



Planning and Strategy Committee of the Whole

12 September 2018

**UNDER SEPARATE COVER
ATTACHMENTS**

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
PLANNING AND STRATEGY COMMITTEE OF THE WHOLE**

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

- | | |
|--------------|---|
| ITEM 5.1 | DEVELOPMENT APPLICATION DA.2018.013 - TWO STOREY
MIXED USE DEVELOPMENT - 31 MALBON STREET,
BUNGENDORE |
| ATTACHMENT 1 | DA.2018.013 - ASSESSMENT REPORT - MATTERS FOR
CONSIDERATION - 31 MALBON STREET, BUNGENDORE |

QPRC



4.15 ASSESSMENT REPORT – DA.2018.013

SECTION 4.15 CONSIDERATIONS – EP&A Act, 1979

In determining a development application, the consent authority is to take into consideration the following matters of consideration contained within section 4.15 of the Environmental Planning and Assessment Act, 1979 as relevant to the development application:

4.15(1)(a) the provisions of:

(i) any environmental planning instrument

STATE ENVIRONMENTAL PLANNING POLICY NO. 55 - REMEDIATION OF LAND

Clause 7 of SEPP 55 requires consideration to be given to the suitability of the site for the purposes of the proposed development. The subject site has historically been utilised for residential purposes and as such is considered to be suitable in its current state for the purposes of the proposed development.

STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

Clause 101 of SEPP Infrastructure requires that for development fronting classified roads such as the subject application, where practicable vehicular access to the land is to be provided from a road other than the classified road and consideration is to be given to the impacts of the development upon the safety, efficiency and ongoing operation of the road.

The proposed development seeks to obtain access from Butmaroo Street and Gordon Lane rather than the classified road, Malbon Street. The proposed development involves no actions likely impact upon the safety, efficiency or ongoing operation of Malbon Street.

PALERANG LOCAL ENVIRONMENTAL PLAN (PLEP) 2014

An assessment of the proposal against the general aims of PLEP 2014 is included below:

Cl. 1.2(2)	Aims	Complies
(a)	to protect and improve the economic, environmental, social and cultural resources and prospects of the Palerang community,	Yes

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Attachment 1 - DA.2018.013 - Assessment Report - Matters for Consideration – 31 Malbon Street, Bungendore (Continued)**

(b)	to encourage development that supports the long-term economic sustainability of the local community, by ensuring that development does not unreasonably increase the demand for public services or public facilities,	Yes
(c)	to retain, protect and encourage sustainable primary industry and commerce,	Yes
(d)	to ensure the orderly, innovative and appropriate use of resources in Palerang through the effective application of the principles of ecologically sustainable development,	Yes
(e)	to retain and protect wetlands, watercourses and water quality and enhance biodiversity and habitat corridors by encouraging the linking of fragmented core habitat areas within Palerang,	N/A
(f)	to identify, protect and provide areas used for community health and recreational activities,	N/A
(g)	to ensure that innovative environmental design is encouraged in residential development.	Yes

Permissibility

The subject site is Zoned B2 Local Centre zone under Palerang Local Environmental Plan 2014.

Development for the purposes of a commercial premises and shop top housing such as is proposed is permissible within the zone with consent and is defined under PLEP 2014 as follows:

commercial premises means any of the following:

- (a) business premises,
- (b) office premises,
- (c) retail premises.

shop top housing means one or more dwellings located above ground floor retail premises or business premises.

Zone Objectives

An assessment of the proposal against the objectives of the B2 Local Centre zone is included below:

Objectives	Complies
➤ To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.	Yes
➤ To encourage employment opportunities in accessible locations.	Yes
➤ To maximise public transport patronage and encourage walking and cycling.	Yes
➤ To ensure that new development has regard to the character and amenity of the locality.	No
➤ To strengthen the viability of Palerang’s existing business centres as places for investment, employment and cultural activity.	Yes
➤ To support business development by providing parking and other civic facilities.	Yes

**5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development – 31 Malbon Street, Bungendore
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Comments: The proposed development is in stark contrast to the bulk, scale and built form or surrounding development which consist primarily of single storey cottage structure many of which are heritage listed. As such, the proposed development fails to satisfy the objectives of the zone which seek to ensure that new development has regard to the character and amenity of the locality.

Part 4: Principal development standards

An assessment of the proposal against the relevant provisions contained within Part 4 of the PLEP 2014 is provided below.

Height of building

Cl.	Standard	Controls	Proposed	Complies
4.3	<i>Height of building</i>	9m	8.61m	Yes

Part 5: Miscellaneous Provisions

The relevant provisions contained within Part 5 of the PLEP 2014 are addressed below as part of this assessment:

5.10 Heritage conservation

The subject site is not heritage listed and as such the provisions of Clause 5.10 do not apply to the subject application.

Part 6: Local Provisions

The relevant provisions contained within Part 6 of the PLEP 2014 are addressed below as part of this assessment:

6.1 Earthworks

Clause 6.1 of the PLEP 2014 establishes a number of matters requiring consideration for development involving earthworks. The subject application involves bulk earthworks to level the site for the purposes of the proposed development. With the implementation of appropriate mitigation measures throughout construction processes it is considered unlikely that the proposed earthworks would result in any significant impacts. As such, should Council be of a mind to approved the subject application it is recommended that a detailed sediment and erosion control plans be require prior to the commencement of any works upon the site.

6.11 Essential services

Clause 6.11 of the PLEP 2014 requires satisfactory arrangements to be made for water supply, stormwater drainage, solid domestic waste, sewage, and the treatment and disposal of effluent. Along with the supply of electricity and suitable vehicle access. The subject site features existing electricity and telephone connections and connections to Council's reticulated water and wastewater system. As such, the subject site is considered to be suitably serviced for the purposes of the proposed development.

4.15(1)(a)(ii) any draft environmental planning instruments

There are no applicable draft planning instruments that are or have been placed on public exhibition, to consider as part of this assessment.

4.15(1)(a)(iii) any development control plan

Palerang Development Control Plan 2014

The PDCP 2015 establishes a number of development controls relevant to the subject application. An assessment of the proposed development against these controls follows:

B5 Crime Prevention through Environmental Design (CPTED)

Section B5 of the PDCP 2015 requires consideration to be given to the four principles of CPTED. An assessment of the proposed development against these principles follows:

Natural Surveillance: While the proposed development provides commercial tenancies and balconies that overlook the public domain, the proposal includes long spans of blank frontage and blind corridors and provides limited opportunities for passive surveillance to the car parking area to the rear of the site.

Access control: The proposed development provides no physical or perceived barriers to the rear car parking areas which feature limited visibility from the street.

Territorial reinforcement: The proposed development including significant spans of blank wall at the pedestrian interface to Malbon Street fails to promote pedestrian interaction while the open car parking area to the rear features limited reinforcement of the public private boundaries.

Space Management: The proposed development features a sparse pedestrian interface that fails to promote and active street frontage.

Based upon the above assessment the proposed development fails to satisfy the CPTED principles.

B7.1 Parking

Section B7.1 requires off-street car parking is provided in accordance with the requirements of the NSW RMS Guide to Traffic Generating Development. The NSW RMS Guide to Traffic Generating Development establishes that a total of 21 off-street parking spaces (10 commercial, 9 residential and 2 visitor) are required for the proposed development. The proposed development providing 34 spaces (14 residential, 16 commercial, 2 visitor and 2 accessible) satisfies this requirement.

B7.4 Laneways

Section B7.4 requires that development utilising laneways for access purposes must ensure that laneways achieve a minimum width of 8m. Gordon Laneway to the west of the subject site currently has a road reserve width of 6m as such the proposed development would be required to dedicate a minimum 2m to Council to achieve a compliant laneway design. The proposed development in its current form is capable of achieving such a design subject to relocation of the bin storage area.

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Attachment 1 - DA.2018.013 - Assessment Report - Matters for Consideration – 31 Malbon Street, Bungendore (Continued)**

B10.1.6 New Development in the Vicinity of Heritage Items

Section B10.1.6 requires new development within the vicinity of heritage items such as the proposed development be of an appropriate to the character of the streetscape and be of a similar height to surrounding buildings. The existing built environment within the surrounding streetscape consists primarily of single storey structures including a number of heritage listed cottages while larger scale development is significantly setback from the street to minimise visual impact. The proposed development is of a significant bulk and scale with a predominantly nil setback to Malbon Street which presents to the public domain as a highly repetitive and over scaled structure with little visual relief. The presence of significant spans of blank wall at ground level result in an inactive street frontage. The overall built form is a stark contrast to surrounding single storey developments and fails to adopt a sympathetic design approach.

B15.2 Commercial and Industrial Controls

Section B15.2 requires provision be made on site for the loading and unloading of goods and for the storage and collection of waste materials. While the proposed development includes a loading bay and bin storage area the proposed driveway having a maximum clearance of 3.1m does not allow for service vehicles to enter and exit the site in a forward direction. Further, the proposed bin storage arrangements are isolated from the loading bay and again make no provision for collection vehicle access.

C2.4.1 Shop-top housing

1. Separate pedestrian entry to dwellings.

Comment: Each dwelling features separate entry.

2. Commercial service requirements such as loading docks are to be separate from residential access areas.

Comment: The proposed development includes a separate loading area for the proposed commercial uses.

3. Where private open space is not provided each dwelling is to be provided with a balcony.

Comment: Each dwelling includes a balcony.

4. If a garage is not provided then storage area will be required.

Comment: Each dwelling includes a double garage.

C7 Business Land Development

C7.1 Maximum Gross Floor Area: The maximum gross floor area will be no greater than 150%.

Comment: The proposed development achieves a floor space ration of 0.97:1 (1840.9m²:1901.8m²) i.e 97%.

C7.3 Building Articulation

1. Maximum unarticulated building length to a street is to be 5m.

Comment: The proposed development includes unarticulated spans of up to 12.24 m.

2. Large areas of blank or minimally articulated walls are to be avoided.

Comment: The proposed development includes larger spans of blank wall that result in an inactive pedestrian interface.

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3. A mix of building material and colours should be used to reduce the bulk of buildings.
Comment: The proposed development includes a mix of cement render and face brick.

4. Articulate building on corner sites to address each street frontage.
Comment: The proposed ground floor commercial tenancies address each street frontage.

C7.5 Building siting and orientation

1. Buildings orientated and designed to address and overlook the street
Comment: While the proposed development includes commercial tenancies and balconies that overlook the public domain, significant spans of blank wall at ground level provide limited opportunities for passive surveillance and create an inactive street frontage.

2. Building should have an identifiable address to the primary street.
Comment: The proposed development is designed to address the street frontage.

C7.11 Streetscape

Section C7.11 requires the proposed building should fit comfortably within the existing streetscape. The proposed development is of a significant bulk and scale with a predominantly nil setback to Malbon Street which presents to the public domain as a highly repetitive and over scaled structure with little visual relief. The presence of significant spans of blank wall at ground level result in an inactive street frontage. The overall built form is a stark contrast to surrounding single storey developments and fails to adopt a sympathetic design approach.

4.15(1)(a)(iia) any planning agreement or draft planning agreement

No planning agreement has been entered into under section 7.4 of the *Environmental Planning and Assessment Act 1979*.

4.15(1)(a)(iv) matters prescribed by the regulations

Clause 92 of the *Environmental Planning and Assessment (EP&A) Regulation 2000* requires Council to take into consideration Australian Standard AS2601–1991: *The Demolition of Structures*, in the determination of a development application.

Having regard to this prescribed matters, the proposed development does involve the demolition of a building for the purposes of AS 2601 – 1991: *The Demolition of Structures*.

Should this application be approved, appropriate conditions of consent would be included within the recommended to ensure compliance with any relevant regulations.

4.15(1)(a)(v) any coastal zone management plan

Council is not subject to a coastal zone management plan.

4.15(1)(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

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Streetscape and character

Section 4.15(1)(b) of the Environmental Planning and Assessment Act 1979 requires consideration to be given to the likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

The existing built environment within the surrounding streetscape consists primarily of single storey structures including a number of heritage listed cottages (See Figure 1 below), while larger scale development is significantly setback from the street to minimise visual impact (See Figure 2 below).

The subject site is located within a prominent location on the entry to the Bungendore Central Business District and as such any development upon the site will play an important role in bookmarking the town's commercial precinct. The proposed development is of a significant bulk and scale with a predominantly nil setback to Malbon Street which presents to the public domain as a highly repetitive and over scaled structure with little visual relief. The presence of significant spans of blank wall at ground level result in an inactive street frontage. The overall built form is a stark contrast to surrounding single storey developments and fails to adopt a sympathetic design approach. Further, the proposed palette of colours and finishes is inconsistent with surrounding development which use a small palette of materials including brick stone and weatherboard in a consistent way. As such, the proposed development is considered to be incompatible with the existing streetscape and would result in unacceptable impacts upon the built environment.



Figure 1: Existing weatherboard cottage (40 Malbon Street, Bungendore)

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Attachment 1 - DA.2018.013 - Assessment Report - Matters for Consideration – 31 Malbon Street, Bungendore (Continued)**



Figure 2: Adjacent Development (34 Malbon Street, Bungendore)

Traffic Impacts

In recognition of the increased density introduced upon the site as a result of the proposed development additional traffic movements are likely to be generated, however, the subject application was accompanied by insufficient information to determine the likely impacts of such traffic upon the surrounding road network.

4.15(1)(c) the suitability of the site for the development

The subject site is relatively unconstrained, however the long frontage to Malbon Street and relatively shallow depth requires careful consideration to be given to the relationship between any proposed structure and vehicular access to the site. With this in mind the proposed subject site is considered to be suitable for future commercial development however, the proposed development is considered to be incompatible with the physical constraints of the site as it fails to achieve functional vehicular access for the purposes of the proposed commercial use.

4.15(1)(d) any submissions made in accordance with this Act or the regulations

The proposal required notification under Part E of the Palerang DCP 2015. During the initial consultation period (12) submissions were received. During the subsequent renotification following the amendment of the proposal (34) submissions were received. The relevant issues raised are as follows:

**5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development – 31 Malbon Street, Bungendore
Attachment 1 - DA.2018.013 - Assessment Report - Matters for Consideration – 31 Malbon Street, Bungendore (Continued)**

Issue: Streetscape

Concern was raised in relation to the compatibility of the proposed development with the existing and desired streetscape within the locality.

Comment: As discussed in detail throughout this report, the proposed development is considered to be inconsistent with the desired streetscape within the locality.

Issue: Heritage significance of the existing cottage

Concern was raised over the proposed demolition of the existing cottage upon the site and the heritage significance it may possess.

Comment: The existing cottage upon the site is not current listed under the Palerang Local Environmental Plan 2014 as an item of local heritage significance. The heritage significance of the structure has been considered throughout numerous heritage studies undertaken by Council including the Draft Bungendore Heritage Study 2018 in which it was found not to meet the threshold for local heritage listing. Nonetheless, the subject application was referred to Council's Heritage Advisor who noted that structure as being a poor example of its type which has been extensively altered and has a low degree of integrity. As such, no objection is raised to the proposed demolition. As a matter of completeness it is considered appropriate to note that while a number of submissions make reference to correspondence from Council's former Heritage Advisor regarding the existing cottage, this correspondence simply notes "There is a weatherboard cottage on the site that is proposed for demolition that notwithstanding the 1982 study, may nevertheless have heritage value – particularly for its streetscape contribution". The subsequent Draft Bungendore Heritage Study 2018 found these comments not to be substantiated as the structure does not meet the threshold for local heritage listing.

Issue: Traffic and access

Concern was raised over potential traffic generation as a result of the proposed development and potential impacts upon the surrounding road network along with the construction standard of the proposed access roads.

Comment: In recognition of the increased density introduced upon the site as a result of the proposed development additional traffic movements are likely to be generated, however, the subject application was accompanied by insufficient information to determine the likely impacts of such traffic upon the surrounding road network.

Issue: Parking

Concern was raised over the adequacy of the proposed off-street car parking arrangements.

Comment: The proposed development provides for (34) off-street parking space which exceed the requirements of the NSW RMS Guide to Traffic Generating Development (Refer to attached 4.15 assessment for detailed assessment)

Issue: Legislative Compliance

Concern was raised in relation to the compliance of the development with the relevant provisions of the Palerang Local Environmental Plan 2015 and the Palerang Development Control Plan 2015.

**5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development – 31 Malbon Street, Bungendore
Attachment 1 - DA.2018.013 - Assessment Report - Matters for Consideration – 31 Malbon Street, Bungendore (Continued)**

Comment: As outlined throughout this report, the proposed development fails to satisfy a number of objectives and development controls established under the PLEP and PDCP planning instruments and as such it is recommended that the subject application be refused. A detailed assessment of the proposed development against the relevant planning instruments is included in the attached 4.15 assessment report.

Issue: Shop top housing

Concern was raised that the proposed development was not shop top housing.

Comment: Shop top housing is defined under the Palerang Local Environmental Plan 2014 as follows:

shop top housing means one or more dwellings located above ground floor retail premises or business premises.

The proposed development being comprised of seven (7) units (dwellings) above ground floor commercial tenancies and associated car parking is considered to satisfy the above definition. While it is noted that the proposed residential area is significantly larger than the proposed commercial tenancies this is not a matter for consideration under the above definition.

Issue: Previous applications

References were made to previous applications upon the subject site and Council's refusal of said applications

Comment: The subject application is required to be assessed on its own individual merit and as such the previous application (2004/DEV00257) has no weighting in Council consideration of the subject application. It should also be noted that a number of legislative instrument including the PLEP 2014 and PDCP 2015 were not in force at the time of lodgement of 2004/DEV00257.

Issue: Compatibility with adjoining development

Concern was raised that the proposed development was in compatible with existing residential land uses to the south of the subject site (47 Butmaroo Street).

Comment: The adjoining site to the south contains a single dwelling that is sited towards the south of the block. This siting ensures that the dwelling would retain a minimum of three (3) hours solar access as of the winter solstice (21 June). Further, in recognition of the site's B2 Local centre zoning it is likely to be redeveloped for commercial purposes in the future.

Issue: Human Health Risks

Concern was raised that the proposed development may result in unacceptable health risk due to its proximity to the adjacent service station.

Comment: The subject site is located more than xm from the existing service station located at 42 Malbon Street. Under the Protection of the Environment Operations Act 1997 (Sections 124-126), must maintain and operate equipment and deal with materials in a proper and efficient manner to prevent air pollution at all times. As such responsibility to ensure that all emissions from the service station are at acceptable levels lie with the site operator and it is therefore appropriate to expect that an surrounding property can be occupied without issue.

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Attachment 1 - DA.2018.013 - Assessment Report - Matters for Consideration – 31 Malbon Street, Bungendore (Continued)**

Issue: Environmentally Sustainable Development

Concern was raised that the proposed development fails to incorporate appropriate Environmental Design Principles.

Comment: The matter has been discussed in detail in the attached 4.15 report (See attachment 1)

Issue: Crime Prevention Through Environmental Design (**CPTED**)

Comment: Concern was raised that the proposed development fails to incorporate appropriate CPTED principles.

Comment: The matter has been discussed in detail in the attached 4.15 report (See attachment 1)

Issue: Notification Process

Concern was raised the notification process undertaken throughout the assessment of the subject application was insufficient.

Comment: The subject application was publically notified in accordance with Part E of the Palerang Development Control Plan 2015 including notification of three (3) properties adjoining and adjacent the subject site and advertisement in the local newspaper. Further, the subject application was renotified in the same manner following amendments to the proposal.

