Dr upgrade is also planned to be partially funded by the Australian Government, not just the Monaro Highway upgrades (p30 text). However I do not think who is funding a project is relevant to be included in the District Strategies.</p> <p>The table of Tuggeranong initiatives – Strategic movement to support city growth should include an item containing the duplication of Athllon Drive and upgrades to the Monaro Highway between Hume and Chisholm – both of which are short-term timeframes as they are already underway. These projects are also not shown on the Figure.</p> <p>TCCS also has underway a Tuggeranong Parkway improvement project (down to the Drakeford Dr intersection) which should also be mentioned in the Tuggeranong initiatives – Strategic movement to support city growth section and in the table of Planned infrastructure upgrades for Tuggeranong.</p> <p>The table of Planned infrastructure upgrades for Tuggeranong should also include the Monaro Highway upgrades, plus the path projects mentioned elsewhere in the strategy document. The stormwater and sewer projects included in the table are not mentioned in the relevant sections of the planning strategy prior to this table.</p> <p>However consideration should be given to whether initiatives/planned infrastructure upgrades being delivered by other Directorates should be included in the District strategies as the timing and priorities are likely to change with time, due to funding availability and possibly as a result of a change in government. These tables and figures will therefore get out of date quickly and the information included will therefore become redundant a</p> 		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>significant period of time before the District Strategies are reviewed and updated. If this information is included perhaps it should be conditioned with wording along the lines of “current government initiatives at the time of publication”.</p> <ul style="list-style-type: none"> • How were the Principles for the Wanniasa Group Centre developed? Some of these principles are in contradiction with each other and some will not be possible to deliver with a light rail corridor along Athllon Dr. I also believe it is a rapid transit/light rail <i>corridor</i>, not a <i>boulevard</i>. I do not think these principles have been reviewed, discussed and tested enough to be included in the planning strategy document at this time. • The “four approaches to urban repair in Appendix 2” are referred to in the strategy document however in the Belconnen strategy Appendix 2 is titled City making and ‘urban improvement’. The wording of #1 Achieving multimodal boulevards is inconsistent and only appropriate on ITP routes, what about the rest of Canberra – the graphic below this text is inconsistent with the Movement and Place framework and excludes residential streets and the major arterial network. Has the ‘urban improvement’ approach been discussed with TCCS and how are new connections possible on privately owned blocks (especially as a number of adjoining blocks may not be available for redevelopment at the same time)? Has TCCS been involved with discussions about #2 Realising lively centres, #3 Shorten or reduce the area of urban sections to make a more walkable Canberra and #4 Accessing Canberra’s green network? The new connections in #3 and #4 have similar comments to in #1 above. • Has Appendix 3 District Strategy Implementation Plan including the tables of City-wide implementation pathways and actions and implementation plan – big drivers and initiatives been prepared similar to those included in the Belconnen Strategy? <p>In the #3 of City-wide implementation pathways and actions plan what District policies are being developed? #4 other transport uses should also be considered. #9 is this the first place zero carbon initiatives is mentioned? #10</p>		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>needs to consider all infrastructure requirements for growth and urban improvement areas including civil and utility infrastructure and these studies and associated upgrade works need to be included as an action. Are the provided indicators measurable and achievable?</p> <p>Has the table titled Belconnen District implementation plan – big drivers and initiatives been discussed with TCCS as some TCCS assets are included in this table? Section 3 of this table is about movement – this is TCCS’ responsibility so should TCCS’ work and priorities be included in an EPSDD document when they are already included in TCCS’ documents? TCCS has responsibility for future light rail master planning. Similarly portions of section 4 relate to TCCS’ work.</p> <ul style="list-style-type: none"> • How will the drivers, planning principles, elements and directions plus initiatives identified in the District Strategy assist with DA applications and assessments (particularly for infrastructure projects that are not located on a site/block)? 		
Other comments	Overall	Utility services reference <i>electricity, water, gas, sewerage and stormwater</i> Request to add Light Rail as a regulated utility under the UTR Act and with similar access/asset clearance zone requirements throughout documentation.	Samuel Palmer	Transport Canberra Light Rail
	General	How has the requirement to submit a Transport Impact Assessment as part of development assessments been included under the Territory Plan?	Nethmei Senarath	Development Coordination
	General	How does the Parking and Vehicular General Code compare to Schedule 1 in TS4, TS5 and TS6 and which rates prevail?	Nethmei Senarath	Development Coordination
	General	Will the new Territory Plan include an updated glossary of terms?	Nethmei Senarath	Development Coordination
	General	Where will nominated car parks for replacement public car parking be included in the new Territory Plan? Will these remain unchanged from the current requirements?	Lauren Hendriks	Development Coordination

