Ordinary Meeting of Council

28 June 2017

UNDER SEPARATE COVER ATTACHMENTS

Item 8.4
Item 8.10
Item 8.11

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 JUNE 2017

ITEM 8.4 GENERAL DONATIONS DISTRIBUTION 2017/18

ATTACHMENT 1 GENERAL DONATIONS SUMMARY 2017

Donations - Attachment 1 - Amounts

CATEGORIES A & B

Donation Number	Applicant	Total Funds Requested 2017/18	2016/17 Grant	Recommended allocated Funds 2017/18		
				%	$	
1	Jerrabomberra Combined Probus Club Ltd	$100A $1,512B	$100A $1,512B	100%A 100%B	$100A $1,512B	
2	*Lions Club of Queanbeyan Inc*	*$2,000A* *$2,536B*	*$720A* *$1,529B*	*50%A* *100%B*	*$732A* *$2,536B*	**
3	*Wildcare Queanbeyan Inc*	*$4,000A* *$1,000B*	*New*	*50%A* *100%B*	*$1,500A* *$1,000B*	**
TOTAL					**$7,380**	

** Footnote

2	*Lions Club of Queanbeyan Inc*	*Percentage calculation on maximum eligibility - $4,000*
3	*Wildcare Queanbeyan Inc*	*Percentage calculation on maximum eligibility - $4,000*

CATEGORY A

Donation Number	Applicant	Total Funds Requested 2017/18	2016/17 Grant	Recommended Allocated Funds 2017/18		
				%	$	
4	ACT Eden Monaro Cancer Support	$ 4,000.00	$ 3,000.00	50%	$ 2,000.00	
5	Australian Breastfeeding Association Queanbeyan	$ 1,000.00	$ 750.00	100%	$ 1,000.00	
6	Braidwood & District Historical Society	$ 2,550.00	New	75%	$ 1,912.50	
7	Festival of Ability Committee - Auspice organisation - Schools as Communities Centre	$ 2,000.00	$ 2,250.00	75%	$ 1,500.00	
8	High Street Care	$ 4,000.00	$ 2,970.00	50%	$ 2,000.00	
9	Karabar Preschool	$ 2,319.00	Nil	75%	$ 1,739.25	
10	Orange Sky Laundry	$ 1,000.00	New	100%	$ 1,000.00	
11	*OzHarvest Canberra Food Rescue*	*$ 5,000.00*	*$ 750.00*	*50%*	*$ 2,000.00*	**
12	*Queanbeyan Children's Special Needs Group - Treehouse*	*$ 5,000.00*	*$ 3,000.00*	*100%*	*$ 4,000.00*	**
13	Queanbeyan Hospital Auxiliary	$ 1,000.00	New	100%	$ 1,000.00	
14	*Rotary Club of Canberra Inc*	*$ 960.00*	*New*	*100%*	*$ 960.00*	
15	Shepherd Centre for Deaf Children	$ 3,600.00	New	75%	$ 2,700.00	
16	Southern NSW Harvest Inc	$ 1,000.00	New	100%	**$ 1,000.00**	
TOTAL					**$ 22,811.75**	

** Footnote

11	*OzHarvest Canberra Food Rescue*	*Percentage calculation on maximum eligibility - $4,000*
12	*Queanbeyan Children's Special Needs Group - Treehouse*	*Percentage calculation on maximum eligibility - $4,000*
14	*Rotary Club of Canberra Inc*	*Application to be considered under Category B funding*

CATEGORY B					
Donation Number	Applicant	Total Funds Requested 2017/18	2016/17 Grant	Recommended Allocated Funds 2017/18	
				%	$
17	ACT Maori Performing Arts Inc.	$ 2,000.00	$ 1,800.00	100%	$ 2,000.00
18	Australian Dance Society	$ 1,300.00	$ 1,000.00	100%	$ 1,300.00
19	Australia Nepal Friendship Society Inc	$ 1,000.00	$ 1,000.00	100%	$ 1,000.00
20	Australian Red Cross	$ 1,008.00	$ 924.00	100%	$ 1,008.00
21	Campbellpage - Queanbeyan Helping Hands Program	$ 1,240.00	$ 1,076.00	100%	$ 1,240.00
22	Friends of Jimmy Choir	$ 3,276.00	$ 3,864.00	75%	$ 2,457.00
23	Jerrabomberra Playgroup	$ 3,696.00	$ 2,844.00	75%	$ 2,772.00
24	NSW Knitters Guild	$ 418.50	$ 270.00	100%	$ 418.50
25	Queanbeyan Bush Poets	$ 924.00	$ 840.00	100%	$ 924.00
26	Queanbeyan Camera Group	$ 1,260.00	$ 1,260.00	100%	$ 1,260.00
27	Queanbeyan Landcare Inc	$ 495.00	$ 405.00	100%	$ 495.00
28	Queanbeyan Pipes and Drums	$ 970.00	$ 845.00	100%	$ 970.00
29	Queanbeyan Toastmasters Club	$ 750.00	$ 495.00	100%	$ 750.00
30	Qwriters	$ 540.00	$ 585.00	100%	$ 540.00
31	Red Nose	$ 2,223.00	$ 1,332.00	75%	$ 1,667.25
32	University of the Third Age	$ 1,290.00	$ 1,440.00	100%	$ 1,290.00
33	Upper Murrumbidgee Catchment Network Inc	$ 768.00	$ 1,008.00	100%	$ 768.00
34	VIEW Club	$ 708.00	$ 845.00	100%	$ 708.00
35	Wheelies	$ 1,008.00	$ 1,008.00	100%	$ 1,008.00
TOTAL					**$ 22,575.75**
TOTAL A&B, A AND B					**$ 52,767.50**

LATE SUBMISSIONS

CATEGORY A					
Donation Number	Applicant	Total Funds Requested 2017/18	2016/17 Grant	Recommended Allocated Funds 2017/18	
				%	$
36	UN Youth Participant (Tom Campbell)	$ 500.00	-		$ -

CATEGORY B					
Donation Number	Applicant	Total Funds Requested 2017/18	Purpose of Funds	Recommended Allocated Funds 2017/18	
				%	$
37	Cancer Council Relay for Life	$ 500.00	Hire of Queanbeyan Showground		$ -
38	Bungendore Sheepdog Trial	$ 500.00	Hire of Bungendore Showground		$ -
39	Queanbeyan Canberra Aboriginal Community Rugby League Knockout	$ 400.00	Hire of Seiffert Oval		$ -

Donation Number	Applicant	Total Funds Requested 2017/18	Purpose of Funds	Recommended Allocated Funds 2017/18	
				%	$
40	Italian Community Festival Inc	$ 1,429.00		45%	$ 643.05

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 JUNE 2017

ITEM 8.10 DEVELOPMENT APPLICATION 90-2016 - SMALL LOT HOUSING AND SUBDIVISION - LOT 1329 DP 1217419 - HELEN CIRCUIT - GOOGONG

ATTACHMENT 1 COUNCIL MEETING - 28 JUNE 2017 - DA 90-2016 - SECTION 79C TABLE - SMALL LOT HOUSING - HELEN CIRCUIT

ATTACHMENT - SECTION 79C(1) TABLE – Matters For Consideration

This application has been assessed under Section 79C(1) of the *Environmental Planning and Assessment Act 1979* and the following matters are of relevance to **Development Application No 90-2016.**

State Environmental Planning Policies

The proposed development has been assessed in accordance with the requirements of the relevant State Environmental Planning Policies (SEPPs) including any draft SEPPs and a summary is provided in the following table:

SEPP COMMENTS	COMPLIES (Yes/No)
State Environmental Planning Policy No 55 Remediation of Land	
Clause 7(1) prescribes that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated. The site is located within Stage 6D of Neighbourhood 1A of the new town of Googong. A preliminary investigation of the Googong urban release area was carried out by Coffey Geosciences Pty Ltd. It identified 12 areas of environmental concern (AEC) which are included in Appendix 2 of Googong Development Control Plan. A Site Audit Statement (Report No.12058 SAR 191) prepared by Environmental Strategies Pty Ltd dated 18 October 2013 issued for Neighbourhood 1A, Googong Township development states that the site is suitable for: a) Residential with accessible soil, including garden (minimal home-grown produce contributing less than 10% fruit and vegetable intake), excluding poultry, b) Day care centre, preschool, primary school, c) Residential with minimum opportunity for soil access, including units, d) Secondary school, e) Park, recreational open space, playing field, and f) Commercial/industrial. The site is not an AEC concern and there is no reason to suspect that this land is contaminated. Additionally the site is suitable for the proposed residential development as per the Site Audit Statement above. It is considered that the relevant provisions of SEPP 55 have been satisfied.	Yes

SEPP COMMENTS	COMPLIES (Yes/No)
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	
Under this policy, a BASIX certificate must be obtained, and this certificate must be consistent with the plans submitted. BASIX certificates have been submitted for each dwelling and these include measures that will achieve the required energy and water efficiency targets. The information provided within the submitted certificates and the plans are consistent, therefore, compliance with this SEPP has been achieved.	Yes
State Environmental Planning Policy (Infrastructure) 2007	
This Policy provides a planning regime the provision of services and infrastructure in NSW, outlines requirements for consent authorities to consult with relevant public authorities during the assessment of Development Applications, and outlines provisions for various types of exempt and complying development. The provisions of this Policy have been considered in the assessment of the application. The site is not located in or adjacent to road corridor nor does it have a frontage to a classified road. The proposed subdivision of land that forms a part of the subject application does not trigger the minimum thresholds for traffic generating development defined in *Schedule 3 - Traffic generating development are to referred to the Roads and Maritime Services (RMS)* as it is not proposing 200 or more allotments and does not have access to a classified road or a road that connects to a classified road (within 90m). The site is not located within or immediately adjacent to an easement for electricity purposes or immediately adjacent to an electricity substation. No development is proposed within 5m of an overhead powerline and no ground penetrating work is proposed within 2m of any underground electricity services. There are no other clauses in the Policy relevant to the subject application.	Yes

Local Environmental Plans

The proposed development has been assessed in accordance with the relevant requirements of the *Queanbeyan Local Environmental Plan 2012* and no relevant draft LEPs apply to the land. A summary is provided as follows:

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
Part 1 Preliminary	
Clause 1.2 Aims of Plan	
The relevant aims of the Plan to the proposed development are as follows: *a) to facilitate the orderly and economic use and development of land in Queanbeyan based on ecological sustainability principles;* *b) to provide for a diversity of housing throughout Queanbeyan;* *c) to provide for a hierarchy of retail, commercial and industrial land uses that encourage economic and business development catering for the retail, commercial and service needs of the community;* *d) to recognise and protect Queanbeyan's natural, cultural and built heritage including environmentally sensitive areas such as Queanbeyan's native grasslands, the Queanbeyan River and Jerrabomberra Creek;* *e) to protect the scenic quality, views and vistas from main roads and other vantage points within Queanbeyan of the escarpment and Mount Jerrabomberra;* and *f) to maintain the unique identity and country character of Queanbeyan.* The proposed development is considered to be generally consistent with the relevant aims of the QLEP 2012. The development is considered to be consistent with the strategic vision for the development of Googong. The development contributes towards the provision of a diverse range of housing stock and does not adversely impact on the natural, cultural or built heritage of Queanbeyan.	Yes
Clause 1.4 Definitions	
The proposed development is defined in the LEP's dictionary as being for dwelling-houses, attached dwellings, semi-detached dwellings, studio dwellings (which are all types of residential accommodation), and earthworks. ***dwelling-house*** *means a building containing only one dwelling.* ***attached dwelling*** *means a building containing 3 or more dwellings, where:* *(a) each dwelling is attached to another dwelling by a common wall, and* *(b) each of the dwellings is on its own lot of land, and* *(c) none of the dwellings is located above any part of another dwelling.*	Yes

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
semi-detached dwelling *means a dwelling that is on its own lot of land and is attached to only one other dwelling.* ***studio dwelling*** *means a dwelling that:* *(a) is established in conjunction with another dwelling (the principal dwelling), and* *(b) is on its own lot of land, and* *(c) is erected above a garage that is on the same lot of land as the principal dwelling, whether the garage is attached to, or is separate from, the principal dwelling, but does not include a semi-detached dwelling.* ***earthworks*** *means excavation or filling.* Note 1: The proposed development is also defined as subdivision of land. Refer to clause 2.6 later in this Report.	
Clause 1.9A Suspension of Covenants, Agreements and Instruments	
No covenants, agreements and instruments restricting the development have been identified.	Yes
Part 2 Permitted or Prohibited Development	
Clause 2.1 Land Use Zones	
The subject site is zoned R1 General Residential. Dwelling houses, attached dwellings and semi-detached dwellings are permitted with consent and studio dwellings are permitted with consent by virtue of clause 2.5. Earthworks are considered to be ancillary to these land uses as well as ancillary to subdivision.	Yes
Clause 2.3 Zone Objectives and Land Use Tables	
The objectives of the R1 General Residential zone are: *a) To provide for the housing needs of the community.* *b) To provide for a variety of housing types and densities.* *c) To enable other land uses that provide facilities or services to meet the day to day needs of residents.* *d) To ensure that buildings with non-residential uses have a bulk and scale that is compatible with the zone's predominantly residential character.* *e) To promote walkable neighbourhoods and a sense of community.* *f) To ensure that where possible, development maintains existing bushland.*	No

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
g) To encourage medium to high density housing located in close proximity to the town and village centres. It is not considered that the proposed development satisfies all objectives above particularly objectives (a), (b) and (e). Undeniable the development provides for a variety of housing types in the area. However without a satisfactory vehicular access the proposal does not provide a good amenity for the residents and housing needs and is likely to generate traffic impact on the development and locality. The current design of the laneway is not a good long term design outcome for the site given the traffic generation brought by the existing and future development in the vicinity to the surrounding street network including the subject site. The development site is located in close proximity to a future neighbourhood centre. However without a suitable footpath along the proposed narrow laneway that will connect the site to a network of footpaths in the area, the proposal does not promote a walkable neighbourhood and sense of community. The current design does not taking the pedestrian safety and sustainability as a public asset into consideration. The narrow public laneway is likely to cause conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway. Resident will be required to access their rear lane as a pedestrian with not verge treatment for a foot path and bin pads will be located opposite each garage which creates a risk for the resident. The generation of traffic within this development site has the potential to attract outside inputs, these inputs from the school and to a less extent the village center, pose a risk to public safety where school children and or parents may use this lane if it is a public asset to travel via to and from school during peak hours which will produce a risk to Council as a public asset in its current form which would not be in the public's interest. Given the reasons above, the proposal is not considered suitable for the site and is not supported.	
Clause 2.5 Additional Permitted Uses For Particular Land	
(1) Development on particular land that is described or referred to in Schedule 1 may be carried out: *(a) with development consent, or* *(b) if the Schedule so provides—without development consent, in accordance with the conditions (if any) specified in that Schedule in relation to that development.* *(2) This clause has effect despite anything to the contrary in the Land Use Table or other provision of this Plan.* This clause applies, as schedule 1 (5A) permits studio dwellings on the subject site as it is within the additional development area (clause 4.1D), despite not being	Yes

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
permitted with development consent within the R1 General Residential Land Use Table or other provisions of the Plan. Furthermore, Schedule 1 (5A) stipulates further measures that require compliance for applications proposing studios, they are reiterated below: *(1) This clause applies to land to which clause 4.1D applies.* *(2) Development consent may be granted to a single development application for development on land to which this clause applies that is both:* *(a) the subdivision of land in accordance with subclause 4.1D (3), and* *(b) the erection of a studio dwelling on a lot resulting from the subdivision.* *(3) Development consent must not be granted under this clause if:* *(a) the ratio of studio dwellings to lots resulting from the subdivision is greater than 1:3, and* *(b) the dwelling in conjunction with which the studio dwelling is to be established is located on a lot that has an area of less than 225m^2.* The proposed studio dwelling complies with the requirements specified above, as the development application is for subdivision of land in accordance with the requirements of clause 4.1D (additional development area), proposes the erection of studio dwelling on a lot resulting from the subdivision, will comply with the 1:3 ratio and the studio dwelling will be established in connection with a dwelling house on a lot that has an area more than 225m^2. Dwellings design for each lot (except Lot 13 – residue lot) has been provided as part of this development application and the minimum lot size resulting from the subdivision is 132m² which exceeds the minimum lot size specified under clause 4.1D. The proposed development therefore complies with all aspects of this clause and therefore permits the proposed studio dwelling on the subject site.	
Clause 2.6 Subdivision – Consent requirements	
The clause permits development consent for subdivision to which this Plan applies. The proposed development includes the Torrens subdivision of 13 lots and the strata subdivision of 1 lot. This plan applies to the subject site and therefore subdivision is permitted with development consent on this land.	Yes
Clause 2.7 Demolition requires development consent	
The proposal does not involve demolition of an existing structure.	NA
Part 4 Principal Development Standards	
Clause 4.1 Minimum subdivision lot size	

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
The objectives of Clause 4.1 are as follows: *a) To ensure subdivision is sensitive to land, heritage and environmental characteristics (including water quality, native flora and fauna and places or items of Aboriginal and European heritage value);* *b) To ensure subdivision does not adversely impact on the functions and safety of main roads;* *c) To provide lots with areas and dimensions that enable the appropriate siting and construction of a building and associated works to minimise and avoid the threat of natural hazard (including bush fire, soil instability and flooding) and to protect significant vegetation and prominent or significant landscape qualities;* *d) To ensure new lots have an adequate water supply and can be provided with an effective means of disposal of domestic waste and adequately serviced; and* *e) To create lots that are compatible with the existing predominant lot pattern or desired future character of the locality and to minimise the likely adverse impact on the amenity of adjoining developments.* The proposal satisfies all objectives above except objective (b) as the proposal will have adverse impact on the functions and safety of main roads. The site is consistent with the envisaged built form that surrounds the site and neighbourhood centre, within the Googong Masterplan and the Queanbeyan Local Environmental Plan which is small lot housing on lots with a minimum lot size of 130m2 and accessed via a laneway to the rear loaded garages/carports. There are no physical constraints, natural hazards, heritage, threaten species, agriculture or mineral and extractive resource constrains. The design of the dwellings, the orientation and depth of the lots have resulted in the dwellings within the proposed subdivision and neighbouring lots maintaining an adequate level of solar access and privacy to the dwellings. The proposed development will also have minimal impact on the scenic quality or vistas. However the proposal as submitted (proposed public laneway) is not considered well designed as it does not provide for a suitable and safe vehicular access and vehicle manoeuvrability. The proposed public laneway does not achieved the Engineering Design specifications, the numerical requirements specified within the Googong Development Control Plan Part 4 or 5 or the general design requirements for public roads. Also the proposed development on site generates 125 vpa which is greater than the maximum traffic generation of 100 vpa allowed for a public laneway and is likely to generate greater traffic impact within the development and locality which will impact on the functions and safety of the roads in the area particularly Gorman Drive. The proposed narrow public laneway without any treatment such as footpath will give rise to increased conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway. Without a satisfactory vehicular	No

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
access the proposal does not provide a good amenity for the residents and housing needs and is likely to generate traffic impact on the development and locality. The current design of the laneway is not a good long term design outcome for the site given the traffic generation brought by the existing and future development in the vicinity to the surrounding street network including the subject site. The development site is located in close proximity to a future neighbourhood centre. However without a suitable footpath along the proposed narrow laneway that will connect the site to a network of footpaths in the area, the proposal does not promote a walkable neighbourhood and sense of community. The current design does not take the pedestrian safety and sustainability as a public asset into consideration. Therefore the proposed public laneway is considered inappropriate for the site and scale of the development and is poorly designed. The proposal is not considered compatible with the existing and future development in the locality. The report presented at the Council meeting on 25 January 2017 stated that the proposal does not comply with Clause (d) above as the proposal does not have suitable bins pads within the laneway verge to accommodate all bins for all dwellings prior to collection. The plans show only 10 bin pads have been provided within the laneway verge which only cater for 5 dwellings on site. A total of 22 bin pads must be provided within the laneway verge for 11 dwellings (Dwellings on Lots 1A, 3-12). Bins for dwellings on lots 1 and 2 can be placed on the road reserve of Helen Circuit for collection. Based on the submitted site plan, landscape plan and turning path, the laneway verge is not capable to accommodate any extra bin pads unless the required landscaping including small trees which act as laneway treatments (to reduce the gun barrel affect) are removed. The removal of the proposed landscaping is not supported. A development without a satisfactory waste collection service is not supported as it will have impacts on the public domain, amenity of the residents and environment. On 15 June 2017, revised plans were submitted to show 22 bins pads are provided within the laneway verge for 11 dwellings mentioned above and they are considered satisfactory. They will not impact on the landscaping and vehicle manoeuvrability. Only a small part of the landscape area are proposed to be removed to accommodate all bins pads. As mentioned elsewhere in the report, domestic waste collection services are available for future residents of each dwelling and adequate area is available for storing domestic waste bins within each allotment. All bins are required to be stored within each allotment to ensure no bins store within the laneway. A condition can be imposed to reflect this if approval is granted.	
Clause 4.1D Variation To Minimum Lot Size	

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
As mentioned above, the majority of Googong Township, including the subject site is identified on the Minimum Lot Size Map as having a minimum lot size of 330m^2. However, *Clause 4.1D – Variation to minimum lot size*, allows for certain land in Googong Township to be subdivided to create lots that are less than 330m^2 despite what is shown on the Minimum Lot Size Map. The objective of *Clause 4.1D – Variation to minimum lot size*, is to provide opportunities for affordable medium density housing in appropriate locations. The clause applies to the following land: *a) Land within 200 metres of any land within Zone B2 Local Centre,* *b) Land identified as "Additional Development Area" on the Googong Map.* Sub-clause 4.1D (3) states: *(3) Despite clauses 4.1, 4.1AA and 4.1A, development consent may be granted for the subdivision of land to which this clause applies if:* *(a) there will be at least 4 lots resulting from the subdivision, and* *(b) the minimum lot size of each lot resulting from the subdivision is 130 square metres, and* *(c) the development application for the subdivision includes a dwelling design for each lot.* The "Additional Development Areas" on the Googong Map are located in areas that are zoned R1 – General Residential which usually have a minimum lot size requirement of 330m^2. Within the "Additional Development Areas" lots are permitted to have a minimum size of 130m^2. These have been identified for a smaller minimum lot size than would otherwise be permitted to allow for a transition zone of medium density residential development, (lots between 130m^2 and 330m^2), in close proximity to Neighbourhood Centres and the facilities and public transport options they provide. The subject site is located entirely within the mapped Additional Development Area (see Figure 1 and 2 below). The 13 proposed residential allotments range in size from 132m^2 to 424m^2 which all comply with the minimum lot size of 130m^2. One of the 2 lots that are greater than 330m^2 contain a principal dwelling and a studio dwelling that is proposed to be further subdivided under strata title. The development application also includes the dwelling design for each lot except lot 13 (residue lot). The requirements of Clause 4.1D have therefore been satisfied.	Yes

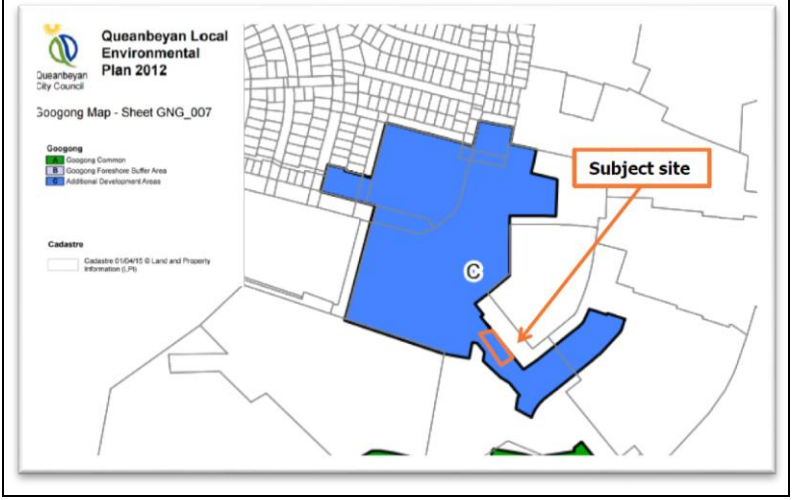
QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
	

Figure 1 – Location of the subject site within the Additional Development Area

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
 ***Figure 2 – Additional Development Area in Neighbourhood 1A***	
Clause 4.3 Height of buildings	
The maximum building height permitted on the subject site is 12m. The buildings proposed to be erected are between one and two storeys and are all less than 12m in height. Therefore the proposed development complies with this clause. A summary of the proposed building heights are included below:	Yes

Lot and dwelling type	Height
Lot 1 (Two Storey)	7.3m
Lot 1A (Above garage)	6.9m
Lot 2 (Two Storey)	6.41m
Lot 3 (Two Storey)	6.7m
Lot 4 (Two Storey)	7.4m
Lot 5 (Two Storey)	7.4m
Lot 6 (Single Storey)	4.5m
Lot 7 (Two Storey)	6.65m
Lot 8 (Two Storey)	7.13m
Lot 9 (Single Storey)	4.5m
Lot 10 (Two Storey)	7.4m