Issue: Tree Removal

Concern was raised that the proposed development includes the removal of three (3) trees including one (1) street tree.

Comment: The proposed tree removal accommodates for bulk earthworks to level the subject site, however these trees could be retained through minor amendments to landscape and awning design. As such, if Council was of a mind to approve the subject application appropriate conditions of consent could be imposed as to allow for the retention of the trees.

Issue: Minimum Lot Size

Concern was raised that the proposed strata subdivision undermines the minimum lots size within the locality.

Comment: It is common practice for shoptop housing developments such as is proposed to be strata subdivided. Further, strata subdivision is permissible upon the subject site with no minimum lot size.

Issue: Noise

Concern was raised over potential noise generated as a result of the proposed development.

Comment: The proposed development being for the purposes of residential and commercial uses is considered unlikely to generate any significant noise emissions. Further any proposes use of ground floor commercial tenancies would require further development consent which would allow for further consideration of noise generating potential of the specific development.

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Issue: Stormwater

Concern was raised that insufficient information regarding proposed means of stormwater disposal accompanied the subject application.

Comment: The subject site features frontage to Council's reticulated stormwater infrastructure. If Council was of a mind to approve the subject application a detailed stormwater design would be submitted and approved under the Construction Certificate Process.

4.15(1)(e) the public interest

The public interest is served through the detailed assessment of this development application under the relevant local planning controls and legislation and consideration of any submissions received relating to it by Council. The proposed development is considered to be contrary to the public interest as it fails to satisfy the legislative requirements of the Palerang Local Environmental 2014 and the Palerang Development Control Plan 2015.

SECTION 64 CONTRIBUTIONS

Section 64 of the Local Government Act 1993 allows contributions to be levied towards the provision of water, sewerage and stormwater infrastructure.

Section 64 Contributions are applicable to the proposed development however calculations have not been provided as the subject application is recommended for refusal.

SECTION 7.11 CONTRIBUTIONS

Section 7.11 of the *Environmental Planning & Assessment Act 1979* permits councils to require as a condition of development consent, the reasonable dedication of land or the payment of monies, or both, for development that is likely to require the provision of, or increase the demand for public amenities and public services within the area.

Section 7.11 Contributions are applicable to the proposed development however calculations have not been provided as the subject application is recommended for refusal.

5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development - 31 Malbon Street, Bungendore
 Attachment 2 - DA.2018.013 - Plans - 31 Malbon Street, Bungendore (Continued)



PROJECT:
 PROPOSED SHOP TOP
 DEVELOPMENT
 LOCATION:
 LOT 20 SEC 23 DP 758183
 31 MALBON STREET
 (CNR BUTMAROO STREET)
 BUNGENDORE NSW 2621
 CLIENT:
 PETER, TANYA, DAVID, &
 ADAM CARNOVALE

DATE: 22/09/2017

SCALE:

DRAWING STATUS:
 W.D.

SHEET: 3 OF:

DWG No: REV: SHT SIZE
 A3

PROPOSED STREETSCAPE

IMAGE/RENDERING FILE IN PROGRESS/31 CARNOVALE SHOP TOP DEVELOPMENT BUNGENDORE/11 CARNOVALE SHOP TOP DEVELOPMENT BUNGENDORE - FINAL - AMENDED 4/20/2018

5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development - 31 Malbon Street, Bungendore
 Attachment 2 - DA.2018.013 - Plans - 31 Malbon Street, Bungendore (Continued)

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4

AERIAL VIEW 1

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4

AERIAL VIEW 2

3D VIEWS

Tru-line
DESIGN

**ARCHITECTURAL & ENGINEERING
DESIGN & DRAFTING**

ACT & NSW - URBAN & RURAL

SERVICES:

NEW HOMES	SHADOW DIAGRAMS
DUAL OCCUPANCY	SITE ANALYSIS
TOWNHOUSES	LICENCED BUILDER ACT & NSW
EXTENSIONS	ENERGY RATING SCHEME ACCREDITED ASSESSOR
COMMERCIAL	
STRUCTURAL	
CIVIL ENGINEERING	
LANDSCAPE DESIGN	
SURVEYING	
COST ESTIMATING	
CAD DESIGN	
3D PRESENTATIONS	

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PROJECT:
 PROPOSED SHOP TOP
 DEVELOPMENT

LOCATION:
 LOT 20 SEC 23 DP 758183
 31 MALBON STREET
 (CNR BUTMAROOD STREET)
 BUNGENDORE NSW 2621

CLIENT:
 PETER, TANYA, DAVID, &
 ADAM CARNOVALE

BUILDER:
 .
 Phone:

DRAWING TITLE:
 3D VIEWS

SCALE:

DATE:
 22/09/2017

DESIGNED: DRAWN: CHECKED:
 P.B. P.B. P.B.

CAD FILE: DATE PLOTTED:

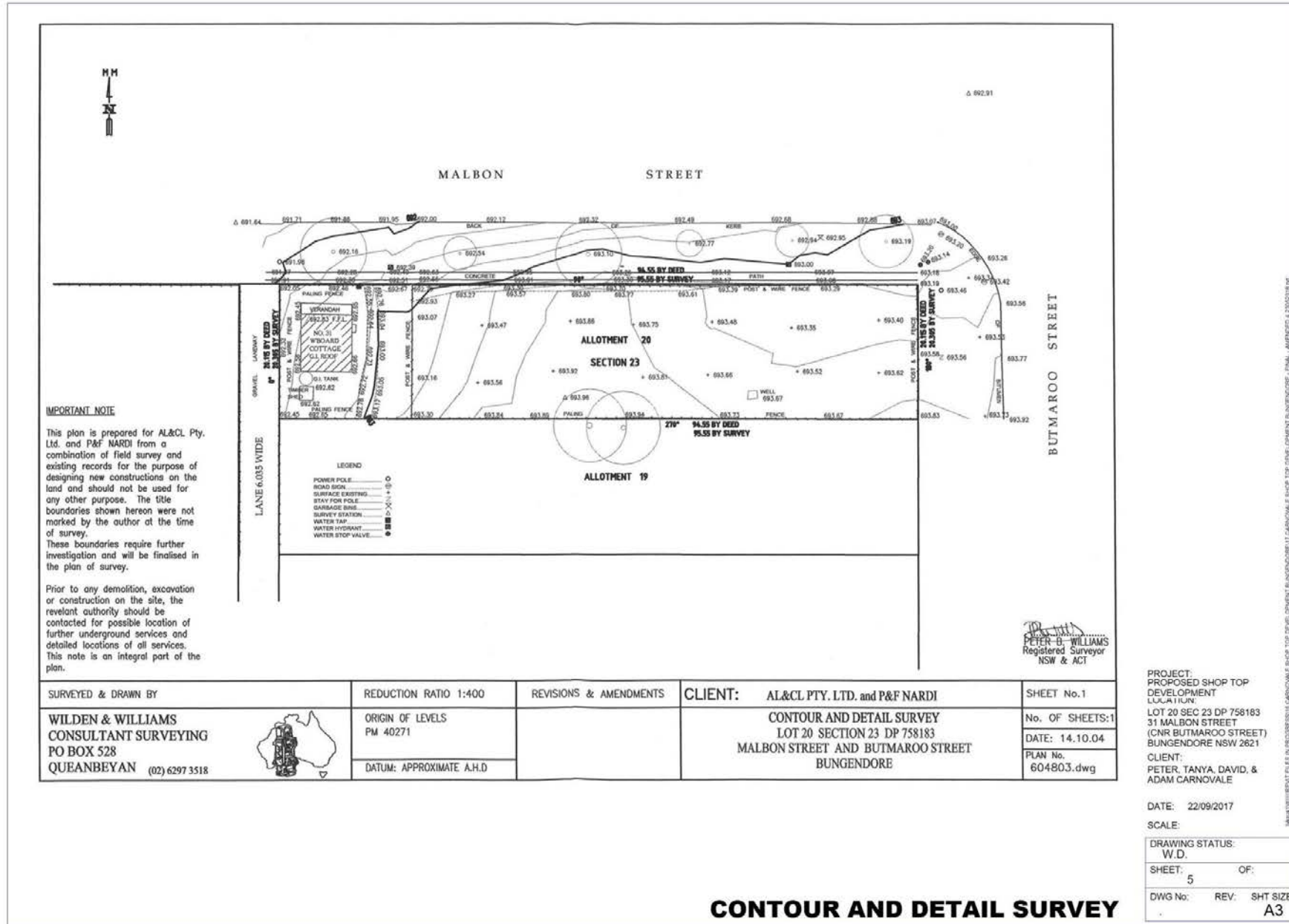
AMENDED:

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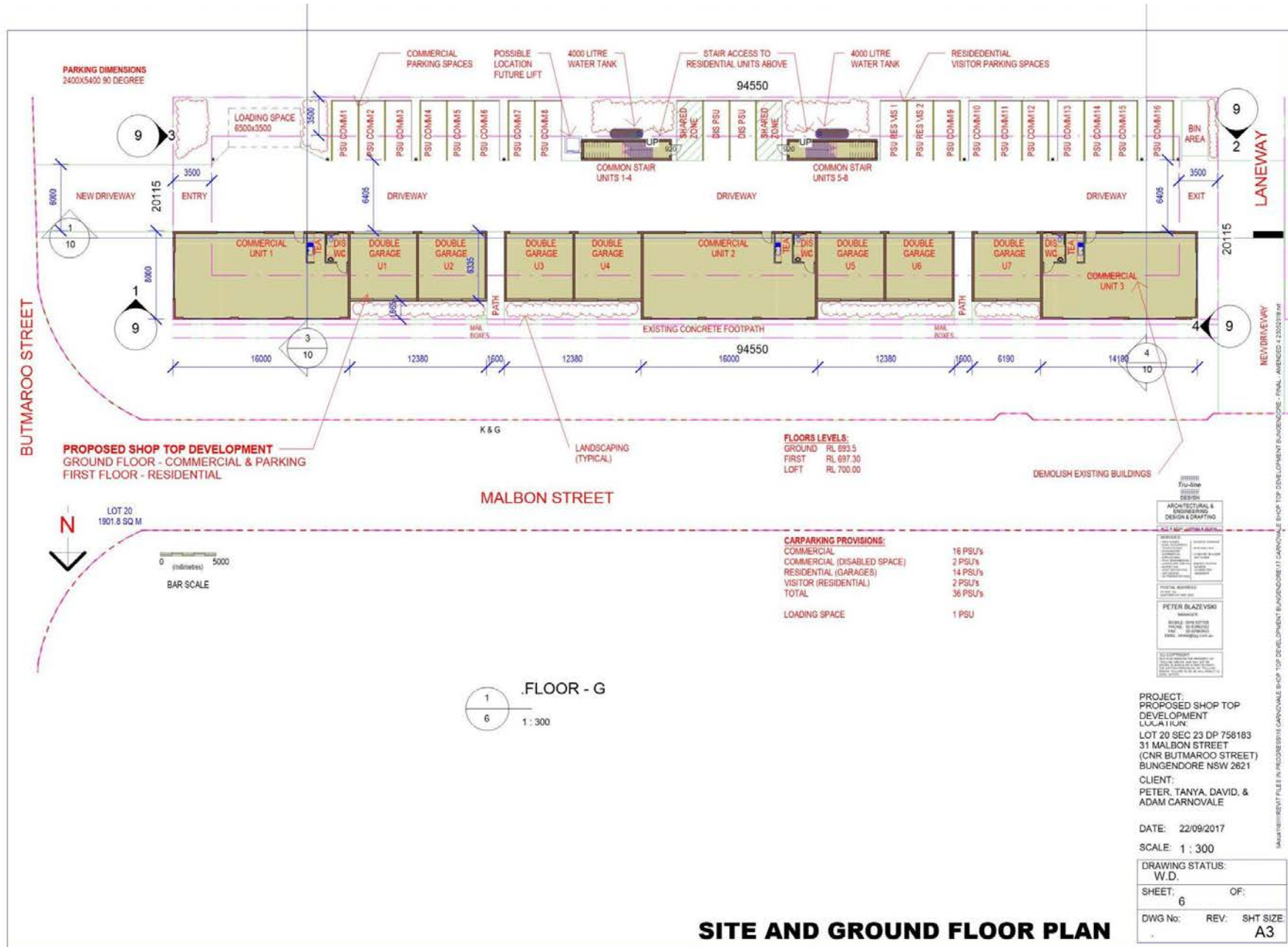
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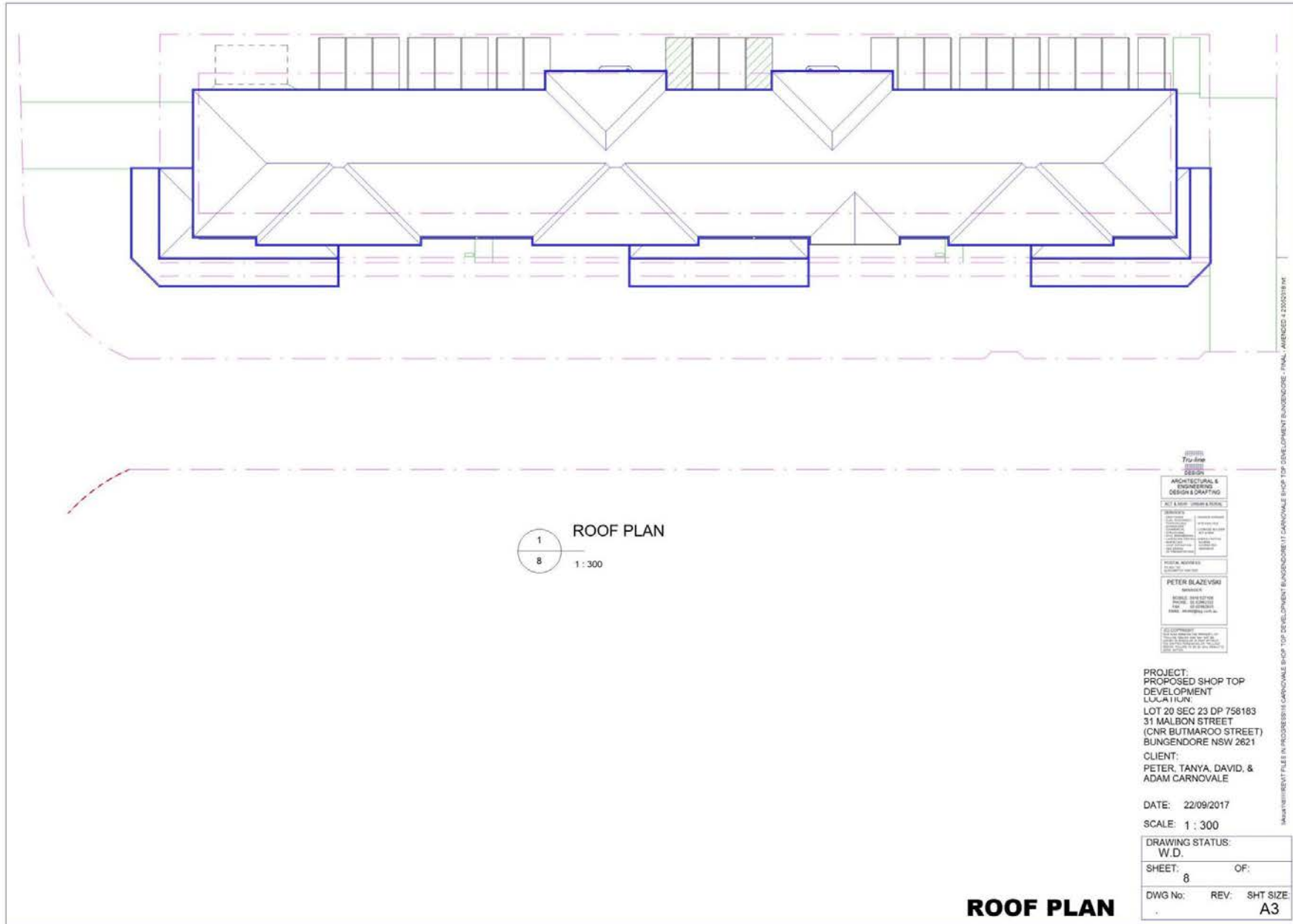
5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development - 31 Malbon Street, Bungendore
 Attachment 2 - DA.2018.013 - Plans - 31 Malbon Street, Bungendore (Continued)



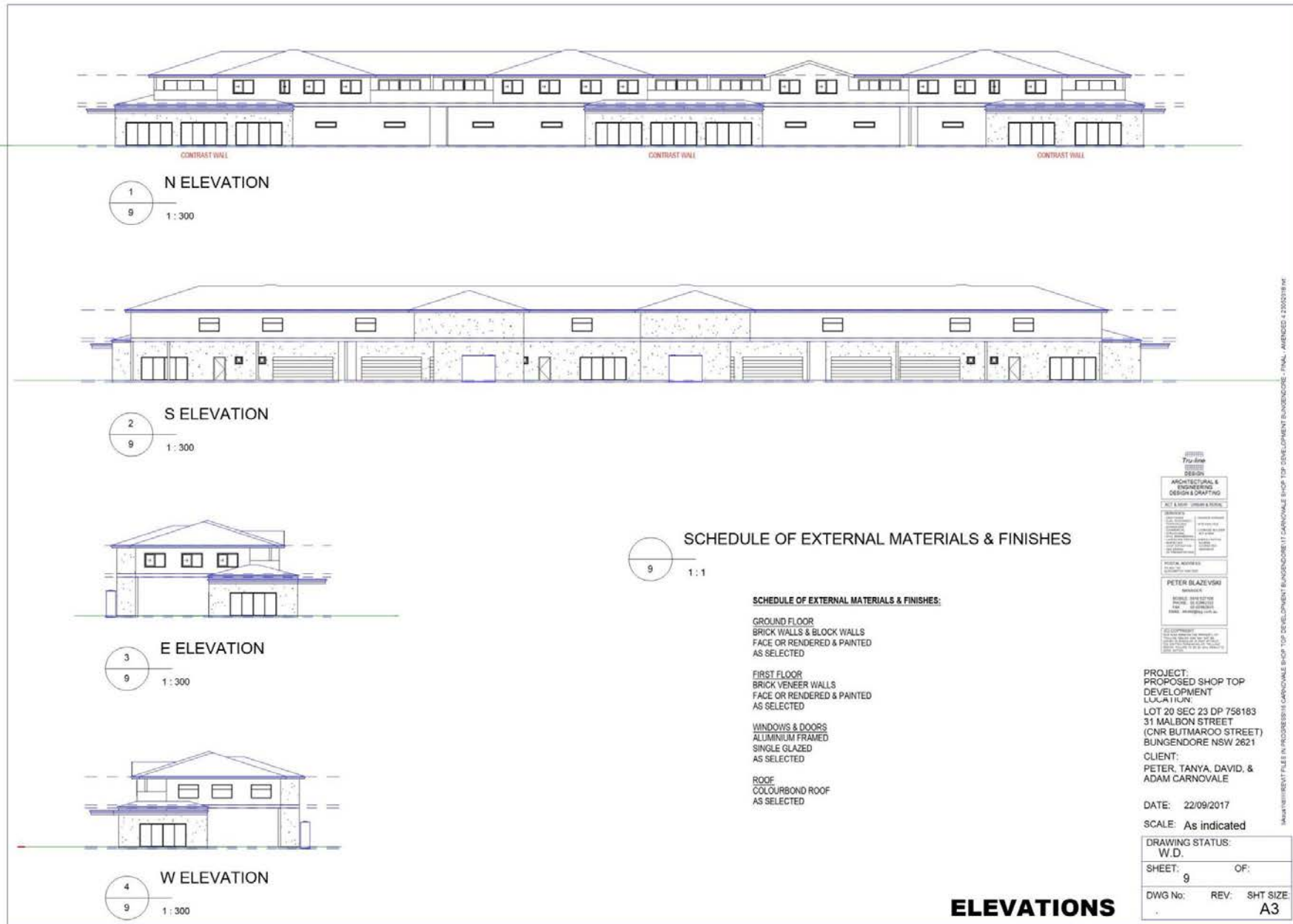
5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development - 31 Malbon Street, Bungendore
 Attachment 2 - DA.2018.013 - Plans - 31 Malbon Street, Bungendore (Continued)