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
	General	Increased emphasis of Planning Authority requiring written support whether a variation to a standard achieves a safe or satisfactory outcome. This will mean a high degree of TCCS interpretation for off-site works expectations	Tim Wyatt	Development Coordination
	General	<p>Note the transport hierarchy which places pedestrian consideration first and private vehicle transport last. Reflect this wherever possible, where there is discussion of transport.</p> <p>Transport and path environments are increasingly accommodating walking, cycling and micromobility. People may dispute the inclusion of micromobility in the definition of active travel, however, they all share the path environment and micromobility may utilise certain roads and or bike lanes in the future. Select language that accommodates these forms in all the documentation.</p>	Anne Napier	Strategic Policy and Programs
	General	<ol style="list-style-type: none"> 1. further clarification is necessary if Single Unit Development Code and MUDC is replaced by these technical specifications, 2. if codes are replaced by technical specification, we should check <u>each rule</u> in the code to be repealed and provide one-to-one mapping with the new specification, with clarification so that better outcome can be ensured. 3. there are over 200 pages in the circulation; the time given for the review is not adequate and I would request another circulation round after amendments. 	Poorna Kumarage	Development Coordination
	General	<p>The new documents are missing a whole lot of information that took into account many of TCCS requirements around offsite works, infrastructure and the government land environment. For example documents such as the Estate Development Plan (a 63 page document) and the previous Residential Subdivision Development Code (a 64 page document, which has been repealed) has been replaced by documents that are 4 & 33 pages long which concerns me if there's quite a bit of detail missing on TCCS requirements.</p> <p>However, if all of the detail in these and other codes have been dispersed across all of the Technical Specifications (TS), then I think it's ok. On the other hand, if the TS documents are missing specific details or areas in the current codes and standards that relate to TCCS requirement, then it would be good for EPSDD to explain why those areas are no longer considered important as port of this new system.</p>	Jose Henriquez	Development Coordination

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>Suggestion: It would be very helpful if EPSDD provided some training and/or presentations to show us how they will efficiently accessed and effectively applied the new requirements to new DA submissions for us to see how we may be able to readjust our (TCCS) DA assessment process to better align with this new approach and direction.</p>		
	<p>“Serviceability in terms of infrastructure and utility services.”</p>	<p>Is TCCS waste service considered a utility service? The language used in the Tech Specs refers to utility as stormwater, Elec, gas etc... and has a separate mention for post-occupancy waste management.</p> <p>If not, then there is no specific mention in the assessment criterion of any of the Territory Plan policies to cover/protect waste requirements or decisions for allowing appropriate waste services.</p> <p>The assessment provision could consider minor adjustment to allow capture of our core services such as waste, that would allow such matters to be administered and protected under TP policies and have a stronger basis at any potential Tribunal matters:</p> <p>Proposed example: “Serviceability in terms of infrastructure, utility and other core services.”</p>		
	<p>Outcomes based decision making.</p>	<p>The revised TP will be outcomes based decision making. This model is similar to the VIC planning system, where large number of major projects are determined by VCAT and hearing dates span out to 8 month waiting lists.</p> <p>Following are areas of concern and general observations:</p> <ol style="list-style-type: none"> 4. We need consistent decision making, including by EPSDD. 5. How will development precedents be managed? 6. This will result in increased workloads, including many cases likely to be referred at ACAT. Outcomes based decisions will also rely on expert opinions. We will need extra resources to specialise in expert opinions and ACAT matters. 		

Document name	Part / Page / Paragraph Reference	Comment	Reviewer name	Reviewer business unit
		<p>7. Our current standards would need to be up to date, especially when referred at ACAT.</p> <p>8. Territory Plan policies must include general wording to cover service functions of TCCS to allow better protection for decision when at ACAT.</p>		

From: [Powter, Luke](#)
To: [Taylor-Dayus, Sarah](#)
Subject: FW: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents
Date: Wednesday, 20 March 2024 10:00:00 AM
Attachments: [Inquiry into the Territory Plan and other associated documents report signed.obr image001.jpg](#)
Importance: High

OFFICIAL

FYI. I'm thinking some collaboration with Jerome's area might be needed for whatever the TCCS crafted response might look like.