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
Lot 11 (Two Storey) 6.7m Lot 12 (Two Storey) 6.65m	
Clause 4.4 Floor space ratio	
The maximum floor space ratio (FSR) for a building on any land is not to exceed the FSR shown for the land on the Floor Space Ratio Map. The subject site is subject to an FSR of 1.5:1. A summary of the proposed Floor Space Ratios of all buildings is provided below; **Lot and dwelling type** / **FSR** Lot 1 & Lot 1A 0.38:1 Lot 2 0.43:1 Lot 3 0.62:1 Lot 4 0.70:1 Lot 5 0.70:1 Lot 6 0.52:1 Lot 7 0.51:1 Lot 8 0.51:1 Lot 9 0.52:1 Lot 10 0.70:1 Lot 11 0.62:1 Lot 12 0.57:1	Yes
Part 5 Miscellaneous Provisions	
Clause 5.9 Preservation of trees or vegetation	
This clause requires that development consent is obtained for the removal of trees and/or vegetation as prescribed in the Queanbeyan Development Control Plan (QDCP) 2012. The proposed development does not require the removal of any vegetation. High quality trees identified in the Tree Assessment Report for the whole of Neighbourhood 1A have been preserved where appropriate. All other scattered vegetation is being removed as part of the subdivision works.	Yes
Clause 5.10 Heritage conservation	
Under Clause 5.10, Council must consider the effect of the proposed development on the heritage significance of the heritage item. The subject site does not contain any heritage item, is not located within a conservation area or within the vicinity of any heritage listed items. Archaeological	Yes

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
investigations have been carried out for Neighbourhood 1A. There are no archaeological sites identified within the subject site. It is considered that the proposed development is unlikely to result in any adverse heritage impact.	
Part 6 Urban Release Areas	
Clause 6.1 Arrangements For Designated State and Territory Public Infrastructure	
This clause requires satisfactory arrangements to be made for the provision of designated State and Territory public infrastructure before the subdivision of land in an urban release area. The Director General's Certificate – Satisfactory Arrangements for Designated State and Territory Public Infrastructure issued on 12 March 2014 for development consent 186-2013 and includes this land. Pursuant to sub-clause 6.1(3) a new Certificate is not required to be obtained if a proposed subdivision is for land that was the subject of a previous development consent granted in accordance with this clause.	Yes
Clause 6.2 Public Utility Infrastructure	
This clause states that development consent must not be granted for development on land in an urban release area unless the Council is satisfied that any public utility infrastructure that is essential for the development is available or that adequate arrangements have been made to make that infrastructure available when it is required. Council's Development Engineering have assessed the provision of public utilities and advises as follows: *Water Supply:* *The development and proposed lots are supplied with potable services from infrastructure constructed during works for CCSUB 05-2014, any strata development by the construction of fonzie style units will require an individual metering arrangement at the cost of the applicant.* *Sewer:* *Each lot in the proposed development is supplied with a sewer tie. This was constructed during work for CCSUB 05–2014. Work as executed plans would form part of a Construction Certificate application.* *Storm Water:* *A storm water main is constructed within the carriageway of the lane, with pits constructed to capture any overland flows.*	Yes

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
Each property is served with a storm water tie off this main. Work as executed plans for the work are pending and would form part of a Construction Certificate application. *Electricity:* *Public lighting to the lane is proposed with a shorter arm reach and lower illumine. The site has telecommunication and power available, which was constructed as part of stage 6D of neighbourhood 1A.*	
Part 7 Additional Local Provisions	
Clause 7.1 Earthworks	
The objectives of this clause is to ensure that any earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses or heritage items and features of the surrounding land. The majority of earthworks have been approved and competed as part of the subdivision and infrastructure construction works under DA 186-2013. Earthworks in the form of cut and fill are required to be carried out to accommodate the proposed dwellings on the subject sites. These earthworks are associated with the development and form a part of this application. The proposed earthworks will not have a detrimental impact on drainage patterns and soil stability or the existing and likely amenity of adjoining properties. Standard conditions relating to site management and erosion and sediment controls will be imposed on the development consent (should it be granted).	Yes with conditions
Clause 7.2 Flood Planning	
This clause is not considered relevant to the proposed development as the site is not identified on the flood planning map and is not land that is at or below the flood planning level.	NA
Clause 7.3 Terrestrial biodiversity	
This clause is not considered relevant to the proposed development as the site is not identified as "Biodiversity" on the Terrestrial Biodiversity Map.	NA
Clause 7.4 Riparian land and watercourses	
This clause is not considered relevant to the proposed development as the site is not identified as "Watercourse" on the Riparian Land and Watercourses Map".	NA

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
Clause 7.5 Scenic protection	
This clause is not considered relevant to the proposed development as the site is not identified as "Scenic Protection Area" on the Scenic Protection Map.	NA
Clause 7.6 Airspace operations	
This clause states that if a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application. The proposed development penetrates the 720.00AHD level on the Obstacle Limitations Surface Map for the Canberra Airport. This is because the existing ground level of the majority of land within Googong Township is above 720.00AHD. The Commonwealth Department of Infrastructure and Regional Development (DIRD) has issued Controlled Activity approvals for the construction of dwellings in Stages 1-7 of Neighbourhood 1A and Neighbourhood 1B in Googong. The approvals are subject to structures not exceeding a maximum height of 822m AHD or 20m AGL inclusive of vents, chimneys, aerial, antennas (of whatever type) lightning rods etc. Separate approval in accordance with the Regulations must be sought for any crane operations or other structures within this Googong site which will exceed the height of 822 metres AHD or 20 metres AGL. The proposed dwellings will not exceed the height of 822 metres AHD or 20m actual ground level. No further approvals or consultation is required for this proposal.	Yes
Clause 7.7 Development in areas subject to aircraft noise	
This clause is not considered relevant to the proposed development as the site is not located near the Canberra Airport or within an ANEF contour of 20 or greater.	NA
Clause 7.8 Active street frontages	
This clause is not considered relevant to the proposed development as the site is not identified as "Active street frontage" on the Active Street Frontages Map".	NA
Clause 7.9 Essential services	
Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:	No - vehicular access

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
(a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) storm water drainage or on-site conservation, (e) suitable vehicular access. Development Engineering have assessed the proposed development and confirm that utility services are adequate and can be made available to the site. Refer to Clause 6.2. However, suitable vehicular access in its current form does not meet the intent of the Development Control Plan and satisfy the requirements of the Design Specifications. Comments from Council's development engineer in regards to the vehicular access are provided below: <u>*Suitable Vehicular Access:*</u> *The applicant has lodged a Development Application for the creation of Torrens title blocks with the creation of public laneways servicing property access from the rear.* *The parameters of the design specifications and traffic generation are to be taken into account and applied accordingly in the design to ensure they produce a serviceable functioning and sustainable public asset.* *The applicant is required to demonstrate how the proposed public laneways meet the functionality requirements as mentioned with Councils Development Design Specification D1 - Geometric Road Design, Googong* *Particular attention is drawn to the requirements of <u>Table D1.5 Characteristics of Roads in Urban Subdivision Road Networks:</u>* *Maximum Traffic Volume (vpd) (1)* *Note 1 reads:* *For single dwelling allotments apply traffic generation rate of 10 vehicles per day (vpd)/allotment (equivalent to approximately one vehicle per hour (vph) in the peak hour) unless a lower rate can be demonstrated. Lower rates can be applied to multi-unit dwellings based on rates provided in the RTA Guide to Traffic Generating Developments.* *Traffic Generation Rationale*	

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)

The generation of traffic volumes is produced using Councils Development Design Specification D1 - Geometric Road Design, Googong and RMS guide to traffic generating developments applying QCC's multiplication factor of 1.1 to those generation figures to bring it in line with Council design requirements.

Council applies that factor of 1.1 as the RTA guide produces generation rates for city urban areas with good access to public transport and short travel distances between locations.

In a regional urban areas such as Googong public transport and close travel distances are less prevalent, this requires a correction to the traffic generation.

An attached dwelling with a double garage is determined to produce the same generation of traffic to a normal unattached dwelling and building with 2 bedrooms and a study. Studies can be easily converted to a third bedroom, these parameters taken into account generate a traffic generation of 10 vpd (vehicle movements per day) per lot is applied.

Below in Table 1 the traffic generation calculations for the site, noting that as a design guide 100vpd maximum is applied to a lane.

TABLE 1 Traffic Generation for DA 90-2016

Lot No	Lot Type	Super lot no	Dwelling Description	Traffic Generation (vpd)
1	Torrens Title	1329	Two storey dwelling House	10
1A	Strata Title	1329	Studio Dwelling	5
2	Torrens Title	1329	Two storey semi-detached Dwelling	10
3	Torrens Title	1329	Two storey attached Dwelling	10
4	Torrens Title	1329	Two storey attached Dwelling	10
5	Torrens Title	1329	Two storey attached Dwelling	10
6	Torrens Title	1329	Single storey attached Dwelling	5
7	Torrens Title	1329	Two storey semi-detached Dwelling	10
8	Torrens Title	1329	Two storey semi-detached Dwelling	10
9	Torrens title	1329	Single storey attached Dwelling	5
10	Torrens Title	1329	Two storey attached Dwelling	10
11	Torrens Title	1329	Two storey attached Dwelling	10
12	Torrens Title	1329	Two storey semi-detached Dwelling	10
13	Torrens Title	1329	Residue Lot	10

Total Traffic Generation of lane 125.00 (vpd)

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
The VPD figure of 125.00 is greater than the maximum traffic generation of 100 vpd recommended for a public laneway in Table D1.5. A lane with appropriate widths and treatments could cater a higher traffic generation, however with the development application in its current form, the lane cannot support local traffic generation. *Application of the generation is that any building with two parking spaces and residual space in a home over two bedrooms will generate traffic as per a residential dwelling.* *A dwelling is determined by a Torrens title lot, Strata and Community titled lots are determined as a medium density residential property (a community titled development would have a traffic generation rate of 99.5 with no outside development influence), and the fact that the traffic generation is for a regional area without close access to normal amenities such as places of work and commercial premises.* *However appropriate design treatment with in a public road can justify the guide for traffic generation to be relaxed where geometry of a road exceeds potential generation rates.* *<u>Generation of traffic from adjoining developments:</u>* *Directly across the road and diagonally across the road are a public school site and the village centre development. The generation of traffic from these sites, the school being the more likely will impact on this laneway, the lane will be within the school zone, and the likelihood that children and or parents may use this lane if it is a public asset to travel via to and from school during peak hours produces a risk to Council as a public asset in its current form which would not be in the public's interest.*	
Clause 7.10 Development near Cooma Road Quarry	
This clause is not considered relevant to the proposed development as the site is not identified as "Buffer Area" on the Quarry Buffer Area Map".	NA
Clause 7.11 Development near HMAS Harman	
This clause is not considered relevant to the proposed development as the site is not located within 2 kilometres of HMAS Harman or within Zone IN1 General Industrial or zone IN2 Light Industrial.	NA

Development Control Plan

The Queanbeyan Development Control Plan (DCP) 2012 applies to the development and a summary of the relevant provisions is provided in the following table.

QUEANBEYAN DCP 2012 COMMENTS	COMPLIES (Yes/No)
Part 1 About This Development Control Plan	
1.8 Public Notification Of A Development Application The development application was publicly notified in the Queanbeyan Age on the 15 April 2016 and The Chronicle on the 19 April 2016. Adjoining property owners and occupiers were also notified by mail. The closing date for submissions was the 3 May 2016. No submissions were received.	Yes
Part 2 All Zones	
2.2 Car Parking Development Engineering has assessed the application. The applicant has demonstrated that access to dwelling garages can be achieved with the application of the requirements of AS2890, this requires that 7 metres is available for manoeuvrability and that a minimum opening of 2.4 metres is proved to a single garage and 4.8 to a double garage to allow for access and egress in a single movement. This satisfies the requirements of the DCP and Australian Standard.	Yes
2.3 Environmental Management **2.3.2 Objectives** To satisfy the aims and zoning objectives of the Queanbeyan Local Environmental Plan 2012 controls in this section aim to: *1) Facilitate the development of building design excellence appropriate to a regional city.* *2) Ensure environmental impacts of new development are managed in a sustainable and economical way.* *3) Ensure a healthy environment.* *4) Provide an adequate and renewable supply of resources.* *5) Ensure application, where appropriate, of the BASIX or Building Code of Australia energy efficiency provisions.* **2.3.3 Energy Efficiency and Conservation**	

QUEANBEYAN DCP 2012 COMMENTS	COMPLIES (Yes/No)
A BASIX certificate for each dwelling house with the relevant commitments shown on the submitted plans. The proposal has the ability to optimise thermal performance, thermal comfort and day lighting will contribute to the energy efficiency of all buildings.	Yes
2.3.5 Waste and Recycling	
Objectives The minimisation of waste from development can reduce impacts on the public domain, contribute to the amenity of the building and limit the potential harmful impacts to the environment. Waste management refers to all stages of development from construction and use through to demolition and the ongoing generation of waste. It also includes the way in which waste is accessed, stored and collected. *1) To minimise waste generation and disposal to landfill with careful source separation, reuse and recycling.* *2) To minimise the generation of waste through design, material selection, building and best waste management practices.* *3) To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development as well as the ongoing generation of waste.* *4) To ensure efficient storage and collection of waste and quality design of facilities.* Domestic waste collection services are available for future residents of each dwelling and adequate area is available for storing domestic waste bins within each allotment. All bins are required to be stored within each allotment to ensure no bins store within the laneway. A condition can be imposed to reflect this if approval is granted. Bins for the proposed 13 dwellings can be placed either within the laneway verge or road reserve of Helen Circuit prior to collection. Given the site layout and laneway design, 11 of 13 dwellings being dwellings on Lots 3-12 including a studio dwelling on Lot 1A must be provided with 2 bin pads each within the laneway verge for collection. Therefore a total of 22 bin pads must be provided within the laneway verge. Bins for dwellings on lots 1 and 2 can be placed on the road reserve of Helen Circuit for collection. The report presented at the Council meeting on 25 January 2017 stated that the proposal does not comply with this as the proposal does not have suitable bins pads within the laneway verge to accommodate all bins for all dwellings prior to collection. The plans show only 10 bin pads have been provided within the laneway verge which only cater for 5 dwellings on site. A total of 22 bin pads must be provided within the laneway verge for 11 dwellings	Yes

QUEANBEYAN DCP 2012 COMMENTS	COMPLIES (Yes/No)
(Dwellings on Lots 1A, 3-12). Bins for dwellings on lots 1 and 2 can be placed on the road reserve of Helen Circuit for collection. Based on the submitted site plan, landscape plan and turning path, the laneway verge is not capable to accommodate any extra bin pads unless the required landscaping including small trees which act as laneway treatments (to reduce the gun barrel affect) are removed. The removal of the proposed landscaping is not supported. A development without a satisfactory waste collection service is not supported as it will have impacts on the public domain, amenity of the residents and environment. The revised plans received on 15 June 2017 show compliance with this requirement and 22 bins pads provided within the laneway verge for 11 dwellings mentioned above do not have impact on the landscaping and vehicle manoeuvrability. Only a small part of the landscape area are proposed to be removed to accommodate all bins pads.	
2.3.6 Noise and Vibration The subject site is fronting Gorman Drive, which is a busy road with high traffic volume per day. Undeniable that the Gorman Drive will generate noise impacts on the dwellings facing Gorman Drive. A condition of consent will be imposed (if granted) requiring all windows in habitable rooms of dwelling facing Gorman Drive to be constructed of thick glass to minimise the noise impact.	Yes
2.4 Contaminated Land Management Refer to SEPP 55 assessment.	Yes
2.5 Flood Management The subject site is not identified as a "Flood Planning Area" on the Flood Planning Map.	NA
2.6 Landscaping This clause outlines Council's requirements for landscape plans and also lists what development types require a Council Accredited Landscape Consultant to prepare landscape plans. Satisfactory landscape plans for each of the dwellings have been prepared by a Category 2 Accredited Landscape Consultant. The landscape plans show a variety of surface treatments and plants suitable to Queanbeyan's climate. Plans to be amended in red to ensure the plans selected are drought resistant. Refer to further discussion of landscaping under the Googong DCP.	Yes with condition

QUEANBEYAN DCP 2012 COMMENTS	COMPLIES (Yes/No)
2.7 Soil, Water and Vegetation Management Plan (SWVM Plans) A SWVM is required to be submitted for the proposed development. Sediment and erosion controls must be installed prior to any work commencing and be maintained throughout the course of construction. The consent will be conditioned accordingly.	Yes with conditions
2.8 Guidelines for Bushfire Prone Areas The site is not a bushfire prone land.	NA
2.9 Safe Design Dwelling designs should achieve effective natural surveillance, access definition, territorial reinforcement and defensible space thought appropriate design of landscaping, entrances, lighting, building identification, security and fencing. The proposed dwelling designs generally achieve the above requirements. The proposal was referred to the NSW Police for comment. In accordance with Council letter dated 14 November 2016, Council will assume that the NSW Police have raised no objection to the proposal and will determine the application if no comments and/or recommendations received from the NSW Police within 2 weeks from the date of the letter. To date, no comments have been received from NSW Police. Submitted plans show appropriate fencing and landscaping that will not obscure entries or prevent natural surveillance of the street or the public laneway. A condition will be placed on the development consent requiring lighting plan to be submitted to Council for approval and appropriate lighting to be installed within the laneway. This lighting will be required to comply with AS 1158 – Lighting for Roads and Public Spaces, which will provide adequate lighting in accordance with the safe design requirements. A condition will also be placed on the development consent in regards to every dwelling being clearly identified by a street number. This will provide clear identification of the building in accordance with the requirements of this clause. The proposed development generally satisfies the relevant provisions of this clause.	Yes with conditions
2.11 Height of Buildings	Yes

QUEANBEYAN DCP 2012 COMMENTS	COMPLIES (Yes/No)
The proposed development complies with the maximum height prescribed for the site in Clause 4.3 of the QLEP 2012 – see previous discussion in this assessment.	
2.13 Preservation of Trees and Vegetation The proposed development does not require the removal of any vegetation. High quality trees identified in the Tree Assessment Report for the whole of Neighbourhood 1A have been preserved where appropriate. All other scattered vegetation is being removed as part of the subdivision works. The submitted landscape plan provides for the planting of several small trees and shrubs.	Yes

The proposed development has been assessed in accordance with the requirements of the **Googong Development Control Plan** (DCP) and a summary of the relevant provisions is provided in the following table.

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Part 4 – Subdivision Controls	
4.4 - Lot Orientation and Lot Size and Layout	
4.2 and 4.3 - General Objectives and General Controls It should be noted that the subdivision design is necessarily influenced by the layout and dimensions of the parent superlots approved under previous development consents. The objectives are as follows: 1. *Create a legible subdivision pattern that maximises the 'sense of neighbourhood' and promotes walking and cycling over private car uses;* 2. *To set up a neighbourhood pattern that utilises the residential development areas efficiently, optimises the natural attributes of the site and clearly defines and reinforces the public domain;* 3. *Optimise views and the amenity of residential allotments in regards to views, solar access and proximity to community facilities, open space and public transport;* 4. *Ensure each neighbourhood within the township has a range of densities and housing choices to cater for the various needs of the community; and* 5. *Provide good solar access opportunities for future dwellings and residents and ensure that the lot layout responds to and optimises solar access.* The proposed subdivision is considered to be generally satisfactory with regards to the above objectives except objective (1). The lot layout is an efficient subdivision of the land that allows solar access opportunities, particularly to private open space areas. However without a suitable footpath along the proposed narrow public laneway that will connect the site to a network of footpaths in the area, the proposal does not promote a walkable neighbourhood. The proposed narrow public laneway without a suitable footpath will give rise to increased conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway. Residents will be required to access their rear lane as a pedestrian with not verge treatment for a foot path and bin pads will be located opposite each garage which creates a risk for the residents. Therefore the proposal does not satisfy the objective of this clause.	No – objective (1) below

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
The controls relevant to the proposed subdivision are as follows: *a) Subdivision lot sizes shall comply with the minimum lot sizes as specified in the QLEP 2012.* *b) Each new allotment has sufficient building area on it, being land with a slope of less than 20%.* Note: Many of the controls are not relevant as they relate to neighbourhoods and street hierarchies. These were considered at subdivision stage for the parent superlot. As discussed previously in this report the proposed lots will have a minimum subdivision lot size of 132m^2, which complies with the minimum subdivision lot size of 130m^2 specified in clause 4.1D. Each new allotment has a sufficient building area with a slope of less than 20%.	
4.4 - Lot Orientation and Lot Size and Layout	
Lot Orientation Controls for lot orientation are listed below. *a) Consideration should be given to different lot dimensions depending on the lot orientation. In this regard, upfront detailed tailoring of a layout at the early stages of a project can deliver sustainable outcomes.* *b) Lot orientation, size and dimensions should enable dwellings to be generally sited either on an N-S or E-W orientation. Where other amenities such as views over open space are available or the topography prevents efficient design then alternative lot orientations can be considered. Refer above.* *c) Allowances are to be made for different lot depths and widths, depending on orientation, which may also result in increased variety to the streetscape frontage pattern.* *d) Where E-W oriented lots are proposed lots should be wider to support solar access.* *e) Design for deeper N-S lots on the southern side of roads, particularly if two storey dwellings are envisaged, to allow for solar access to private open space at the rear.* *f) N-S oriented lots on the northern side of an E-W road can be less deep than N-S lots on the southern side of the same road. Narrower lots can*	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
be accommodated, particularly for the northern lots as they as particularly suitable for two storey dwellings with a lesser footprint. A wider southern lot allows for a central courtyard, which may gain greater solar penetration. The proposed subdivision generally complies with the above controls. All lots will receive 3 hours or more sunlight to 50% of the primary POS. Lot orientation is necessarily influenced by the orientation and dimensions of the parent superlots which were approved under DA 186-2013, resulting in the majority of lots having north-south orientation (lot frontages facing north) and east-west orientation (lot frontages facing east). The orientation of north to the front and side of the proposed lots allows for all lots to achieve solar access to the PPOS and living areas for a minimum of 3 hours on the 21st of June. A combination of single and two storey dwellings are proposed, each dwelling will achieve solar access to the PPOS and living areas, this can be attributed to the orientation of the lots as well as the depth of most of the lots being 27.5m, which helps to overcome the overshadowing of neighbouring lots by the proposed two storey dwellings within this subdivision. The lot depths for lots 1 - 12 will be between 27.5m and 50.34m and widths (frontage) of between 8m and 11.245m, the wider width of the lots is provided for the corner lot 2 which has increased width to accommodate the bend within Helen Circuit. This has provided a varied street pattern for the subdivision. Residue lot (Lot 13) has a depth between 25.43m and 27.5m and width (frontage) of 14m. ***Lot Size and Layout*** The objectives of the lot size and layout controls are: 1. *Encourage a variety of lot sizes across the site to promote housing choice and create varied streetscapes.* 2. *Smaller lot sizes are to be located within easy walking distance of a neighbourhood centre or the town centre.* 3. *Promote generally rectangular street blocks and lots to maximise efficiency.* The proposed subdivision is considered to be generally satisfactory with regards to the above objectives. The existing superlot forms part of a larger rectangular street block and one irregular block shape. The subdivision mainly involves	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
smaller lots which are located within walking distance of a future neighbourhood centre and there is also some variety of lot sizes proposed (132m^2 to 424m^2). Controls for lot size and layout are: *a) Minimum lot size is to be in accordance with the LEP Lot Size Map and the lot dimensions are to be in accordance with the Table below.* *b) Residential lot size must be capable of accommodating a dwelling, private open space and at least one under cover car parking space.* *c) Lot size and layout are to take into account the slope of the land, any environmental constraints and any significant natural features to create a legible and permeable neighbourhood pattern.* *d) Lots should be generally rectangular in shape and orientated to allow future dwellings to gain access off streets and where possible, public open spaces.* **Lot Size** / **Minimum Frontage Dimension** 170 < 250m² — 6.0m 250 < 300m² — 6.0m 300 < 450m² — 10m 450 < 600m² — 12m 600 < 900m² — 12m 900 < 1500m² — 15m > 1500m² — 18m The proposed subdivision generally complies with the above controls. As discussed previously in this Assessment under the QLEP 2012, the subject site has a minimum subdivision lot size of 130m^2 as it is within the Additional Development Area, which permits a variation to the minimum lot size of 330m^2. As such the development proposes minimum lot sizes of 132m^2 and thus complies with the 130m^2 minimum lot size applicable to the subject site. Two of the proposed lots (Lots 6 and 9) have an area of 132m² and have a frontage of 4.8m which exceeds the 4.5m minimum sought and complies. Nine of the proposed lots (Lots 2 – 5, Lots 7 – 8 and Lots 10 - 12) are within the 170m² – 300m² lot size range and have a frontage between 6.2m – 11.245m, which exceeds the 6m minimum sought and complies. Two lots are in the 300m² - 450m² range, Lot 1 combination of lot 1 (principal dwelling) and lot 1A (studio dwelling) and Lot 13 (residue lot). Lot 1 has a total area of 424m² and Lot 13 has a total area of 371m² and required to have a minimum lot width of 10m. Lot 1 has a minimum lot width of 8m at the front boundary facing Helen Circuit which is a variation to	Variation - supported