5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development - 31 Malbon Street, Bungendore
 Attachment 2 - DA.2018.013 - Plans - 31 Malbon Street, Bungendore (Continued)



5.1 Development Application DA.2018.013 - Two Storey Mixed Use Development - 31 Malbon Street, Bungendore
 Attachment 2 - DA.2018.013 - Plans - 31 Malbon Street, Bungendore (Continued)



ELEVATIONS

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.2 DEVELOPMENT APPLICATION 169-2018 - WAREHOUSE
CONVERSION TO COMMERCIAL PREMISES, WHOLESALE
SUPPLIES AND FUNCTION CENTRE - 22 STEPHENS ROAD,
CRESTWOOD

ATTACHMENT 1 DA 169-2018 - SECTION 4.15 MATTERS FOR
CONSIDERATION REPORT - 22 STEPHENS ROAD,
CRESTWOOD

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

ATTACHMENT - SECTION 4.15 TABLE – Matters for Consideration

This application has been assessed under Section 4.15 of the *Environmental Planning and Assessment Act 1979* and the following matters are of relevance to **Development Application No 169-2018**

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)
<i>State Environmental Planning Policy No 55 - Remediation of Land</i>	
<p>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. There are records of the site being previously used for potentially contaminating purposes. The site has previously been used as a joinery shop, vehicle sales and repair premises and as storage or a warehouse. The site is an existing industrial site, which is within an industrial zone and is to be used as a commercial premise. The proposal does not include sensitive land uses such as residential or educational and childcare facilities. The provisions of SEPP 55 have been considered and the development is deemed to be acceptable on the site. An initial asbestos report was submitted with the application, the development will be conditioned accordingly to deal with the implications of the asbestos present on the site.</p>	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)
<i>Part 1 Preliminary</i>	
<i>Clause 1.2 Aims of Plan</i>	
<p>a) <i>to facilitate the orderly and economic use and development of land in Queanbeyan based on ecological sustainability principles,</i> b) <i>to provide for a diversity of housing throughout Queanbeyan,</i> c) <i>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,</i> d) <i>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</i> e) <i>to protect the scenic quality, views and vistas from main roads and other vantage points within Queanbeyan of the escarpment and Mount Jerrabomberra,</i></p>	Yes

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
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QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
<p>f) <i>to maintain the unique identity and country character of Queanbeyan,</i> g) <i>to facilitate the orderly growth of the urban release area in Googong in a staged manner that promotes a high level of residential amenity and the timely provision of physical and social infrastructure through appropriate phasing of the development of land.</i></p> <p>The proposed development seeks to incorporate a range of uses that will facilitate economic use of the land in Queanbeyan. The proposed development will not have any negative impacts on views and vistas or the natural and built cultural heritage of Queanbeyan. The proposal is consistent with the aims and objectives of the Queanbeyan Local Environmental Plan 2012.</p>	
<p>Clause 1.4 Definitions</p>	
<p>The subject site is zoned IN1 – General Industrial under the <i>Queanbeyan Local Environmental Plan 2012</i> (QLEP 2012). The proposal is a mixed-use development, which comprises a commercial kitchen (one half dedicated to a wholesale kitchen and the other half for a catering and events kitchen), coffee roasting business and generally as an events space/function centre. The proposal also utilises the unit located at the front as a music studio.</p> <p>The proposal is broadly defined as a commercial premises, which is defined under the QLEP 2012 as:</p> <p>Commercial premises means any of the following:</p> <ul style="list-style-type: none"> (a) Business premises, (b) Office premises, (c) Retail premises. <p>The proposed music studio is taken to be a business premises, which is defined under the QLEP 2012 as:</p> <p>Business premises means a building or place at or on which:</p> <ul style="list-style-type: none"> (a) An occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or (b) A service is provided directly to members of the public on a regular basis, <p>The coffee roasting business and commercial kitchen is taken to be in part a food and drink premises, which is defined under the QLEP 2012 as:</p> <p>Food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:</p> <ul style="list-style-type: none"> (a) a restaurant or cafe, (b) take away food and drink premises, (c) a pub, (d) a small bar. 	<p>Yes</p>

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

QUEANBEYAN LOCAL ENVIRONMENTAL PLAN 2012 COMMENTS	COMPLIES (Yes/No)
<p>And as wholesale supplies, which is defined under the QLEP 2012 as:</p> <p>Wholesale supplies means a building or place used for the display, sale or hire of goods or materials by wholesale only to businesses that have an Australian Business Number registered under the A New Tax System (Australian Business Number) Act 1999 of the Commonwealth.</p> <p>The use of the site as a function centre is determined to be ancillary to the predominant use as a commercial premise. A function centre is defined under the QLEP 2012 as:</p> <p>Function centre means a building or place used for the holding of events, functions, conferences and the like, and includes convention centres, exhibition centres and reception centres, but does not include an entertainment facility.</p>	
Clause 1.9A Suspension of Covenants, Agreements and Instruments	
Under Clause 1.9A, no covenants, agreements and instruments restricting the development have been identified.	Yes
Part 2 Permitted or Prohibited Development	
Clause 2.1 Land Use Zones	
<p>The subject site is Zoned IN1 – General Industrial under the QLEP2012.</p> <p>Development for the purposes of a commercial premises, business premises (under the group term commercial premises), food and drink premises (under the group term retail premises, as under commercial premises), wholesale supplies and function centre are all permissible uses under the IN1 Zoning of the QLEP 2012.</p>	Yes
Clause 2.3 Zone Objectives and Land Use Tables	
<ul style="list-style-type: none"> • To provide a wide range of industrial and warehouse land uses. • To encourage employment opportunities. • To minimise any adverse effect of industry on other land uses. • To support and protect industrial land for industrial uses. • To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area. <p>The proposed development incorporates a range of uses, which create and encourage employment opportunities and provide opportunities for economic growth in the Queanbeyan area. The proposal will not have an adverse impact on protecting land for industrial use as it is permissible in the zone and is a less intense use than existing surrounding industrial uses.</p>	Yes
Clause 2.7 Demolition requires development consent	
Partial internal demolition is proposed. No major demolition work to the existing building is proposed. The site is not heritage listed and the proposed demolition is not anticipated to have a negative impact on the site.	Yes

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

Part 4 Principal Development Standards	
Clause 4.3 Height of buildings	
The maximum building height for the subject site is 12m. The proposed development incorporates changes to the roof, which will increase the overall height of the building. The total proposed height is 7.6m. Complies.	Yes
Clause 4.4 Floor space ratio	
There is no applicable floor space ratio for the site.	N/A
Part 5 Miscellaneous Provisions	
Clause 5.9 Preservation of trees or vegetation	
No trees or vegetation are proposed to be removed.	N/A
Clause 5.10 Heritage conservation	
The site is not heritage listed or within a conservation area.	N/A
Clause 5.11 Bush fire hazard reduction	
The site is not bushfire prone.	N/A
Part 7 Additional Local Provisions	
Clause 7.1 Earthworks	
No major earthworks are anticipated for the development as it is within an existing building. The extension of Unit 04 will require minimal earthworks. The site is generally flat with a slight slope to the east.	N/A
Clause 7.2 Flood Planning	
Clause 7.2 of the QLEP 2012 makes provision for developments within the flood planning area. The site is not identified as "flood planning area" on the Flood Planning Map, and is not at or below the flood planning level.	N/A
Clause 7.3 Terrestrial biodiversity	
Clause 7.3 of the QLEP 2012 makes for provision for developments that impact on 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.	N/A
Clause 7.4 Riparian land and watercourses	
Clause 7.4 of the QLEP 2012 makes provision for developments within 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".	N/A
Clause 7.5 Scenic protection	
Clause 7.5 of the QLEP 2012 makes provisions for developments impacting on scenic protection land. This clause is not relevant to the proposed development as the site is not identified as "Scenic Protection Area" on the Scenic Protection Map. Subclause (3) of this clause is required to be assessed before the application is determined.	N/A
Clause 7.6 Airspace operations	
Clause 7.6 of the QLEP 2012 makes provisions for developments located in areas that are affected by airspace operations and aircraft noise. The proposed development will not penetrate the Obstacle Limitations Surface Map for the Canberra Airport. Therefore the application was not required to be referred to the relevant Commonwealth body for comment.	N/A

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
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Clause 7.7 Development in areas subject to aircraft noise	
Clause 7.7 of the QLEP 2012 makes provisions for developments 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.	N/A
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".	N/A
Clause 7.9 Essential services	
Clause 7.9 of the QLEP 2012 requires satisfactory arrangements to be made for water supply, stormwater drainage, solid domestic waste, sewage, and the treatment and disposal of effluent. Along with the supply of electricity and suitable vehicle access. 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: (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation, (e) suitable vehicular access.	Yes
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".	N/A
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.	N/A

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 notified to adjoining owners and no submissions were received.	Yes

Part 2 All Zones

2.2 Car Parking

Proposed Variation to the Parking Requirements within Table 1 under Section 2.2.6 Controls for Car Parking.

The planned development proposes a total of 21 car parking spaces. 3 proposed spaces within Unit 3 (V16, V17 and V18, Drawing A01 Site Plan prepared by Ace Simonovski Design Studio) that are designed to be a stacked valet system are not supported due to being impractical and non-compliant with relevant standards, as well as the 3 car parking spaces adjacent the existing car park (referred to as spaces V19, V20 and V21, Drawing A01 Site Plan prepared by Ace Simonovski Design Studio). The angled parking although non-compliant is existing and is to be retained and can be utilised by small cars. This results in a total of 15 car parking spaces on site.

The car parking has been calculated using the **commercial premises** rate (1 space per 60m² of Gross Floor Area) with the seating area to be utilised as a **food and drink premises** and **function centre** area calculated at the **food and drink premises** rate (15 spaces per 100m² of gross floor area). The car parking calculation presented in the Development Engineer's referral and provided in the Development Engineer's comments in the section below for a total requirement of 36 spaces is not supported by the Town Planners evaluation. As the calculation for 26 spaces corresponds with the correct land use definitions associated with the development as defined under the *QLEP 2012*. Additionally the intensification of the site through extending the existing unit at the rear of the property, unit 4, is not seen as an impediment to the development occurring as it is designated to be used as storage. Storage is excluded under the definition of gross floor area within the *QLEP 2012*. However, the current development will create an obstacle on further development or any future proposed change of use applications to unit 4 as the car parking requirement is already proposed to be substantially varied.

Yes -
Variation

Table 1 – Car Parking Requirements

Total car parking spaces required	26
Total car parking spaces provided	15
Number of spaces not provided (variation)	11

The following information presents a further breakdown of the calculation of car parking. The general area for the coffee roasting business, wholesale commercial kitchen and music studio are calculated at the commercial premises rate (285m² of GFA = 4.75 spaces), with the seated area, which will act as ancillary to this attracting the food and drink premises rate, calculated at 15 spaces per 100m² of GFA (proposed 140m² GFA = 21.5 spaces). The music studio (60m²) as a business premises (under the group term commercial premises) has been calculated at the commercial premises rate, due to not having a standardised parking rate under the Queanbeyan Development Control Plan 2012 for business premises.

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

<p>Assessment against Section 2.2.4 'Variations and Compliance Objectives'</p> <p>The proposed development is not in compliance with the requirements of the provisions for car parking under the Queanbeyan Development Control Plan 2012. However, the following assessment under clause 2.2.4 provides a rationale for varying the standard.</p> <p>The applicant has submitted a Traffic and Parking Impact Statement in accordance with subclause d), however, the overall calculation against the general industry rate of Part 2.2 of the QDCP 2012 is not supported. The rate has been calculated at the commercial premises rate for all areas excluding the seated area, which has been calculated at the food and drink premises rate. The calculation is provided above in the comments against Part 2.2. The requirement is for 26 spaces in total, 21 spaces have been proposed (11 spaces are only likely able to comply with the relevant Australian Standard). However the existing 4 angled parking spaces are to be retained, leaving a total shortfall of 11 car parking spaces in total.</p> <p>The proposed hours of operation are 7am to 10pm Monday to Friday and 7am to 10pm on weekends and public holidays. Generally the hours of operation are satisfactory given the proposed development is located within an existing industrial area. However, it is proposed that the development be conditioned that events and functions are held out of business hours on Monday to Friday, but allowed during the proposed opening hours on weekends and public holidays to reduce the impact of overflow parking on the street and surrounding businesses.</p> <p>The traffic and parking assessment states that drop off/ pick-up services will be offered on a case by case basis for special events/functions. However, it is impractical for Council to condition or implement this provision. The onus will be on the applicant to provide this service when necessary. Nonetheless, this does not subsequently reduce the overall variation.</p> <p>The site is also serviced by a bus stop on Kendall Avenue North within 200 metres of the subject site. Additionally, there is on street parking on one side of Stephens Road. Please refer to Figure 4 below. The opposite side of the street is signposted as no parking, however verge parking is common on this side of the road/verge due to existing businesses.</p>	
<p>2.3 Environmental Management</p> <p>The development will require a Section J Report at Construction Certificate stage. The proposed development will not result in any significant environmental impacts and is not located within the vicinity of arterial roads, entertainment venues or the like.</p>	Yes
<p>2.4 Contaminated Land Management</p> <p>The proposal is considered generally satisfactory with respect to State Environmental Planning Policy 55 – Remediation of Land (SEPP 55) and therefore also with respect to DCP clause 2.4. The land is not known to have been used for potentially contaminating activities.</p>	Yes
<p>2.5 Flood Management</p> <p>The subject site is not within a flood prone area.</p>	N/A

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

<p>2.6 Landscaping A landscaping plan was required to be submitted with the application. The proposed landscaping includes retaining the existing tree facing Stephens Road, a new walkway and a grassed strip.</p>	<p>Yes</p>	
<p>2.7 Soil, Water and Vegetation Management Plan (SWVM Plans) Standard conditions relating to site management will be imposed should development consent be granted. An Erosion and Sediment Control Plan was submitted as a part of the DA.</p>	<p>Yes</p>	
<p>2.8 Guidelines for Bushfire Prone Areas The site is not identified as bushfire prone land.</p>	<p>N/A</p>	
<p>2.9 Safe Design The proposed development is within an existing building. The entrance to the building is clearly defined, with an entrance into the music studio at the front of the property. The gate will contain signage that will allow patrons to identify the site with the vehicle kerb crossover to the car parking area making it legible as to where other entrances to other sections of the development are located. Complies.</p>	<p>Yes</p>	
<p>2.11 Height of Buildings Refer to LEP assessment (Clause 4.3).</p>	<p>Yes</p>	
<p>2.13 Preservation of Trees and Vegetation The proposed development does not require the removal of any existing vegetation.</p>	<p>N/A</p>	
<p>PART 8 – INDUSTRIAL DEVELOPMENT</p>		
<p>8.1.2</p>	<p>Overall objectives for Development in Industrial Zones</p> <ul style="list-style-type: none"> • <i>Provide development guidelines for the Industrial development</i> • <i>Protect the amenity of existing residences within and close to industrial development.</i> • <i>To prevent incompatible land uses being located in proximity to one another</i> • <i>Encourage best practice in environmental management.</i> • <i>Ensure development has a visually appealing appearance to the street.</i> <p>The proposed development is not incompatible with surrounding land uses within the locality. The development is mixed use, with each proposed individual use permissible with consent in the zone. The proposed changes to the external façade will improve the overall appearance of the building and have a positive impact on the amenity and appearance of the streetscape.</p>	<p>Yes</p>
<p>8.2.1</p>	<p>Setbacks</p> <ul style="list-style-type: none"> • <i>Provide adequate space for landscaping and parking</i> • <i>Provide flexibility in building design</i> • <i>Provide buffers to adjoining land uses and preserve residential amenity.</i> 	<p>Yes</p>


5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

(a) <i>Setbacks to comply with Table 1</i>			
Setback type	Building Line Setback	Minimum landscaped width	Proposed
Main Street frontage	<i>7.5m</i>	<i>7.5m</i>	<i>4.2m</i>
Secondary frontage	<i>3m</i>	<i>3m</i>	<i>N/A</i>
Side and rear boundaries	<i>From zero</i>	<i>N/A</i>	<i>Zero</i>

The front setback is non-compliant. However, the setback to the frontage is existing and is not proposed to be changed as a part of this proposal. Zero metre rear setback is proposed and the side boundary setback on the northern boundary is also 0m. The sewer/stormwater easement that traverses the rear of the property contains planting and creates a buffer between the site and the adjoining properties. These however, are also industrial land uses, therefore there is no adverse impact anticipated from the proposed reduction of the rear setback. Complies.

8.2.2	<p>Building Design</p> <p>Objectives</p> <ul style="list-style-type: none"> • <i>Promote buildings that enhance the quality of the streetscape.</i> • <i>Encourage innovative, contemporary and sustainable design.</i> • <i>Encourage design that is compatible with the type, scale, height, bulk and character of surrounding industrial development, and which enhances the streetscape.</i> • <i>Ensure noise emissions are mitigated.</i> • <i>Protect and enhance visual amenity of entry points into Queanbeyan.</i> <p>The proposed development will enhance the quality of the streetscape through refurbishing the existing building. New contemporary materials are proposed on the façade of the building and the development presents an appropriate adaptable reuse of an existing warehouse building in an industrial area.</p> <p>Relevant Controls</p> <p>(a) <i>The façade of buildings facing the street should be of a high design quality. Monotonous facades consisting of one plain colour are to be avoided.</i></p> <p>The proposed development incorporates new paint and materials to refurbish the existing building. The design and colours are contemporary and neutral and will improve the amenity of the site and the overall streetscape. Adequate articulation on the building is provided. Complies.</p>	Yes
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5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

	<p><i>(b) Colours and materials shall be compatible with the natural scenic qualities of the locality. Visually prominent buildings with incompatible colours will not be supported.</i></p> <p>Woodland grey and monument Colorbond to be used with existing walls to be retained as white (painted) in other areas. An American oak timber door is proposed for the entrance on the south elevation. Colours and materials are contemporary and neutral and will improve the site and streetscape. Complies.</p> <p><i>(c) New materials for construction are to be used. New industrial buildings should be constructed from low maintenance materials and incorporate energy efficient design principles.</i></p> <p>The proposed materials are appropriate for the development. The building is existing and is not proposed for industrial use. Not applicable.</p> <p><i>(d) The extensive use of reflective glazed windows will not be supported.</i></p> <p>Reflective windows are not proposed. Complies.</p> <p><i>(e) The appearance of industrial sites, when viewed from nearby residential areas should be addressed through the location of plants and trees that break up the mass of buildings and reduce the potential for glare. This will be generally be achieved by a landscape buffer zone between residential and industrial areas and the provision of a wall for noise attenuation.</i></p>  <p>Figure 2.</p> <p>The easement at the rear of the subject site creates adequate screening of the proposed development to the residential area located to the east of the site. As the proposal is commercial development in an industrial area it is not anticipated to have any negative impacts on surrounding land uses. Complies.</p>	
<p>8.2.3</p>	<p>Site Works</p> <p>Controls</p> <p><i>(a) The maximum permissible cut and fill to accommodate any building or associated structure is limited to 2 metres, except in those circumstances referred to below. All exposed cut and fill is to be suitably retained to structural engineers detail or battered.</i></p> <p>No cut and fill is proposed the site contains an existing building that is to be re-used. The proposed extension to Unit 04 will only require minimal earthworks. Complies.</p>	<p>Yes</p>

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(b) Council will consider, in case of particularly undulating sites, a cut of up to 4 metres in depth where the abutting wall of the building serves the purpose of a retaining wall. This provision is subject to the wall of the building satisfying the National Construction Code requirements in regard to structural integrity and drainage (see Figure 3).