Luke Powter (*he/him*) | **A/g Senior Director | Business Improvement**
Phone: 02 6205 5017 | Email: luke.powter@act.gov.au
Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson Canberra ACT 2601
I work and am generally contactable 8:30am to 5:00pm (weekdays)

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From: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Sent: Tuesday, March 19, 2024 6:23 PM
To: Earl, Owen <Owen.Earl@act.gov.au>; Catbagan, Jerome <Jerome.Catbagan@act.gov.au>; Balberona, Justinieta <Justinieta.Balberona@act.gov.au>; Powter, Luke <Luke.Powter@act.gov.au>; Henriquez, Jose <Jose.Henriquez@act.gov.au>
Subject: FW: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents
Importance: High

OFFICIAL

Hi all, does anyone have any views on this ?

Tim

OFFICIAL

Hi Tim

Territory Plan & Coordination are currently preparing the Government Response to the Standing Committee on Planning, Transport and City Services inquiry into the Territory Plan and other associated documents which was publicly released on Tuesday 12 March. A copy of the report is

attached for your consideration and can also be found on the ACT Legislative Assembly [website](#).

To assist with the development of the Government response, our Executive have recommended that we get in touch with TCCS to kindly request input on **Recommendation 29** – The Committee recommends that the Inter-Town Public Transport Routes should be included in the Territory Plan 2023.

It is acknowledged that the relevant primary legislation sits outside of the Territory Plan. [REDACTED]

In order to meet our required Cabinet timeframes, could we please request that all comments are sent to terrplan@act.gov.au by **COB Friday 22 March**.

Please don't hesitate to get in touch should you wish to discuss further.

Kind regards
Jaime

Jaime McNamara | Planning Officer | Territory Plan & Coordination

Phone: 02 6207 1058 | Email: jaime.mcnamara@act.gov.au

Planning and Urban Policy Division | Environment, Planning and Sustainable Development Directorate | ACT Government

480 Northbourne Avenue, Dickson | GPO Box 1908 Canberra ACT 2601 | www.planning.act.gov.au

From: Taylor-Dayus, Sarah
Sent: Wednesday, 20 March 2024 10:04 AM
To: Powter, Luke
Subject: RE: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents

OFFICIAL

Absolutely.

Tim Wyatt is very good in looping us in when he gets something he thinks is TC related – Jerome is not so great at understanding where we fit.

I would definitely recommend where ever possible to connect and collaborate.

We could send an email to the team advising of the restructure and reaffirm contact points? May be a good way of reminding we are here.

From: Powter, Luke <Luke.Powter@act.gov.au>
Sent: Wednesday, March 20, 2024 10:00 AM
To: Taylor-Dayus, Sarah <Sarah.Taylor-Dayus@act.gov.au>
Subject: FW: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents
Importance: High

OFFICIAL

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Luke Powter (*he/him*) | A/g Senior Director | Business Improvement
Phone: 02 6205 5017 | Email: luke.powter@act.gov.au
Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson Canberra ACT 2601
I work and am generally contactable 8:30am to 5:00pm (weekdays)

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From: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Sent: Tuesday, March 19, 2024 6:23 PM
To: Earl, Owen <Owen.Earl@act.gov.au>; Catbagan, Jerome <Jerome.Catbagan@act.gov.au>; Balberona, Justinieta <Justinieta.Balberona@act.gov.au>; Powter, Luke <Luke.Powter@act.gov.au>; Henriquez, Jose <Jose.Henriquez@act.gov.au>
Subject: FW: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents
Importance: High

OFFICIAL

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[REDACTED]

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Jaime

Jaime McNamara | Planning Officer | Territory Plan & Coordination

Phone: 02 6207 1058 | Email: jaime.mcnamara@act.gov.au

Planning and Urban Policy Division | Environment, Planning and Sustainable Development Directorate | ACT Government

480 Northbourne Avenue, Dickson | GPO Box 1908 Canberra ACT 2601 | www.planning.act.gov.au

From: [TCCS Cabinet](#)
To: [Wyatt, Tim](#)
Cc: [TCCS Cabinet](#)
Subject: FW: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents
Date: Wednesday, 20 March 2024 2:40:51 PM
Attachments: [Inquiry into the Territory Plan and other associated documents report signed.obr](#)
Importance: High

OFFICIAL

Hi Tim,
Could you please send your input to this request back through me?
This sort of stuff needs to come through me as the TCCS CLO, so that I can assure appropriate approvals and tracking is in place.