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Council DCP. Lot 13 has a minimum lot width of 14m at the front boundary facing Gorman Drive which complies with the above requirement. The applicant has submitted a variation request, stating that the variation was resulted from the irregular shape created by the approved subdivision of the parent lot (DA 186-2013) and is considered minor and do not adversely impact on the amenity of the lot and any adjacent properties. Furthermore, the variation responds to the site constraints. The proposed variation is supported for the following reasons; a) No vehicle access is provided to Helen Circuit from this front boundary. Garages have direct access to the public laneway. Only pedestrian access is provided from this front boundary. b) The narrow lot width will not impact on the building appearance or streetscape and proposed landscaping at the front boundary. c) Narrow frontage will not reduce the natural surveillance to/from dwelling to/from the street. d) The proposed building complies with the front and side building setbacks. e) The proposed lot width was increased from 4.465m to 8m which is an improvement to the lot design and internal design of the proposed dwelling. Increase the lot width to 10m wide as required will results in a poor outcome of the public laneway design. This will reduce the width of the public laneway ever further. The proposed layout and size of the lots are capable of providing a dwelling with a façade to Gorman Drive and Helen Circuit, private open space with a northern/north-eastern orientations and undercover car parking space within a carport/garage to the rear, which is accessed via the proposed public laneway. The orientation, depth, size and grade of the lots result in the lots being capable of accommodating a dwelling house, private open space and car parking. The proposed development only requires a minimum cut and fill to accommodate the proposed lots. There are no environmental or natural features of the site that will prevent the proposed subdivision pattern. Proposed lots 3-12 are rectangular in shape, while lots 2 and 13 are corner lots and have a bend along the secondary street boundary to accommodate the street form of Helen Circuit. The bend of these lots boundary could not be prevented and do not result in adverse impacts on the neighbourhood pattern. Lot 1 has an irregular shape as a result of the previous approved subdivision of a parent lot (DA 186-2013). All lots have vehicular access from the public laneway. The proposed development complies with the controls above.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Part 5 – Design Guidelines and Controls for Public Domain	
Council has recently approved two other public lanes, DA 412-2015 and 71-2016, both these lanes had a reduced traffic generation and did not attract generation of outside development influences that this development proposal currently poses. This application has also proposed a public laneway that will provide access to the rear loaded garage/carports of the 12 proposed dwellings within this application and include garbage collection within the verge of the laneway. The proposed public laneway will connect to the existing Helen Circuit and then loop to Helen Circuit and will therefore form a part of the existing street network. The proposed public laneway will be dedicated as a public road and will be a Council responsibility and risk. Increased widths of the road reserves are required to reduce public liability risks. The application of the DCP and Design Specification requirement should allow for satisfactory geometrical design if the requirements are interpreted and applied correctly. As part of the assessment process the development application was referred to the local development committee, this committee consists of experts in road safety, road engineering, and regulatory road management, the representatives are drawn from Road and Maritime Services, NSW Police Force, Councils Infrastructure division. The committee reviewed the application in its current format and could not support the application, due to safety, geometrical design and sustainability as a public asset. The concerns raised by the committee are outlined below in more detail: *a) Pedestrian safety with no identifiable facilities in the public laneway for pedestrians;* *b) Potential for the lanes to be used as thru traffic access which is not as per design. This concern was particularly noted with nearby development such as a school that might generate vehicle or foot traffic using the lane as alternate route or for parking during busy pick up and drop off school times.* *c) Safety concerns with garbage collection including pedestrian safety of residents and potential disruption to garbage collection service should vehicles park in the laneway.* *d) Proposed lane widths permit only one-way direction traffic did raise safety concerns for vehicles in residences based towards the rear end of the lane that may illegally choose to exit the lane in the wrong direction rather than drive the full length of the lane in the correct direction.*	**No**

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
e) Concerns for speeding and thru traffic with the linkage of the public laneways and recommendation for a reasonable visual offset to be included in the design. *f) Note the need for public laneways to be accessible by emergency services vehicles and concerns the current design might not always permit this access.* *g) Concerns that the location of the garage blocks pedestrian sight distances for vehicles traffic using the laneway.* Engineering principles applied to the concerns of the committee, can be drawn mostly from QPRC D1 Design Specification: a) The use of table 1.5 in the D1 specification has a notation on minimum verge widths with reference to note 6 an extract of this refers to providing footpaths for pedestrian access or a wider verge for services and landscaping. b) Correct traffic generation calculations would identify this issue and appropriate design treatments to mitigate risk. c) The application of the correct checking vehicle to the road design with appropriate radius on intersections. d) The 85th percentile in road engineering is the nature of a road user to comply with road regulatory requirements in 85% of cases and this should be a factor to consider in mitigating risk in road design. e) This has been addressed by the change to lot one. f) The application of the correct checking vehicle to the road design with appropriate radius on intersections. g) Vehicular access design requirements D 13, to be applied to property accesses. So while the committee discussed the issues in a general laymen format, the engineering principles are applied to those concerns all form part of QPRC design specifications, with methodology to provide a geometric design to address these issues. As a laneway is proposed that will connect to the existing street network, clause 5.2 Street Network is applicable. This clause refers to the Policy framework for laneway location and design.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
The policy framework outlined below highlights the generalisation of the laneway design controls. **Policy Framework for laneways** Masterplan The Googong Masterplan references laneways within Table 2: Street Hierarchy as LA6 as a street that provides access to the side or rear of lots for access to residential garages, studios above garages and to parking for activity centres. Structure Plan The structure plan for Neighbourhood 1A identifies two types of laneways. Googong Development Control Plan Table 3 of Part 5 – Subdivision and Design Design Objectives: 1) Laneways within Googong may be either part of the public road network or private laneways forming part of a community title development. 2) The design intent for either type of laneway is to promote a shared zone with pedestrians, allowing vehicular traffic only for access to garages/parking spaces and is to incorporate a change in materials and or kerb cuts to provide differentiation to other vehicular streets. 3) Typical laneway treatments are shown in Figure 7. They are also to have a maximum length of 80m (this length is reduced to 60m for "gun barrel" laneways), to be sign posted for low speeds and no parking is permitted. 4) The laneway must be designed to cater for the design traffic that is likely to use the laneway, particularly with regard to delivery vehicles in commercial areas. Controls: a) Public laneway are to have a carriageway of 3.0m, must allow for garbage service vehicles and medium rigid trucks and are to be signposted as one-way. A minimum road reserve width of 6.0m is required where a 0.5m rear setback is provided. b) Where no rear setback is provided a minimum road reserve of 7.0m is required. Any above ground structures, trees or landscaping in the laneway shoulder must be located to allow vehicles to enter garage doors in accordance with Figure 5.4 of *AS/NZS 2890.1 – 2004*. Public	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
laneways must connect to a public street at each of its ends and not to another laneway. c) Private Laneways are to have a minimum carriageway of 3.0m and a verge of 1.5m, with no provision for on street parking. Their connections to a public road are to be provided by a driveway with width in accordance with Table 3.2 of *AS/NZS 2890.1-2004*. The public laneway should be offset from one another at a street junction and any staggering must allow for use by small rigid trucks. In applying the guideline principles to where a lane might be applicable to a parcel of land the underpinning requirements in the DCP is that all new streets are to comply with the design and engineering requirements applicable to roads and streets, crossings, footpaths, cycle ways, bus shelters and the like in QCC Engineering Design Specification – Googong. <u>Design Specification-D1 Geometric Road Design Guidelines</u> There are two tables that specify requirements for laneways, table D.1.5 and D1.8. These two tables specify a 100 vehicles per day requirement, 3m minimum carriage width and a 7m wide road reserve. The main difference between the two tables is the requirements for verge width. D.1.5 requires a verge width of 0.5m and D1.8 requires a verge width of 2m. Whilst the specification does not delineate between private and public lane, the principles applied is that vehicular access to a private accessed development is assessed using the principles of the D13 Vehicular Access Design specification and AS 2890, Road Geometry requirements in the D1 specification are applied to public roads to become public assets. Table D1.5 is made up with the application of foot notes, these foot notes need to be applied to parts of the design determination for ancillary treatments required by the road, such as it has been determined that this development would require verge treatments to compliment the traffic generation and safe pedestrian access requirements. **5.2 – Street Network** The clause objectives and their control measures are highlighted in this section of the DCP. **Objectives:** *1) Establish a street network that complements the characteristics of each neighbourhood area and promotes a liveable and permeable local environment*	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
2) Provide safe and convenient access to all subdivisions and all allotments within a subdivision. *3) Facilitate safe movement of road users through the provision of usable and accessible facilities for pedestrian and cyclists* *4) Promote use of public transport through the provision of appropriate facilities for users of public transport.* *5) Make provision for legible, safe and efficient pedestrian, bicycle and vehicular movement throughout the township and connections to the established network.* *6) Create a street hierarchy that reflects the function and character of each street and forms part of a legible network.* *7) Make provision for a public transport route through Googong.* *8) Provide as appropriate Water Sensitive Urban Design (WSUD) elements into the street network.* **Controls:** *a) Streets are to be designed in accordance with the Master Plan, Council's adopted Engineering Design Specification – Googong, Control Diagrams and numeric controls in the Table 3 as identified herein.* *b) A development application must demonstrate that the proposed streets are appropriate for their role in the street network.* *c) All new streets are to comply with the design and engineering requirements applicable to roads and streets, crossings, footpaths, cycle ways, bus shelters and the like in QCC Engineering Design Specification – Googong.* *d) Streets are to include a stormwater drainage facilities as required. WSUD controls should be provided where possible in central medians.* *e) Subdivisions are to be designed to provide adequate safety for pedestrians using the street verge.* *f) Applications for subdivision shall be accompanied by a traffic engineering assessment that includes traffic volumes and movements, cross-sections through typical street types demonstrating that road reserve widths can adequately accommodate electricity, gas, telecommunications, water and waste water infrastructure, street trees, footpaths, shared paths, on-street parking, road pavement widths and where appropriate on-street cycling.* The application of these requirements in the DCP is necessary. The public laneway will form part of the road network and will become a Council asset and will pose financial risk to Council.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*

When applying Councils design standards the document is required to be used holistically as a minimum design standard, variations to this design standard MUST NOT reduce the standards but enhance them.

In the holistic approach to road design the D1 Specification refers to table 1.5 which has 24 foot notes, these foot notes are applicable to various requirements of design treatments.

Table D.1.5 Characteristics of Roads in Urban Subdivision Road Networks

Road Type (18)	Maximum Traffic Volume (vpd) (1)	Maximum Speed (2) (km/h)	Minimum Carriageway Width (m)(3)	Minimum Verge Width (m) (6)	Kerbing (4) (23)	Parking Provisions Within Road Reserve (24)	Footpath Requirement (17)	Bicycle Path Requirement (17)
Laneway (19) (20)	100	25	3.0 (15)	0.5 (16)	Flush (9)	Nil	Nil	Nil

NOTES:

1) For single dwelling allotments apply traffic generation rate of 10 vehicles per day (vpd)/allotment (equivalent to approximately one vehicle per hour (vph) in the peak hour) unless a lower rate can be demonstrated. Lower rates can be applied to multi-unit dwellings based on rates provided in the RTA *Guide to Traffic Generating Developments*.
2) See **Design speed** and **Horizontal curves and tangent lengths** on designing for specific operating speeds.
3) Widening required at bends to allow for wider vehicle paths (using AUSTROADS AP-G34 Design vehicles and turning path templates).
4) Where kerbing is not required a flush pavement edge treatment can be used. Maximum carriageway widths required if barrier kerbing used.
5) Carriageway width may be reduced where parking is provided by indented parallel bays in the verge
6) Additional width may be required to provide for pedestrians, services, drainage, landscape and preservation of existing trees. Add additional width on one side for future widening of carriageway to 5.0 m if required. For two lane carriageway design, no provision for widening required. Where the verge is adjacent to open space the width of the verge may be reduced to 2.5 m.
7) One footpath on one side of the street to be constructed initially with provision to construct a second footpath if required in the future.
8) Reduced speeds are required at designated pedestrian/bicycle crossing. A speed of 20 km/h is desirable, achieved by the road design principles outlined in this work section.
9) Barrier kerbing may be used if required for drainage purposes without reducing the carriageway width.
10) On bus routes, 7.0 m travelled way with 2.0 m wide indented parking and bus bays defined by kerbed protuberances. Where the road forms part of the on road bicycle network, a bicycle lane is required adjacent the kerb.

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
11) Speed on local sub-arterial road not to exceed legal limit. 12) If parking is allowed, it is to be provided by widening the verge and constructing parking spaces as an extension of the road pavement. 13) Required only if part of a pedestrian/bicycle network. 14) Provide adequate road reserve width for widening of carriageway for future bus route if required. 15) Width may be reduced to 3.0 m where the laneway is signposted for one-way directional traffic. Public laneway geometry must accommodate a garbage vehicle. 16) Where services are to be provided in the verge, the verge must be widened to accommodate the service in the road reserve. 17) Notwithstanding the requirements specified for a road type, roads forming part of the major pedestrian network will require a 2.0 m wide footpath on one side of the street. The proposed path network for Googong is detailed in the Googong DCP and is indicated in Figure D1.4 below. 18) A Level of Service C must be provided in all streets, which may require road types and/or lane widths to be adjusted to accommodate the traffic volumes derived during traffic modelling of a subdivision release. 19) Maximum length of a straight public laneway section is 65 m – laneways greater in length must be offset to limit straights to this maximum length (see Figure D1.5). 20) For private access lanes shall be designed in accordance with specification D13 - Vehicular Access Design - Googong. 21) Where longitudinal drainage is required, the kerb must be provided with a gutter. 22) Service Road shall be designed as an Access Street or Local Street as applicable. 23) Pram crossings must be provided in the kerb at path crossing locations in accordance with ACT TAMS standard drawing DS3-02. 24) Parallel parking is the preferred method of on-street parking in public roads. Angle parking is generally not supported by Council in public roads and is subject to approval by the Local Traffic Committee. Use should be limited to streets with traffic volumes <2,000 vpd. For traffic volumes >500 vpd an auxiliary lane should be provided between the travel lane and the angle parking spaces. * Many elements are inter-related. Therefore variations from any particular recommended characteristic may require changes to others. (Derived from AMCORD) The application of the foot notes to the road type enhances the design to meet the traffic types and requirements that need to be applied. When considering these measures traffic generation and suitability of a road to become a functional reliable safe public asset needs to be taken into account. Councils development engineering section feel the applicant has not applied the required due process and consideration to the lane to meet the requirements for a public asset. If the applicant wants to proceed with a proposed public lane, the verge and reserve width must be reviewed and applicable treatments addressing Councils concerns must be addressed. The applicant seeks to justify the variation to these requirements within section 5 of the DCP and the D1 Design specification. **Applicants Justification:**	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*

GTPL has submitted a written justification dated 7 July 2016 as follows;

"The laneway has a minimum width of 3.3m and a geometry that allows for access by a garbage service vehicle. The laneway has a vpd count of 90.7. The minimum verge width is 1.85m. However the Googong Design specifications version 2 specifies verge minimum at 0.5m and notes that this needs to be widened if services are to be located within the verge. There are no services proposed in the laneway. This minor variation is considered acceptable. No parking has been provided in the laneway reserve. The laneway includes a 1.2m shared zone.

GTPL does not agree with Council's calculation of traffic generated by this development. In terms of estimating traffic generation Council's Design Specification states;

For single dwelling allotments apply traffic generation rate of 10 vehicles per day (vpd)/allotment (equivalent to approximately one vehicle per hour (vph) in the peak hour) unless a lower rate can be demonstrated. Lower rates can be applied to multi-unit dwellings based on rates provided in the RTA Guide to Traffic Generating Developments.

RTA Guide to Traffic Generating Developments for medium density development recommends the following (upper limit) generation rates

- *1BR Dwellings 4.4vpd*
- *2BR Dwellings 5.5vpd*
- *3BR Dwellings 7.2vpd*

In addition, in Councils assessment of DA 412 – 2015, Council advised that the following generation rates should be adopted for the calculation of traffic generated from an almost identical style of development.

- *1BR Dwellings 4.4vpd*
- *2BR Dwellings 5.5vpd*
- *3BR Dwellings 10vpd*

When these generation rates are applied to the development the total traffic generation is estimated to be as follows;

Superlot No	*Lot No*	*Dwelling description*	*Traffic Generation*	
			Council	*RMS*
1329	*1*	*3BR*	*10*	*7.2*
1329	*1A*	*1BR*	*4.4*	*4.4*
1329	*2*	*3BR*	*10*	*7.2*
1329	*3*	*2BR*	*5.5*	*5.5*
1329	*4*	*3BR*	*10*	*7.2*

GOOGONG DCP COMMENTS					*Complies (Yes/No)*
1329	*5*	*3BR*	*10*	*7.2*	
1329	*6*	*1BR*	*4.4*	*4.4*	
1329	*7*	*2BR*	*5.5*	*5.5*	
1329	*8*	*2BR*	*5.5*	*5.5*	
1329	*9*	*1BR*	*4.4*	*4.4*	
1329	*10*	*3BR*	*10*	*7.2*	
1329	*11*	*2BR*	*5.5*	*5.5*	
1329	*12*	*2BR*	*5.5*	*5.5*	
		Total	*90.7*	*76.7*	

Based on this assessment the total traffic volume is below Councils maximum of 100vpd and therefore in compliance with the DCP maximum traffic volume for a laneway.

In terms of geometric design we have amended the layout to ensure that a full 7m of pavement width is available from garage door to edge of laneway to allow adequate manoeuvring space for cars entering/exiting the garages in a single turn as requested by Council at our meeting of 2 June 2016. In addition we have included a kerb on the far side of the laneway to prevent cars from driving into the landscape zone as well as garbage bin pads within the landscape zone.

On 22 December 2016, GTPL submitted another written justification as follows;

"*The driveway access point for Lot 13 has been relocated to be from the laneway. This is clearly the preferable location for the garage to this lot.*

You letter contends that relocating the driveway to this location increased the traffic generation to 125 vpd. We understand that this is based on a generation rate of 5vpd for studio dwellings and 10 vpd for other lots.

RTA Guide to Traffic Generating Developments for medium density development recommends the following (upper limit) generation rates

- *1BR Dwellings 4.4vpd*
- *2BR Dwellings 5.5vpd*
- *3BR Dwellings 7.2v[d*

We continue to contend that it is perfectly reasonable to use the RTA figures for calculating traffic generation. The fact that these lots will be within walking distance of local shops, schools and sporting facilities support the argument for lower traffic generation rates. Using the RTA figures, and 10vpd for Lot 13, the total traffic generation rates for the laneway is 87vpd.

The assertion that traffic generated by from the village centre and school site will use the laneway is disputed. There is a comprehensive network of public streets

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
and footpaths that are far more attractive for use by vehicles and pedestrians than the laneway. The narrow entries to the laneway clearly identify it as a restricted, slow speed environment not meant, or attractive for, through traffic. *The laneway is designed in accordance with the DCP. The laneway is designed as a very slow speed environment for the very low volume of vehicles. There is no significant demand for pedestrian movements along the lane. The low number of vehicles and pedestrians using the lane can safely share the space without the need for a designated footpath as intended by the DCP description of the laneway function.* *It is our standing that Council has always preferred that the lanes be designed as one-way-traffic, and in fact the DCP states so. If Council would prefer that this lane be two-way traffic this could be easily accommodated by widening the narrow entries to the lanes. There is no reason emergency vehicles cannot access the lane. "* **Assessment of variation:** The variation is not supported as safety, operation, function and Councils interest are not served. Consideration of this public lane in its current design form, as previously shown throughout this report that the intent of Council policy and specifications have not applied in its entirety. The justifications used by the applicant to vary and reduce Council standards which induce risk. The applicant justifications do not justify reasoning in a researched documented format which does not correctly apply the hierarchy of design principles. The development control plan provides a guide for the applicant to determine what road would be applicable to the development and the controls surrounding that guide, specifically Councils design specifications as per section 5.2 of the DCP. The shared zone principle in road engineering perspective is functional on a private lane with very low local (residents) traffic movements, but cannot be applied to a public road in a residential street. Shared zones in public roads are a mixture of commercial operations and pedestrians. Roads and Maritime Services specifically addressed this issue for DA 412-015 at the April 27 2016 Local Development Committee meeting where it explained that public road shared zones were as described above and that RMS could not approve a regulatory speed limit or speed limiting treatments to such a development as proposed in a public residential laneway design.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
The applicant states that the development is unlikely to attract through traffic, evidence available from reference to road engineering and safety experts (local development committee) by Council contradict the applicant claims. Public infrastructure that is designed and constructed during a development must meet the LGA (Local Government Authority) requirements for geometric and safe design and must meet community expectations where public infrastructure is provided to meet its design life and intent. The main issues in regard to the laneway design for the development are but not limited to: 1. Resident Safety Resident will be required to access their rear lane as a pedestrian with not verge treatment for a foot path and bin pads will be located opposite each garage which creates a risk for the resident. 2. Public Safety The generation of traffic within this development site has the potential to attract outside inputs, these inputs from the school and to a less extent the village center pose a risk to public safety where school children may use the lane as a short cut going home, and parents may use the lane a parking while waiting for children after school. 3. Access for service vehicles and emergency vehicles. The selection of the correct design checking vehicle providing adequate radius to enter the lane and maneuver in the lane have not been adequately applied. A heavy rigid vehicle (Garbage Truck) would require a minimum lane width of 3.5m, the current design provides a 3.0m width. 4. Road Geometry The road geometry design specification has not been applied with it full merits an intentions in the design of a public lane. The public lanes being proposed differ only a small amount from previous private lane applications. 5. Potential traffic volumes Traffic generation of the site exceeds the parameters for a laneway, plus the influence of other developments in the area does not allow these calculations to be reduced, however if a lane was designed appropriately with adequate widths applied and verge treatments a lane could be functional with this traffic volume. 6. Use of the laneways (legal intent of motorists) The legal intent of motorist came into question on the use of a one way lane and that the 85th percentile to be applied where a motorist would 15% of the time choose not to conform to the posted road rules or speed limits.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
7. Public asset viability The development in its current format does not receive the support of Councils infrastructure division or development engineering as a viable public asset, the lane would produce an inherent risk to safety of the public and that Council would have to maintain an asset the is under designed for its use. The development would not be in the public's interest to be a public asset in its current form. Councils Design Quality Assurance specification (DQS) scope and objective requirements states: <u>Scope</u> The Specification refers to Engineering Design processes. Requirements which refer to the Concept Design of developments are generally covered in Council's Googong Development Control Plan (2010). The requirements of the Googong Development Control Plan (2010) are a prerequisite to the quality requirements for Engineering Design provided in this Specification (DQS). <u>Objective</u> This Specification aims to set standards and document requirements for the execution and recording of design processes in order that the infrastructure associated with any development is designed to be fit for service and of a standard reasonably maintainable when it is accepted by Council as a community asset. The applicant could review its design to provide pedestrian access in the lane on a formed 1.2m wide path, with kerb and gutter delineation this would be achieved by providing a wider road reserve. Alternative the applicant can withdraw the application as a public lane and Torrens title lots and submit a community title scheme development with a private lane without changing the lane design. It is not where the applicant previously applied for a public lane that exceeded the 100 vpd (vehicles per day) traffic generation guide it withdrew its application and resubmitted a community title proposal with private lane. QPRC sought independent advice for this development to test its outcome of the engineering referral that the site poses risk and traffic generation outside the parameters within the DCP and Design specifications. The advice received from McLaren Traffic Engineering confirms that Councils engineering referral is of a sound and consistent review of the proposed development. The main issues identified in the McLarens Traffic Engineering were;	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
1. That traffic generation exceeds the design specification 2. The design intent of a shared zone can only be approved by RMS and RMS do not support the laneways as shared zones. (APR 2016 LDC Meeting Minutes) 3. The mix of pedestrian and vehicular traffic has not been suitably justified and treatments not provided by the applicant and that a potential risk viable due to its traffic generation and location to adjoining development sites. 4. The lane exceeds the DCP length requirement of not exceeding 80m (83M) 5. Articulation from properties into the laneway require landscaping not exceeding 150mm to enable a compliant aisle width to be maintained, and no safety factor has been used in the design allowing for a 300mm clearance offset from the vehicle body. 6. The proposed design exceeds the requirement design length and maximum traffic generation, resulting in characteristics similar to that of an access street. This would require provision of two-way passing (6m carriageway width) and a dedicated footpath. 7. Given that the applicant seeks to dedicate the lane to Council without appropriate justification through appropriate traffic engineering processes, Council can only reject the application. The views of the consultant reflect those of Council.	
5.8 – Local Street — Laneway Design Objectives: *1) Laneways within Googong may be either part of the public road network or private laneways forming part of a community title development.* *2) The design intent for either type of laneway is to promote a shared zone with pedestrians, allowing vehicular traffic only for access to garages/parking spaces and is to incorporate a change in materials and or kerb cuts to provide differentiation to other vehicular streets.* *3) Typical laneway treatments are shown in Figure 7. They are also to have a maximum length of 80m (this length is reduced to 60m for "gun barrel" laneways), to be sign posted for low speeds and no parking is permitted.* *4) The laneway must be designed to cater for the design traffic that is likely to use the laneway, particularly with regard to delivery vehicles in commercial areas.*	No

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Laneways within the Googong Township may be either public or private. The subject proposal includes a public laneway (one way street) with access off Helen Street only. This application for small lot housing is the third application to proposed public laneway within a Torrens title subdivision. The proposed public laneway is not connected to another laneway. The proposed public laneway will connect to the existing Helen Circuit and looping around too Helen Circuit and will therefore form a part of the existing street network, i.e. will provide access to the rear loaded garage/carports of the 13 proposed dwellings within this application and include garbage collection within the verge and laneway. The proposed laneway will become a public asset and public liability and asset fit for service requirements are of main concern. The proposed laneway has a length of 88m which exceeds the maximum length of a public laneway as mentioned in subclause (3) above. This is a variation to Council DCP. The applicant seeks to justify the variation to this requirement as follows: **Applicant's Justification:** *The proposed public laneway has a length of 84m due to the overall section depths and is staggered to minimise the straight length to 67m. This laneway represents the most effective and direct route through the lot.* *It is considered that the design and length of the laneway at 84m is acceptable as it is generally consistent with the objectives and controls of the GDCP and Googong Design Specification. In particular the design:* • *Provides safe and convenient access to all allotments and for all service vehicles* • *Promotes activation and safety with landscaping providing pedestrian refuges thereby activating the space and carports and fencing enabling casual surveillance of the laneway in addition to the studio dwellings* • *Provides no opportunities for concealment with landscaping selected to accordingly and configuration minimising any areas that could be used for unintended uses* • *Complies with the minimum carriageway and reserve width requirements* • *Provides a visually acceptable streetscape through landscaping, articulation and setbacks along the length of the laneway.* On 22 December 2016, GTPL submitted an additional written justification as follows; *In response to your concern and to further reduce any gun barrel affect along the laneway the design has been amended to provide a significant kink at the northern end of the laneway. This reduces the longest straight within the laneway to about*	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
55mm in compliance with the DCP. This kink also allows the introduction of a landscape zone on the sightline of the lane at the northern end thus visually closing off the laneway. In conjunction with this change to the laneway the garage setback of Lot 2 has been reduced from 1m to zero whilst the carport setback for Lot 3 has been changed from zero to 1m. This change provides for more area for vehicles to manoeuvre adjacent Lot 3. The length of the laneway reserve is 83m and is therefore only slightly greater than the 80m requirement of the DCP. **Assessment of Variation:** The proposed laneway has a length of approximately 88m which exceeds the length of proposed lanes in the DCP (80m maximum). Based on the submitted site plan, the length of the laneway was reduced to less than 60m on one side to reduce the gun barrel affect (slight bend/kink) but not on the opposite side (on garages/carport side). This is a variation to Council's DCP. The proposed laneway contains decorative paving at each entry and in the pavement and is slightly staggered at the both entrances of Helen Circuit to break up the laneway surface. There are also some staggering effects with the build-up of various landscaping widths and articulation and setback of carports and garages within the laneway. The pavement is straight till lot 13 where a distinct curve has been designed to allow for a better lot shape for lot 1 and reduces the gun barrel affect. However the lanes geometry is more suited for a private lane, the geometry and its shape treatments accesses meet AS 2890 requirements, but do not address adequately Councils D1 specification. It is noted that the geometry of lanes in Googong have not varied greatly from private lane designs, whilst both standards are poles apart with their requirements. Controls for public laneways are listed below: a) *Public laneways are to have a carriageway of 3.0m, must allow for garbage service vehicles and medium rigid trucks and are to be signposted as one-way. A minimum road reserve width of 6m is required where a 0.5m rear setback is provided.* The largest vehicle to use on a road when a design is being determined is called a checking vehicle, this vehicle swept path is applied to intersections and lane width to ensure the geometry of the road is sufficient with adequate radius bends and sufficient lane widths. It is proposed that medium rigid trucks and garbage trucks are to use the lane, the garbage truck being a heavy rigid vehicle should be the vehicle applied to the road geometry.	