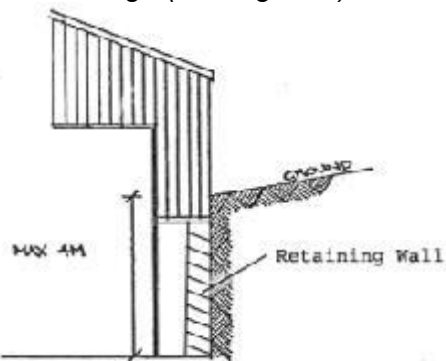


Figure 3

Not applicable, minimal cut and fill proposed.

(c) Excavation and filling of the site, except to accommodate building platform, car parking, driveways and storage areas is to be kept to a minimum. On steeper allotments, the tiering of car parks and external storage areas is recommended.

Minimal excavation required for the extension of Unit 04. The rest of the development is proposed within an existing building. Complies.

(d) All batters are not to exceed a gradient of 1:4 and shall be suitably stabilised with vegetation.

Not applicable. Minimal excavation proposed.

8.2.4

Materials Storage

Controls

(a) All efforts should be made to avoid external storage areas being visible from the street or when viewed from strategic locations throughout Queanbeyan.

The waste storage location is located behind the building line and within a part of the allotment that is not visible from the street, due to the layout of the site. Complies.

(b) Storage areas that can be seen from the street and neighbouring areas shall be screened.

Refer to comments against control a). Complies.

(c) Designated outdoor storage areas are to be indicated on the site plan submitted to Council as part of the Development Application.

Waste storage area is designated on the plan in an appropriate location. Complies.

Yes -
Condition

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

	<p><i>(d) The use of storage units/facilities will be required in order to keep storage areas in a tidy state. The type of storage unit/facility to be provided will be dependent on the materials to be stored. Typical provisions may include:</i></p> <ul style="list-style-type: none"> <i>i. Racking devices for timber and steel products; or</i> <i>ii. Storage bins for soil and mulching products.</i> <i>iii. In some instances, roofing of storage areas may be required to lessen the visual impact on surrounding land uses and/or the visibility from elevated areas outside the estate.</i> <p>The proposed development is commercial and not an industrial use. Due to this waste will not be consistent with what is produced in an industrial setting. However, a waste management plan will need to be provided by the applicant, this will be a condition of consent. A preliminary waste management letter was submitted with the application as prepared by Sellicks Consultants. The application will also be conditioned for a trade waste application to be submitted to Council for assessment. Complies.</p> <p><i>(e) Where storage is located to the front of the building, screen fencing is to be used to improve the streetscape. High continuous solid fencing should be softened by appropriate planting and indentations of the fence. High solid fences should have open elements above 1.2m to maintain surveillance.</i></p> <p>Not applicable as no storage areas are located to the front of the building. Refer to comments against the controls provided above for further detail.</p> <p><i>(f) Storage areas are not to impede exit doors/paths from the building.</i></p> <p>Note: Car spaces and designated driveway areas shall not be used for storage of materials.</p> <p>Waste storage is located in an appropriate location that will not impede exit doors and paths from the building.</p>	
<p>8.2.5</p>	<p>Fencing</p> <p>Controls</p> <ul style="list-style-type: none"> <i>(a) All fencing is to begin behind the landscaped area along the street frontage. Fencing is not generally permitted along the front boundary of allotments.</i> <i>(b) The preferred type of fencing is a galvanised or PVC coated wire mesh, not less than 1.8m above ground level and anchored into concrete footing.</i> <i>(c) Electric fences shall not be supported unless council is satisfied the development or proposed development requires this type of fencing. Council may require additional information which demonstrates the need for an electric fence.</i> <i>(d) Barbed Wire fences shall not be supported unless council is satisfied the development or proposed development requires this type of fencing. Council may require additional information which demonstrates the need for a barbed wire fence.</i> 	<p>Yes</p>

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
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	<p>The existing gate facing the frontage is to be retained. There are no existing or proposed fences at the front of the building. No fences to the rear and side are marked on the submitted plans. If these are replaced at a later date then they will need to be undertaken under the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 as exempt development or alternatively a separate development application will need to be lodged.</p>	
<p>8.2.6</p>	<p>Pollution Control</p> <p>Objectives</p> <ul style="list-style-type: none"> • <i>Ensure that the use of land does not create offensive noise.</i> • <i>To ensure adequate protection against environmental degradation due to pollution discharge.</i> • <i>Minimise interference to existing and future amenity.</i> • <i>Ensure satisfactory measures are incorporated to alleviate negative environmental impacts associated with industrial land uses.</i> <p>The proposed development is a mixed use development that incorporates a number of uses that are not industrial. The area is an industrial area, with the predominant surrounding land uses being industrial. The development is considered appropriate for the area and is not anticipated to generate offensive noise. Waste will be managed in accordance with the waste management plan that will required as per a condition of consent. The development will also be conditioned to have a trade waste application submitted to Council. Complies.</p> <p>(a) Waste</p> <p><i>i) Provision shall be made for the storage and disposal of all trade waste, refuse, etc., that can be adequately accessed by service vehicles, so that it is not exposed to public view or likely to create a health nuisance.</i></p> <p><i>ii) A written Waste Management Plan is to be submitted with the Development Application.</i></p> <p>Note: <i>A Waste Management Plan should address the following matters:</i></p> <ul style="list-style-type: none"> • <i>The quantity and type of waste generated by the ongoing use of the development,</i> • <i>How the generation of waste will be minimised and how recycling/reuse will be maximised,</i> • <i>How waste and the reusable and recyclable components are to be separated and stored,</i> • <i>The accessibility and use of waste storage and recycling areas by the occupants,</i> • <i>The collection/servicing of waste containers,</i> • <i>The ongoing use, maintenance and general management of the waste facilities:</i> • <i>The size of bin storage areas, indicating the number of bins to be accommodated, means of ventilation and cleaning, and paths of travel for collection points.</i> 	<p>Yes</p>

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A brief waste management letter/plan has been submitted with the application. However, a more detailed waste management plan will be conditioned to be provided prior to the issue of a construction certificate. The placement of waste storage is marked on the plans and the ability for the site to be serviced by waste vehicles has been assessed as adequate. Complies.

(b) Noise and Vibrations

i) Buildings shall generally be designed to prevent noise from plant machinery and operations associated with the development exceeding 5dBA above the background noise level at any time, measured at the boundaries of the site.

ii) All machinery shall be installed to ensure that no vibration is transmitted beyond the development site.

iii) Council may require acoustic information be submitted with a development application in order to assess the potential noise impacts of a proposal on surrounding uses and residential areas.

Note: Council may impose restrictions to mitigate potential noise impacts (Refer Part 2 of the DCP).

The proposed development is a commercial premises, incorporating a coffee roasting business, café, commercial kitchen and music studio. The proposed development is within an industrial zone with existing industrial premises surrounding the site. The noise impacts of the development are likely to be less than the surrounding premises due to their use. As a result no negative impacts on surrounding land uses in regards to noise and vibrations is anticipated. The site is around 150 metres to the nearest residential area, a large industrial warehouse backs onto the subject site. Complies.

(c) Emissions

Note: Industrial activity must comply with the relevant pollution control legislation administered by the Environment Protection Authority and Council, such as the Protection of the Environment Operations Act 1997.

The proposed development is a commercial use in an industrial zone. A waste management plan and trade waste approval will ensure that waste generated by the site is handled adequately. Complies.

(d) Trade Effluent and Wastes

i) No sewerage, sullage or trade effluent shall be permitted to flow into Council's stormwater system, or any other water way.

ii) Formal approval must be obtained from Council for the disposal of trade effluent into Council's sewer from industrial premises. Depending on the composition of the effluent entering the Council's sewer, conditions may be imposed to ensure prior treatment before discharge (i.e. Plate Separator or other traps).

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)

	<p><i>iii) Council's consent to discharge trade effluent to Council's sewer is conditional upon the applicant obtaining all other necessary approvals from the relevant statutory authorities.</i></p> <p>The application will include a condition that a trade waste application is submitted to Council for approval. Complies.</p> <p>(e) Storage of hazardous or Toxic Material</p> <p><i>i) To ensure hazardous and toxic materials are not a threat to the environment, they must be stored in accordance with Workcover Authority requirements.</i></p> <p><i>ii) All tanks, drum and containers of toxic and hazardous materials shall be stored in a bunded area. The bund walls and floors shall be constructed of impervious material and shall be of sufficient size to contain 110% of the volume of the largest tanks plus the volume displaced by any additional tanks within the bunded area.</i></p> <p>No hazardous or toxic material will be stored or generated on site, as the proposed use is commercial and not industrial. Complies.</p> <p>(f) Drainage</p> <p><i>i) A plan shall detail methods of stormwater collection and control, including all downpipes, drains and pits, site levels and nearest Council main. An interlot drainage easement will be required over adjoining properties where necessary. Adjoining owners consent will need to be submitted with your application where such easement does not exist.</i></p> <p><i>ii) All stormwater generated on-site is to be discharged to the kerb and gutter or Council's stormwater main to the satisfaction of Council's Development Engineers.</i></p> <p><i>iii) Appropriate facilities are to be provided and maintained by the developer/owner on site to contain and treat spillage, including washing and surface water, harmful to stream or sub-surface water quality.</i></p> <p><i>iv) Council will encourage, where appropriate, the use of porous surface material and soakage pits to reduce stormwater loads.</i></p> <p>Stormwater will be connected to the existing main which runs within the drainage reserve/laneway to the rear of the lot. Complies.</p>	
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Additional Planning Considerations

The following additional planning matters apply to the development:

**5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 1 - DA 169-2018 - Section 4.15 Matters for Consideration Report - 22 Stephens Road, Crestwood (Continued)**

MATTERS FOR CONSIDERATION	COMPLIES (Yes/No)
<i>Environmental Planning and Assessment Act Regulation 2000</i>	
<p><i>The provisions of any matters prescribed by the Regulations, which apply to the land to which the development application relates, must be considered.</i></p> <p><i>Clause 92 - Australian Standard AS 2601-1991 (Demolition of Structures).</i> <i>Clause 93 - Fire Safety Considerations (change of use of an existing building).</i> <i>Clause 94 - Fire Safety Considerations (rebuilding/altering/enlarging/extending existing building).</i> <i>Clause 94A Fire Safety Considerations (temporary structures).</i></p> <p>Additionally, clause 94 of the EP&A Regulation applies to the development as the proposal involves alterations and extensions to the building and given the extent of the work, it is considered appropriate to require the building to be brought into conformity with the Building Code of Australia.</p>	Yes
<i>The Likely Impacts of the Development</i>	
<p><i>Context and Setting</i> - The development will have a minimal impact on the scenic qualities and features of the landscape, including views and vistas and is compatible with the established character of the locality. There will be an acceptable impact on adjacent properties in relation to overshadowing and privacy.</p>	Yes
<p><i>Access, Transport and Traffic</i> - The proposed development's impact in relation to access, transport and traffic is considered to be acceptable. The matters relating to parking and access have been previously addressed under Part 2 of the QDCP 2012.</p>	Yes
<p><i>Public Domain</i> - The proposed development will not adversely impact on public recreational opportunities, pedestrian links or access to public space.</p>	Yes
<p><i>Utilities</i> - The site is serviced with water, sewer, electricity and telecommunication services.</p>	Yes
<p><i>Heritage</i> - The proposed development be unlikely to have any impact in relation to heritage. The site is not heritage listed, is not adjacent to a heritage item and is not located within a Heritage Conservation Area.</p>	Yes
<p><i>Other Land Resources</i> - No additional impact in regards to any other land resources is anticipated as a part of the proposed development.</p>	Yes
<p><i>Water</i> - There are no negative impacts associated with the proposed development anticipated to effect water.</p>	Yes
<p><i>Soils</i> - No negative impact on the soil present on the site is anticipated as a part of the proposed development.</p>	Yes
<p><i>Air and Microclimate</i> - No impacts to air or microclimate are anticipated as a part of the proposed development.</p>	Yes

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<i>Flora and Fauna</i> - No tree or vegetation removal is proposed, impact on flora and fauna is anticipated to be minimal.	Yes
<i>Waste</i> – The proposed development will be conditioned to include a waste management plan. Impacts from waste through construction to operation are anticipated to be satisfactory.	Yes
<i>Energy</i> – A Section J report under the BCA will be required at Construction Certificate stage.	Yes
<i>Noise and Vibration</i> - The proposed development is not likely to cause any adverse ongoing impact from noise or vibration.	Yes
<i>Natural Hazards</i> – No natural hazards are identified on the relevant QLEP 2012 Maps.	Yes
<i>Technological Hazards</i> - No technological hazards are known to affect the site.	Yes
<i>Safety, Security and Crime Prevention</i> - The proposed development complies with the relevant section of the QDCP 2012 on crime prevention through environmental design.	Yes
<i>Social Impact in the Locality</i> – The development is not anticipated to have a negative social impact.	Yes
<i>Economic Impact in the Locality</i> – The proposed development is anticipated to create a positive economic outcome for the Queanbeyan area, through employment opportunities and the creation of flow on effects to and from other businesses in the Canberra-Queanbeyan region.	Yes
<i>Site Design and Internal Design</i> - The site design and internal design of the development has been assessed under the QDCP 2012. The proposed design is considered to be satisfactory.	Yes
<i>Construction</i> - 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
<i>Cumulative Impacts</i> - 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. It is considered unlikely that the proposed development will result in adverse cumulative impact.	Yes
<i>The Suitability of the Site for the Development</i>	
<i>Does the proposal fit in the locality?</i> - The proposal is considered to be compatible with its site and general locality.	Yes
<i>Are the site attributes conducive to development?</i> – Site attributes such as configuration, size and slope, are considered to be generally conducive to the proposed development.	Yes

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Have any submissions been made in accordance with the Act or the Regulations?	
<i>Public Submissions</i> - The application was required to be notified. No submissions in regards to the proposed development were received.	Yes
<i>Submissions from Public Authorities</i> – No submissions from public authorities were recorded for the proposed development.	Yes
The Public Interest	
It is considered that the public interest will not be adversely affected by the proposed development. Standard conditions will be imposed to ensure minimal impacts to surrounding properties.	Yes
Government and Community Interests	
It is considered that government and community interests will not be adversely affected by the proposed development.	Yes
Section 7.11 and 64 Development Contributions	
<i>Section 7.11 Contributions</i> Not applicable to the proposed development.	Yes
<i>Section 64 Contributions</i> Refer to Engineers comments.	

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

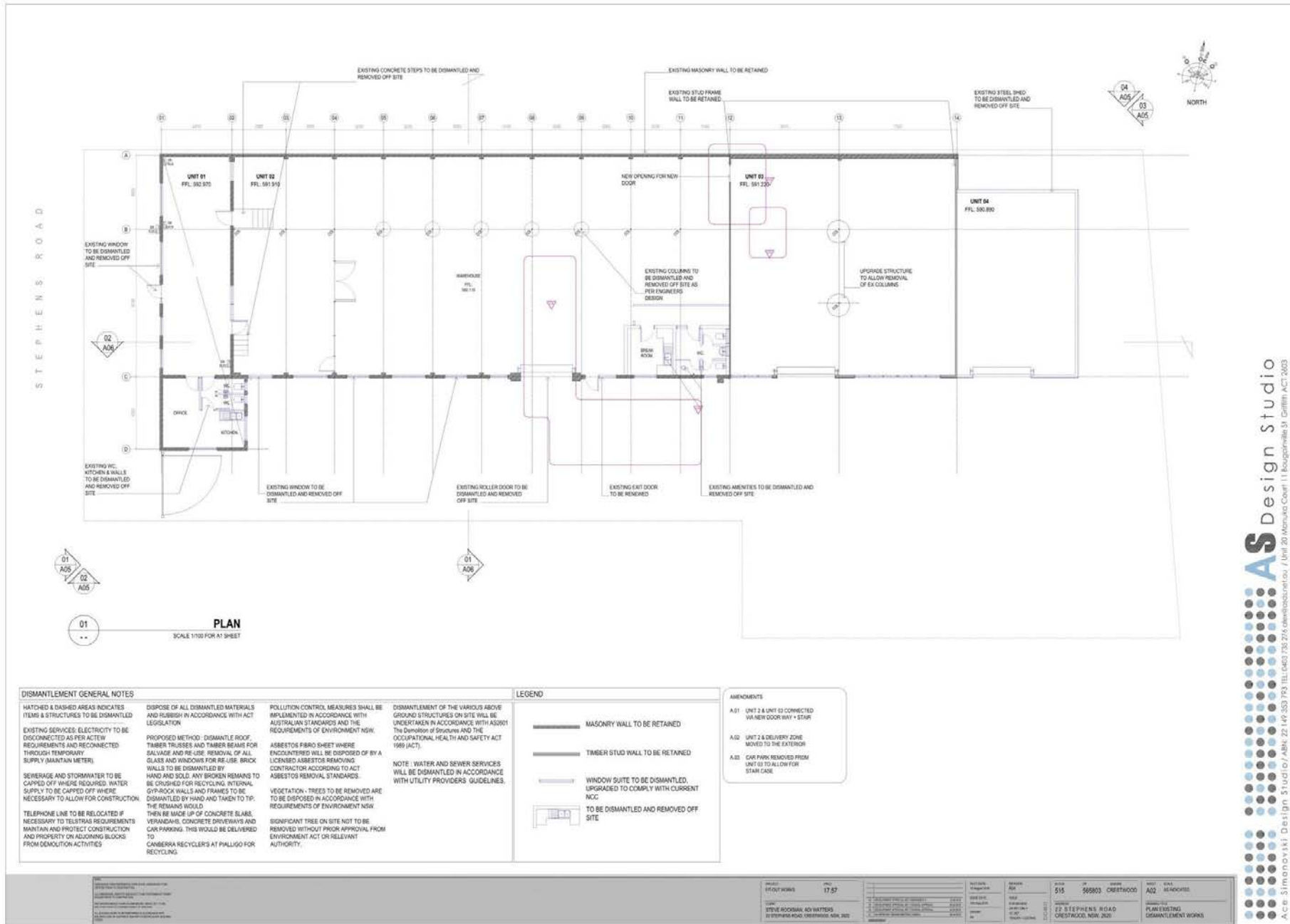
ITEM 5.2 DEVELOPMENT APPLICATION 169-2018 - WAREHOUSE
CONVERSION TO COMMERCIAL PREMISES, WHOLESALE
SUPPLIES AND FUNCTION CENTRE - 22 STEPHENS ROAD,
CRESTWOOD