Thank you

Sam

Samantha Urban | Cabinet Liaison Officer | Monday – Thursday

Phone 02 6207 1938 | Email: samantha.urban@act.gov.au

Governance and Ministerial Services | Transport Canberra and City Services Directorate | ACT Government

480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

From: EPSD Government Services <EPSDGovernmentServices@act.gov.au>
Sent: Tuesday, March 19, 2024 4:30 PM
To: TCCS_Cabinet <TCCS.Cabinet@act.gov.au>
Subject: FW: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents
Importance: High

OFFICIAL

Hello
Sorry just flagging this request that was sent direct to line areas, for tracking please.
There is no TRIM file or Cabinet number yet,.

Thanks

Guen

Guen Marshall | Assistant Director, Assembly

Government Services | Environment, Planning and Sustainable Development Directorate | ACT Government

Phone: MS Teams | Email: guenivere.marshall@act.gov.au | EPSDGovernmentServices@act.gov.au

Level 4 (Snow Gum), 480 Northbourne Ave, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601

www.environment.act.gov.au

From: Terrplan <Terrplan@act.gov.au>
Sent: Monday, March 18, 2024 5:04 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Cc: Terrplan <Terrplan@act.gov.au>; McNamara, Jaime <Jaime.McNamara@act.gov.au>
Subject: Request for Input - TCCS - Government Response to Inquiry into the Territory Plan and other associated documents
Importance: High

OFFICIAL

Hi Tim

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It is acknowledged that the relevant primary legislation sits outside of the Territory Plan. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

In order to meet our required Cabinet timeframes, could we please request that all comments are sent to terrplan@act.gov.au by **COB Friday 22 March**.

Please don't hesitate to get in touch should you wish to discuss further.

Kind regards

Jaime

Jaime McNamara | Planning Officer | Territory Plan & Coordination

Phone: 02 6207 1058 | Email: jaime.mcnamara@act.gov.au

Planning and Urban Policy Division | Environment, Planning and Sustainable Development Directorate | ACT Government

480 Northbourne Avenue, Dickson | GPO Box 1908 Canberra ACT 2601 | www.planning.act.gov.au

From: [Wyatt, Tim](#)
To: [Powter, Luke](#)
Subject: Re: Gov Response to IPT in the Territory Plan
Date: Thursday, 21 March 2024 4:23:47 PM

OFFICIAL

No worries thanks

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From: Powter, Luke <Luke.Powter@act.gov.au>
Sent: Thursday, March 21, 2024 4:12:10 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Cc: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>
Subject: RE: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi both,

Have reviewed the proposed TCCS response and have nil proposed changes or further comments to what is in the response document. Many thanks for the opportunity to review and comment (and apologies for delayed reply).

Kind regards,

Luke Powter (*he/him*) | **A/g Senior Director | Business Improvement**
Phone: 02 6205 5017 | Email: luke.powter@act.gov.au
Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson Canberra ACT 2601
I work and am generally contactable 8:30am to 5:00pm (weekdays)

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From: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Sent: Thursday, March 21, 2024 3:59 PM
To: Powter, Luke <Luke.Powter@act.gov.au>
Cc: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>
Subject: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi Luke

Gov Services have requested our response by tomorrow, therefore can you please review my suggested response and either indicate nil comments or provide any suggested edits?

Jerome will then clear once you have reviewed.

Thanks

Tim

**Tim Wyatt | Senior Director Development Planning
Development Coordination Branch**

Phone: 02 6205 4200 | Email: 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

I acknowledge the Ngunnawal people as traditional custodians of the ACT and recognise any other people or families with connection to the lands of the ACT and region. I acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

From: [TCCS_CS DDGCityServicesOffice](#)
To: [TCCS_Cabinet](#)
Subject: FW: For DDG Clearance - Gov Response to IPT in the Territory Plan
Date: Friday, 22 March 2024 1:45:00 PM
Attachments: [image001.png](#)
[image002.jpg](#)

OFFICIAL

Hi Sheldon,
Bruce's approval below.
Thanks,
Isabel

From: Fitzgerald, Bruce <Bruce.Fitzgerald@act.gov.au>
Sent: Friday, March 22, 2024 1:34 PM
To: TCCS_CS DDGCityServicesOffice <DDGCityServicesOffice@act.gov.au>
Subject: RE: For DDG Clearance - Gov Response to IPT in the Territory Plan

OFFICIAL

Thanks Isabel – approved.
Cheers
Bruce

From: TCCS_CS DDGCityServicesOffice <DDGCityServicesOffice@act.gov.au>
Sent: Friday, March 22, 2024 11:22 AM
To: Fitzgerald, Bruce <Bruce.Fitzgerald@act.gov.au>
Subject: For DDG Clearance - Gov Response to IPT in the Territory Plan