	GOOGONG DCP COMMENTS	*Complies (Yes/No)*
	The lane is 3.3m wide at entry and exit with a 7 m wide road reserve for access for cars and heavy rigid vehicles for garbage collection within the lane from bin pads. Normal width for a heavy ridged truck in the design process is 3.5m. The width of the traffic lane in the proposed lane is narrow for the proposed checking vehicle. The lane would be required to be one way and sign posted accordingly.	
b)	*Where no rear setback is provided a minimum road reserve of 7.0m is required. Any above ground structures, trees or landscaping in the laneway shoulder must be located to allow vehicles to enter garage doors in accordance with Figure 5.4 of AS/NZS 2890.1 – 2004. Public laneway must connect to a public street at each of its ends and not to another laneway.* The laneway road reserve is between 7.0m – 9.5m. The proposed landscaping does not impede vehicle manoeuvrability. All vehicles can enter and exit the proposed garage and carport. The mixture of garages and carports with varying setbacks provide articulation the proposed laneway.	
c)	*The public laneway should be offset from one another at a street junction and any staggering must allow for use by small rigid trucks.* The proposed laneway has a length of approximately 88m which exceeds the length of proposed lanes in the DCP (80m maximum). Based on the submitted site plan, the length of the laneway was reduced to less than 60m on one side to reduce the gun barrel affect (slight bend/kink) but not on the opposite side (on garages/carport side). This is a variation to Council's DCP. The proposed laneway contains decorative paving at each entry and in the pavement and is slightly staggered at the both entrances of Helen Circuit to break up the laneway surface. There are also some staggering effects with the build-up of various landscaping widths and articulation and setback of carports and garages within the laneway. The pavement is straight till lot 13 where a distinct curve has been designed to allow for a better lot shape for lot 1 and reduces the gun barrel affect. However the lanes geometry is more suited for a private lane, the geometry and its shape treatments accesses meet AS 2890 requirements, but do not address adequately Councils D1 specification. It is noted that the geometry of lanes in Googong have not varied greatly from private lane designs, whilst both standards are poles apart with their requirements.	

<table>
<tr><th>GOOGONG DCP COMMENTS</th><th>Complies (Yes/No)</th></tr>
<tr><td colspan="2">Part 7 – Small Lots, Studio Dwellings, Dual Occupancies, Multi Dwelling Housing and Residential Flat Buildings</td></tr>
<tr><td>Part 7 contains development objectives and controls for small lot housing on lots between 130m^2 and 330m^2 and studio dwellings. Each dwelling is listed below.

<table>
<tr><th>Lot No.</th><th>Lot Size</th><th>Description</th></tr>
<tr><td>1 & 1A</td><td>424m²</td><td>Two storey dwelling house and Studio dwelling above garage</td></tr>
<tr><td>2</td><td>297m²</td><td>Two storey semi-detached dwelling</td></tr>
<tr><td>3</td><td>170m²</td><td>Two storey attached dwelling</td></tr>
<tr><td>4</td><td>170m²</td><td>Two Storey attached dwelling</td></tr>
<tr><td>5</td><td>170m²</td><td>Two Storey attached dwelling</td></tr>
<tr><td>6</td><td>132m²</td><td>Single Storey attached dwelling</td></tr>
<tr><td>7</td><td>189m²</td><td>Two Storey semi-detached dwelling</td></tr>
<tr><td>8</td><td>189m²</td><td>Two Storey semi-detached dwelling</td></tr>
<tr><td>9</td><td>132m²</td><td>Single storey attached dwelling</td></tr>
<tr><td>10</td><td>170m²</td><td>Two storey attached dwelling</td></tr>
<tr><td>11</td><td>170m²</td><td>Two storey attached dwelling</td></tr>
<tr><td>12</td><td>170m²</td><td>Two storey semi-detached dwelling</td></tr>
<tr><td>13</td><td>371m²</td><td>Residue lot</td></tr>
</table>
Relevant controls are discussed below with reference to Part 7 and the DCP's Table 1 – Small Lot Housing.</td><td>Yes</td></tr>
<tr><td>7.2 Streetscape

Objectives of clause 7.2:
1) To promote new development that is of a scale and architectural quality which contributes to the existing and future desired built form and character of the various areas of the new township of Googong as envisaged in the Master Plan.
2) To ensure that new development is sensitive to the landscape setting and environmental conditions of the locality.

Controls

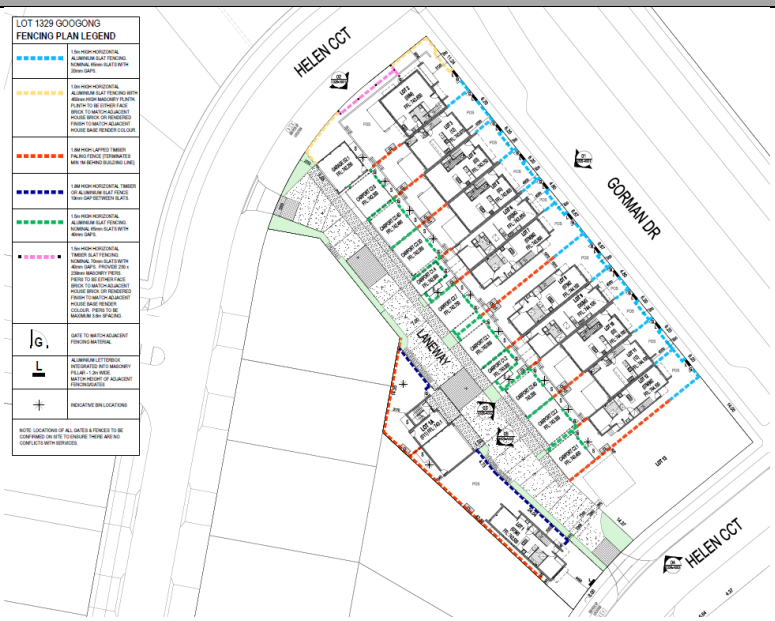
a) Development shall be generally in accordance with the neighbourhood Structure Plan.

The neighbourhood structure plan, which envisages small lot housing development that is in close proximity to the neighbourhood centre. The proposal is consistent with the Neighbourhood Structure Plan.</td><td>Variation – proposed fences - supported</td></tr>
</table>

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
b) A mixture of compatible materials have incorporated into the design to create attractive and cohesive streetscapes. A mixture of compatible materials have been incorporated that increases the attractiveness and cohesion of the small lot housing within the streetscape, these include: • Brick, • Timber cladding, • Feature stone cladding, • Colorbond, and • Rendered finishes. *c) Building setbacks, walls on boundary and garage door widths to comply with requirements of Table 1.* Refer to Table 1 below for detailed assessment of these matters. *d) On corner sites the façade treatment should address both street frontages in order to promote a strong and legible character while maintaining sight lines.* There are three proposed lots on the corner of Gorman Drive, Helen Circuit and public laneway including a residue lot (proposed lot 13). The proposed dwellings on these corner lots (lots 1 and 2) incorporate treatment that addresses both frontages these are: • Mixed materials (brick/timber/colorbond, rendered finishes etc) • Vertical/ horizontal panelling contrasting which contrasting with sections of block colours, • Articulation zone, • Articulated sections, and • A mixture of colours (grey, white, black and brown etc). *e) Fencing should be designed to provide a clear distinction between private and public space and to encourage casual surveillance of the street.* *f) Fencing should be consistent with the established style and pattern of fences in the locality.* *g) Elements such as fences, walls, hedges, level changes and landscaping or a Façade treatment to address both streets combination of these elements are to define the front boundary.* *h) Where front fences/walls are used they are to be a maximum height of 1.2m to the primary street frontage.*	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
i) Front fencing is to be predominately open in design, such as picket fences, hedges or palisade style fencing. *j) Maximum height of fences to secondary street frontage is 1.8m. A fence on a secondary street frontage that is 1.8m must not extend more than 50% of the lot depth. Fences to secondary street frontage that extend beyond the 50% lot depth are considered to be front fencing and have a maximum height of 1.2m.* k) *Side fences between residential lots are to start at least 1m behind the primary building frontage of the dwelling.* The submitted landscape plans define the public/private space with plantings and the following fencing types. See figure 1 below: o 1.0m high horizontal aluminium slat fencing with 450mm high masonry plinth to front and side corner of a dwelling on Lot 2. o 1.5m high horizontal timber slat fencing (70mm slats with 40mm gaps) to the side property boundary of dwelling on lot 2 facing Helen Circuit (secondary frontages). 1.5m fence does not extend beyond the 50% lot depth (approximately 41.4% proposed) and it is less than 1.8m requirement. o 1.5m high horizontal aluminium slat fencing (65mm slats with 20mm gaps) to the primary frontage of dwellings facing Gorman Drive and forward of the building line of those dwellings, to screen the PPOS areas. The gaps between slats will allow for natural surveillance to/from the road. See assessment of variation below. o 1.5m high horizontal aluminium slat fencing (65mm slats with 40mm gaps) to internal side boundaries of dwellings 3 – 12 between each carport/garage towards the laneway. o 1.8m high lapped timber paling fence to internal side boundaries of dwellings 2 – 12 (1.0 metre behind the front building line of dwellings 7, 8 and 12) and to the side and rear boundaries of dwellings 1 and 1A. o 1.8m high horizontal timber or aluminium flat fence with 10mm gap between slats to internal laneway side boundary for Lots 1 and 1A. **Variation – front and side fences forward of the building line of dwellings on lots 2 – 12.** Clauses (h) and (i) above state that the maximum height of the front fence is 1.2m high and is to be predominately open in design. Clause k states that side fences	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
between residential lots are to start at least 1m behind the primary building frontage of the dwelling. The proposed part of the front fencing and side corner of dwelling 2 will be consistent with the established pattern as it will be 1m in height and will be open style (gaps between slats). However the front fencing including the side fence forward of the building line of dwellings 2 (part of front boundary) and dwellings 3 – 12 is 1.5m high. This is a variation to the DCP. The proposed variation is supported for the following reasons: • The proposed front fencing is open style and is unlikely to result in any negative visual impact to the streetscape. Additionally soft landscaping is provided in front of the fence to reduce the visibility and impact of the 1.5m fence to the streetscape. • The fencing provides a clear definition of the boundaries including the primary front courtyard of each property and is consistent with the traditional character of terrace housing; and • The open style fence will provide suitable natural surveillance to/from properties to/from the road as 1.5m high fencing is below adult eye height when standing. • The fencing provides a good level of privacy to PPOS and living room windows. • This specific variation has been supported previously for dwellings on corner lots within terrace style small-lot housing developments in Googong for the same reasons.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
 *Figure 3 – Proposed fencing*	
7.3 Streetscape – Public and Private Laneways **Objectives:** *1) To ensure that laneways are constructed in a manner which promotes activation and safety through regular use and both active and passive surveillance.* *2) To provide development that is of a scale and architectural quality that contributes to the laneways' streetscape.* *3) To provide a visually acceptable streetscape through landscaping, articulation and setbacks along the laneways and through limiting laneway length.* *4) To ensure the laneway's use as a service corridor is not compromised by a design which encourages inappropriate, unsafe parking, encourages the erection of obstructions or otherwise prevents the passage of service and resident vehicles.*	No

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
5) To provide vehicular access to the rear or side of lots where front access is restricted or not possible, particularly narrow lots where front garaging is not permitted. *6) To reduce garage dominance in residential streets.* *7) To maximise on –street parking spaces and landscaping in residential streets.* *8) To facilitate the use of attached and narrow lot housing.* *9) A continuous run of studio dwellings or small lots along the lane is to be avoided, as it changes the character, purpose and function of the lane.* The proposal does not satisfy the objectives (1) and (4) above as the proposed public laneway as submitted is not considered well designed as it does not provide for a suitable and safe vehicular access and vehicle manoeuvrability. The proposed public laneway does not achieved the Engineering Design specifications, the numerical requirements specified within the Googong Development Control Plan Part 4 or 5 or the general design requirements for public roads. Also the proposed development on site generates 125 vpa which is greater than the maximum traffic generation of 100 vpa allowed for a public laneway and is likely to generate greater traffic impact within the development and locality which will impact on the functions and safety of the roads in the area particularly Gorman Drive. The proposed narrow public laneway without any treatment such as footpath will give rise to increased conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway and does not promote a walkable neighbourhood and sense of community. Without a satisfactory vehicular access the proposal does not provide a good amenity for the residents and housing needs and is likely to generate traffic impact on the development and locality. The current design of the laneway is not a good long term design outcome for the site given the traffic generation brought by the existing and future development in the vicinity to the surrounding street network including the subject site. **Controls:** *a) Laneways shall be limited in length as provided in Section 5.0 of this DCP and constructed with decorative elements in the pavement to break up the laneway surfaces.* *b) Laneways in adjacent housing blocks shall not be continuous over access streets to prevent the appearance of long, gun barrel laneways unless appropriate measures such as using staggered laneways are taken to eliminate the gun barrel effect.* The proposed laneway has a length of approximately 88m which exceeds the length of proposed lanes in the DCP (80m maximum). Based on the submitted site plan, the length of the laneway was reduced to less than 60m on one side to reduce the gun barrel affect (slight bend/kink) but not on the opposite side (on garages/carport side). This is a variation to Council's DCP.	

	GOOGONG DCP COMMENTS	*Complies (Yes/No)*
	The proposed laneway contains decorative paving at each entry and in the pavement and is slightly staggered at the both entrances of Helen Circuit to break up the laneway surface. There are also some staggering effects with the build-up of various landscaping widths and articulation and setback of carports and garages within the laneway. The pavement is straight till lot 13 where a distinct curve has been designed to allow for a better lot shape for lot 1 and reduces the gun barrel affect. However the lanes geometry is more suited for a private lane, the geometry and its shape treatments accesses meet AS 2890 requirements, but do not address adequately Councils D1 specification. It is noted that the geometry of lanes in Googong have not varied greatly from private lane designs, whilst both standards are poles apart with their requirements.	
c)	*No more than 1 in 4 dwellings (excluding street corner lots with studio dwelling at the lane entry) are to be studio dwellings.* One studio dwelling (Lot 1A) is proposed as part of this application for a total of 13 dwellings.	
d)	*Straight layouts across the blocks are preferred for safety and legibility, but the detailed alignment can employ subtle bends to add visual interest and avoid long distance monotonous views, subject to meeting the minimum construction requirements for turning paths.* Proposed lots 3 to 12 present as a straight rectangular layout, while Lots 1 and 2 have a slight bend to avoid a long monotonous view and provide visual interest to the streetscape. The proposed laneway is straight for most of its length with landscaping, varying treatments and widths to provide visual interest and avoidance of monotonous views.	
e)	*Rear fences to laneways shall be constructed so that they are a minimum 50% transparent material to improve surveillance of the laneway.* Fencing is proposed for a small section that will be facing the laneway and towards the side of lots 1, 1A and 2. These fences are proposed to have a height of 1.0m and 1.8m, with horizontal aluminium/timber slats with 10mm gaps (for 1.8m high fence). This fencing adheres to the requirements of this clause.	
f)	*Articulation of building forms and fencing shall be interspersed with drought resistant soft landscaping to improve visual amenity. An area shall be provided on each laneway frontage to plant at least one medium sized tree. Landscaping treatments with pavers, gravel or similar hardstand materials is not acceptable.*	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Building form to the laneway has been sufficiently articulated and consists of a mixture of garages, carports and a studio dwelling and incorporates a mix of material to provide visual interest. A satisfactory landscaping plan has been provided which incorporates sufficient space for the provision of medium/small sized trees at either side of the entrance/exit to the laneway and between lots 1 and 1A, 3 and 4, 6 and 7, 7 and 8, 9 and 10 and 11 and 12. This will assist in softening the appearance of the built form to this laneway. The landscaping proposed between these lots has not been specified, the plans will be red amended to specify that this landscaping is required to be drought resistant. Furthermore, the building form consists of open and solid forms (garages and carports) within this façade that also assist with articulating this façade. g) *Laneways shall be provided with street lighting.* Lighting plan showing suitable lighting within the public laneway has been submitted as requested under approved DA 71-2016. *h) The minimum garage doorway widths for manoeuvrability are 2.4, (single and 4.8m (double).* A single garage for a studio dwelling on Lot 1A and 2 double garage for dwellings on Lots 1 and 2 are proposed with this application and they comply with the 2.4m (single) and 4.8m (double) doorway width requirement. The remaining lots being Lots 3 – 12 consist of single and double carports with a mixture of no doorways and panel lift doorways. The proposed lots with panel lift doorways (Lots 4, 5 and 10) comply with the 4.8m requirement for the doorways. *i) The configuration of the laneway, associated subdivision and likely arrangement of garages arising from that subdivision should create ordered, safe and tidy laneways by designing out ambiguous spaces and unintended uses such as casual parking, the storage of trailers, bin stacking etc.* The configuration of the laneway and associated subdivision and garage arrangements does not provide opportunities for unintended uses and is considered to be an orderly development of the site.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
A 500mm – 3.1m setback to the studio dwellings from the public laneway is to allow for the required balcony to be constructed within the allotment (overhanging the garage below). This area is unlikely to be used for casual parking as it is too narrow, is impeded by columns supporting the balcony. It is also unlikely to be used for storage et cetera, as this area is required to gain access to the garages and the studio dwelling itself. *j) Passive surveillance along the laneway from the upper storey rooms is encouraged.* Suitable passive surveillance opportunities have been created to the laneway from the proposed studio dwelling as well as from rear facing windows of two storey dwellings fronting Gorman Drive and dwelling on Lot 1 fronting Helen Circuit. *k) Ground floor habitable rooms on laneways are to be avoided unless they are located on external corners (laneway with a street) and face the street to take advantage of the residential street for an address.* No ground floor habitable rooms are "on" the laneway. Note: It is assumed that this control refers to parts of the ground floor of dwellings that have a zero setback to the laneway.	
7.4 Building Form and Design **Objectives:** *1) To ensure that the bulk, scale and height of proposed development provides good neighbour amenity and maintains an appropriate residential character.* *2) To ensure that adequate sunlight access and ventilation for living areas and private open spaces of new and neighbouring dwellings is provided for.* *3) Provide quality architecture through richness in detail and architectural interest and complementary to the particular Precinct within Googong.* *4) Support the development of the town and neighbourhood centres of Googong as a separate rural town settlement.* *5) Provide legibility of building function.* *6) Maintain pedestrian scale in the articulation of details on lower levels.* *7) Ensure that balconies are integrated into the overall architectural form and detail of residential buildings and contribute to the safety and liveliness of the street by allowing for casual overlooking and address.*	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
8) Establish a high quality residential environment where all dwellings within residential buildings have a good level of amenity. *9) Encourage the development of mixed residential/commercial developments in the town and neighbourhood centres within easy walking distance to public transport.* *10) Ensure that design of mixed use developments maintains residential amenities and preserves compatibility between uses.* *11) Encourage façade articulation of individual buildings to enhance the streetscape, such as highlighting front entries to give the building a sense of address.* The proposed dwellings adequately address the streetscape with modulated building forms and articulated facades. Dwellings with 2 frontages appropriately address primary and secondary frontages and also well-articulated. The bulk, scale and height of the proposed dwellings provides good neighbourhood amenity and maintains an appropriate residential character. The proposed dwellings have been designed taking into account the changes in topography within the parent superlot and have provided adequate ventilation and shading to living areas and private open spaces. All dwellings comply with their accompanying BASIX certificates. The proposed studio dwelling is located at the rear of the lot that have access from a rear lane. The proposed studio dwelling has a wide overhanging balcony facing the laneway. This is within the lot boundary and is unlikely to create an overly wide lane or ambiguous space. This cavity underneath the balcony is unlikely to be used for casual parking as it is too narrow, or access is impeded by columns supporting the balcony and adjoining landscaping. It is also unlikely to be used for storage as this area is required to gain access to the garages and studio dwelling above the garages. Studio dwelling has a living area window and balcony overlooking the laneway to provide adequate natural surveillance to this area. Large expanses of blank walls have been avoided and no 'glass box style' buildings are proposed. Balconies, awnings/porch and mixed use of materials and colours have been used to break up the blank walls within the development. Articulation zone has been provided to each dwellings and nothing encroaching more than 1.5m into the minimum front setback of the lot. However some of the articulation zone widths are greater than 60% allowed which is a variation to Council DCP. The maximum encroachment is 82.9% for Lots 4, 5 and 10. This variation has been addressed in Table 1 below. All building entries are clearly defined using a combination of modulated walls, awning/porch and a variety of external materials, textures and colours.	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
The roof forms of the proposed dwellings are predominantly pitched hip, with some gables, skillions and parapets. There are no 'strong' colours proposed and the use of black (or dark charcoal colours) is minimal – (Refer to the submitted Streetscape Plan for an overview). The studio dwelling is built over rear garages. A separation of 14.55m between the upper level of the studio dwelling (1A) and the upper level of the principal dwelling on lot 1 has been achieved which exceeds the 5m requirement specified in this clause.	
7.5 Height and Floor Space Objectives: *1) To promote a mix of housing and to control the scale of development to promote a low to higher density residential environment.* Refer to assessment under the QLEP 2012 (Clauses 4.3 and 4.4).	Yes
7.6 Privacy and View Sharing *Objectives:* *1) To provide visual and acoustic privacy in residential dwellings and associated private open spaces.* *2) To maximise opportunities for view sharing.* The two storey dwellings have been appropriately designed and located to ensure that there are no direct views into private open space or sensitive areas of adjoining dwellings. Two storey dwellings primarily have windows overlooking the frontage of the allotment and the laneway to the rear, assisting in providing passive surveillance of these areas. The two storey dwellings have low activity rooms or non-habitable rooms on the first floor. The rooms on the first floor of these dwellings consist of bedrooms, bathrooms and a study nook. All of these rooms have windows overlooking their own individual private open space, resulting in views from these windows to be oblique, therefore minimising any privacy impacts on the neighbouring private open space(s). Also most of the dwellings are designed to have non-habitable rooms such as bathroom and laundry facing the adjoining lots which will minimise the overlooking issues. Other design measures have also been incorporated to minimise privacy impacts on neighbouring private open space areas from first floor windows, these include high sill windows, and for the study nook for dwelling house on lots 3 and 11 a blade wall of 1.2m long protrudes past this window to reduce any direct outlooks from this room. Furthermore, separation of more than	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
14m has been provided between lot 1 and 1A upper level in conjunction with vegetation to reduce direct outlooks of the private open space of lot 1. Additionally, separation of 3.94m has been provided between dwellings on Lots 7 and 8 to reduce the overlooking issue. The dwellings on Lot 6 and 9 are single storey. Any views from the windows or patio areas will be reduced by the 1.8m side boundary fencing. The two storey dwellings have been appropriately designed and located to ensure that there are no direct views into private open space or sensitive areas of adjoining dwellings. The two storey dwellings proposed on lots 3 - 5 and Lots 10 – 11 are built on the zero lot line for both boundaries, with windows on the first floor flush within this elevation. This design prevents direct outlooks between habitable rooms, as it prevents any physical ability to view the neighbouring habitable windows. The combination of the dwellings being built on the zero lot line and having windows on the first floor at right angles to the boundaries, result in views from these windows being obscured, preventing direct outlooks that would impact on privacy. Lots 2, 7, 8 and 12 also have a one boundary on the zero lot line resulting in the first floor rooms, being prevented from having views of the habitable rooms of their neighbouring dwellings. These views are prevented as the windows on the first floor will be flush with the southern façade. This prevents the possibility of views of the habitable rooms. All of these design measures reduce overlooking of neighbouring private open space areas and thus complies with the requirements of this clause. The proposed development contains a mixture of single and two storey buildings and is considered unlikely to result in any significant view loss to any adjoining property. This clause also states that noise sources such as air conditioners, exhaust fans and like shall be sound insulated or located clear of bedrooms and the like. The proposed plans do not identify the location of air conditioners exhaust fans and the like. Based on the design, there is adequate space on site to locate such items clear of bedrooms and the like. The installation of such items would need to comply with the State Environmental Planning Policy (Exempt and Complying Developments Codes) 2008.	
7.7 Safety and Security *Objectives:*	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
1) Maximise personal and property security for residents and visitors by ensuring siting and design of built form and open space are planned to facilitate casual surveillance to decrease the opportunity for crime. *2) Ensuring the community will utilise the streets, open space and other areas of the public realm with a perception of community safety.* This clause has been addressed under Part 2.9 of the QDCP 2012 – Safe Design.	
7.9 Pedestrian Access and Building Entries *Objectives:* *1) To promote developments which are well connected to the street and contribute to the accessibility of the public domain.* *2) To ensure that all users of developments, including people with strollers, wheelchairs and bicycles, are able to reach and enter shop, office, apartment, other use areas, and communal areas via minimum grade ramps, paths, access ways or lifts.* Pedestrian and vehicle access ways of all dwellings are not separated and not clearly distinguishable. Vehicle access of all dwellings is from the proposed laneway. Based on the supporting document submitted on 22 December 2016, the driveway access point for Lot 13 (residue lot) has been relocated to be from the proposed pubic laneway as well which will increase the traffic generation for the proposed laneway. The proposed studio dwelling is accessed separately from the principal dwelling through a stairwell attached to the ground floor single garage onto the lane. Pedestrian access of studio dwelling 1A is from the rear laneway. The lot 1A dwelling does not have a formed footpath or distinguishable delineated area for residents or visitors to travel upon in the lane. The proposed studio dwelling is rear loaded and vehicular access is from the rear laneway. The lane without adequate verge treatments accounted for as part of Councils engineering design specification has pedestrians using the lane without adequate treatment, the shared use concept immediately puts all the risk onto Council for the free safe movement within the lane. With the proposed traffic generation, external traffic inputs and geometry of the lane it delivers a design not in the interest of Council as a public asset. The development site is located in close proximity to a future neighbourhood centre. However without a suitable footpath along the proposed narrow laneway	No – Pedestrian access