ATTACHMENT 2 DA 169-2018 - ARCHITECTURAL PLANS - 22 STEPHENS
ROAD CRESTWOOD

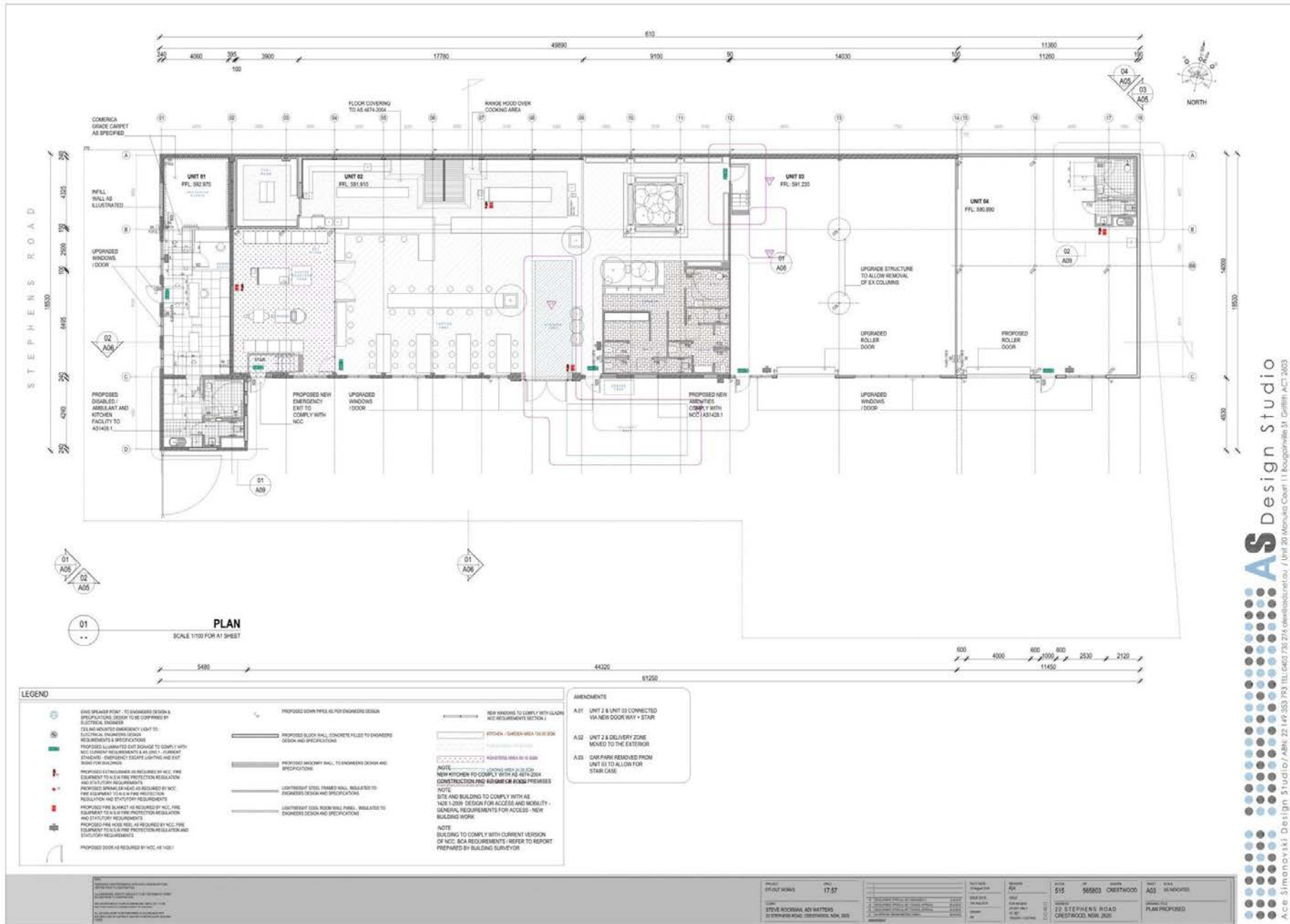
5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)



5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)

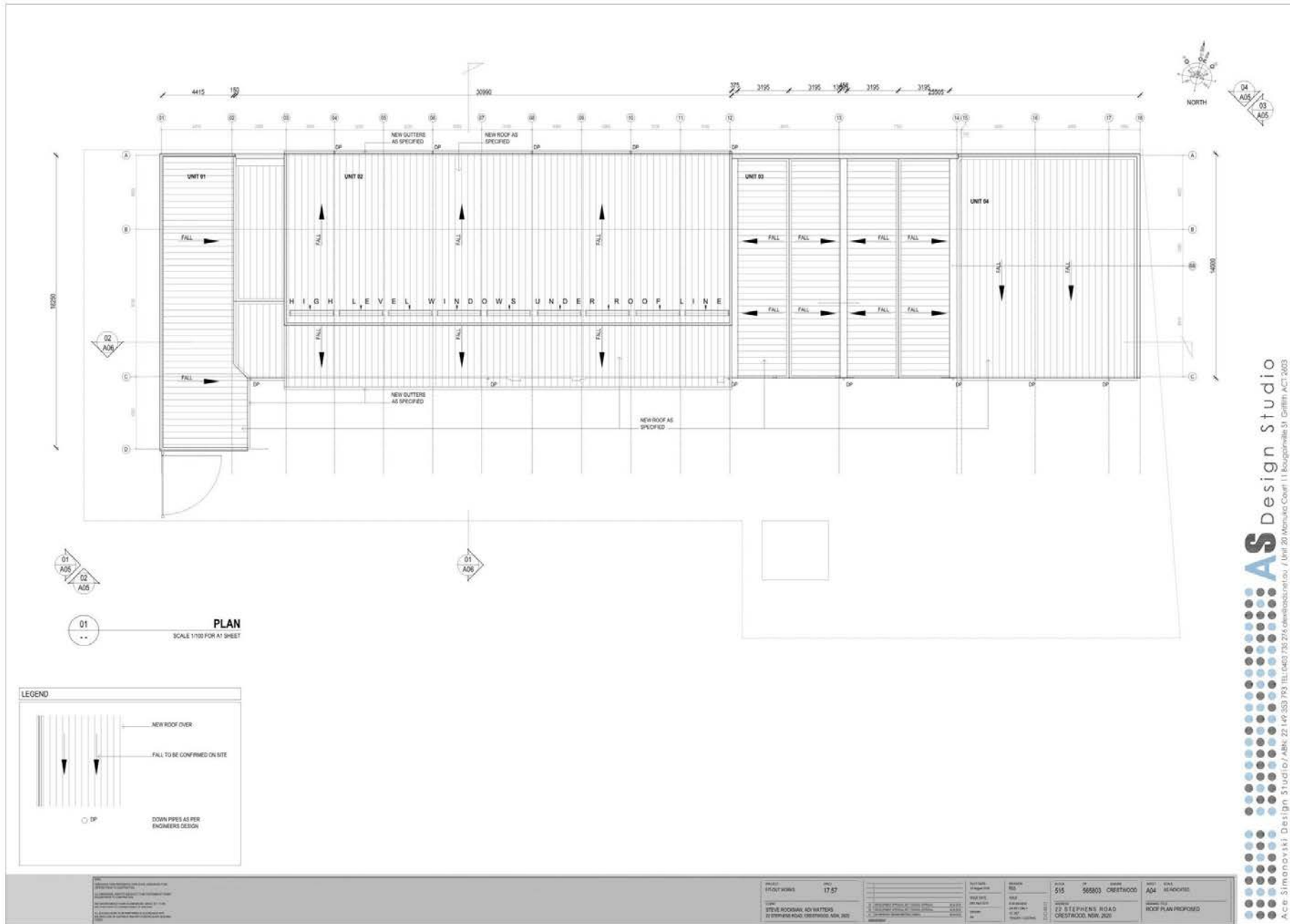


5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)

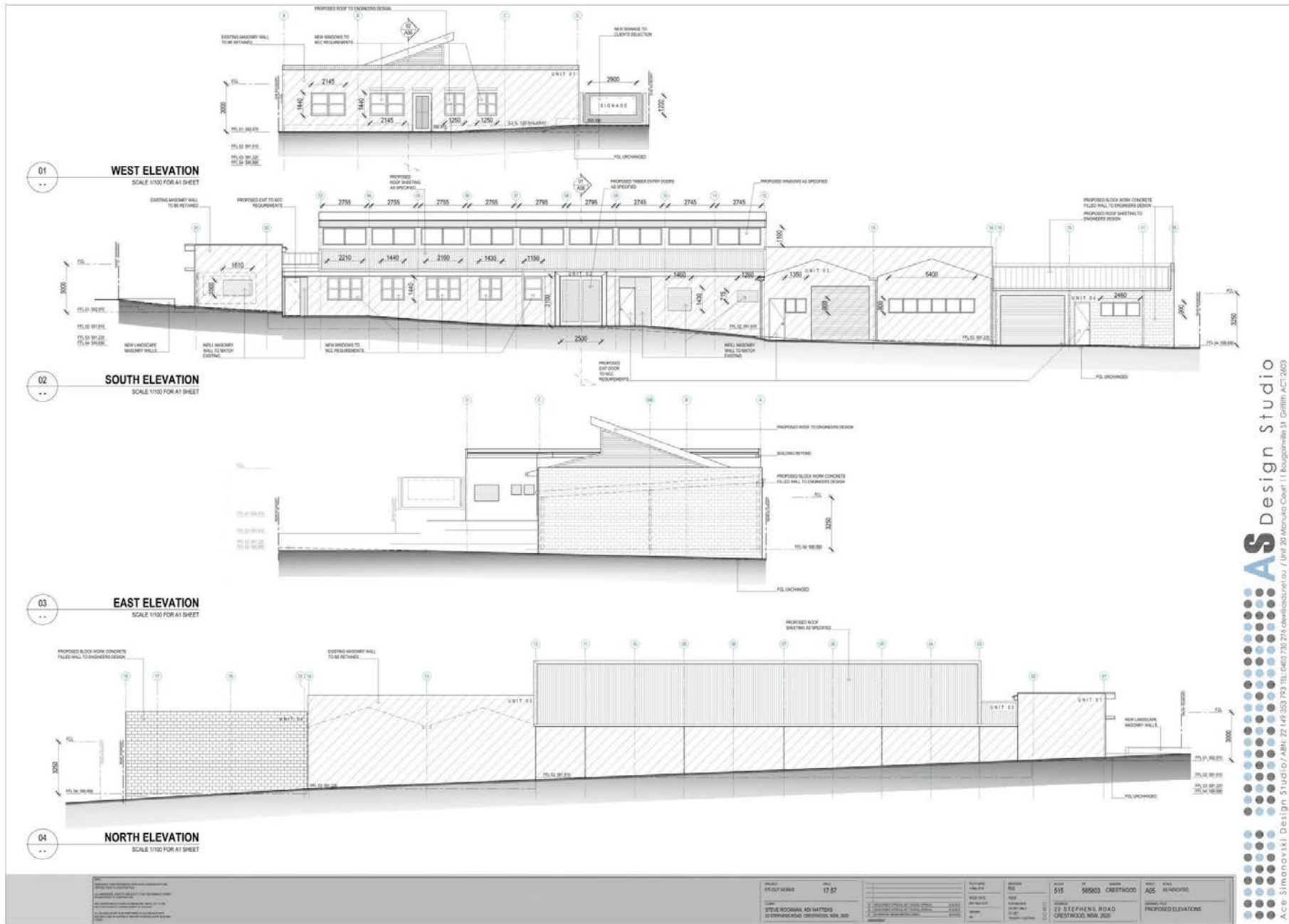


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 A/c: Simionovski Design Studio / Unit 20 Manuka Court / 11 Bougainville St / Griffith ACT 2603

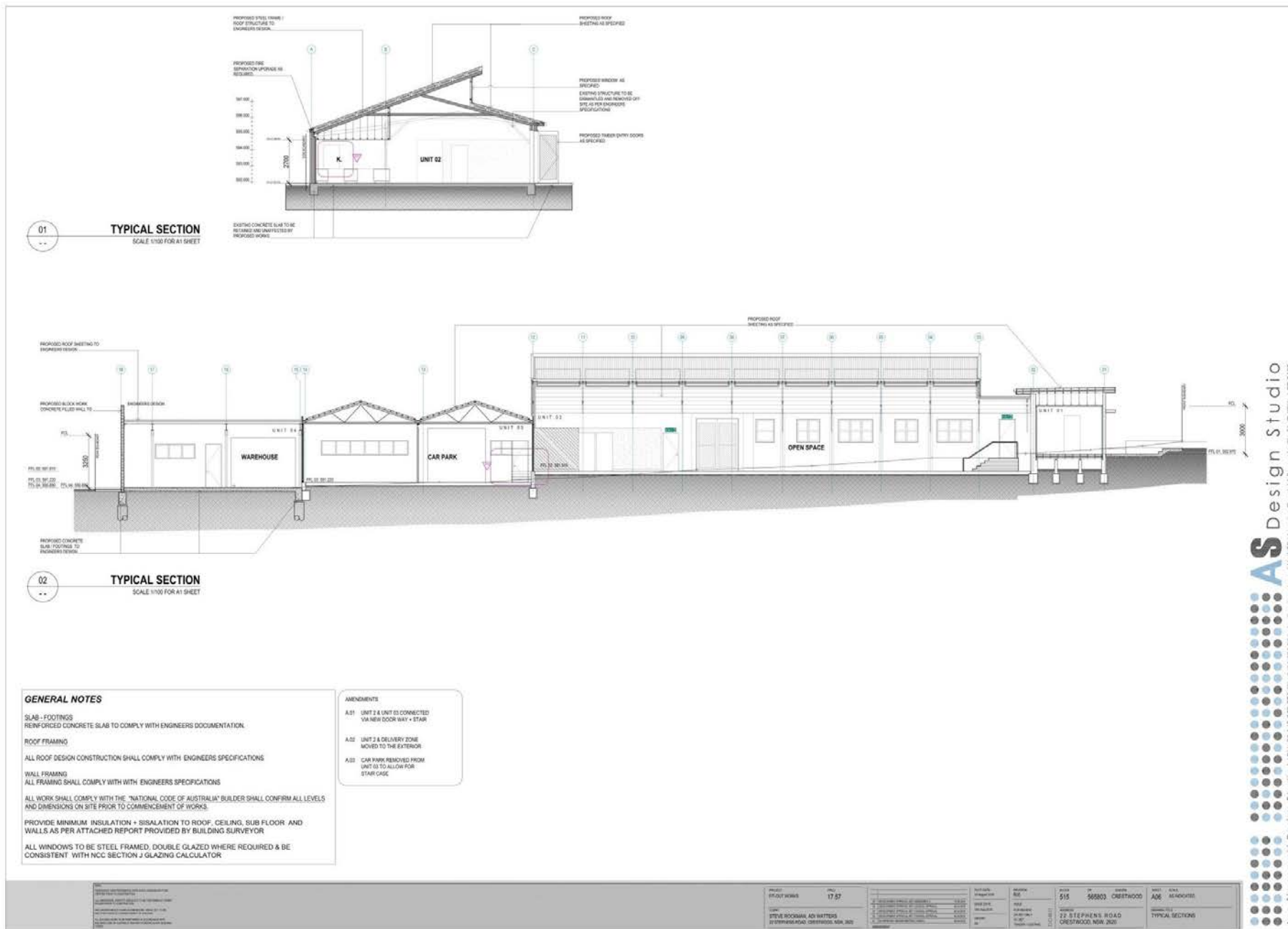
5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
 Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)



5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)



5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
 Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)



5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
 Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)

01 EXIT DOOR TO NCC REQUIREMENTS

04 EXISTING MASONRY WALL TO BE RETAINED

02 PROPOSED TIMBER ENTRY DOORS TO CLIENTS SELECTION

03 PROPOSED SIGNAGE TO CLIENTS SELECTION

04 SECTION OF WALL TO MATCH EXISTING

01 EXIT DOORS

02 STEEL FRAME

03 ENTRY DOOR

04 ROOF

STEEL TO ENGINEERS SPECIFICATION

FINISH 01

NAME : COLORBOND
 CODE : WOODLAND GREY
 SUPPLIER : COLORBOND
 FINISH TYPE : POWDERCOATED
 LEVEL OF GLOSS : N/A
 LOCATION : EXTERIOR FLASHING DOWN PIPES,GUTTERS AND FASCIA

FINISH 02

NAME : MUROBOND BRIDGE PAINT ANCHOR
 CODE : MUROBOND
 SUPPLIER : MUROBOND
 FINISH TYPE : POWDER COATED OR PAINTED
 LEVEL OF GLOSS : N/A
 LOCATION : STEEL STRUCTURE

FINISH 03

NAME : DISTRESSED TIMBER
 CODE : AMERICAN OAK
 SUPPLIER : N/A
 FINISH TYPE : NATURAL TIMBER
 LEVEL OF GLOSS : N/A
 LOCATION : ENTRY DOOR

FINISH 04

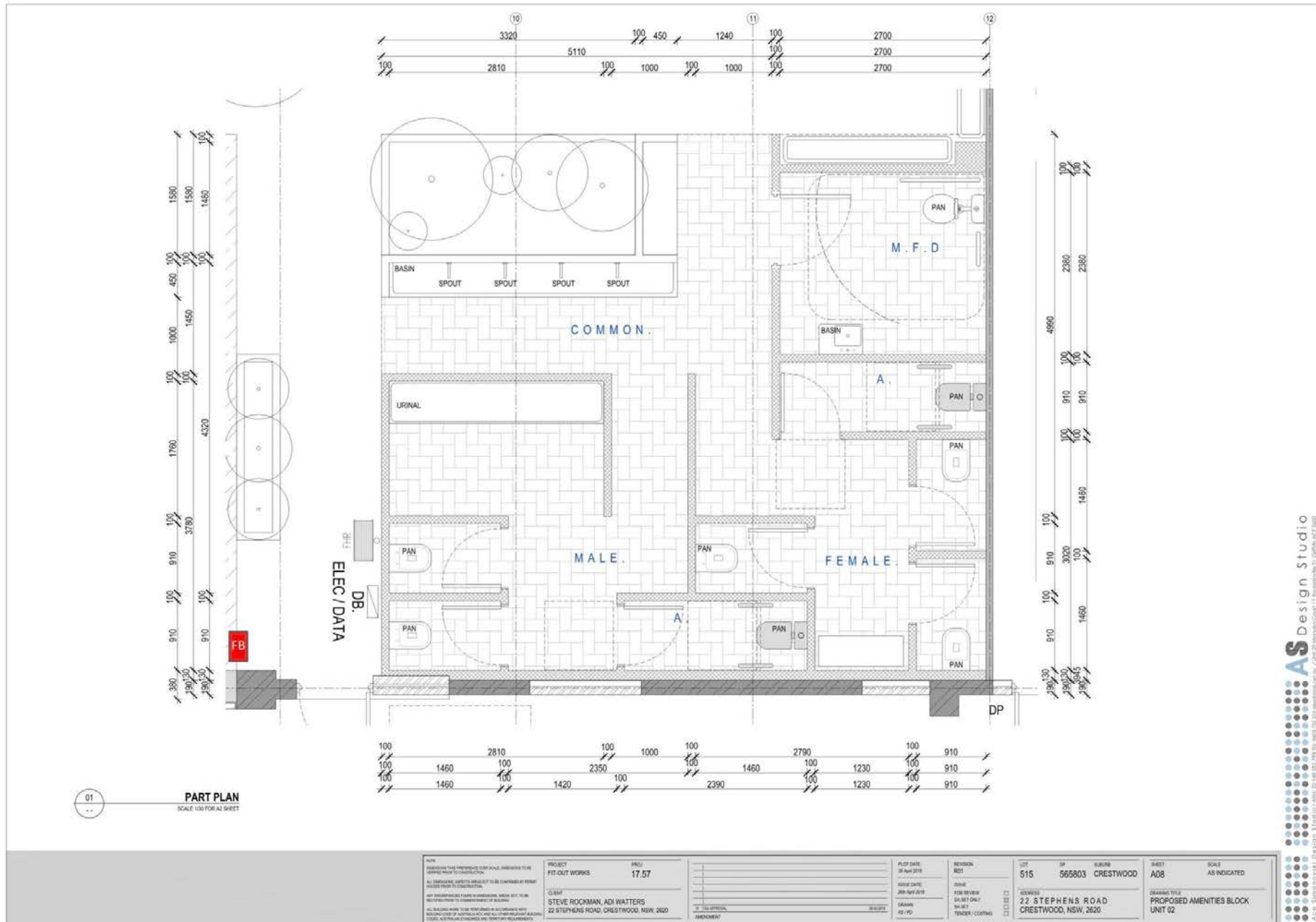
NAME : COLORBOND MONUMENT
 CODE : CUSTOM ORB
 SUPPLIER : COLORBOND
 FINISH TYPE : N/A
 LEVEL OF GLOSS : N/A
 LOCATION : ROOF FINISH