OFFICIAL

Hi Bruce,
Attached for your review/approval please.
Thanks,
Isabel

From: TCCS_Cabinet <TCCS.Cabinet@act.gov.au>
Sent: Friday, March 22, 2024 11:14 AM
To: TCCS_CS DDGCityServicesOffice <DDGCityServicesOffice@act.gov.au>
Cc: TCCS_Cabinet <TCCS.Cabinet@act.gov.au>
Subject: FW: Gov Response to IPT in the Territory Plan

OFFICIAL

Morning
For Bruces clearance today please
Thanks

Sheldon Fenning

Director - Ministerial Services Unit | Transport Canberra and City Services | ACT Government

From: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>
Sent: Friday, March 22, 2024 9:15 AM
To: Fenning, Sheldon <Sheldon.Fenning@act.gov.au>; Wyatt, Tim <Tim.Wyatt@act.gov.au>;
Urban, Samantha <Samantha.Urban@act.gov.au>
Cc: Watson, Coral <Coral.Watson@act.gov.au>; TCCS_Cabinet <TCCS.Cabinet@act.gov.au>
Subject: RE: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi Sheldon,

The response is cleared for DDG review and clearance.

Thanks,
Jerome

Jerome Catbagan | Senior Director, Major Projects Interface and Coordination

P 02 6207 8772 | [REDACTED] | E jerome.catbagan@act.gov.au

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

480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601

www.act.gov.au | www.tccs.act.gov.au | [@tccs_act](https://twitter.com/tccs_act)



Connected services for the people of Canberra

From: Fenning, Sheldon <Sheldon.Fenning@act.gov.au>

Sent: Friday, March 22, 2024 9:01 AM

To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Urban, Samantha <Samantha.Urban@act.gov.au>

Cc: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>; Watson, Coral <Coral.Watson@act.gov.au>; TCCS_Cabinet <TCCS.Cabinet@act.gov.au>

Subject: RE: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi Tim

I think we just get clearance by emailing around the link. Once your area has cleared, I'll seek clearance by email from DDG

Thanks

Sheldon Fenning

Director - Ministerial Services Unit | Transport Canberra and City Services | ACT Government

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

Sent: Friday, March 22, 2024 8:18 AM

To: Fenning, Sheldon <Sheldon.Fenning@act.gov.au>; Urban, Samantha <Samantha.Urban@act.gov.au>

Cc: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>; Watson, Coral <Coral.Watson@act.gov.au>

Subject: FW: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi Sheldon,

Sam had simply provided this link for me to populate a response to an EPSDD request.

I have prepared the response, (apparently due today) but you please check the process for clearing so that Jerome can clear as acting EBM ?

Tim

From: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>

Sent: Thursday, March 21, 2024 10:10 PM

To: Wyatt, Tim <Tim.Wyatt@act.gov.au>

Subject: RE: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi Tim,

Would this go through the usual Objective workflow?

Thanks,
Jerome

From: Powter, Luke <Luke.Powter@act.gov.au>
Sent: Thursday, March 21, 2024 4:12 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Cc: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>
Subject: RE: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi both,

Have reviewed the proposed TCCS response and have nil proposed changes or further comments to what is in the response document. Many thanks for the opportunity to review and comment (and apologies for delayed reply).

Kind regards,

Luke Powter (*he/him*) | **A/g Senior Director | Business Improvement**
Phone: 02 6205 5017 | Email: luke.powter@act.gov.au
Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson Canberra ACT 2601
I work and am generally contactable 8:30am to 5:00pm (weekdays)

Connected services for the people of Canberra



From: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Sent: Thursday, March 21, 2024 3:59 PM
To: Powter, Luke <Luke.Powter@act.gov.au>
Cc: Catbagan, Jerome <Jerome.Catbagan@act.gov.au>
Subject: Gov Response to IPT in the Territory Plan

OFFICIAL

Hi Luke

Gov Services have requested our response by tomorrow, therefore can you please review my suggested response and either indicate nil comments or provide any suggested edits?

Jerome will then clear once you have reviewed.

Thanks

Tim

Tim Wyatt | Senior Director Development Planning
Development Coordination Branch

Phone: 02 6205 4200 | Email: 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

I acknowledge the Ngunnawal people as traditional custodians of the ACT and recognise any other people or families with connection to the lands of the ACT and region. I acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.