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
that will connect the site to a network of footpaths in the area, the proposal does not promote a walkable neighbourhood and sense of community. The proposal does not satisfy the objectives above. The entrance of all dwellings is visible from the public street and laneway and clearly defined. Dwellings have been designed to provide a sense of ownership. A condition of consent (if granted) will be imposed requiring the dwellings to be clearly identified by a street number to enable easy identification.	
7.10 Principal Private Open Space and Landscape Design Objectives: 1) *Landscape design shall optimise useability, privacy, equitable access and respect for neighbour's amenity as well as providing areas for deep soil planting.* 2) *Provide sufficient open space for the reasonable recreation needs of residents.* 3) *Allow northerly aspect into the principal private open space of new residential buildings.* 4) *Provide for landscaping that is low maintenance in the long term without long term reliance on watering systems.* 5) *Private open space shall provide a pleasant outlook* This clause states that the principal private open space is to be located behind the building line to the main street frontage, is oriented to the north where possible and is directly accessible from and adjacent to a habitable room other than a bedroom. For studio dwelling the principal private open space shall be in the form of a balcony, directly accessed off living space, having a minimum size of $12m^2$ with a minimum dimension of 2m. It must be north facing where possible with a minimum of 3 hours solar access between 9am-3pm on 21 June. The principal private open spaces for the dwellings on lots 3 -12 do not comply with the requirement above as they are located forward of the building line to the main street frontage (facing Gorman Drive). However they comply with other requirements as they are oriented to the north/north-east and are directly accessible from a habitable room being the living area and comply with minimum dimension/size requirements. PPOS of the dwelling on Lots 1 and 2 comply with the above requirement as they are located behind the building line to the main street frontage (Gorman Drive and Helen Circuit), are oriented to the north and is directly accessible from a habitable room being the living area. The proposed studio dwelling is provided with a balcony directly accessed off a living area with a northern orientation. It has a minimum dimension of 2.5m and	Variation - supported

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
an area more than 12m^2 and receives at least three hours of solar access between 9am and 3pm on 21 June. On 13 April 2016 Council at its meeting supported the following recommendations to guide Council Assessing Officers and the developer to assess future small-lot housing development on the remaining undeveloped super-lots within the Additional Development Area (ADA) of Neighbourhood 1A. *a) Due to the noise impacts from Gorman Drive, any dwelling with PPOS proposed forward of the building line on a lot with frontage to Gorman Drive should be provided with a secondary area of private open space behind the building line that meets the minimum dimensions prescribed in the Googong DCP. This will mean that the affected dwellings will be provided with a functional secondary POS area that will be afforded greater acoustic privacy than the principal POS and, except for a period during mid-winter, will receive adequate amounts of solar access;* *b) Applications that propose PPOS forward of the building line should include shadow diagrams that show the length of time within the calendar year that the secondary POS behind the building line does not receive the minimum required solar access.* *c) The design must ensure that any overlooking into PPOS forward of the building line from within the development is avoided; and* *d) Consideration needs to be given to the cumulative impacts on the Gorman Drive streetscape from front fencing that is higher than 1.2m and less than 50% transparent. Visual impacts may be mitigated by such measures as the use of varying materials and varying heights.* The applicant has submitted a variation request, stating that; *"North-facing lots provide opportunities for higher-than-average solar access to the front of dwellings. North-facing lots struggle to achieve the required levels of solar access to PPOS, when the open space is located at the rear of the dwelling or behind the building line. Locating PPOS behind the building line on north-facing lots and achieving the required levels of solar access to PPOS is not achievable without significantly widening the lots which prohibits the ability to propose and deliver smaller lots housing in the designated ADAs. The location of the PPOS is largely driven by the orientation of Gorman Drive which is set by topography and connectivity, and is defined in the approved structure plan and DA's. It is also noted that the requirement to restrict direct vehicular access to dwellings from Gorman Drive creates the opportunity for ample useable open space at the Gorman Drive frontage. Positioning the PPOS forward of the building line in north facing lots with the exception of Lot 1 also contribute to the architectural variety of the streetscape through well-designed fencing and landscaping. It is recognised that the provision of PPOS forward of the building line presents a challenge for privacy. This is however, proposed to be addressed through a variety of measures*	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
without adversely impacting on the streetscape or for occupants. These measures include: • *Well-designed fencing that does not dominate the street;* • *Limiting fencing to a maximum height of 1.5m (eye height) (this exceeds the DCP requirements of maximum of 1.2m) whereby occupants, if seated, have complete privacy but when standing, have the opportunity to provide surveillance to the street; and* • *Landscaped hedges that work with the fencing to give visual privacy and softening of the streetscape. "* Gorman Drive is a busy road with high volume traffic per day. Undeniable that the Gorman Drive will generate noise impacts on the dwellings facing Gorman Drive. Variation to this clause in relation to the location of the principal private open space for the dwellings on lots 3-12 located forward of the building line is supported for the following reasons: a) It is impossible to provide the PPOS behind the building line that will receive adequate natural sunlight during mid-winter given the orientation of the allotments which resulted from the subdivision of the parent lot. All PPOS forward of the building line comply with the size, orientation and solar access mentioned above. b) Functional secondary POS areas have been provided behind the building line of the affected dwellings that act as an extension to the living area. Secondary POS areas have greater acoustic privacy than the principal POS. c) The development have been appropriately design to minimise any overlooking into PPOS forward of the building line from within the development. The dwellings have been designed to have low activity rooms or non-habitable rooms on the first floor, for dwellings 3, 4, 5, 7,8,10, 11 and 12. The rooms on the first floor of these dwellings consist of bedrooms, bathrooms and a study nook. All of these rooms have windows that will face directly to the north overlooking their own individual private open space, resulting in views from these windows to be oblique, therefore minimising any privacy impacts on the neighbouring private open space(s). Balconies have been provided with privacy screens to minimise the privacy impact. d) Maximum 1.5m high see-through fencing has been provided at the front boundary and around the PPOS areas facing Gorman Drive. The proposed see-through type fencing with landscaping within the courtyard areas will provides visual interest and complement the existing and desire future streetscape. As mentioned above, the applicant is required to submit shadow diagrams showing the length of time within the calendar year that the secondary POS (SPOS) behind the building line does not receive the minimum required solar	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*

access. The new shadow diagrams showing the minimum solar access to at least 50% of the secondary POS of dwellings on Lots 3 – 12 between 9am and 3pm have been submitted and summarised in tables below.

1. Shadow diagrams between 1st February – 1st November

Dwelling (s)	Solar access received to 50% of Secondary P
3, 4, 5, 10, 11, 12	4 hours
6, 7, 9	2 hours
8	3 hours

2. Shadow diagrams between 15 April – 15 September

Dwelling (s)	Solar access received to 50% of Secondary POS
3, 4, 5, 8	3 hours
6, 7, 11, 12	2 hours
9	1.5 hours
10	2 hours to less than 50% of secondary POS

Based on the tables above, some SPOS received 4 hours sunlight and some received less than 3 hours sunlight to 50% of the SPOS and some dwellings received between 1 – 2 hours sunlight to less than 50% of the SPOS as shown on Table 3 above. This is a variation to the Council Resolution on 13 April 2016. This variation is supported for the following reasons:

a) Dwellings on lots 3 – 12 have been provided with a PPOS area that received more than 3 hours sunlight, comply with the size and orientation which meet the requirements in the DCP. This SPOS is an additional area to the PPOS.
b) The proposed SPOS will function/act as an extension to the living area and have greater acoustic privacy than the principal POS regardless the lack of the sunlight.
c) Given the orientation of the lots resulted from the approved subdivision of the parent lot, it is impossible to provide all private open space behind the building line that receive more than 3 hours sunlight within the calendar year.

A landscape plan prepared by Spacelab Studio has been provided for each dwelling and studio proposed within this development. Each lot will receive three hours or more of solar access to 50% of their principal private open space on the 21st of June (Winter solstice) as per submitted shadow diagrams. At least one living area window in each dwelling receives at least three hours of sunlight between 9am and 3pm on the 21 June.

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Solar access and privacy to the principal private open space of neighbouring lots (Lots 1330, 1350, 1351 & 1352) is not to be significantly reduced or compromised. The submitted shadow diagrams show that each affected lot will receive three hours or more of solar access to 50% of their principal private open space on the 21st of June (Winter solstice).	
7.11 Carparking and Garages Objectives: 1) *To ensure adequate provision of secure and accessible onsite parking for residents and visitors.* 2) *To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.* 3) *Provide safe and functional parking areas.* 4) *To integrate the location and design of car parking with the design of the site and the building.* 5) *Ensure the dwelling façades are dominant, with the garage a recessive element in the streetscape.* Refer Table 1 below for detailed assessment of these matters. All car parking structures are accessed from the public rear laneway. Car parking has been provided in a mix of enclosed garages and open carports with panel lift doors in order to prevent garaging dominating the laneway and to provide increased opportunities for passive surveillance of the laneway. All proposed off-street car parking including a single garage for a studio dwelling comply with the Australian Standard and controls in Part 2 of the QDCP 2012 or in Tables 1, 2 and 3 of Part 7 of Googong DCP. The proposed rear loaded garages and carports are setback from between 0m and 2.5m. The proposed studio dwelling has been provided with a single garage that is attached to the garage for the associated principal dwelling. Adequate provision of secure and accessible onsite parking spaces for residents have been provided in accordance with AS2890.	Yes
7.12 Site Facilities	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Objectives: *1) To have adequate provision made for site facilities including: garbage areas, mail boxes, service meters etc.* *2) To have site facilities that are functional, accessible and easy to maintain.* *3) To have site facilities thoughtfully and sensitively integrated into development so as not to be obtrusive, noisy or unsightly.* Each dwelling has been provided with a letter-box that is accessible from Gorman Drive and Helen Circuit. A standard condition of consent will be imposed requiring each dwelling to be provided with a street number to enable easy identification. Each dwelling has also been provided with a lockable external store of waterproof construction with a minimum volume of 6m³. All dwellings are to be provided with secure, open air clothes drying facilities in the rear yard, screened from street view. Domestic waste collection services are available for future residents of each dwelling and adequate area is available for storing domestic waste bins within each allotment. All bins are required to be stored within each allotment to ensure no bins store within the laneway. A condition can be imposed to reflect this if approval is granted. Bins for the proposed 13 dwellings can be placed either within the laneway verge or road reserve of Helen Circuit prior to collection. Given the site layout and laneway design, 11 of 13 dwellings being dwellings on Lots 3-12 including a studio dwelling on Lot 1A must be provided with 2 bin pads each within the laneway verge for collection. Therefore a total of 22 bin pads must be provided within the laneway verge. Bins for dwellings on lots 1 and 2 can be placed on the road reserve of Helen Circuit for collection. The revised plans received on 17 June 2017 show compliance with this requirement and bins pads within the laneway verge do not have impact on the landscaping and vehicle manoeuvrability.	
7.13 Studio Dwellings and Small Lots *Objectives:* *1) Studio dwellings provide passive surveillance and monitor laneway activities.* *2) Studio dwellings and small lots of 130-170m2 are to be rear loaded.* *3) Studio dwellings and small lots do not detrimentally impact the amenity of adjoining residential land (overshadowing, privacy or visual).*	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
4) Studio dwellings are developed in a complementary architectural style to the principal dwelling. *5) Design quality of corner lots should be considered in terms of streetscape, setback, solar access and parking.* The proposal involves the erection of one studio dwelling (dwelling 1A) to be located above the garages at the rear of a principal dwelling on Lot 1. The proposed studio dwelling has one bedroom and 1 car space within a single garage with access off public laneway. The proposed studio dwelling is appropriately located on the site to provide passive surveillance to the laneway from living areas and balconies. The proposed studio dwelling is rear loaded, i.e., it is located at the rear of the Development Lot and vehicular access is from the rear laneway. Pedestrian access of studio dwelling 1A is from the rear laneway. As discussed previously in this Report, the proposed studio dwelling does not detrimentally impact the amenity of adjoining residential allotments (overshadowing, privacy or visual). Adequate separation has been provided between the habitable rooms on the ground/upper floor of principal dwelling on Lot 1 and the proposed studio dwelling (lot 1A). There are no overlooking issues from the studio dwelling to the principal dwelling' living area and POS as no windows are provided on the south-eastern elevation of studio dwelling 1A. The proposed studio dwelling is of a similar design to the associated principal dwelling and incorporate similar materials and architectural features which reduce the bulk and scale of the proposed studio. It is consistent with the overall design of the dwellings within this development application and complement the architecture style of the principal dwelling. The proposed dwelling on the corner lots 1 and 2 address both streetscapes through the provision of articulation, modulation, landscaping and the provision of open style fencing to a height of 1.8m and setbacks. Furthermore, the amenity of the future residents has been considered through the provision of northern POS and living areas that will provide adequate privacy to these dwellings through the provision of higher fencing of these sections. Parking is also rear loaded and will therefore not within the secondary or primary frontage, this proposed parking adequately services these lots. The proposed studio dwelling is considered to be generally consistent with this clause.	
7.14 Thermal Performance	

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
Objectives: *1) To reduce the necessity for mechanical heating and cooling.* *2) To reduce reliance on fossil fuels.* *3) To minimise greenhouse gas emissions.* *4) To promote renewable energy initiatives.* *5) Buildings shall be designed to take advantage of energy saving technology such as solar panels.* BASIX certificates have been submitted for each dwelling and these include measures that will achieve the required energy and water efficiency targets. The application will be conditioned to comply with the commitments made in the BASIX Certificates.	Yes with condition
7.15 Solar Access *Objectives:* *1) Allow adequate daylight into habitable room windows.* *2) Minimize the degree of over shadowing of neighbouring properties.* *3) Encourage energy efficient principles and practices.* All of the proposed dwellings have some or all of their living area windows with a north, north–easterly and north-westerly orientation which is appropriate given the shape of the lots. All areas of PPOS have a north, north-easterly and north-westerly orientation. Shadow diagrams have been submitted for the proposed development for each hour between 9am and 3pm on the winter solstice. All of the proposed dwellings receive satisfactory amounts of sunlight to the PPOS and living area. The dwellings contain eaves which aid in limiting the amount of direct sunlight to windows.	Yes
7.16 Energy and Natural Ventilation *Objectives:* *1) Improve the energy efficiency and comfort of housing by designing to make the best use of natural ventilation.* *2) Reduce energy consumption within the Googong township.* *3) Promote greater energy efficiency and ecologically sustainable development.* The buildings are generally designed and orientated to take into account a northerly aspect and to access prevailing breezes. All dwellings are to be provided with secure, open air clothes drying facilities to reduce energy consumed by	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
clothes drying machines. Natural ventilations of all dwellings have been achieved by permanent openings, windows and doors.	
7.17 Waste Management *Objectives:* *1) To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction.* *2) To encourage waste minimisation, including source separation, reuse and recycling.* *3) To ensure efficient storage and collection of waste and quality design of facilities.* The imposition of standard conditions will manage the disposal of waste generated during the construction and ongoing use of the development. Domestic waste collection services are available for future residents of each dwelling and adequate area is available for storing domestic waste bins within each allotment. All bins are required to be stored within each allotment to ensure no bins store within the laneway. A condition can be imposed to reflect this if approval is granted. Bins for the proposed 13 dwellings can be placed either within the laneway verge or road reserve of Helen Circuit prior to collection. Given the site layout and laneway design, 11 of 13 dwellings being dwellings on Lots 3-12 including a studio dwelling on Lot 1A must be provided with 2 bin pads each within the laneway verge for collection. Therefore a total of 22 bin pads must be provided within the laneway verge. Bins for dwellings on lots 1 and 2 can be placed on the road reserve of Helen Circuit for collection. The revised plans received on 15 June 2017 show compliance with this requirement and bins pads within the laneway verge do not have impact on the landscaping and vehicle manoeuvrability.	Yes
7.18 Water Conservation *Objectives:* *1) To optimise the conservation of potable water.* *2) To minimise impacts of development on the stormwater system of receiving waters.* The proposed dwellings appear capable of being connected to the Googong reticulated alternative water supply system. Ensuring the system is connected to the appropriate fixtures will form part of the water plumbing inspection.	Yes

GOOGONG DCP COMMENTS	*Complies (Yes/No)*
The applicant has submitted a BASIX certificate for each dwelling which identifies various water conservation measures to be incorporated within the building.	
7.19 Stormwater Management and Flooding *Objectives:* *1) To control stormwater runoff and minimise discharge impacts on adjoining properties and into natural drainage systems before, during and after construction.* *2) To prevent flood damage to the built and natural environment, inundation of dwellings and stormwater damage to properties.* *3) To ensure that proposed development does not adversely affect the operational capacity of the downstream stormwater system.* *4) To encourage reuse, recycling and harvesting of stormwater to reduce wastage.* Council's Development Engineer has assessed the proposed application and advised that the proposed access lane has an inter allotment stormwater main in the centre with pits for overland flow and each property is served with stormwater tie. A condition of consent will be imposed (if granted) to control the discharge of stormwater to Council's system.	Yes with condition

The following Table 1 Assessment applies to Lots 6 and 9

GOOGONG DCP – PART 7 - Table 1		
Control	**130m² < 170m²**	**Comments**
Lot width (min)	4.5m	*Complies – 4.8m proposed.*
Site coverage (max)	70% including all ancillary buildings	*Complies – See table below;* ***Lot*** / ***Site coverage*** *6* / *66.6%* *9* / *66.6%*
Building height (max)	As per QLEP 2012	*Complies – Maximum height is stated under Clause 4.3, the proposed heights of the dwellings are less than the 12m requirements.*

<table>
<tr><th colspan="3">GOOGONG DCP – PART 7 - Table 1</th></tr>
<tr><th>Control</th><th>130m² < 170m²</th><th>Comments</th></tr>
<tr><td>Front setback (excluding garages and carports) (min)</td><td>3.0m</td><td>Complies – See table below;
<table>
<tr><th>Lot</th><th colspan="2">Front setback</th></tr>
<tr><th></th><th>Ground level</th><th>Upper level</th></tr>
<tr><td>6</td><td>3.0m (from blade wall)
3.66m (from column)</td><td>NA – Single storey</td></tr>
<tr><td>9</td><td>3.0m (from blade wall)
3.66m (from column)</td><td>NA – Single storey</td></tr>
</table></td></tr>
<tr><td>Side setback (min)</td><td>0.9m (0m for zero lot line)

Zero lot line to both side boundaries is accepted but must only extend 60% of the lot length for the ground floor.

The extension of the zero lot line for the 2nd storey will be assessed on merit.

Note: Detached garages are not included in calculations.</td><td>Both dwellings have a zero lot line with a wall length not greater than 60% of the lot length.

Both dwellings are single storey buildings.
<table>
<tr><th>Lot</th><th>% of zero lot line – ground floor</th></tr>
<tr><td>6</td><td>56.95%</td></tr>
<tr><td>9</td><td>56.95%</td></tr>
</table></td></tr>
<tr><td>Rear setback (min) to private or public laneway for a garage of carport</td><td>0m</td><td>Complies – The proposed lots all propose 0m rear setbacks to the public laneway for the carports.</td></tr>
<tr><td>Corner Lot – Secondary street setback (excluding garages and carports)</td><td>1.5m</td><td>N/A – Not a corner lot.</td></tr>
<tr><td>Articulation of front facade</td><td>Articulation element of 1.5m is encouraged.</td><td>Complies – 1.0m x 4.61m front porch is proposed for both Lots 6 and 9.</td></tr>
<tr><td>Landscaped area (min) (Permeable</td><td>Not applicable</td><td>N/A – Both lots have a landscaped area at the front boundary and rear of the dwellings.</td></tr>
</table>

GOOGONG DCP – PART 7 - Table 1		
Control	**130m² < 170m²**	**Comments**
area, grasses, trees, etc)		
Principal private open space (PPOS) Minimum area	16m² PPOS is to be directly accessible from living areas, with a minimum width of 3m.	*Complies – Minimum of 19m² PPOS provided, directly accessible from living areas and with a minimum width of 4.8m.*
Solar access to PPOS as measured between 9am and 3pm on 21 June	Private open space will be North facing where practical. Minimum 3hrs to 50% of principal open space. 3hrs to adjoining living room windows and PPOS on neighbour's land.	*Complies – All PPOS areas have a northerly/north-easterly orientation and will receive more than 3 hours of solar access to 50% of the PPOS including neighbouring land between 9am – 3pm on the 21st of June (Winter Solstice).*
Car parking spaces	1 space for 1 bedroom dwellings and 2 spaces for 2 or more bedroom dwellings. Car spaces can be uncovered and stacked and are not to replace PPOS. Car parking spaces forward of the front building line are to be uncovered and not enclosed.	*Complies – Both dwellings have one car parking spaces in a carport accessible from the private laneway.*
Earthworks	1.5m maximum cut and fill	*Complies – Bulk earthworks have been approved and carried out at previous subdivision works stage. Only minor additional earthworks will be required for the construction of the proposed dwellings. Based on the submitted plans, maximum fill is 500mm.*
Garage to house frontage (front façade only)	Not applicable	*N/A – Carport is proposed at the rear.*

GOOGONG DCP – PART 7 - Table 1		
Control	**130m² < 170m²**	**Comments**
Clothes drying	Provide open air clothes drying area screened from public street	*Complies – An area behind the building line for accommodating a clothes drying area is available in the rear yard screened from public view.*
Fences and retaining walls	Front (Primary) Maximum height of 1.2m and be predominantly open in design. Front (Secondary) Maximum height to secondary street frontage is 1.8m for 50% of depth of the lot. If the fence extends beyond 50% of the lot depth this part is subject to the front fencing control above. Side Side fences between residential lots are to start at least 1m behind the primary building frontage of the dwelling.	*Refer to Clause 7.2 of the Googong DCP for more details.* *The proposal involves the erection of retailing walls at the rear, between the dwellings and carports. Less than 1m high retaining walls are proposed. A recommended condition of consent (if granted) will be imposed requiring any retaining walls that exceed 1m in height to be certified by structural engineer.*
Garbage area	Locate 3 bins behind building line. Garbage areas are not serviced from any laneway.	*An area behind the building line is capable of storing the necessary bins.* *Both units 6 and 9 have been provided with 2 bin pads each within the laneway verge for collection.* *All bins are required to be stored within each allotment to ensure no bins store within the laneway. A condition can be imposed to reflect this if approval is granted.*

The following Table 1 Assessment applies to proposed Lots 2 – 5, 7 - 8 & 10 - 12.