01 VIEW OF ENTRY DOOR
 NTS

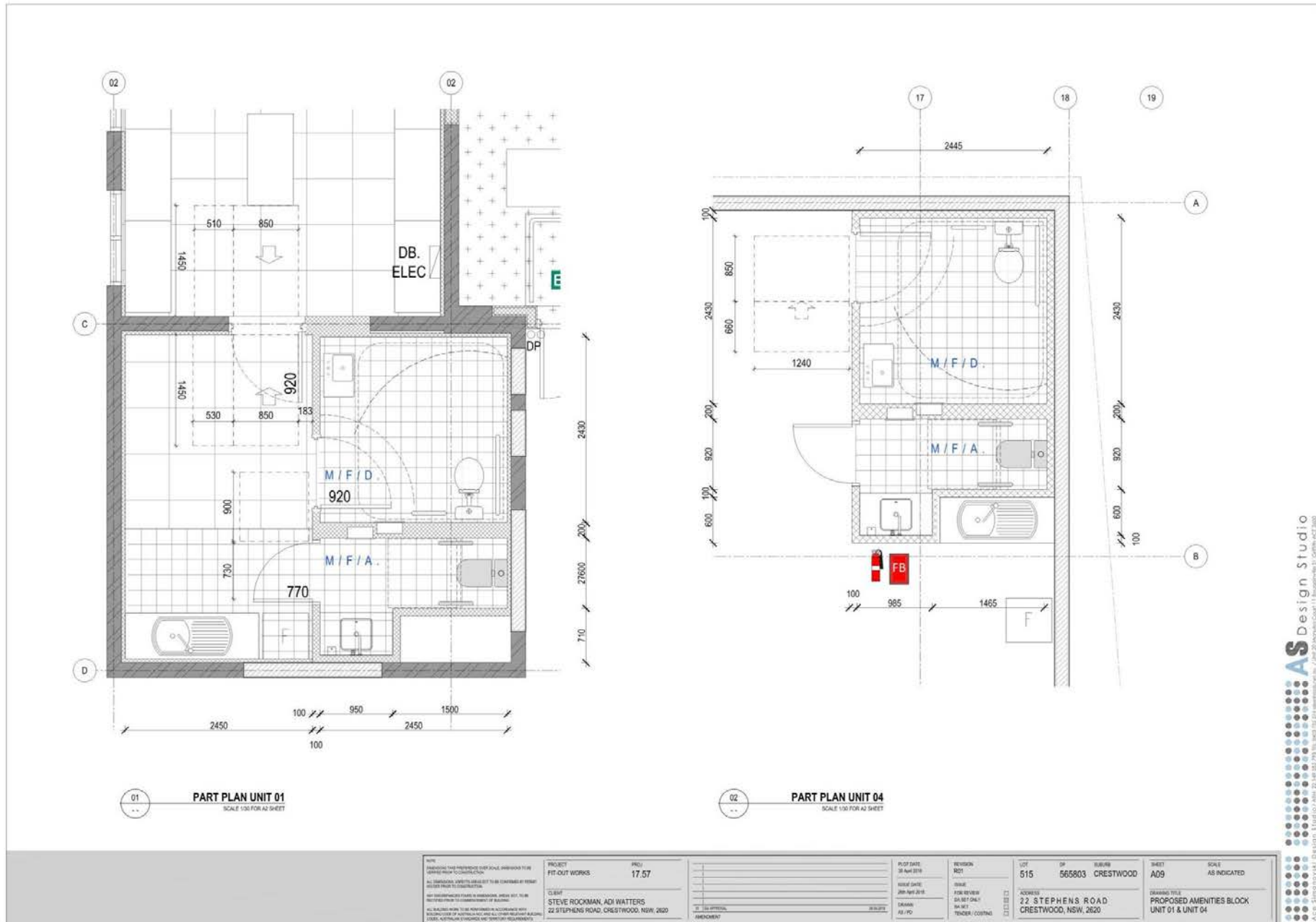
<p>NOTE</p> <p>CONSTRUCTION TIME REQUIREMENTS MUST BE OBSERVED FROM COMMENCEMENT TO COMPLETION</p> <p>ALL DIMENSIONS UNLESS SPECIFIED TO BE CONSIDERED AS FINISH UNLESS STATED OTHERWISE</p> <p>ALL DIMENSIONS MUST BE TO FACE UNLESS STATED OTHERWISE</p> <p>ALL DIMENSIONS MUST BE TO FACE UNLESS STATED OTHERWISE</p> <p>ALL DIMENSIONS MUST BE TO FACE UNLESS STATED OTHERWISE</p> <p>ALL DIMENSIONS MUST BE TO FACE UNLESS STATED OTHERWISE</p>	<p>PROJECT</p> <p>FIT-OUT WORKS</p> <p>PROJ</p> <p>17.57</p> <p>CLIENT</p> <p>STEVE ROCKMAN, ADI WATERS</p> <p>22 STEPHENS ROAD, CRESTWOOD, NSW, 2620</p>	<p>DATE</p> <p>7 MAY 2018</p> <p>ISSUE</p> <p>FOR REVIEW</p> <p>DATE</p> <p>29 MAY 2018</p> <p>FOR REVIEW</p> <p>DATE</p> <p>29 MAY 2018</p> <p>FOR REVIEW</p> <p>DATE</p> <p>29 MAY 2018</p>	<p>LOT</p> <p>515</p> <p>DP</p> <p>565803</p> <p>SUBURB</p> <p>CRESTWOOD</p> <p>ADDRESS</p> <p>22 STEPHENS ROAD</p> <p>CRESTWOOD, NSW, 2620</p>	<p>SHEET</p> <p>A07</p> <p>SCALE</p> <p>AS INDICATED</p> <p>DRAWING TITLE</p> <p>COLOUR FINISH SCHEDULE</p>
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 A.C.P. Studio Pty Ltd. 21 High St. Ingleburn, NSW 2502
 Tel: 02 9333 3333 Fax: 02 9333 3333 Email: info@asdesignstudio.com.au

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
 Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)



5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
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5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)



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Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)**

ON-SITE MANAGEMENT OF VERGES AND OPEN SPACE

1.1 GENERAL

BEFORE COMMENCING WORKS, THE APPLICANT OR THEIR REPRESENTATIVE MUST ADVISE ASSET ACCEPTANCE IN WRITING THAT THE PROTECTIVE MEASURES HAVE BEEN INSTALLED IN ACCORDANCE WITH THE APPROVED LMP. RANDOM AUDITS WILL BE ARRANGED BY AA TO ENSURE COMPLIANCE.

ALL DEVELOPMENT WORK MUST BE CONTAINED WITHIN THE SITE EXCEPT FOR APPROVED SERVICE CONNECTIONS IN THE VERGE. NOTE THAT THE WORKS MAY REQUIRE THE PROVISION OF AN APPROVED TEMPORARY TRAFFIC MANAGEMENT PLAN, WHICH WILL INFLUENCE THE LANDSCAPE MANAGEMENT AND PROTECTION PLAN (LMP) REQUIREMENTS DURING THE PROJECT. ALL EXISTING VERGE GRASS COVER MUST BE RETAINED IN ITS PRE-EXISTING CONDITION. WATERING MAY BE REQUIRED TO RETAIN GRASS AND TREES IN GOOD CONDITION.

1.2 SUPERVISION

FOR ALL PROJECTS, OTHER THAN MINOR WORKS (I.E. MINOR IN COMPLEXITY AND / OR SCOPE OF WORKS) A SUITABLY QUALIFIED LANDSCAPE ARCHITECT OR HORTICULTURIST MUST BE EMPLOYED TO OVERSEE WORK IN THE VERGE TO ENSURE ALL REQUIREMENTS ARE FOLLOWED. THEY MUST BE PRESENT DURING ANY CULTIVATION / RESTORATION OF THE VERGE WHICH AFFECTS PLANT MATERIAL.

1.3 STORAGE OF CONSTRUCTION MATERIALS

NO CONSTRUCTION MATERIAL IS TO BE STORED ON VERGES OR PUBLIC OPEN SPACES. NO CAR PARKING OR EQUIPMENT PARKING PERMITTED ON VERGES OR ADJACENT PARKLAND.

1.4 SITE ACCOMMODATION

GENERALLY, SITE SHEDS, STORAGE SHEDS, SITE AMENITIES OR BILLBOARDS ARE NOT TO BE ERECTED ON VERGES OR PUBLIC OPEN SPACES. HOWEVER, AN APPLICATION MAY BE LODGED TOGETHER WITH THE LMP, WITH THE MANAGER, ASSET ACCEPTANCE (AA) FOR THE USE OF VERGES, PUBLIC OPEN SPACES OR UNLEASED TERRITORY LAND. APPROVAL MAY BE GRANTED SUBJECT TO THE DEVELOPER'S AGREEMENT TO COMPLY WITH THE TERMS AND CONDITIONS, AS SPECIFIED BY ASSET ACCEPTANCE ON APPLICATION, FOR A SPECIFIC SITE.

1.5 PROTECTIVE FENCING

1.5.1 GENERAL

ALL TEMPORARY PROTECTIVE FENCES ERECTED TO PROTECT EXISTING PUBLICLY OWNED LANDSCAPE ASSETS ARE TO BE IN ACCORDANCE WITH THE APPROVED LMP DRAWING. FENCE OFF EXISTING TREES, PLANTINGS AND GRASS TO ENCLOSE THE STREET VERGE, PUBLIC OPEN SPACE OR UN-LEASED TERRITORY LAND AREA. THE LOCATION OF PROTECTIVE FENCING WILL BE:
 - FENCE EACH TREE ALONG ITS DRIP-LINE (AT A MINIMUM).
 - 1.2M FROM THE BACK OF THE KERB FOR THE FULL FRONTAGE OF THE LEASE, ALONG THE PROPERTY BOUNDARY AND ALONG APPROVED DRIVEWAY ACCESS TO ENSURE THAT THE VERGE IS COMPLETELY ENCLOSED

FENCING MUST BE ERECTED BEFORE THE COMMENCEMENT OF ANY SITE WORKS AND REMOVED AT COMPLETION OF ALL CONSTRUCTION AND COMMENCEMENT OF VERGE RESTORATION.
 THE FENCE IS TO REMAIN CONTINUOUS THROUGHOUT THE PROJECT.

1.5.2 MATERIALS

USE OF TEMPORARY 1800MM TALL CONTINUOUS MESH FENCE SUPPORTED BY STEEL POSTS WITH CONCRETE BASES IS MANDATORY. VARIATION FROM THIS REQUIREMENT MUST BE ACCOMPANIED BY WRITTEN AGREEMENT FROM ASSET ACCEPTANCE.

1.5.3 PEDESTRIAN AND TRAFFIC CONSIDERATIONS

EXISTING VERGE FOOTPATHS TO BE MAINTAINED AND MUST REMAIN UNOBSTRUCTED THROUGHOUT THE CONSTRUCTION PERIOD, TO PROVIDE SAFE PEDESTRIAN MOVEMENT AT ALL TIMES
 WHERE A CONSTRUCTED FOOTPATH OR CYCLE WAY EXISTS WITHIN THE VERGE, PROTECTIVE FENCING MUST IN ALL CASES BE SET BACK 0.6M FROM EACH SIDE OF THE FOOTPATH / CYCLE WAY TO ENSURE SAFE PASSAGE FOR CYCLISTS AND PEDESTRIANS.
 IF THERE IS NO CONSTRUCTED PUBLIC FOOTPATH ON THE VERGE A FENCED CLEARWAY OF 1.8M IN WIDTH MUST BE MAINTAINED FOR THE ENTIRE FRONTAGE OF THE LEASE TO ALLOW FOR PEDESTRIANS AND CYCLISTS.
 ACCESS GATES INTO THE SITE MUST SWING INTO THE SITE. THEY MUST NOT BE CAPABLE OF BLOCKING PEDESTRIAN ACCESS ALONG THE VERGE OR VEHICULAR TRAFFIC ON THE ROAD.

1.5.4 ACCESS FOR SERVICE INSTALLATIONS

FENCING MUST NOT BE REMOVED FOR SERVICE INSTALLATION ACROSS THE VERGE UNLESS AA APPROVES THE SERVICE INSTALLATION.
 REALIGN FENCE TO PROVIDE LANE FOR SERVICE TRENCHING, BUT RE-ERECT FENCE TO ENCLOSE TREES BEFORE TRENCHING COMMENCES. UPON COMPLETION OF TRENCHING, RETURN THE FENCE TO ITS ORIGINAL ALIGNMENT.

1.6 EXISTING TREES

1.6.1 GENERAL

ALL TREES LOCATED IN THE ROAD RESERVE, VERGE, PUBLIC OPEN SPACE AND ON UNLEASED TERRITORY LAND, ARE TO BE RETAINED AND REMAIN UNDAMAGED. WRITTEN AUTHORISATION FROM AA IS REQUIRED IF ANY PLANT MATERIAL IS TO BE DISTURBED AS A PART OF CONSTRUCTION. THIS APPROVAL WILL BE GIVEN AS A PART OF THE LMP.
 EXISTING CANOPY CLEARANCE IS NOT TO BE ALTERED.
 CROWNS AND APEX OF CANOPIES ARE NOT TO BE ALTERED OR REDUCED.
 ENSURE LIFTING EQUIPMENT AND LOAD CAN CLEAR HEIGHT AND WIDTH OF TREE CANOPY WITHOUT DAMAGE TO CROWN.
 ENSURE CONSTRUCTION EQUIPMENT CAN PASS BENEATH LOWEST LIMB, THROUGH DRIVEWAY ACCESS.

1.6.2 TREE ROOT PROTECTION

THE MAJORITY OF TREE ROOTS GROW IN THE TOP 300 MM OF SOIL. THESE ARE THE FEEDER ROOTS, OFTEN VERY FINE ROOTS THAT PROVIDE THE TREE WITH WATER, OXYGEN AND NUTRIENTS. THESE ROOTS TYPICALLY GROW BETWEEN THE TREE'S TRUNK TO WELL BEYOND ITS 'DRIP-LINE' (THE CANOPY EDGE).
 EXCAVATION WITHIN THE DRIP ZONE OF A TREE DOES CONSIDERABLE DAMAGE TO ITS ROOT SYSTEM. IT CAN AFFECT TREE STABILITY AND TREE HEALTH TO SUCH AN EXTENT THAT IT WILL LEAD TO THE DECLINE AND POSSIBLE DEATH OF THE TREE OVER A PERIOD OF YEARS.

EXCAVATION THAT OCCURS WITHIN THE DRIP ZONE OF A TREE MUST BE APPROVED AND IS TO BE RESTRICTED TO ONE SIDE OF THE TREE ONLY.
 APPROVAL CAN BE SOUGHT BY CONTACTING THE ASSET ACCEPTANCE OFFICER. WHERE EXCAVATION IS APPROVED, THE FOLLOWING MEASURES ARE TO BE ADOPTED FOR TREE PROTECTION:

- DO NOT SEVER LARGE ROOTS (>30 MM DIAMETER) CLOSER THAN HALFWAY FROM THE DRIP-LINE TO THE TRUNK. HAND TRENCHING TO A DEPTH OF 300MM IS REQUIRED TO LOCATE THESE ROOTS BEFORE ANY MECHANICAL TRENCHING IS UNDERTAKEN.
- ALL ROOTS MUST BE CUT CLEANLY WITH EQUIPMENT SPECIFICALLY DESIGNED TO CUT ROOTS CLEANLY OR OTHER SUITABLE PRUNING EQUIPMENT.
- ROOTS EXPOSED DURING EXCAVATION MUST BE PROTECTED FROM DESICCATION. KEEP LIGHTLY WATERED OR COVER WITH HESSIAN, WHICH MUST BE KEPT MOIST.
- WATER TREES THAT HAVE HAD DISTURBANCE IN THEIR ROOT ZONE. THE AMOUNT AND FREQUENCY OF WATER NEEDS TO BE ADAPTED TO THE TREES' REQUIREMENT, BASED ON SEASONAL CONDITIONS.

1.7 SITE ACCESS

SITE ACCESS MUST INITIALLY BE BY THE EXISTING DRIVEWAY ACCESS POINTS FOR THE NEW DEVELOPMENT.

IN SOME CASES, CONSIDERATION MAY BE GIVEN TO ALLOWING NEW ACCESS POINTS ACROSS PUBLIC LAND. APPROVAL FOR ALTERNATIVE OR ADDITIONAL ACCESS POINTS MUST BE OBTAINED THROUGH ASSET ACCEPTANCE. IN SUCH CASES, THE SITE ACCESS MUST BE POSITIONED MIDWAY BETWEEN EXISTING TREE TRUNKS. THIS, HOWEVER, IS DEPENDENT ON THE DISTANCE BETWEEN TREES. IN SOME CASES TREES MAY BE TOO CLOSE TO ALLOW ACCESS. ACCESS IS NOT TO OCCUR ON TWO SIDES OF A TREE.

CONSTRUCTION TECHNIQUE SHOULD MINIMISE THE NEED FOR EXCAVATION ACROSS THE VERGE.

ACCESS ACROSS ADJOINING PUBLIC OPEN SPACES, PARKS, RECREATIONAL RESERVES, ADJOINING PROPERTIES, E.G. SCHOOL PLAYGROUNDS, COMMUNITY HALLS ETC, IS PROHIBITED WITHOUT WRITTEN AUTHORISATION FROM ASSET ACCEPTANCE.

1.8 SERVICES AND UTILITIES

1.8.1 SERVICE CONNECTION TO SITE

THE DEVELOPER MUST COORDINATE ALL SERVICE APPROVALS THAT ARE PROPOSED WITHIN THE ROAD RESERVE, PUBLIC OPEN SPACE AND UNLEASED TERRITORY LAND.