<table>
<tr><th colspan="3">GOOGONG DCP – PART 7 - Table 1</th></tr>
<tr><th>Control</th><th>170m² < 330m²</th><th>Comments</th></tr>
<tr><td>Lot width (min)</td><td>6.0m</td><td>Complies – All lots have a lot width between 6.2m – 11.245m.</td></tr>
<tr><td>Site coverage (max)</td><td>70% including all ancillary buildings</td><td>Complies – See table below;

<table><tr><th>Lot</th><th>Site coverage</th></tr><tr><td>2</td><td>35.1%</td></tr><tr><td>3</td><td>53.7%</td></tr><tr><td>4</td><td>56.8%</td></tr><tr><td>5</td><td>56.8%</td></tr><tr><td>7</td><td>52.2%</td></tr><tr><td>8</td><td>52.2%</td></tr><tr><td>10</td><td>56.8%</td></tr><tr><td>11</td><td>53.7%</td></tr><tr><td>12</td><td>58%</td></tr></table></td></tr>
<tr><td>Building height (max)</td><td>As per QLEP 2012</td><td>Complies – Maximum height is stated under Clause 4.3, the proposed heights of the dwellings are less than the 12m requirements.</td></tr>
<tr><td>Front setback (excluding garages and carports) (min)</td><td>3.0m</td><td>Complies – See table below;
<table><tr><th></th><th colspan="2">Front setback</th></tr><tr><th>Lot</th><th>Ground level</th><th>Upper level</th></tr><tr><td>2</td><td>4.5m
3.12m (blade wall)</td><td>4.21m
3.12m (balcony)</td></tr><tr><td>3</td><td>4.5m
3.3m (blade wall)</td><td>4.5m</td></tr><tr><td>4</td><td>4.5m
3.5m (blade wall)</td><td>4.5m
3.5m (awning)</td></tr><tr><td>5</td><td>4.5m
3.5 (blade wall)</td><td>4.5m
3.5m (awning)</td></tr><tr><td>7</td><td>4.5m
3.6 (blade wall)</td><td>4.5m
3.6 (balcony)</td></tr><tr><td>8</td><td>4.5m</td><td>4.5m
3.6 (balcony)</td></tr><tr><td>10</td><td>4.5m
3.5 (blade wall)</td><td>4.5m
3.5m (awning)</td></tr><tr><td>11</td><td>4.5m
3.3 (blade wall)</td><td>4.5m
3.9m (awning)</td></tr><tr><td>12</td><td>4.5m
(3.6m blade wall)</td><td>4.5m
3.6 (balcony)</td></tr></table></td></tr>
<tr><td>Side setback (min)</td><td>0.9m (0m for zero lot line)</td><td>Complies – 0m – 3.16m proposed. Dwelling 2 is setback 3.3m from secondary frontage facing Helen Circuit.</td></tr>
</table>

<table>
<tr><th colspan="3">GOOGONG DCP – PART 7 - Table 1</th></tr>
<tr><th>Control</th><th>170m² < 330m²</th><th>Comments</th></tr>
<tr><td></td><td>Zero lot line to both side boundaries is accepted but must only extend 60% of the lot length for the ground floor.

The extension of the zero lot line for the 2nd storey will be assessed on merit.

Note: Detached garages are not included in calculations.</td><td>Dwellings on lot 7 and 8 have a zero setback from one boundary and 1.975m from another boundary. Dwelling 12 has a zero setback from a boundary between lot 11 and 1.3m setback from a boundary between lot 13 (residue lot).

The dwellings that have a zero lot line have a wall length not greater than 60% of the lot length;

<table>
<tr><th>Lot</th><th>% of zero lot line – ground floor</th><th>% of zero lot line – upper level</th></tr>
<tr><td>2</td><td>31.4%</td><td>31.4%</td></tr>
<tr><td>3</td><td>36%</td><td>36%</td></tr>
<tr><td>4</td><td>40.7%</td><td>39.8%</td></tr>
<tr><td>5</td><td>40.7%</td><td>39.8%</td></tr>
<tr><td>7</td><td>51.9%</td><td>32.9%</td></tr>
<tr><td>8</td><td>51.9%</td><td>32.9%</td></tr>
<tr><td>10</td><td>40.7%</td><td>39.8%</td></tr>
<tr><td>11</td><td>36%</td><td>36%</td></tr>
<tr><td>12</td><td>51.9%</td><td>32.9%</td></tr>
</table>
Lots 4-6, 7-8 & 10 have a second storey that extends for between 31.4% - 39.8% of the length of the lot. The location of the upper floor has mirrored the lower floor and it is considered to be acceptable as there are no resulting adverse amenity impacts.</td></tr>
<tr><td>Rear setback (min) to private or public laneway for a garage of carport</td><td>0m</td><td>Complies – The proposed lots all propose rear setbacks between 0m – 1m to the public laneway for the garages and carports.</td></tr>
<tr><td>Corner Lot – Secondary street setback (excluding garages and carports)</td><td>1.5m – for lots 170m² < 250m²

2.0m – for lots 250m² < 330m².</td><td>Complies - One corner lot with an area between 250<330m² is proposed, being Lot 2 (bounded by Gorman Dr and Helen Circuit). Therefore the 2m setback is applicable to this lot. More than 2m setback has been provided for Lot 2 to Helen Circuit (3.33m proposed from the dwelling and 2.93m proposed from the balcony).</td></tr>
<tr><td>Articulation of front facade</td><td>Measured from the minimum setback of the lot, 1.5m encroachment for 60% of the dwelling width on the side at</td><td>Variation – See table below;
<table>
<tr><th>Lot</th><th>Encroachment to front setback</th><th>Width proposed exceed 60%</th></tr>
<tr><td>2</td><td>No encroachment</td><td>54.26%</td></tr>
<tr><td>3</td><td>No encroachment</td><td>48.71%</td></tr>
</table></td></tr>
</table>

<table>
<tr><th colspan="3">GOOGONG DCP – PART 7 - Table 1</th></tr>
<tr><th>Control</th><th>170m² < 330m²</th><th>Comments</th></tr>
<tr><td></td><td>which the articulation zone is proposed.</td><td>
<table>
<tr><td>4</td><td>No encroachment</td><td>82.90%</td></tr>
<tr><td>5</td><td>No encroachment</td><td>82.90%</td></tr>
<tr><td>7</td><td>No encroachment</td><td>58.98%</td></tr>
<tr><td>8</td><td>No encroachment</td><td>58.98%</td></tr>
<tr><td>10</td><td>No encroachment</td><td>82.90%</td></tr>
<tr><td>11</td><td>No encroachment</td><td>64.84%</td></tr>
<tr><td>12</td><td>No encroachment</td><td>58.98%</td></tr>
</table>
Variation
No encroachment of the articulation zone to the front setback for all dwellings is proposed.
Articulation zone width of between 48.71% and 82.9% is proposed. Four lots have the width of articulation zoned greater than 60%, being lots 4, 5, 10 and 11. The maximum encroachment is 82.9% for Lots 4, 5 and 10.
The proposed variations are considered to be minor, especially when viewed in the context of the entire Gorman Drive and Helen Circuit streetscape, and that all of the articulation zone elements do not encroaching into the front setback. The articulation zones break up the façade of the building.
The variations are not considered to reflect an overdevelopment of the site and can be supported in this instance.
</td></tr>
<tr><td>Landscaped area (min) (Permeable area, grasses, trees, etc)</td><td>10% of the area of the lot

50% of the landscaped area must be located behind the building line of the primary road.</td><td>
Complies – All of the lots have a landscaped area of more than 10%.
Variation
The majority of the landscaping is behind the building line and exceeds the 50% sought except Lots 3 (45.5%), Lot 5 (48.8%) and Lot 10 (46.2%). This is a variation to the Council DCP and is not supported.
More permeable surfaces including landscaped areas provided will result in a greater aesthetic quality and amenity for the occupants and assist in stormwater disposal. Based on the submitted landscape plans, the areas behind the building line are capable to accommodate more landscaping to comply with this requirement. Should this DA be approved, an amended landscape plan for those 3 lots must be submitted to Council to show compliance with this requirement.
</td></tr>
</table>

GOOGONG DCP – PART 7 - Table 1		
Control	**170m² < 330m²**	**Comments**
Principal private open space (PPOS) Minimum area	24m² PPOS is to be directly accessible from living areas, with a minimum width of 3m. Where lots have a width of at least 6m but less than 10m, the POS can be reduced to 16m²	*Complies – Minimum of 24m² PPOS provided, directly accessible from living areas and with a minimum width exceeding 3m.*
Solar access to PPOS as measured between 9am and 3pm on 21 June	Private open space will be North facing where practical. Minimum 3hrs to 50% of principal open space. 3hrs to adjoining living room windows and PPOS on neighbour's land.	*Complies – All PPOS areas have a northerly/north-easterly orientation and will receive more than 3 hours of solar access to 50% of the PPOS between 9am – 3pm on the 21st of June (Winter Solstice). Adjoining properties also will receive 3 hrs or more sunlight.*
Car parking spaces	1 space for 1 bedroom dwellings and 2 spaces for 2 or more bedroom dwellings. Car spaces can be uncovered and stacked and are not to replace PPOS. Car parking spaces forward of the front building line are to be uncovered and not enclosed.	*Complies – All dwellings have one or two car parking spaces in a double garage or carport accessible from the private laneway.*

GOOGONG DCP – PART 7 - Table 1		
Control	**170m² < 330m²**	**Comments**
Earthworks	1.5m maximum cut and fill	*Complies – Bulk earthworks have been approved and carried out at previous subdivision works stage. Only minor additional earthworks will be required for the construction of the proposed dwellings.*
Garage to house frontage (front façade only)	All door openings must not exceed 3.2m or if the lot is greater than 12m wide, garage doors must not exceed 6m	*Complies – The door openings for the garages will not exceed the requirements specified within this clause. The door opening is 4.81m.*
Clothes drying	Provide open air clothes drying area screened from public street	*Complies – An area behind the building line for accommodating a clothes drying area is available in the rear yard screened from public view.*
Fences and retaining walls	Front (Primary) Maximum height of 1.2m and be predominantly open in design. Front (Secondary) Maximum height to secondary street frontage is 1.8m for 50% of depth of the lot. If the fence extends beyond 50% of the lot depth this part is subject to the front fencing control above. Side Side fences between residential lots are to start at least 1m behind the primary building frontage of the dwelling.	*Refer to Clause 7.2 of the Googong DCP for more details.* *The proposal involves the erection of retailing walls at the rear, between the dwellings and carports. Less than 1m high retaining walls are proposed. A recommended condition of consent (if granted) will be imposed requiring any retaining walls that exceed 1m in height to be certified by structural engineer.*
Garbage area	Locate 3 bins behind building line. Garbage areas are not serviced from any laneway.	*An area behind the building line is capable of storing the necessary bins.* *Bins for dwelling on Lot 2 can be placed on the Helen Circuit reserve for collection. Lots 3 – 5, 7 - 8 & 10 – 12 have been*

GOOGONG DCP – PART 7 - Table 1		
Control	**170m² < 330m²**	**Comments**
		provided with 2 bin pads each within the laneway verge for collection. *All bins are required to be stored within each allotment to ensure no bins store within the laneway. A condition can be imposed to reflect this if approval is granted.*

The following Table 1 Assessment applies to proposed Lot 1

GOOGONG DCP – PART 7 - Table 1 Note: Lot 1 – 412m² (combination of Lot 1 and Lot 1A). Studio dwellings have been discussed in a separate table below.		
Control	**> 330m²**	**Comments**
Lot width (min)	10.0m for 300m²<450m²	***Variation*** *Lot 1 (combination of Lot 1 (principal dwelling) and Lot 1A (studio dwelling)) is in the 300m² - 450m² range and is required to have a minimum lot width of 10m as a total area is 424m². Lot 1 has a minimum lot width of 8m at the front boundary facing Helen Circuit which is a variation to Council DCP.* *The applicant has submitted a variation request, stating that the variation was resulted from the irregular shape block created by the approved subdivision of the parent lot (DA 186-2013) and is considered minor and do not adversely impact on the amenity of any adjacent properties. Furthermore, the variation responds to the site constraints.* *The proposed variation is supported for the following reasons;* *a) No vehicle access is provided to Helen Circuit from this front boundary. Garages have direct access to the public laneway. Only pedestrian access is provided from this front boundary.* *b) The narrow lot width will not impact on the building appearance or streetscape and proposed landscaping at the front boundary.* *c) Narrow frontage will not reduce the natural surveillance to/from dwelling to/from the street.* *d) The proposed building complies with the front and sides building setbacks.* *e) The proposed lot width was increased from 4.465m to 8m which is an improvement to the lot design*

GOOGONG DCP – PART 7 - Table 1
Note: Lot 1 – 412m² (combination of Lot 1 and Lot 1A). Studio dwellings have been discussed in a separate table below.

Control	> 330m²	Comments
		and internal design of the proposed dwelling. Increase the lot width to 10m wide as required will results in a poor outcome of the public laneway design. This will reduce the width of the public laneway ever further.
Site coverage (max)	70% including all ancillary buildings	*Complies – See table below;* ***Lot*** / ***Site coverage*** *1 & 1A* / *32.2%*
Building height (max)	As per QLEP 2012	*Complies – Maximum height is stated under Clause 4.3, the proposed heights of the dwellings are less than the 12m requirements.*
Front setback (excluding garages and carports) (min)	3.0m	*Complies – See table below;* ***Front setback*** / ***Lot*** / ***Ground level*** / ***Upper level*** *1* / *5.4m – 5.895m* / *5.4m – 5.895m* *4.5m – 4.995m (balcony)*
Side setback (min)	0.9m (0m for zero lot line) Zero lot line to both side boundaries is accepted but must only extend 60% of the lot length for the ground floor. The extension of the zero lot line for the 2nd storey will be assessed on merit. Note: Detached garages are not included in calculations.	*Complies – Minimum 900mm proposed for upper storey and ground level from southern boundary.*
Rear setback (min) to private or public laneway for a garage	0m	*Complies – The proposed lot proposes rear setback between 500mm – 2m to the public laneway for the double garage.*

GOOGONG DCP – PART 7 - Table 1
Note: Lot 1 – 412m² (combination of Lot 1 and Lot 1A). Studio dwellings have been discussed in a separate table below.

Control	> 330m²	Comments
of carport		
Corner Lot – Secondary street setback (excluding garages and carports)	2.0m – for lots 250m² < 330m².	*Complies - Lot 1 is considered as a corner lot as it is bounded by a public laneway and Helen Circuit. Lot 1 has an area of approximately 424m² including an area for a studio dwelling (Lot 1A). Therefore the 2m setback is applicable to this lot. A 2m setback has been provided for a dwelling on Lot 1 to the public laneway which is considered as a secondary frontage for this lot.*
Articulation of front facade	Measured from the minimum setback of the lot, 1.5m encroachment for 60% of the dwelling width on the side at which the articulation zone is proposed.	*Complies – See table below;* ***Lot*** / ***Encroachment to front setback*** / ***Width proposed exceed 60%*** *1* / *No encroachment* / *57%*
Landscaped area (min) (Permeable area, grasses, trees, etc)	10% of the area of the lot 50% of the landscaped area must be located behind the building line of the primary road.	*Complies –The lot has a landscaped area of more than 47%.* *The majority of the landscaping is behind the building line and exceeds the 50% sought.*
Principal private open space (PPOS) Minimum area	24m² PPOS is to be directly accessible from living areas, with a minimum width of 3m. Where lots have a width of at least 6m but less than 10m, the POS can be reduced to 16m²	*Complies – More than 24m² PPOS provided with a minimum width exceeding 3m and is directly accessible from living area.*
Solar access to PPOS as measured between 9am and 3pm on 21 June	Private open space will be North facing where practical.	*Complies – PPOS area has a northerly orientation and will receive a minimum 3 hours of solar access to 50% of the PPOS between 9am – 3pm on the 21st of June (Winter Solstice).*

GOOGONG DCP – PART 7 - Table 1 Note: Lot 1 – 412m² (combination of Lot 1 and Lot 1A). Studio dwellings have been discussed in a separate table below.		
Control	**> 330m²**	**Comments**
	Minimum 3hrs to 50% of principal open space. 3hrs to adjoining living room windows and PPOS on neighbour's land.	
Car parking spaces	1 space for 1 bedroom dwellings and 2 spaces for 2 or more bedroom dwellings. Car spaces can be uncovered and stacked and are not to replace PPOS. Car parking spaces forward of the front building line are to be uncovered and not enclosed.	*Complies – Dwelling has two car parking spaces in a double garage accessible from the private laneway.*
Earthworks	1.5m maximum cut and fill	*Complies – Bulk earthworks have been approved and carried out at previous subdivision works stage. Only minor additional earthworks will be required for the construction of the proposed dwellings. Based on the submitted plans, maximum fill is 700mm.*
Garage to house frontage (front façade only)	All door openings must not exceed 3.2m or if the lot is greater than 12m wide, garage doors must not exceed 6m	*Complies – The door opening for the garage will not exceed the requirements specified within this clause. 4.81m door opening is proposed for the double garage.*
Clothes drying	Provide open air clothes drying area screened from public street	*Complies – An area behind the building line for accommodating a clothes drying area is available in the rear yard screened from public view.*
Fences and retaining walls	Front (Primary) Maximum height of 1.2m and be predominantly open in design.	*Refer to Clause 7.2 of the Googong DCP for more details. Based on the submitted plans, maximum fill is 700mm. No details of any retailing walls are provided. A recommended condition of consent (if granted) will be imposed requiring any retaining walls that exceed 1m in height to be certified by structural engineer.*

GOOGONG DCP – PART 7 - Table 1 Note: Lot 1 – 412m² (combination of Lot 1 and Lot 1A). Studio dwellings have been discussed in a separate table below.		
Control	**> 330m²**	**Comments**
	Front (Secondary) Maximum height to secondary street frontage is 1.8m for 50% of depth of the lot. If the fence extends beyond 50% of the lot depth this part is subject to the front fencing control above. Side Side fences between residential lots are to start at least 1m behind the primary building frontage of the dwelling.	
Garbage area	Locate 3 bins behind building line. Garbage areas are not serviced from any laneway.	*Complies – An area behind the building line is capable of storing the necessary bins.* *Bins for dwellings 1 will be placed on the verge at Helen Circuit for collection. A condition of consent (if granted) will be imposed requiring the bin to be stored within the allotment to ensure no bins store within the laneway or street verge.*

The following Table 1 Assessment applies to the proposed studio dwelling (Lot 1A).

GOOGONG DCP – PART 7 - Table 1		
Control	**Studio Dwellings on top of garages**	**Comments**
Building height (max)	As per QLEP 2012	*Complies. All studio dwellings are located above the garages and complies with the maximum height requirements.*
Setbacks – Side (min)	0.9m	***Variation*** *The studio dwelling has a minimum side setback of 500mm from public laneway and the proposed balcony has a zero setback from the public laneway which is a variation to the DCP. The*

GOOGONG DCP – PART 7 - Table 1		
Control	**Studio Dwellings on top of garages**	**Comments**
		variation is considered to be acceptable in this instance for the following reasons: • *In small-lot housing developments detached garaging is permitted to be built to the side boundary. Therefore, studio dwelling—which by definition must be erected above a garage—will often be located at the rear of a lot, adjacent to a property that also contains a garage to the rear with a zero lot line setback or public laneway. No discernible benefit is obtained by insisting on a 0.9m setback between a studio dwelling and a garage on an adjoining property, provided that the appearance of the development from the laneway remains acceptable;* • *The proposed studio is setback from the other side or rear boundaries by at least 1.64mm –7m, thus reducing the bulk and scale of their appearance and complies, and* • *Council supported a zero lot line setback under similar circumstances for studio dwellings in previous DAs.*
Garage setback to front boundary	Not permitted	*N/A – No garage proposed at the front boundary. Garage facing the public laneway.*
Corner Lot – Secondary street setback for garages and carport (min)	As per garage setback (5.5m)	*Both garages below the studio dwelling are setback between 500mm and 3m from public laneway. A single garage for studio dwelling on Lot 1A is fronting the public laneway which is considered as a primary street and does not fronting Helen Circuit. Therefore the proposed studio dwelling is not located on a corner lot and the 5.5m requirement does not apply.*
Corner Lot – Secondary street setback (excluding garage and carports)	1.5m	*As mentioned above, the studio dwelling on Lot 1A is not considered located on a corner lot.*
Rear setback (min) to private or public laneway	0m	*Complies – The single garage below the studio dwelling is setback 2.5m from public laneway.*

GOOGONG DCP – PART 7 - Table 1		
Control	**Studio Dwellings on top of garages**	**Comments**
for a garage or carport		
Principal private open space (PPOS) – Minimum area	12m² - balcony only Minimum dimension of 2m	*Complies – Studio dwelling is provided with a 16.26m² balcony with a minimum dimension of 2.59m and 3.135m. In addition to the balcony, further private open space is provided at ground level for the studio dwelling.*
Solar access to principal private open space as measured between 9am and 3pm on 21 June	Balcony to be north facing where practical. Minimum 3 hrs required Minimum 3hrs to adjoining living room windows and PPOS on neighbour's land.	*Complies – The proposed balcony has a northerly aspect. The shadow diagrams submitted indicate that the balcony will receive more than 3 hours sunlight and will not impede the provision of sunlight to the private open space and living room windows of the adjoining dwellings.*
Car parking spaces	1 space	*Complies – The studio dwelling is provided with one car parking space in a single garage.*
Earthworks	1.5m maximum cut and fill	*Complies – Bulk earthworks have been approved and carried out at previous subdivision works stage. Only minor additional earthworks will be required for the construction of the proposed dwelling. Based on the submitted plans, maximum fill is 300mm.*
Fences and retaining walls	<u>Front (Primary)</u> Maximum height of 1.2m and be predominantly open in design. <u>Front (Secondary)</u> Maximum height to secondary street frontage is 1.8m for 50% of depth of the lot. If the fence extends beyond 50% of the lot depth this part is subject to the front fencing control above. <u>Side</u> Side fences between residential lots are to start at least 1m behind the primary building frontage of the dwelling.	*Refer to Clause 7.2 of the Googong DCP for more details. Based on the submitted plans, maximum fill is 700mm. No details of any retailing walls are provided. A recommended condition of consent (if granted) will be imposed requiring any retaining walls that exceed 1m in height to be certified by structural engineer.*

GOOGONG DCP – PART 7 - Table 1		
Control	**Studio Dwellings on top of garages**	**Comments**
Garbage area	Locate behind building line. Garbage areas are not serviced from any laneway. A minimum of 3 waste bins required per dwelling.	*Complies – The proposed studio dwelling has a courtyard area at ground level where the required bins may be stored.* *Bins can be placed at the bin pads in laneway for collection.*

GOOGONG DCP COMMENTS	COMPLIES (Yes/No)
Part 8 – Environmental Management	
The only clauses in this Part that are relevant to the proposed development, but not covered under previous parts are Clauses 8.2 and 8.3. **8.2 Soils and Salinity** Suitable conditions regarding sediment and erosion control measures including the preparation of a sediment and erosion control plan will be included as conditions of consent. **8.3 Cut and Fill** • *Excavation and fill on building sites shall be limited to a max of 1.5m. Greater depth may be considered by Council, if within the building envelope, suitably retained and/or stabilised and not visible from the street.* • *The maximum height of retaining walls is to be 1.0m. Where terraced walls are proposed the minimum distance between each step is 0.5m.* As previously discussed, bulk earthworks have been approved and carried out at previous subdivision works stage. Only minor additional earthworks will be required for the construction of the proposed dwellings. Based on the submitted plans, the proposed earthworks are considered minor and less than 1.5m. Some area needs to be retained and the proposed retaining walls are less than 1m high. A standard condition will be imposed requiring all excavation, backfilling and other activities associated with the erection of buildings must executed safely and in accordance with appropriate professional standards and any exposed cut to be retained. Retaining wall/s that exceed 1m in height are required to be certified by a structural engineer.	Yes with conditions

Additional Planning Considerations

The following additional planning matters apply to the development:

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
Environmental Planning and Assessment Act Regulation 2000	
The provisions of any matters prescribed by the Regulations, which apply to the land to which the development application relates, must be considered. *Clause 92 - Australian Standard AS 2601-1991 (Demolition of Structures).* *Clause 93 - Fire Safety Considerations (change of use of an existing building).* *Clause 94 - Fire Safety Considerations (rebuilding/altering/enlarging/extending existing building).* *Clause 94A Fire Safety Considerations (temporary structures).* None applicable.	NA
The Likely Impacts of the Development	
Context and Setting - The subject site was approved as super lot 1329 within stage 6D, which was approved as a part of DA 186-2013. Stage 6D has now been registered. Super lot 1329, has a frontage to Gorman Drive and Helen Circuit. The site is also located in close proximity to the public primary school and neighbourhood centre. There is no vegetation on the site and the site is not affected by any identified hazards. The site is consistent with the envisaged built form that surrounds the site and neighbourhood centre, within the Googong Masterplan and the Queanbeyan Local Environmental Plan which is small lot housing on lots with a minimum lot size of 130m^2 and accessed via a laneway to the rear loaded garages/carports. The proposed development will provide lots with a minimum lot size of 132m^2, with an orientation of north to the primary frontage and south to the rear of the proposed lots. 13 torrens lots and 1 strata lot are proposed within this subdivision. The dwelling houses proposed within this application are a mix of singe storey and two storeys dwelling house, attached and semi-detached dwellings with one studio dwelling proposed. A public laneway is also proposed to provide access to the rear loaded lots, the laneway will connect to Helen Circuit. The façade of the dwellings will face Gorman Drive for all of the lots, however lot 2 will have a secondary frontage to Helen Circuit and lot 1 will have a primary frontage to Helen Circuit as well. The design of the dwellings, the orientation of the lots, the depth of the lots have resulted in the dwellings within the proposed subdivision and neighbouring lots maintaining an adequate level of solar access and privacy to the dwellings. The	No

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
proposed development will also have minimal impact on the scenic quality or vistas. However the proposal as submitted (proposed public laneway) is not considered well designed as it does not provide for suitable and safe vehicular access and vehicle manoeuvrability. The proposed narrow public laneway is likely to cause conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway. Without a satisfactory vehicular access the proposal does not provide a good amenity for the residents and housing needs and is likely to generate traffic impact on the development and locality. The current design of the laneway is not a good long term design outcome for the site given the traffic generation brought by the existing and future development in the vicinity to the surrounding street network including the subject site. The development site is located in close proximity to a future neighbourhood centre. However without a suitable footpath along the proposed narrow laneway that will connect the site to a network of footpaths in the area, the proposal does not promote a walkable neighbourhood and sense of community. The current design does not take the pedestrian safety and sustainability as a public asset into consideration. Therefore the proposed public laneway is considered inappropriate for the site and scale of the development and is poorly designed. The proposal is not considered compatible with the existing and future development in the locality.	
Access, Transport and Traffic - The proposed development has included a public laneway which is not achieved the Engineering Design specifications, the numerical requirements specified within the Googong Development Control Plan Part 4 or 5 or the general design requirements for public roads. Also the proposed development on site generates 125 vpa which is greater than the maximum traffic generation of 100 vpa allowed for a public laneway and is likely to generate greater traffic impact within the development and locality. The proposed narrow public laneway without any treatments such as footpath will give rise to increased conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway and traffic impact in the locality. It represents poor design and unsuitable development on site and in the locality. The application was referred to the Local Development Committee and Council's Development Engineer for comment and they did not support the proposed public laneway due to residents and public safety issues, unsuitable access for service vehicles and emergency service vehicles, potential traffic volumes, use of the laneway (legal intent of motorists) and public asset viability (see Part 5 of the Googong DCP for more details).	No

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
Therefore the proposed development's impact in relation to access, transport and traffic is considered inappropriate and is not supported.	
Public Domain – The proposed development will provide for adequate recreational opportunities for future residents and will not adversely impact the nearby Googong Foreshores.	Yes
Utilities - The site will be serviced with water, sewer, electricity and telecommunication services. The development engineering comments further within this report address the provision of utilities to the subject site.	Yes
Heritage – There are no known heritage sites that have not been previously identified within Neighbourhood 1A affected by the proposed development.	Yes
Other Land Resources – The proposed development will not adversely impact on valuable land resources for productive agriculture land and mineral and extractive resources.	Yes
Water – The proposed dwellings will connect to the Googong Water Recycling Plant. Submitted BASIX Certificates show compliance with the Googong water supply system requirements.	Yes
Soils – Geotechnical engineering report submitted for a previous subdivision application that included the subject site (DA 186-2013) confirms soils are appropriate for residential development.	Yes
Air and Microclimate – The construction stage of the proposed development will likely to cause the emission of some dust. This can be addressed via the imposition of standard site management conditions.	Yes
Flora and Fauna – There will be no impacts to flora and fauna as a result of the proposed development. Detailed assessment regarding flora and fauna impacts has been undertaken during previous subdivision application that included the subject site (DA 186-2013).	Yes
Waste – The imposition of standard conditions will manage the disposal of waste generated during the construction of the development. Domestic waste collection services are available for future residents of each dwelling and adequate area is available for storing domestic waste bins within each allotment.	Yes
Energy - A BASIX certificate has been provided for each dwelling house with the commitments being detailed on the plans. A condition will be placed on the development consent referencing the BASIX certificate and commitments.	Yes with condition
	Yes with conditions

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
Noise and Vibration - The proposed development is not likely to cause any adverse ongoing impact from noise or vibration. The impacts associated with noise and vibration during construction of the development will be mitigated through conditions of development consent.	
Natural Hazards - The subject site is not affected by natural hazards.	Yes
Technological Hazards – There are no known technological hazards affecting the site.	Yes
Safety, Security and Crime Prevention - The proposed development complies with the relevant section of the QDCP 2012 on crime prevention through environmental design. The development application was referred to NSW Police in accordance with the provision for crime prevention in clause 2.9. In accordance with Council letter dated 14 November 2016, Council will assume that the NSW Police have raised no objection to the proposal and will determine the application if no comments and/or recommendations received from the NSW Police within 2 weeks from the date of the letter. To date, no comments have been received from NSW Police.	Yes with conditions
Social Impact in the Locality - The social impacts of the proposal are anticipated to be minimal.	Yes
Economic Impact in the Locality - The economic impacts of the proposal are anticipated to be minimal. There will be local economic benefits through employment opportunities during construction and provision of added housing stock opportunities.	Yes
Site Design and Internal Design – The proposed development, both subdivision of land and new dwellings, is considered to be generally well designed in an environmentally sensitive manner. However the proposed narrow laneway without any treatments such as footpath represents poor design and unsuitable development in the locality as it will give rise to increased conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway and traffic impact in the locality.	No
Construction - The construction stage of the proposed development will have the potential to impact on adjoining properties and the environment for a short period of time. Any approval will be conditioned to ensure construction activities do not unreasonably impact on the adjoining properties and their occupants and the environment by way of noise, erosion and the like. These conditions are standard Council conditions of development consent.	Yes with condition
	No

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
Cumulative Impacts - Cumulative impacts relate to the small impacts of developments in an area that when considered in unison can result in detrimental impact on the natural or built environment. The proposed development has included a public laneway which is not achieved the Engineering Design specifications, the numerical requirements specified within the Googong Development Control Plan Part 4 or 5 or the general design requirements for public roads. Council approved two previous applications, DA 412-2015 and DA 71-2016 for small lot housings with public laneways that do not comply with the Engineering Design Specifications. Council was aware that approving both public laneways in their current forms, may set the precedent or result in cumulative impacts in the future. However the 2 previous developments generate the maximum traffic of 100 vpa or less than the maximum traffic volume allowed for a public laneway in Table D1.5 of the Design Specification and generate minimum traffic impact. The proposed development generates 125 vpa which is greater than the maximum traffic generation of 100 vpa allowed for a public laneway and is likely to generate greater traffic impact within the development and locality. Also the proposed narrow public laneway will give rise to increased conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway. The proposed public laneway in its current form, if approved, will set the precedent for the future development in the remaining lots allocated for small lot housing within Neighbourhood 1A as the amended Engineering Design Specification and Council's DCP only apply to future public laneway within Neighbourhood 1B. Therefore the proposed design of the public laneway is not supported in its current form.	
The Suitability of the Site for the Development	
Does the proposal fit in the locality? - The subject site is located within the additional development area which permits minimum lot sizes of 130m^2, this area is established around the neighbourhood centre. The subdivision of lots to a size of 130m^2 caters for the provision of small lot housing, which is envisaged in this location. The proposed development will provide a minimum lot size of 132m^2 and proposes small lot housing. There are no physical constraints, heritage, threaten species, agriculture or mineral and extractive resource constrains. Adequate recreational opportunities will be provided and all services will be available except a suitable vehicular access which is a major component for a suitable housing need. The proposed narrow public laneway in its current form will give rise to increased conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway and traffic impact in the locality. Directly across the	No

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
road and diagonally across the road are a public school site and the village centre development. The generation of traffic from these sites, the school being the more likely will impact on this laneway, the lane will be within the school zone, and the likelihood that children and or parents may use this lane if it is a public asset to travel via to and from school during peak hours produces a risk to Council as a public asset in its current form which would not be in the public's interest. Therefore the proposed public laneway is considered inappropriate for the site and scale of the development and is poorly designed. The proposal is not considered compatible with the existing and future development in the locality.	
Are the site attributes conducive to development? – Site attributes such as configuration, size and slope, are not considered conducive to the proposed development as the required retaining walls between the dwellings and garages/carports on Lots 2 - 11 limit its development potential to provide a suitable vehicular access on site. Undeniable the size of the site can accommodate the proposed 13 lot subdivision and they comply with the minimum lot size, provides a north south orientation and a minimum cut and fill. Also these aspects ensure that the provision of lots on the subject site will have an adequate level of amenity for the residents and does not require excessive alteration of the site that would result in adverse impacts on the environment. However the current design of the public laneway is not considered satisfactory having regard to the relevant provisions of QLEP 2012 and applicable Googong DCP. It is considered that the proposed development is not suitable and the site attributes are not conducive to the proposed development.	No
Have any submissions been made in accordance with the Act or the Regulations?	
Public Submissions - The application was required to be notified to adjoining owners and within the newspaper. No submissions were received during the notification period.	Yes
Submissions from Public Authorities – The proposed development was referred to the NSW Police for comment in regard to Crime Prevention Through Environmental Design (CPTED) principles. In accordance with Council letter dated 14 November 2016, Council will assume that the NSW Police have raised no objection to the proposal and will determine the application if no comments and/or recommendations received from the NSW Police within 2 weeks from the date of the letter. To date, no comments have been received from NSW Police.	Yes with conditions

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
It is considered that the proposed development is consistent with the objectives and controls of the Googong Development Control Plan on crime prevention through environmental design.	
The Public Interest	
It is considered that the public interest will be adversely affected by the proposed development. The proposal as submitted is not considered well designed as it does not provide for suitable and safe vehicular access and vehicle manoeuvrability. The proposed narrow public laneway is likely to cause conflict between pedestrian, vehicles, garbage vehicles and emergency services vehicles using the laneway. The development site is located in close proximity to a future neighbourhood centre. However without a suitable footpath along the proposed narrow laneway that will connect the site to a network of footpaths in the area, the proposal does not promote a walkable neighbourhood and sense of community.	No
Government and Community Interests	
It is considered that government and community interests will not be adversely affected by the proposed development.	Yes
Section 94 Development Contributions	
The proposed development is subject to the Voluntary Planning Agreement (VPA). Contributions security and cash contributions are applicable under this agreement to the proposed development. A condition will be placed on the development consent (if granted) requiring the payments be made prior to the issuing of the subdivision certificate for this subdivision.	Yes with condition

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 JUNE 2017

ITEM 8.10 DEVELOPMENT APPLICATION 90-2016 - SMALL LOT HOUSING AND SUBDIVISION - LOT 1329 DP 1217419 - HELEN CIRCUIT - GOOGONG

ATTACHMENT 2 COUNCIL MEETING - 28 JUNE 2017 - DA 90-2016 - SMALL LOT HOUSING - ADVICE ON PLANS

Due to the significant number of plans submitted with this application they have been provided in hardcopy to the Administrator and have not been provided as an attachment to this report.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 JUNE 2017

ITEM 8.10 DEVELOPMENT APPLICATION 90-2016 - SMALL LOT HOUSING AND SUBDIVISION - LOT 1329 DP 1217419 - HELEN CIRCUIT - GOOGONG

ATTACHMENT 3 COUNCIL MEETING - 28 JUNE 2017 - DA 90-2016 - INDEPENDENT TRAFFIC & PARKING ADVICE - SMALL LOT HOUSING

Independent Traffic and Parking Assessment
Small Lot Housing - DA 90-2016

TRAFFIC & PARKING ADVICE
RESIDENTAIL SUBDIVISION
AT CNR HELEN CIRCUIT & GORMAN DRIVE, GOOGONG

Reference is made to your request to provide traffic & parking advice for the residential subdivision of land into 13 lots, including a public laneway,11 semi-detached and attached dwellings, 1 detached dwelling and 1 studio dwelling at the Corner of Helen Circuit and Gorman Drive, Googong.

1 Documents Reviewed

The documents reviewed as part of this assessment are as follows:

a) Council Determination Report to the Council meeting of 25th January 2017
b) Council Meeting Attachment 25th January 2017
c) Engineer's Referral/Assessment of DA 90-2016
d) Report to the Local Development Committee – 27th September 2016
e) Letter from Council to Googong Township Pty Limited 8th December 2016
f) Queanbeyan City Council – Development Design Specification – Geometric Road Design – Googong, June 2011
g) Streetscape Elevations – Drawings Nos 1329-A001 – A008;
h) Engineering Plans – Drawing Nos C12041.1-D300, D301, D303, D311, D312, D315, D320
i) Turning paths Plan – Drawing No. L601.1 – Rev D
j) Strata Plans – Ref:03074: Dal0_SPl_DA_PLAN, 5th December 2016
k) Torrens Title plans – Ref: 03074_STAGE_6D2_DA_PLAN, 6th December
l) Siting Plan – Drawing No. A001-1329-Rev M, dated 21st December 2016
m) Architectural Drawings for Lot 1 & 1A, 2, 3, 4, 10, 11, 12

2 Traffic and Parking Advice (Suggested *"Insufficient Information"* Contention)

Following a review of the information provided, it is clear that insufficient information is provided with respect to the following:

1. The applicant is required to demonstrate how the proposed public laneways meet the functionality requirements as mentioned with *Council's Development Design Specification D1 – Geometric Road Design, Googong.*
   Particular attention is drawn to the requirements of Table D1.5 Characteristics of Roads in Urban Subdivision Road Networks.

MTE Response: Table D1.5 of Councils Development Design Specification has been reproduced in **Annexure A** for reference. Extracted from Table D1.5 the following are relevant to note for Laneways:

- Maximum Traffic Volume (vpd) – 100;
- Maximum speed – 25km/h;

Reference is made to the RMS *Guide to Traffic Generating Developments 2002* and the more recent supplement, namely the *Technical Direction 2013*, which outlines updated trips rates for low density residential developments in Sydney and Regional areas. The updated RMS rates provide a regional daily vehicle trip rate of 7.4 per dwelling and 10.7 per dwelling in Sydney. The raw survey data provided by the RMS within the amended Technical Direction does not consider any low density dwellings within the LGA of Queanbeyan. As a result, the daily traffic generation for low density residential is likely to follow that of the Sydney traffic generation due to the close proximity to Canberra and Queanbeyan. This results in a traffic generation of 134 daily vehicle trips (assuming a daily traffic generation of 5.35 for dwelling with one car space). This exceeds the daily maximum traffic volume along laneways.

It should be noted that the applicant applies a traffic generation for medium density residential dwellings. Each lot is provided with its own separate lot, following the characteristics of low density residential dwellings. As such, the traffic generation rates for low density residential would apply for each lot.

2. *Generation of traffic from adjoining developments – Directly across the road and diagonally across the road are a public school site and the village centre development. The generation of traffic from these sites, the school being the more likely will impact on this laneway, the lane will be within the school zone, and the likelihood that children and or parents may use this lane if it is a public asset to travel via to and from school during peak hours produces a risk to Council as a public asset in its current form which would not be in the public's interest.*

MTE Response: It is recommended that a formal risk assessment be required by the applicant to respond to concerns by Council. In our view and subject to further details being provided on the school plans (access location, number of students, parking requirements, traffic generation), the risks could be low. However, an independent risk assessment / Road Safety Audit by an RMS accredited Level 3 Road Safety Auditor is needed that considers the design intent (ONE-WAY) condition, likelihood of traffic disobeying road rules and also includes assessment of the planned school impact (in terms of parking available and pedestrian access).

In addition to the above, consideration should be taken into account for the Village Centre. Local residents may utilise the laneway as a travel path, to and from the Village Centre, therefore promoting use of the public laneway by pedestrians. **Figure 1** below shows the catchment of residential dwellings who could potentially use the laneway to gain access to either the Village Centre or the School.

Potential Catchment Area

FIGURE 1: PROPOSED MASTERPLAN

3. *The plans have been assessed to be compliant with the relevant Australian Standards, namely AS2890.1:2004*

MTE Response: A minimum widening of 2.4m is to be provided for a single garage with a 3m internal width and a 4.8m widening is to be provided for a double garage with a 5.4m internal width. Compliant aisle width within the road will be subject to swept paths for entry and egress for each parking space.

The turning paths provided show that, vehicular entry / exit from Lot 2,3 and 4 requires the use of the landscaped area opposite each garage. The height of the landscaping is to be less than 150mm in height or removed to facilitate entry / egress from each lot. Furthermore, the swept paths provided do not factor in any safety within the design, that is no clearance lines have been provided (offset from the vehicle body). It is recommended that the vehicle swept paths be undertaken with a 0.3m clearance offset from the vehicle body as a factor of safety.

4. *This application has also proposed a public laneway that will provide access to the rear loaded garage / carports of the 12 proposed dwellings within this application and include garage collection within the verge of the laneway. The following concerns were raised by the local development committee:*
    a. *Pedestrian safety with no identifiable facilities in the public laneway for pedestrians;*
    b. *Potential for the lanes to be used as through traffic access which is not as per design. This concern was particularly noted with nearby development such as a school that might generate vehicle of pedestrian traffic using the lane as alternative route or for parking during busy pick-up and drop-off school times*
    c. *Safety concerns with garbage collection including pedestrian safety of residents and potential disruption to garbage collections service should vehicles park in the laneway.*
    d. *Proposed lane widths permit only one-way direction traffic did raise safety concerns for vehicles in residences based towards the rear end of the lane that may illegally choose to exit the lane in the wrong direction rather than drive the full length of the lane in the correct direction*
    e. *Concerns for speeding and through traffic with the linage of the public laneways and recommendations for a reasonable visual offset to be included in the design*
    f. *Note the need for public laneways to be accessible by emergency services vehicles and concerns the current design might not always permit this access*
    g. *Concerns that the location of the garbage blocks pedestrian sight distances for vehicle traffic using the laneway*

MTE Response: The proposed laneway will need to be designed in accordance with Council's waste collection services. The applicant needs to demonstrate swept paths for service vehicles, entering / exiting from the laneway, by Council typical residential waste collection vehicle. Any design changes required to meet the circulation requirements for waste collection vehicles should be implemented.

The applicant applies a medium density residential traffic generation rate from the RMS guide. The correct rate to use for the proposal are low density generation rates, which results in a daily traffic generation greater than 100 vehicles per day.

As per Response 2, it is recommended that the applicant undertake an independent risk assessment and Road Safety Audit by an RMS accredited Level 3 Road Safety Auditor that considers the design intent, traffic generation, likelihood of traffic disobeying road rules and also includes assessment of the planned school impact (in terms of parking available and pedestrian access). Furthermore, consideration should be given to the Village Centre, as pedestrians from nearby residential by utilise the laneway as a shortcut to gain access to the Village Centre.

5. *Googong Development Control Plan Planning controls outline the following requirements for laneways;*
    a. *The design intent for either type of laneway is to promote a shared zone with pedestrians, allowing vehicular traffic only for access to garages / parking spaces.*
    b. *The laneway must be designed to cater for the design traffic that is likely to use the laneway, particularly with regard to deliver vehicles in commercial areas*
    c. *Public laneway is to have a carriageway of 3.0m, must allow for garbage service vehicles and medium rigid trucks and are to be signposted as one-way. A minimum road reserve width of 6.0m is required where a 0.5m rear setback is provided.*

d. Where no rear setback of 0.5 is provide the minimum road reserve of 7.0m is required. There are two tables that specify requirements for laneways Table D.1.5 and D1.8, both are reproduced in Annexure A for reference. The main difference between the two tables is the requirements for verge width, D.1.5 requires a verge width of 0.5m and D1.8 requires a verge width of 2m

It has been determined that this development would require verge treatments to compliment the traffic generation and safe pedestrian access requirements

MTE Response: Based on the additional traffic generation in excess of the design requirements, the length of the laneway in excess of the design requirements and the potential for the subdivision layout to use the laneway (pedestrians and vehicles). It is in our view, that a pedestrian's footpath may be required, subject to an independent risk assessment / Road Safety Audit as specified in Response 2.

6. *The length of the public laneway exceeds the 80m requirement, with a proposed length of 83m. The proposed laneway has a continuous length of 71.5m (exceeds the 60m requirement for the gun barrel laneway, then it has a slight bend / staggered for the remaining 18.5m*

MTE Response: The proposed public laneway exceeds the design requirements outlined in Googong Council's DCP. That is laneways are to have a maximum length of 80m (this length is reduced to 60m for "gun barrel" laneways). In addition, Googong Council's DCP provides the following in relation to laneways:

The design intent for either type of laneway is to promote a shared zone with pedestrians, allowing vehicular traffic only for access to garages / parking spaces and is to incorporate a change in materials and or kerb cuts to provide differentiation to other vehicular streets.
Laneways are to be signposted for low speeds and no parking is permitted

As stated above, laneways promote a shared zone with pedestrians and are to be signposted with low speeds. Safety concerns are raised for the operation of the laneway by vehicles and pedestrians due to the forecasted traffic generation and length of the proposed public laneway. The traffic generation and laneway length both exceed the design requirements for public laneways, this will result in an increased risk to pedestrian who traverse the public laneway.

The proposed design exceeds the requirement design length and maximum traffic generation, resulting in characteristics similar to that of an access street. This would require provision of two-way passing (6m carriageway width) and a dedicated footpath subject to the results of the risk assessment and Road Safety Audit. It is recommended that under a risk assessment procedure, design changes may be necessary to reduce risk outcomes and given that the applicant seeks to dedicate the lane to Council, Council needs to be provided with an independent formal risk assessment and Road Safety Audit in order to consider its position. Without this risk assessment, Council can only reject the application.

It should be noted that shared zones do require RMS approval.

Please contact the undersigned should you require further information or assistance.

Yours faithfully
McLaren Traffic Engineering

Craig McLaren
Director
BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]
RMS Accredited Level 3 Road Safety Auditor
RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)

ANNEXURE A: QUEANBEYAN CITY COUNCIL TABLE D.1.5
(Sheet 1 of 4)

GEOMETRIC ROAD DESIGN - GOOGONG

Table D.1.5 Characteristics of Roads in Urban Subdivision Road Networks

Road Type [18]	Maximum Traffic Volume (vpd) [1]	Maximum Speed [2] (km/h)	Minimum Carriageway Width (m) [3]	Minimum Verge Width (m) [6]	Kerbing [4] [23]	Parking Provisions Within Road Reserve [24]	Footpath Requirement [17]	Bicycle Path Requirement [17]
Arterial Road	20,000 (access to allotments to be from the side or rear boundary or via a Service Road)	60 [11]	2 x 8.5m (with central median) (plus 6.0 m Service Road where lots front to the arterial road) [22]	5.0	Median - barrier kerb [21]. Flush kerb between the Arterial Road and a Service Road [21]. Barrier kerb to be provided outside lot frontages with VKCs at driveway locations.	Parking not permitted on Arterial Road carriageway. Parking on Service Road permitted on lot side.	1.5 m wide each side (where a Service Road is provided locate on verge on lot side)	2 x 1.5 m wide bicycle lanes marked on carriageway [13]
Local Arterial Road	9,000 (no access to allotments)	60 [11]	2 x 7.1	5.0	Where there is no service road, barrier kerb to be provided adjacent the verge. Barrier – no VKCs	Parking only permitted on carriageway where indented bays are provided [12]	1.5 m wide footpath both sides	As above.
Local Sub-Arterial Road	6,000 (with access to residential allotments)	60 [11]	As above	5.0	As above	As above	1.5 m wide footpath both sides	As above.
Collector Street 1	3,000	50 [8]	11.2 [10]	5.0	Barrier with VKCs at driveway locations	As above	1.5 m wide footpath both sides	No 1m gap in protuberances required for cyclists [10].

AUS-SPEC-1\NSW-D1-GOOGONG-VERSION 1 D1-15 QUEANBEYAN CITY COUNCIL

ANNEXURE A: QUEANBEYAN CITY COUNCIL TABLE D.1.5
(Sheet 2 of 4)

GEOMETRIC ROAD DESIGN - GOOGONG

Road Type [18]	Maximum Traffic Volume (vpd) [1]	Maximum Speed [2] (km/h)	Minimum Carriageway Width (m) [3]	Minimum Verge Width (m) [6]	Kerbing [4] [23]	Parking Provisions Within Road Reserve [24]	Footpath Requirement [17]	Bicycle Path Requirement [17]
Local Street 2	2,000	40	9.7	5.0	As above	Within carriageway	1.5 m wide footpath on one verge only [7]	Nil
Local Street 3	2,000	40	8.0	5.0	Barrier with VKCs at driveway locations	As above	As above	Nil
	1,000	40	7.0	4.5	Roll form	As above	1.5 m wide footpath both sides	Nil
Local Street Boulevard	3,000	40	2 x 5.5 (with central median)	5.0	As above			
Open Space Drive 1	1,000	40	8.0 [5]	1 x 5.0 1 x 2.5	As above	As above	1.5 m wide footpath on the verge on the lot side of the street	Nil
Access Street	500	25	6.0 [5]	4.0	As above	1 indented verge space per 2 allotments [5]	1.5 m wide footpath on one verge only	Nil
Open Space Drive 2	500	25	As above	1 x 4.5 1 x 2.5	As above	As above	1.5 m wide footpath on the verge on the lot side of the street	Nil
Laneway [19] [20]	100	25	3.0 [15]	0.5 [16]	Flush [9]	Nil	Nil	Nil

AUS-SPEC-1\NSW-D1-GOOGONG-VERSION 1 D1-16 QUEANBEYAN CITY COUNCIL

ANNEXURE A: QUEANBEYAN CITY COUNCIL TABLE D.1.5
(Sheet 3 of 4)

GEOMETRIC ROAD DESIGN - GOOGONG

NOTES:

(1) For single dwelling allotments apply traffic generation rate of 10 vehicles per day (vpd)/allotment (equivalent to approximately one vehicle per hour (vph) in the peak hour) unless a lower rate can be demonstrated. Lower rates can be applied to multi-unit dwellings based on rates provided in the RTA *Guide to Traffic Generating Developments*.