APPROVAL FOR TRENCH LOCATIONS MUST BE OBTAINED THROUGH ASSET ACCEPTANCE AND THE RELEVANT CITY MANAGEMENT AGENCIES AT THE PLANNING AND DESIGN STAGES. IN MOST SITUATIONS, EXCAVATION MUST NOT OCCUR WITHIN THE VERGE. WHERE EXCAVATION IS ALLOWED THE FOLLOWING REQUIREMENTS APPLY:

- BORING OR TUNNELLING BELOW THE ROOT ZONE MUST BE UNDERTAKEN IF THE EXCAVATION IS WITHIN THE CANOPY SPREAD OF ANY TREE.
- SHARED TRENCHING FOR SERVICES IS MANDATORY.
- NUMBER OF VERGE CROSSINGS TO BE MINIMISED.
- EXCAVATION FOR SERVICES ACROSS VERGE (I.E. AT RIGHT ANGLES TO KERB, PROPERTY LINE) IS TO BE MIDWAY BETWEEN THE TREE TRUNKS.

ANY SERVICE INSTALLATION WITHIN 5.0M OF AN EXISTING TREE TRUNK, OR WITHIN THE TREE CANOPY REQUIRES PRIOR APPROVAL.
 NOTE: A TEMPORARY TRAFFIC MANAGEMENT PLAN (TTM) AND A ROADS AND PUBLIC PLACES OPENING PERMIT (RPOP) MUST BE OBTAINED FROM ROADS ACT BEFORE ANY EXCAVATION IS UNDERTAKEN ON TERRITORY LAND.

1.8.2 SERVICES AND UTILITIES ALONG ROAD RESERVES

THE DEVELOPER MUST COORDINATE ALL SERVICE APPROVALS.
 AA APPROVAL FOR TRENCH LOCATIONS MUST BE OBTAINED AT THE PLANNING AND DESIGN STAGE.
 NEW OR UPGRADED SERVICES PARALLEL TO KERB OR PROPERTY LINE ARE TO BE INSTALLED ON THE FOLLOWING ALIGNMENTS (SUBJECT TO APPROVAL) TO MINIMISE DAMAGE/DISTURBANCE TO ROOTS/ROOT ZONE.
 - WITHIN ROAD PAVED AREA.
 - BORING OR TUNNELLING BELOW THE ROOT ZONE IS TO BE UNDERTAKEN IF THE EXCAVATION REQUIRED IS WITHIN THE CANOPY SPREAD OF ANY TREE.
 - BELOW EXISTING FOOTPATH ON THE PROPERTY LINE.
 - IMMEDIATELY BEHIND KERB.

1.9 IRRIGATION

CUPP ACTIVELY DISCOURAGES THE USE OF IN-GROUND IRRIGATION SYSTEMS, AND GENERALLY DOES NOT ENDORSE THEIR INSTALLATION IN THE VERGE. HOWEVER, A SYSTEM OF QUICK COUPLERS AT THE LEASE EDGE OF THE VERGE MAY BE INSTALLED, SUBJECT TO CUPPS APPROVAL OF THE IRRIGATION PLAN.

1.10 VERGE INFRASTRUCTURE CONDITION AND RESTORATION

CONTACT THE ASSET ACCEPTANCE OFFICER TO NOTIFY COMMENCEMENT OF VERGE RESTORATION AND AT THE COMPLETION OF WORK.
 AT THE COMPLETION OF CONSTRUCTION, VERGES SHOULD HAVE ESTABLISHED DRYLAND GRASS COVER. TOPSOIL IS NOT TO BE REMOVED AND THE SOIL LEVEL MUST NOT BE CHANGED.
 IF THE STANDARD OF GRASS COVER ON THE VERGE IS TO BE IMPROVED, THE FOLLOWING REQUIREMENTS APPLY:

- LIGHTLY CULTIVATE THE SOIL TO 25 MM TO 50 MM DEPTH (50 MM MAXIMUM TO MINIMISE DAMAGE TO TREE ROOTS). CULTIVATE ONLY IN ONE DIRECTION. AVOID MAJOR ROOTS, AND KEEP A MINIMUM OF 1M AWAY FROM TREE TRUNKS.
- ADD 'B TYPE' TOPSOIL AT 25 MM TO 50 MM DEPTH. LEVEL THE TOPSOIL AND ADD NPK FERTILISER (EQUIVALENT TO MULTIGRO) AT 40GM2.
- LAY TURF OR SOW SEED OF SUITABLE DROUGHT TOLERANT SPECIES AS SPECIFIED IN THE DEPARTMENT OF URBAN SERVICES (DUS) STANDARDS AND SPECIFICATIONS FOR URBAN INFRASTRUCTURE. KEEP MOIST DURING ESTABLISHMENT.
- IF DAMAGE DOES OCCUR TO TREES OR OTHER PLANTINGS ON STREET VERGES OR PUBLIC OPEN SPACES, THEY ARE TO BE REPLACED OR REHABILITATED TO CUPPS SATISFACTION AT THE DEVELOPER'S EXPENSE. RESTORATION WORK IS TO BE APPROVED BY CUPP AND CARRIED OUT BY APPROVED OPERATORS.



PROJECT NO: 169-2018	DATE: 17/5/18	CLIENT: STEVE HOODMAN AS MATTERS	ADDRESS: 22 STEPHENS ROAD, CRESTWOOD, NSW 2603	SCALE: 1:500	DATE: 17/5/18	PROJECT NO: 169-2018	DATE: 17/5/18	CLIENT: STEVE HOODMAN AS MATTERS	ADDRESS: 22 STEPHENS ROAD, CRESTWOOD, NSW 2603	SCALE: 1:500	DATE: 17/5/18
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5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 2 - DA 169-2018 - Architectural Plans - 22 Stephens Road Crestwood (Continued)

SEDIMENT CONTROL NOTES

1. SEDIMENT AND EROSION CONTROL DEVICES TO BE INSTALLED AND FULLY OPERATIONAL PRIOR TO STRIPPING OF SITE TOP
2. STOCK PILES TO BE LOCATED AWAY FROM DRAINAGE LINES AND SURFACE FLOW PATHS. CONTOURED STRATIGRATIONS OR FURROWS TO BE PROVIDED TO STOCK PILES TO MINIMISE
3. STABILISED CONSTRUCTION ENTRANCE TO BE CONSTRUCTED PRIOR TO ACCESS TO SITE BY CONSTRUCTION VEHICLES. AGGREGATE TO BE TURNED WHEN SEDIMENT BUILDS UP
4. WHERE STORMWATER DRAINAGE IS INSTALLED TO INTERNAL ROADWORKS, PROVIDE GRATED SUMP FILTER IN ACCORDANCE WITH GIVEN DETAIL
5. AVERAGE EXISTING SITE SLOPE 1.1%
6. TOTAL SITE AREA 0.48HA
7. BUILDER IS TO ESTABLISH A MAINTENANCE PROGRAM FOR SEDIMENT & EROSION CONTROL DEVICES TO ENSURE INSPECTION AFTER SIGNIFICANT RAINFALL AND THAT ANY REPAIRS NECESSARY ARE QUICKLY ATTENDED TO
8. ENVIRONMENT PROTECTION AGREEMENT TO BE TAKEN OUT BY BUILDING CONTRACTOR WITH ENVIRONMENT MANAGEMENT AUTHORITY. (CONTACT AEM SWA 0207 2155)
9. ALL NEW CONSTRUCTION WORK MUST BE CONTAINED WITHIN THE SITE EXCEPT FOR APPROVED SERVICE CONNECTIONS
10. LIMIT ACCESS TO SITE DURING AND IMMEDIATELY AFTER WET
11. REGULARLY REMOVE ANY SOIL FROM ROADS ADJACENT TO
12. NO STORAGE OF CONSTRUCTION MATERIALS, PARKING OF VEHICLES NOR EQUIPMENT PERMITTED OUTSIDE OF BLOCKS WITHOUT CUS APPROVAL
13. NO SITE WHEEL STORAGE SHEDS, SITE AMENITIES TO BE ERRECTED OUTSIDE OF BLOCKS WITHOUT DUS APPROVAL
14. PROVIDE KERBSIDE FILTER ROLL TO EXISTING BUMPS WHERE INDICATED. REFER TO GIVEN DETAIL
15. KERBSIDE FILTER ROLLS TO BE REMOVED, CLEANED AND REINSTATED ON A WEEKLY BASIS AT A MINIMUM. TRAPPED SEDIMENT AND IT BUMPS ALSO TO BE REMOVED. CLEANING IS ALSO TO TAKE PLACE IMMEDIATELY AFTER PERIODS OF RAINFALL DURING CONSTRUCTION
16. ALL SERVICE TRENCHES TO BE BACK FILLED WITHIN 24HOURS

MAINTENANCE SCHEDULE

1. TURN OVER STABILISED CONSTRUCTION ENTRY MATERIAL AND TOP UP AS REQUIRED
2. CHECK AND REINSTATE SILT CONTROL FENCES
3. SWEEP AND REMOVE ANY DIRT TRACKED ONTO PUBLIC ROADS BY VEHICLES. ALL NECESSARY STEPS SHOULD BE TAKEN THAT ARE PRACTICAL AND REASONABLE TO MINIMISE DUST POLLUTION ON LAND DEVELOPMENT AND CONSTRUCTION SITE
4. DURING/AFTER WET WEATHER:
 LIMIT CONSTRUCTION VEHICLE ACCESS TO SITE DURING AND IMMEDIATELY FOLLOWING WET WEATHER

DUST MANAGEMENT

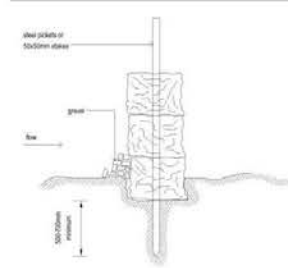
1. A WATER CART OR EQUIPIMENT WATER SPRAY SHALL BE MADE AVAILABLE IN DRY AND WINDY CONDITIONS TO MAINTAIN DUST SUPPRESSION
2. WATER SHALL BE APPLIED TO SUPPRESS DUST FROM OPEN EARTHWORKS AS WELL AS UNPROTECTED STOCKPILES
3. STOCKPILES SHALL BE EITHER COVERED OR SEEDED TO
4. AREAS OF COMPLETED EARTHWORKS SHALL BE PROGRESSIVELY REHABILITATED WITH DRYLAND GRASS AND FENCED OFF AS SOON AS PRACTICABLE TO PREVENT FURTHER
5. THE CONTRACTOR SHALL CONTACT ACTEWATER TO OBTAIN AN EXEMPTION TO USE WATER ON THE SITE

STABILISED CONSTRUCTION ENTRANCE

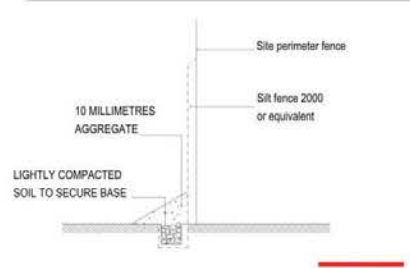
DESIGN CRITERIA
 *AGGREGATE SIZE USE 50MM AGGREGATE OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 *THICKNESS- NOT LESS THAN 150MM
 *WIDTH MINIMUM BUT NOT LESS THAN THE FULL WIDTH OF VEHICLE ACCESS.
 *LENGTHS REQUIRED, BUT NOT LESS THAN 50M
 *FILTER CLOTH TO BE PLACED OVER THE ENTIRE AREA TO BE COVERED WITH AGGREGATE. BDM U/H OR EQUIVALENT FILTER CLOTH TO BE USED.

- R BOLLARD LIGHT AS SPECIFIED
- WL WALL MOUNTED SENSOR LIGHT
- L SOFFIT MOUNTED SENSOR LIGHT

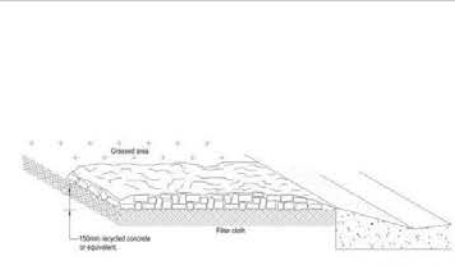
LIGHTING COMPLIES WITH AUSTRALIAN STANDARD AS1158
 LIGHTING FOR ROADS AND PUBLIC SPACES PART 3: 1: PEDESTRIAN AREA CATEGORY P1 LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS; AUSTRALIAN STANDARD AS1158 LIGHTING FOR ROADS AND PUBLIC SPACES PART 2: COMPUTER PROCEDURES FOR THE CALCULATIONS OF LIGHT TECHNICAL PARAMETERS FOR CATEGORY V AND CATEGORY P LIGHTING; AUSTRALIAN STANDARD AS4320: THE CONTROL OF OBTRUSIVE EFFECTS OF OUTDOOR LIGHTING; FOR SECURITY LIGHTING



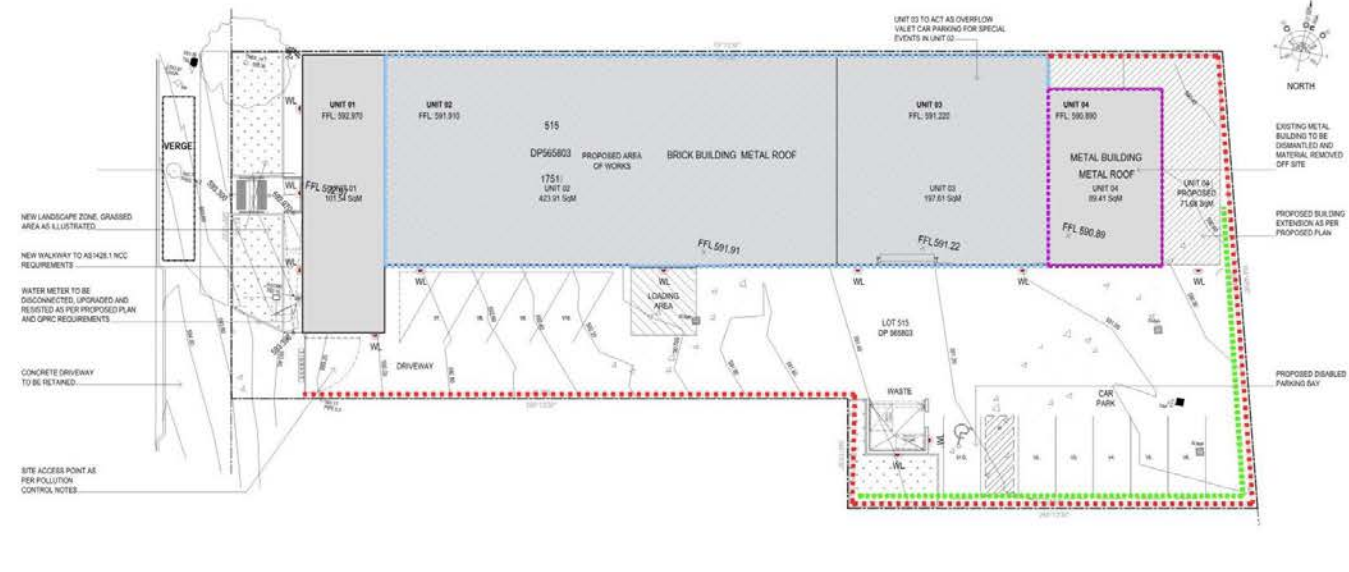
HAYBALE BARRIER



SILT FENCE



STABILISED CONSTRUCTION ENTRANCE



01 SITE PLAN PROPOSED
 SCALE 1:150 FOR A1 SHEET

AS Design Studio
 A/c: Simonovski Design Studio / ABN: 22 49 553 793 TELL: 0403 735 276 email: asdesignstudio.com.au / Unit 20 Marako Court 11 Bogowanville St, Griffith ACT 2603

PROJECT NO:	17.57	DATE:	17/07/2018	PROJECT:	915 569203 CRESTWOOD	CLIENT:	STEVE ROOZMAN ADV PARTNERS
DESIGNER:	AS DESIGN STUDIO	SCALE:	AS1158	ADDRESS:	22 STEPHENS ROAD CRESTWOOD, NSW, 2620	PROJECT NO:	17.57
DATE:	17/07/2018	PROJECT:	915 569203 CRESTWOOD	CLIENT:	STEVE ROOZMAN ADV PARTNERS	PROJECT NO:	17.57

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.2 DEVELOPMENT APPLICATION 169-2018 - WAREHOUSE
CONVERSION TO COMMERCIAL PREMISES, WHOLESALE
SUPPLIES AND FUNCTION CENTRE - 22 STEPHENS ROAD,
CRESTWOOD

ATTACHMENT 3 DA 169-2018 - DRAFT CONDITIONS OF CONSENT - 22
STEPHENS ROAD, CRESTWOOD

Draft Conditions of Consent

DEMOLITION CONTROL

1. **SUBMIT ASBESTOS INSPECTION REPORT**
Prior to demolition works commencing an asbestos inspection report must be undertaken and submitted to Council.

REASON: To satisfy the requirements of the *Work Health and Safety Act 2011* and to protect public health. **(55.05)**

PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE (BUILDING)

2. **SUBMIT A CONSTRUCTION MANAGEMENT PLAN**
Prior to release of any Construction Certificate (Building) a Construction Management Plan for the management of soil, water, vegetation, waste, noise, vibration, dust, hazards and risk for the construction works must be submitted to, and endorsed by, Council. The plan must:
 - (a) **describe the proposed construction works and construction program and,**
 - (b) **set standards and performance criteria to be met by the construction works and,**
 - (c) **describe the procedures to be implemented to ensure that the works comply with the standards and performance criteria and,**
 - (d) **identify procedures to receive, register, report and respond to complaints and,**
 - (e) **nominate and provide contact details for the persons responsible for implementing and monitoring compliance with the plan.**

REASON: To ensure that satisfactory measures are in place to provide for environmental management of the construction works. **(56.16)**

3. WASTE MANAGEMENT PLAN TO BE SUBMITTED PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE

A Waste Management Plan (WMP) must be submitted to Council for approval prior to issue of any Construction Certificate. Details of waste management on the site must be provided. A Waste Management Plan (WMP) must be completed to identify the type of waste that will be generated by the development and the method of disposal and the location for disposal of waste materials during demolition, construction and operation. Applicants should consider whether it is possible to re-use materials either on-site or off-site. The Waste Management Plan should incorporate the following information on relevant plans for approval by Council:

- **Identify where waste receptacles will be stored and serviced during operation of the premises**
- **Identify the use of a commercial contractor for general waste and recyclables**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

- Identify where waste vehicles will access waste for removal
- Identify movements of waste collection trucks (trucks should service the bins in a forward direction)
- Demonstrate how staff will access the bins for disposal of waste and recycling (bins are to be kept secure and not accessible by the general public)

REASON: To ensure satisfactory environmental management of the site. **(56.01)**

4. **SUBMIT AN APPLICATION FOR TRADE WASTE (C5)**
Prior to the issue of the Construction Certificate (Building) a Trade Waste Application (C5) to install a waste treatment device or devices must be submitted to, and approved by, Council. The waste treatment devices proposed must be able to cater for discharges from the following sources:
- (a) Kitchen
 - (b) Café
 - (c) Laundry
 - (d) Hairdresser

The application must include the following details;

- (a) Details and location of all processes, tanks, pits and apparatus associated with the generation of trade waste and,
- (b) Specifications of the treatment system including capacity/dimensions, material of construction and lining of the proposed pre-treatment facilities and,
- (c) Details of pipes and floor drainage conveying the waste and,
- (d) A detailed sewage drainage plan.