(2) See **Design speed** and **Horizontal curves and tangent lengths**, on designing for specific operating speeds.

(3) Widening required at bends to allow for wider vehicle paths (using AUSTROADS AP-G34 Design vehicles and turning path templates).

(4) Where kerbing is not required a flush pavement edge treatment can be used. Maximum carriageway widths required if barrier kerbing used.

(5) Carriageway width may be reduced where parking is provided by indented parallel bays in the verge

(6) Additional width may be required to provide for pedestrians, services, drainage, landscape and preservation of existing trees. Add additional width on one side for future widening of carriageway to 5.0 m if required. For two lane carriageway design, no provision for widening required. Where the verge is adjacent to open space the width of the verge may be reduced to 2.5 m.

(7) One footpath on one side of the street to be constructed initially with provision to construct a second footpath if required in the future.

(8) Reduced speeds are required at designated pedestrian/bicycle crossing. A speed of 20 km/h is desirable, achieved by the road design principles outlined in this worksection.

(9) Barrier kerbing may be used if required for drainage purposes without reducing the carriageway width.

(10) On bus routes, 7.0 m travelled way with 2.0 m wide indented parking and bus bays defined by kerbed protuberances. Where the road forms part of the on road bicycle network, a bicycle lane is required adjacent the kerb.

(11) Speed on local sub-arterial road not to exceed legal limit.

(12) If parking is allowed, it is to be provided by widening the verge and constructing parking spaces as an extension of the road pavement.

(13) Required only if part of a pedestrian/bicycle network.

(14) Provide adequate road reserve width for widening of carriageway for future bus route if required.

(15) Width may be reduced to 3.0 m where the laneway is signposted for one-way directional traffic. Public laneway geometry must accommodate a garbage vehicle.

(16) Where services are to be provided in the verge, the verge must be widened to accommodate the service in the road reserve.

(17) Notwithstanding the requirements specified for a road type, roads forming part of the major pedestrian network will require a 2.0 m wide footpath on one side of the street. The proposed path network for Googong is detailed in the Googong DCP and is indicated in Figure D1.4 below.

(18) A Level of Service C must be provided in all streets, which may require road types and/or lane widths to be adjusted to accommodate the traffic volumes derived during traffic modelling of a subdivision release.

(19) Maximum length of a straight public laneway section is 65 m – laneways greater in length must be offset to limit straights to this maximum length (see Figure D1.5).

(20) For private access lanes shall be designed in accordance with specification D13 - Vehicular Access Design - Googong.

(21) Where longitudinal drainage is required, the kerb must be provided with a gutter.

(22) Service Road shall be designed as an Access Street or Local Street as applicable.

(23) Pram crossings must be provided in the kerb at path crossing locations in accordance with ACT TAMS standard drawing DS3-02.

(24) Parallel parking is the preferred method of on-street parking in public roads. Angle parking is generally not supported by Council in public roads and is subject to approval by the Local Traffic Committee. Use should be limited to streets with traffic volumes <2,000 vpd. For traffic volumes >500 vpd an auxiliary lane should be provided between the travel lane and the angle parking spaces.

* Many elements are inter-related. Therefore variations from any particular recommended characteristic may require changes to others. (Derived from AMCORD)

AUS-SPEC-1\NSW-D1-GOOGONG-VERSION 1 D1-17 **QUEANBEYAN CITY COUNCIL**

ANNEXURE A: QUEANBEYAN CITY COUNCIL TABLE D.1.5
(Sheet 4 of 4)

Table D1.8

Classification	Minimum Road Reserve Width (m)	Minimum Verge Width (m)	Carriageway Width (m)	Kerb Type	AADT
Arterial Road	>20	5.0	2 x 8.5	Barrier	9000–20000
Local Arterial Road	>20	5.0	2 x 7.1	Barrier	6000 – 9000
Local Sub-Arterial	20	5.0	2 x 7.1	Barrier	3000-6000
Collector Street 1	21.2	5.0	11.2	Barrier	<3000
Local Street 2	19.7	5.0	9.7	Barrier	<2000
Local Street 3	17.5	5.0	8.0	Barrier	<2000
Boulevard	30.0	5.0	2 x 5.5	Barrier	<3000
Open Space Drive 1	15.0	1 x 4.5 1x 2.5	8.0	Barrier	<1000
Access Street	16.0	4.7	6.0	Barrier	<500
Open Space Drive 2	13.0	1 x 4.5 1x 2.5	6.0	Barrier	<500
Laneway	7.0	2.0	3.0	Flush	<100

NOTES:

1. Intersections are designed to Austroads *Interim Guide for Design of Intersections at Grade*, Part 5.
2. A trip generation factor of 10 is assumed for each dwelling.
3. Roads intended as bus routes should be designed to Local Sub-Arterial standard. However, Collector Streets may be designed to enable a bus route.
4. T-junctions are preferred at intersections of roadways rather than 4 way junctions which require traffic calming measures to prioritise the intersection movements and avoid a direct cross junction.
5. The minimum footway width on any one side is 2m. The sum of the footway widths on both sides of the road carriageway must equal the width specified in Table D1.8 above.
6. Arterial Road to be provided with a 6m wide service road where lots will gain vehicular access along the Arterial Road frontage.
7. Laneways are to be signposted as one-way direction.

D1.35 STREET LIGHTING

1. Street lighting proposals are to be submitted to Council for concurrence prior to implementation. This action constitutes a HOLD POINT. *Street Lighting (HP)*

2. Street lighting proposals shall specify the types of luminaries and columns to be utilised.

3. Street lighting shall be provided in accordance with AS/NZS 1158 and shall utilise best practice energy efficient globes approved by Essential Energy.

4. Street lighting columns shall be frangible.

ANNEXURE B: COUNCILS ESTIAMTED TRAFFIC GENERATION

Traffic Generation for DA 90-2016

TABLE 1

Lot No	Lot Type	Super lot no	Dwelling Description	Traffic Generation (vpd)
1	Torrens Title	1329	Dwelling House - 2BR + Study	10
1A	Strata Title	1329	Studio Dwelling - 1BR + Study	5
2	Torrens Title	1329	Attached Dwelling - 3 BR	10
3	Torrens Title	1329	Attached Dwelling - 2BR + Study	10
4	Torrens Title	1329	Attached Dwelling - 3BR	10
5	Torrens Title	1329	Attached Dwelling - 3 BR	10
6	Strata Title	1329	Attached Dwelling - 1BR + Study	5
7	Torrens Title	1329	Attached Dwelling - 2BR + Study	10
8	Torrens Title	1329	Attached Dwelling - 2BR + Study	10
9	Strata title	1329	Studio Dwelling - 1BR + Study	5
10	Torrens Title	1329	Attached Dwelling - 3BR	10
11	Torrens Title	1329	Attached Dwelling - 2BR + Study	10
12	Torrens Title	1329	Attached Dwelling - 2BR + Study	10
13	Torren Title	1329	Residual Lot	10

Total Generation of lane 125.00 (vpd).

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 JUNE 2017

ITEM 8.11 SPONSORSHIP, GRANTS AND LOANS POLICY ADOPTION

ATTACHMENT 1 SUBMISSION SUMMARY - SPONSORSHIP, GRANTS AND LOANS POLICY

Draft Sponsorship, Grants & Loans Policy Feedback			
Submitter	**Summary**	**Staff Response**	**Recommendation**
Submitter # 1	1. Minor typos and layout issues. 2. Need inclusion of requirement to recognise QPRC contribution received. 3. Details relating to loans and issue of defaulting on a loan	Minor typos dealt with. Agree that requirement to acknowledge QPRC contribution should be included in the policy Agree – details of these will be provided in any formal financial agreement	Noted and acted upon New Clause added which states: There must be formal recognition by the borrower of funding received from the Council. This can be done via any promotion on the project undertaken and any signage placed on the finished project. Agree – additional provision added to policy noting that the terms for the loan will also specify what happens if the loan is in default
Submitter # 2	Requests removal of words relating to timing for Sports Grants	Noted that Council allows clubs to apply for sports grants during anytime of the year, therefore no longer require that applications need to be in between May to November.	Agree – words removed
Submitter 3	No comment	Submitter noted draft policy but made no comment	Noted
Submitter 4	Requested that an additional category of community grants be	Noted request. Discussions with officers within Council noted that currently a different	Submission noted but no action recommended.

	included to provide for 'environmental' grants	process applies to environmental grants within Council. Council has funds set aside for National Tree Day and Trees for Cars programs which are administered through its Sustainability Service Section. Council has only limited funds available for these initiatives and believes it could be disadvantageous to groups these grants in with the broader community grants. Also, Council notes that access to substantial environmental grants are available via Landcare programs.	

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 JUNE 2017

ITEM 8.11 SPONSORSHIP, GRANTS AND LOANS POLICY ADOPTION

ATTACHMENT 2 SPONSORSHIP, GRANTS & LOANS POLICY (FINAL)

Queanbeyan-Palerang Regional Council

Sponsorship, Grants and Loans Policy

Date policy was adopted:	
Resolution number:	
Next Policy review date:	
Reference number:	

1. OUTCOMES:

The provision of sponsorship, grants and loans can be advantageous for all parties, however Council must ensure that the provision of such does not compromise or question the integrity of Council operations or its corporate reputation. Sponsorship in particular is a commercial arrangement in which a sponsor provides a contribution in money or in-kind to support an activity for a certain specified benefit. Such a relationship potentially has risks and Council must ensure that proper processes are followed and that its reputation is maintained and enhanced from such relationships.

Although this policy provides for community participation in public domain improvements it does not cover Public Private Partnerships (PPPs) as defined by Chapter 12 (Part 6) of the Local Government Act 1993. If a proposal falls within this definition of a PPP then the provisions of the relevant legislation and guidelines as set out in OLG Circular 05/51 apply.

2. POLICY:

This Policy outlines Queanbeyan-Palerang Regional Council's approach to dealing with sponsorship arrangements that the Council will undertake and the provision of grants and loans to community organisations. It outlines the principles for the acceptance and granting of sponsorships, grants and loans. This policy will guide the private sector, community organisations and Council Staff in how to deal with sponsorship, grant and loan issues.

It is important to note that a separate policy has been developed by Council to deal with the issue of donations where Council runs annual donation programs to assist community groups/organisations running under the provisions of a S355 Committee.

2.1 Principles underpinning Council's Sponsorship Program

This policy has been prepared after due consideration of the ICAC guide '*Sponsorship in the public sector*', May 2006. ICAC identified ten principles relating to sponsorship which are:

1. A sponsorship agreement should not impose or imply conditions that would limit a public sector agency's ability to carry out its functions fully and impartially.
2. There should be no actual conflict between the objectives and/or mission of the proposed agency and those of the sponsor.
3. In general, a public sector agency with regulatory or inspection responsibilities should not seek, or accept sponsorship from, people or organisations which are, or may be, subject to regulation or inspection by the agency during the life of the sponsorship. Where adhering to this principle would unduly limit the agency's sponsorship prospects, the agency should develop alternative strategies to ensure it can carry out its regulatory or inspection responsibilities in relation to sponsors in an open, fair, accountable and impartial manner.
4. Sponsorship of a public sector agency or activity should not involve explicit endorsement of the sponsor or the sponsor's products.
5. Where sponsorship involves the sponsor providing a product to the agency, the agency should evaluate that product for its fitness for purpose against objective criteria that are relevant to the agencies' needs.
6. It is inappropriate for any employee of a public sector agency to receive a personal benefit from a sponsorship.
7. In most circumstances, the public interest is best served by making sponsorship opportunities widely known. To this end sponsorships should be sought and granted by using broadly based, open processes that are not limited to solely to invited sponsors.

8. Public sector agencies should assess sponsorship proposals against predetermined criteria which have been published in advance or which are circulated to organisations that submit an expression of interest.
9. A sponsorship agreement is a contract and should be described in a written agreement.
10. All sponsorship arrangements should be approved by the CEO or another designated senior officer of the agency and described in the agency's annual report in a form commensurate with the significance of the sponsorship.

Source: *'Sponsorship in the public sector'*, ICAC, May 2006.

2.2 Principles underpinning Council's Grants and Loans Programs

In additional to the above principles relating to sponsorships, the following principles underpin the administration of Council's Grants and Loans programs:

a) Servicing our community:

- Services, programs and initiatives are aimed to benefit Queanbeyan-Palerang Region (QPR) residents. Funds will be provided to groups targeting QPR residents which promote improved health and wellbeing.
- Initiatives or activities that do not discriminate or disadvantage groups within the community.
- Acknowledge and recognise the social value and benefits that community based not-for-profit groups have in our community and that Council has a role in supporting Queanbeyan-Palerang's needs being met.

b) Sustainability and Capacity Building:

- Build on the existing abilities and strengths of individuals and organisations to identify and develop local long term solutions to meet community needs.
- Support strategies to support the development of groups to enable them to be more self-sustaining.
- Deliver processes which develop capacity of organisations and groups to reduce the reliance on Council funding.
- Develop opportunities to link compatible groups and organisations to collaborate and form partnerships.

c) Inclusion

- Ensure the community grants are accessible to a diverse range of service providers and the projects funded are inclusive of the needs of diverse groups and people within the Queanbeyan-Palerang community.

d) Collaboration and Partnerships

- Encourage and foster a range of relationships with communities, Council, community groups to deliver improved outcomes for the community.
- Maximise outcomes through collaboration and partnership projects.

e) Equity

- Provision of information, services and opportunities for involvement is provided to all groups and services within the community in an open and transparent manner.
- Deliver processes which are competitive, open to all and transparent.

- Deliver processes that are consistent for the customers and Council and are aligned to Council's values and other corporate objectives

f) Responsiveness

- Be proactive in identifying and addressing changing community needs.
- Support groups who meet identified and emerging community needs.
- Review and adjust policies and guidelines based on best available practice and feedback.

3. DEFINITIONS

***Sponsorship** received by Council*

Council defines a sponsorship as a commercial arrangement in which a sponsor provides a contribution in money or in kind to support a Council activity in return for certain specified benefits Sponsorship can be provided by the corporate sector or private individuals to support Council's activities.

Sponsorship does not include service agreements, partnership agreements, the selling of advertising space, joint ventures, consultancies, grants or unconditional gifts, donations, bequests or endowments.

***Grants** provided by Council*

Describes the assistance Council provides to community organisations as 'grants'. A grant is normally understood as a form of financial assistance that funds an individual or organisation to develop a specific project. It may also include in-kind assistance such as the provision of Council facilities or services. A grant is generally given with directions about the administration of the grant.

***Loans** provided by Council*

Describes the 'loan assistance' Council may provide to community organisations which have facilities on Council owned or controlled property. A loan is normally understood as a form of financial assistance that Council provides to assist community organisations obtain other external funding (eg. External grants which require $ for $ funding) to undertake a specific project. A loan will be accompanied by a formal financial agreement between the Council and the organisation specifying the terms of the loan (eg. interest rate, repayment schedule and term of the loan).

4. LEGISLATIVE OBLIGATIONS AND/OR RELEVANT STANDARDS

- Local Government Act 1993 (S356)
- Code of Conduct
- Statement of Business Ethics
- Community Strategic Plan
- Pricing Policy, Fees and Charges
- Plans of Management for parks and reserves
- Procurement Policy
- Anti-Discrimination Act
- ICAC Sponsorship Guidelines

5. POLICY:

This Policy has been developed to provide a transparent process in the interest of public accountability in respect of the management of sponsorships, grants and loans. Its aim is to ensure

that probity is maintained in the selection or appointment of sponsors and in managing those sponsorships and to ensure that grants and loans are achieving the appropriate outcomes for both the Council and the community.

5.1 Sponsorships

Council believes it is important to maintain corporate reputation, therefore managing sponsorships is very important in allowing the organisation to do this. Queanbeyan-Palerang Regional Council retains the discretion not to accept sponsorships or donations from any entity for any reason. Also Council will not consider any sponsorship proposal it considers unsuitable. Examples of these types of unsuitable sponsorship proposals are:

- Conflict with the Community's long term vision, direction and strategies as set out in the Community Strategic Plan or other Council policies and plans (eg. Plans of Management)
- Conflict with or do not support Council's values or mission;
- Damage health;
- Come from, or are connected with, tobacco-related products;
- Come from, or are connected with, alcohol-related products, or the proposal involves activities concerning children or youth, except where the proposal is from a hotel, licensed club or restaurant in the Council area. And provided that the hotel, licensed club or restaurant does not expressly advertise alcohol or alcohol-related products in connection with a sponsorship or grant;
- Are connected with Council's regulatory functions, including law enforcement, regulatory enforcement, building and development consents, or health and building surveyors, or unless Council confirms in writing that the sponsorship will not preclude or limit Council exercising its regulatory functions;
- Impede or potentially impede Council from carrying out its functions;
- Discriminate by way of race, religion, gender or sexual orientation in employment, marketing or advertising practices, or contribute to the inhibition of human rights generally;
- Will require Council to give, or appear to imply, a strong explicit endorsement of other products and services of the sponsor or a grant recipient;
- Requests that seek permission to install obtrusive signage and other undesirable visual clutter which are contrary to Council guidelines on memorials/signage or Plans of Management or other council policies.
- Do not pass Council's evaluation of quality and suitability of products or services involved in a Sponsorship or grant.
- Do not show a genuine readiness or capability to carry out the obligations or expectations of a sponsorship or grant.
- Proposals emanating from parties found guilty of illegal or improper conduct by ICAC or any other legal authority.
- Proposals emanating from parties involved in political fields (eg. political parties)

In deciding if a proposal is unsuitable Council will consider the activities of any persons or organisations that appear to be involved in carrying out the proposal, even if they did not submit the proposal.

Suitable proposals are those which are not unsuitable as outlined above. Council wishes to have relationships with reputable individuals and organisations whose values and objectives do not conflict with Council's or the long term strategic direction of the Queanbeyan-Palerang community as encapsulated in the Community Strategic Plan.

5.1.1 Managing Sponsorships

Each sponsorship proposal must be accompanied by a **risk assessment, management plan** and **binding agreement**.

The risk assessment must include:

- Whether the type or form of sponsorship is consistent with the objectives and needs of the Council (eg. Accepting free products simply because they are free but not of any perceivable benefit to the Council)
- Any form of sponsorship proposal expecting explicit endorsement of the sponsor or sponsor's product
- Conflicts of interest
- Sponsorship that does not eventuate
- The capacity of Council to provide adequate resources and facilities to meet the terms of the proposed agreement
- The relationship of the potential sponsor to any of Council's activities/functions (eg. does the sponsor have a current development application or planning matter before Council, or is the sponsor subject to some form of regulatory investigation/determination?)
- Will any Council Official (elected or staff) or their family members receive some form of personal benefit from the sponsorship?

A **management plan** and **legally binding agreement** must be entered into for each sponsorship arrangement to ensure probity. The sponsorship agreement must not impose or imply conditions that would limit, or appear to limit, the Council's ability to carry out its functions fully and impartially.

The agreement will clearly set out:

- The benefits, including economic benefits, available to Council and the sponsor – also document the nature of the benefits (eg. naming rights)
- Any personal benefits available to the sponsor's employees and their relatives
- The form or forms of sponsorship acknowledgement which will be available
- The term of the sponsorship and any conditions regarding renewal
- The scope of uses which the sponsor can make of the sponsorship arrangement
- Consequences of change which may occur over time (eg. shift in the relationship, new policies, new corporate missions or objectives)
- Financial accountability requirements
- Provision for termination or suspension of the agreement
- A statement will set out that Council's functions will continue to be carried out fully and impartially, notwithstanding the existence of a sponsorship arrangement.
- A statement also setting out that any attempted influence of council's regulatory functions will result in an automatic review and/or termination of the sponsorship arrangement.

5.2 Grants

Council's Community Grants Program is a strategic tool for capacity building, supporting innovation and addressing community need in line with the Council and community's long term vision via its Community Strategic Plan. Queanbeyan-Palerang Regional Council recognises the value of community grants as a key tool to meet the needs of its residents. Community grants extend the community's capability to conduct activities, create opportunities for community capacity building and develop strong partnerships.

Queanbeyan-Palerang Council has in place a Council Assistance Program which is split into three separate schemes which offer community, cultural and sporting organisations the opportunity to apply for a grant. These consist of:

5.2.1 Sports Assistance Scheme

The Sports Assistance Scheme is available to local sporting groups for a wide range of assistance including:

- Equipment Assistance
- Special Events Assistance
- Elite Athletes Assistance

Grants in the Sports Assistance Scheme are awarded to clubs on a dollar for dollar basis. Applications may be submitted at any time of the year.

5.2.2 Cultural Arts Assistance Scheme

Council has in place a Cultural Arts Assistance Scheme to assist local arts and cultural groups develop their own projects, as well as improve the Queanbeyan-Palerang community's opportunities for involvement in cultural and arts activities.

Cultural/community organisations can apply for projects that meet the aim of the scheme, and can demonstrate that they are of benefit to the Queanbeyan community through their cultural or artistic outcomes.

5.2.3 General Donation Scheme

Council provdes a General Donation Scheme which is open to non-profit organisations or groups based in or affiliated with the Queanbeyan-Palerang Region. Applicants must be for the charitable purposes of either the relief of poverty, the advancement of education or any other purpose for which there is agreement by resolution of Council.

Applications open in April each year. Total amount available per annum is $40,000 with an amount of $10,000 being retained in the emergency fund.

The Donations Scheme is split into two categories as listed below:

Category 'A' Funding

For:

1. The relief of poverty or provision of assistance to the less advantaged through welfare services and facilities, public health services and facilities, education services and facilities, transport services and facilities and housing, and
2. Advancement of education through education services and facilities and
3. Any other purpose for which there is agreement by resolution of Council.

Category 'B Funding

To provide financial assistance to community not-for-profit or charitable organisations that wish to hire a Council facility but who are unable to meet the cost of hire. This grant will be non-monetary however, will be recognised financially as a donation and be recognised as income for the facility. The grant will be considered as either full or partial payment of venue hire.

5.3 Club Grants

Council also acts as the Local Committee Convenor for the ClubsGRANTS scheme. Each year Clubs within NSW via the ClubGRANTS Scheme provide grants to help support community organisations. These grants provide for a range of initiatives in areas of community welfare, social services, community development, community health services and employment assistance activities. Applications for these grants are open from April to May each year via the ClubsNSW website: www.clubsnsw.com.au

5.4 Loans

Community Groups may apply to Council for 'loan' assistance for projects they are proposing to undertake. These types of loans are restricted to community organisations which have facilities on Council owned or controlled property.

A loan may be sought from Council to assist these community organisations obtain other external funding (eg. External grants which require $ for $ funding) to undertake a specific project.

A loan must be approved by resolution of Council and will be accompanied by a formal financial agreement between the Council and the organisation specifying the terms of the loan to cover matters such as:

- Specifying what the loan is to be used for
- Term of the loan
- Repayment schedule
- Interest rate applying to the loan
- What happens if the borrower defaults on the loan

There must formal recognition by the borrower of funding received from the Council. This can be done via any promotion on the project undertaken and any signage placed on the finished project.

PERFORMANCE INDICATOR

Sponsorships 100% complying with provisions of ICAC 2006 Guideline

POLICY:-	
Policy No:	
Policy Title:	
Date Policy was adopted by Council:	
Resolution Number:	
Previous Policy Review Date:	
Next Policy Review Date:	
PROCEDURES/GUIDELINES:-	
Date Procedure/Guideline (if any) was developed:	
RECORDS:-	
Container Reference in TRIM: Policy	
Container Reference in TRIM: Procedure	
Other locations of Policy:	Intranet (linked to TRIM Container)
Other locations of Procedures/Guidelines:	Intranet (linked to TRIM Container)
DELEGATION (if any):-	
RESPONSIBILITY:-	
Draft Policy developed by:	
Committees (if any) consulted in the development of the Draft Policy:	
Responsibility for Implementation:	
Responsibility for Review of Policy:	

INTEGRATED PLANNING FRAMEWORK:	
Community Strategic Plan:	Theme No.
Delivery Program Title:	
Operational Plan:	

Senior Authorising Officer	**Position** General Manager	**Signature/Date** (Signed and dated)

ACTION	COUNCIL MEETING DATE	RESOLUTION NUMBER	REPORT ITEM NUMBER
NEW/RECONFIRMED/ AMENDED			

DATE REVIEWED	REVIEWER POSITION	REVIEWER NAME