REASON: To ensure compliance with Section 68 of the *Local Government Act 1993*, Council's Policy for Discharge of Liquid Trade Waste into Council's Sewer 2004/05 and to protect Council's Sewerage System. **(56.11)**

Note: For further information regarding Trade Waste treatment and discharge please contact Council's Trade Waste Officer.

PRIOR TO COMMENCEMENT

5. **PROVIDE WORKERS TOILET FACILITIES**
Adequate toilet facilities for workers must be provided at or in the vicinity of the work site.

REASON: To provide suitable and hygienic toilet facilities for use by people visiting or working on the site. **(57.09)**

6. **CONSTRUCTION CERTIFICATE (BUILDING) TO BE ISSUED**
The erection of a building in accordance with the development consent must not be commenced until a Construction Certificate has been issued by Council or an Accredited Certifier.

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

REASON: To satisfy the requirements of Section 81A of the Environmental Planning and Assessment Act 1979. **(57.03)**

7. **SUBMIT NOTICE OF COMMENCEMENT OF BUILDING WORK**
A Principal Certifying Authority for the building work must be appointed and the Principal Certifying Authority must, no later than two days before the building works commences, notify Council of his or her appointment.

REASON: To satisfy the requirements of Section 81A of the Environmental Planning and Assessment Act 1979. **(57.04)**

8. **ERECT A SIGN FOR ANY DEVELOPMENT WORKS**
A sign must be erected and maintained in a prominent position on any site on which building, subdivision or demolition work is being carried out;
- (a) Showing the name, address and telephone number of the Principal Certifying Authority for the work.**
 - (b) Showing the name of the principal contractor (if any) for the building work and a telephone number on which that person may be contacted outside working hours.**
 - (c) Stating that unauthorised entry to the work site is prohibited.**

REASON: To satisfy the provisions of Clause 136B and 227A of the Environmental Planning and Assessment Regulation 2000. **(57.08)**

9. **SUBMIT AN APPLICATION FOR TRADE WASTE (C4)**
Prior to the commencement of any building work or the approved land use a Trade Waste Application (C4) for disposal into sewer must be submitted to, and approved by, Council.

REASON: To ensure compliance with Section 68 of the *Local Government Act 1993*, Council's Policy for Discharge of Liquid Trade Waste into Council's Sewer 2004/05 and to protect Council's Sewerage System. **(57.10)**

10. **BUILDING CONTRIBUTIONS TO BE PAID**
Prior to the lodgement of the Notice to Commence Building Work and Appointment of a Principal Certifying Authority the contributions specified in Schedule 1 of this consent must be paid to Council under the provisions of Section 7.11 of the *Environmental Planning and Assessment Act 1979*, Section 64 of the *Local Government Act 1993* and Division 5 of Part 2 of Chapter 6 of the *Water Management Act 2000*.

REASON: To provide for the funding of augmentation and provision of services and community facilities. **(57.02)**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

SITE MANAGEMENT DURING DEMOLITION AND CONSTRUCTION

11. **INSTALL EROSION AND SEDIMENT CONTROLS**

Erosion and sediment controls must be installed on the site and maintained during the construction period.

REASON: To prevent soil erosion, water pollution and the discharge of loose sediment on surrounding land. **(58.03)**

12. **HOURS OF OPERATION FOR WORKS**

All works associated with the demolition and/or construction of this development must be carried out between the following hours:

Weekdays:	7.00am to 6.00pm
Saturdays:	8.00am to 4.00pm
Sundays and Public Holidays:	NIL

REASON: To reduce the chance of offensive noise being created and to minimise the impacts of the development in its locality. **(58.04)**

13. **PROVIDE WASTE STORAGE RECEPTACLE**

A waste receptacle must be placed on the site for the storage of waste materials.

REASON: To prevent pollution of surrounding areas. **(58.02)**

14. **WORK ON ADJOINING LAND IS LIMITED**

The verge and other adjoining lands must not be used for storage of materials or disturbed by construction activities except for:

- (a) Installation of a temporary, stabilised construction access across the verge.**
- (b) Installation of services.**
- (c) Construction of an approved permanent verge crossing.**

REASON: To minimise interference with the verge and its accessibility by pedestrians. **(58.05)**

15. **REPAIR DAMAGED PUBLIC PROPERTY**

All damage caused to public property during the establishment of the development must be repaired or reinstated prior to the issue of any Occupation Certificate.

REASON: To ensure that all public property in the vicinity of the development is maintained in its pre-development condition. **(58.06)**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

GENERAL CONDITIONS

16. OPERATING HOURS FOR FUNCTIONS AND EVENTS

Functions and events must only be held during the following hours:

Monday-Friday	5pm-10pm
Saturday, Sundays and Public Holidays	7am-10pm

REASON: To reduce the impacts of overflow car parking to on-street car parking and adjacent land uses. **(59.01)**

17. OPERATING HOURS GENERALLY (EXCLUDING FUNCTIONS AND EVENTS)

The operating hours of the premises (excluding functions and events) are to be in accordance with the following table:

Monday-Friday	7am-10pm
Saturday, Sunday and Public Holidays	7am-10pm

REASON: To minimise impacts on surrounding land uses. **(59.01)**

18. IN ACCORDANCE WITH THE APPROVED PLANS

The development must be carried out generally in accordance with all of the documents accompanying the development application and with the plans bearing the Council approval stamp, and any amended plans approved under subsequent modification(s) to the development consent, except where varied by notations made in red ink by Council or conditions of approval.

In the event of any inconsistency between conditions of this consent and the drawings/documents referred to above, the conditions of this consent prevail.

REASON: To ensure the development is completed in accordance with the approved plans and the development consent. **(59.02)**

BUILDING

19. COMPLY WITH THE BUILDING CODE OF AUSTRALIA

All building work must be carried out in accordance with the requirements of the Building Code of Australia.

REASON: This is a prescribed condition under the provisions of clause 98 of the Environmental Planning and Assessment Regulation 2000. **(60.02)**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

20. PROTECT NEIGHBOURS FROM DAMAGE DUE TO EXCAVATION

When any excavation involved in this development extends below the level of the base of the footings of a building on adjoining land, the person having the benefit of this development consent must, at the person's own expense;

- (a) Protect and support the adjoining premises from possible damage from the excavation.**
- (b) Where necessary, underpin the adjoining premises to prevent such damage.**

REASON: This is a prescribed condition under the provisions of clause 98E of the Environmental Planning and Assessment Regulation 2000. **(60.04)**

21. ALL WORKS TO BE CONFINED TO THE SITE

All demolition, excavation, backfilling, construction and other activities associated with the development must:-

- (a) Be carried out entirely within the allotment boundaries unless otherwise approved by Council.**
- (b) Comply with the requirements of AS 2601-2001 – The demolition of structures.**
- (c) If within one metre of the verge, the site must be protected by a hoarding which must be erected prior to the commencement of the demolition works.**
- (d) Be kept clear of stormwater, sewer manholes and service easements on the site.**

REASON: To ensure that all development activity associated with the development does not pose a hazard to life or property and that the effectiveness of public services is not impaired. **(60.05)**

22. SUBMIT SURVEY PLAN SHOWING BOUNDARY SETBACKS

The building must be set out by a Registered Surveyor in accordance with the datum shown on the approved plans. A survey plan that identifies the location of the building in relation to the allotment boundaries must be prepared upon completion of the base course brickwork and then be submitted to the Principal Certifying Authority.

REASON: To ensure building has been sited in accordance with the approved plans. **(60.08)**

23. BUILDING UPGRADE

Pursuant to Clause 94 of the Environmental Planning and Assessment Regulation 2000 the existing building is required to be brought into conformity with the Building Code of Australia.

REASON: To ensure the building is provided with adequate fire safety measures. **(60.01)**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

FIRE SAFETY MEASURES

24. SUBMIT FINAL FIRE SAFETY CERTIFICATE

At the completion of works, a Final Fire Safety Certificate detailing each essential fire safety measure provided in the building must be issued by the owner and must be submitted to Council. Copies the certificate must also be given to the Fire Commissioner and be prominently displayed in the building.

REASON: To ensure compliance with the *Environmental Planning and Assessment Regulation 2000*. **(61.02)**

25. SUBMIT ANNUAL FIRE SAFETY STATEMENT

Each year, the owner of the building must submit to Council an Annual Fire Safety Statement for the building. The Annual Fire Safety Statement must address each Essential Fire Safety Measure in the building.

REASON: To ensure compliance with the *Environmental Planning and Assessment Regulation 2000*. **(61.03)**

CARPARKING AND ACCESS

26. CAR PARKING TO COMPLY WITH AS2890

All car parks must comply with AS2890 – 2004 Parking Facilities.

REASON: To provide adequate off-street car parking. **(66.04)**

27. ALL SURFACES TO BE CONCRETE OR BITUMEN SEALED

All parking spaces, loading bays, driveways and turning aisles must be concrete or bitumen sealed and line marked.

Visitor/staff car parks must be clearly labelled prior to the occupation of the building.

REASON: To ensure car parking spaces are functional prior to use of the premises. **(66.06)**

FOOD

28. CONSTRUCTION AND FITOUT REQUIREMENTS

Food preparation, sale and storage areas must be constructed and fitted out to comply with the requirements of the:

- (a) *Food Act 2003*;**
- (b) *Food Regulations 2015*;**
- (c) Australia New Zealand Food Standards Code; and**
- (d) AS1668.2 – The use of ventilation and air conditioning in buildings – Part 2: Ventilation design for indoor air contaminant control**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

REASON: To ensure safe and hygienic food preparation/storage and compliance with *Food Act 2003* and *Regulations 2015*, Food Standards Code and relevant Australian Standards. (75.02)

ENVIRONMENTAL

29. **ASBESTOS REMOVAL AND DISPOSAL**

Asbestos material found on the site must be removed and disposed of in accordance with the *Work Health and Safety Act 2011*, and the NSW WorkCover Guidelines.

Asbestos material must be disposed of to a landfill site approved for that purpose by the Environmental Protection Authority of NSW or equivalent authority in the ACT. Written evidence that the material has been disposed of to the approved landfill must be submitted to the Principal Certifying Authority.

REASON: To ensure the proper disposal of asbestos material. (76.07)

PRIOR TO ISSUE OF OCCUPATION CERTIFICATE

30. **DISPOSE OF WASTE MATERIALS AT AN APPROVED SITE**

Prior to the issue of any Occupation Certificate written evidence that all demolition/waste materials removed from the site have been disposed of at an approved site must be submitted to the Principal Certifying Authority.

REASON: To ensure that all demolition/waste materials are disposed of in a proper manner. (78.08)

31. **SUBMIT FOOD BUSINESS REGISTRATION FORM**

The proprietor of the food business must complete a Council “*Food Registration Form*” and submit it to Council prior to sale of food commencing.

REASON: To ensure correct information to be gathered on the Food Premises so as to maintain the list of food business that Council is required to maintain as per section 106 of the *Food Act 2003*. (78.20)

32. **OBTAIN OCCUPATION CERTIFICATE BEFORE OCCUPATION**

Occupation or use of whole or part of the building must not commence unless an Occupation Certificate has been issued in relation to the building or part.

REASON: To satisfy the provisions of Section 109M of the *Environmental Planning and Assessment Act 1979*. (78.02)

ON-GOING MANAGEMENT OF THE DEVELOPMENT

33. **MAINTAIN CAR PARKING AREAS AND DRIVEWAY SEALS**
All sealed car parking areas, loading bays, manoeuvring areas, driveways and line marking must be maintained in a trafficable condition.

REASON: To ensure car park areas are useable. **(79.02)**

34. **VEHICLE AND GOODS STORAGE CONFINED TO THE SITE**
All loading and unloading activities in connection with the development must be carried out wholly within the site and all goods and vehicles associated with the staff of the development must be accommodated wholly within the site.

REASON: To ensure free flow of vehicular and pedestrian traffic on the road and the verge. **(79.04)**

35. **CAR PARKING SPACES TO BE KEPT FREE AT ALL TIMES**
All car parking spaces, loading and unloading areas, vehicle manoeuvring and driveway areas must not be used for the storage of any goods or materials and must be available for their intended use at all times.

REASON: To ensure such areas are available for occupants and visitors of the site. **(79.05)**

PLUMBING AND DRAINAGE

36. **STORMWATER DISPOSAL REQUIREMENTS**
All stormwater from buildings, hardstand areas and the driveway on the site must be disposed of by a connection to the existing stormwater system.

REASON: To provide a satisfactory standard of stormwater disposal. **(80.11)**

37. **UPGRADE WATER SERVICE AND WATER METER**
The size of the meter and service shall be determined by a suitably qualified hydraulic consultant at no cost to Council. If it is determined that a new main water meter and water service are required, the service and meter shall be installed by Council at no cost to the Council.

The main meter shall be installed in an easily accessible position in the common property at the front of the site, or other accessible position approved by Council.

REASON: To ensure that the development is appropriately water metered. **(80.14)**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 3 - DA 169-2018 - Draft Conditions of Consent - 22 Stephens Road, Crestwood (Continued)

38. **PLUMBING AND DRAINAGE INSTALLATION REGULATIONS**
Plumbing and drainage work must be carried out in accordance with the requirements of the *Local Government (General) Regulation 2005*, the *Plumbing and Drainage Act 2011* and Regulations under that Act and with the Plumbing Code of Australia. Such work must be carried out by a person licensed by the NSW Department of Fair Trading.

REASON: This is a mandatory condition under the provisions of the *Local Government (General) Regulation 2005*. **(80.02)**

39. **INSPECTION OF PLUMBING AND DRAINAGE**
Plumbing and Drainage must be inspected by Council at the relevant stages of construction in accordance with Council's inspection schedule.

REASON: To ensure compliance with the inspection requirements of *Plumbing and Drainage Regulation 2012* and Council's inspection schedule. **(80.03)**

40. **FLOOR LEVEL TO BE 150mm ABOVE YARD GULLY**
The floor level of areas with fixtures connected to sewer must be at least 150mm above overflow level of the yard gully and surface water must be prevented from entering the yard gully.

REASON: To ensure any sewage surcharges occur outside the building and to prevent surface water from entering the sewerage system. **(80.05)**

41. **HEATED WATER NOT TO EXCEED 50 DEGREES C**
All new heated water installations, must deliver hot water at the outlet of all sanitary fixtures used primarily for personal hygiene purposes at a temperature not exceeding 50° Celsius.

All heated water installation for any accessible facility must deliver hot water at a temperature not exceeding 45° Celsius.

REASON: To prevent accidental scalding. **(80.07)**

42. **INSULATE HEATED AND COLD WATER SERVICE PIPES**
Heated and cold water service pipes installed in the following areas of the building must be insulated in accordance with the requirements of AS 3500: Plumbing and Drainage:
- (a) unheated roof spaces**
 - (b) locations near windows, ventilators and external doors where cold draughts are likely to occur**
 - (c) locations in contact with cold surfaces such as metal roof and external metal cladding materials.**

REASON: To prevent the water service being damaged by water freezing within the pipes due to local climatic conditions. **(80.12)**

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

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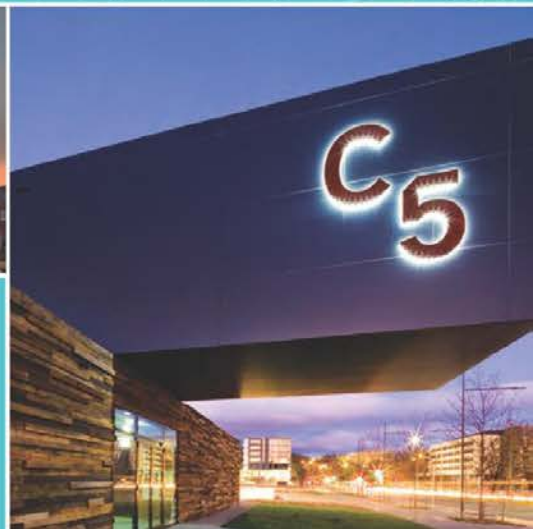
ITEM 5.2 DEVELOPMENT APPLICATION 169-2018 - WAREHOUSE
CONVERSION TO COMMERCIAL PREMISES, WHOLESALE
SUPPLIES AND FUNCTION CENTRE - 22 STEPHENS ROAD,
CRESTWOOD

ATTACHMENT 4 DA 169-2018 - TRAFFIC AND PARKING ASSESSMENT –
22 STEPHENS ROAD, CRESTWOOD

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 4 - DA 169-2018 - Traffic and Parking Assessment - 22 Stephens Road, Crestwood (Continued)



SELICK CONSULTANTS PTY LTD
REPORT



Job Title: **Traffic & Parking Impact Assessment**
Job Location: **22 Stephens Road, Crestwood NSW**
Client: **Ace Simonovski Design Studio P/L**
Reference #: **180187**

5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 4 - DA 169-2018 - Traffic and Parking Assessment - 22 Stephens Road, Crestwood (Continued)



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Project Details

For the Attention of:

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po box 5005
braddon act 2612
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Attn: Ace Simonovski

Project No:

180187

Sellick Consultants Reference:

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Revision	Issue	Prepared By	Reviewed By	Approved By	Date
A	Draft	Paul Williams	Craig Ohmsen	Craig Ohmsen	19/4/18
B	Final	Paul Williams	Craig Ohmsen	Craig Ohmsen	30/4/18

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5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood Attachment 4 - DA 169-2018 - Traffic and Parking Assessment - 22 Stephens Road, Crestwood (Continued)



1.0 INTRODUCTION

On behalf of Ace Simonovski Design Studios, Sellick Consultants Pty Ltd has prepared this Traffic Impact and Parking Assessment (TIPA) for the proposed renovation and extension to the existing buildings on Lot 515 DP 565803 Crestwood.

The following scope of works is included in this TIPA:

- Assess the car parking requirements in accordance with the Queanbeyan Development Control Plan 2012;
- Qualitatively assess the traffic generation of the development and impact on the local road network;

1.1 BACKGROUND

The site is located on Stephens Road near the intersection of Stephens Road/Canberra Avenue, refer to Figure 1.

Figure 1 – Site location (Source – Neamap accessed 16/4/2018)



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2.0 EXISTING SITE

The site is zoned IN1 'General industrial' under Queanbeyan City Council Local Environmental Plan 2012. The site is 1,500m² in size and contains the following:

- An 813m² building used for industrial purposes;
- An at-grade carpark supplying 10 parking spaces;
- A verge crossover shared with the neighbouring site

The site has a single frontage onto Stephens Road. Stephens Road is 9.5m wide and has designated on street parking on the western side only. Traffic data (dated 17 July 2011) provided by Queanbeyan-Palerang Regional Council indicates the following:

- An average weekday daily traffic volume of 2038.9 vpd;
- An average weekday AM peak hour (8.00am – 9.00am) of 214vph;
- An average weekday PM peak hour (4.00pm – 5.00pm) of 190vph.

The demolition of a warehouse development on the corner of Stephens Road and Kendall Avenue is the only change to Stephens Road since the above traffic counts were undertaken. There would be a minor reduction in traffic volumes associated with the removal of this development. The use of this traffic data in this assessment is subsequently deemed acceptable.

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5.2 Development Application 169-2018 - Warehouse Conversion to Commercial Premises, Wholesale Supplies and Function Centre - 22 Stephens Road, Crestwood
Attachment 4 - DA 169-2018 - Traffic and Parking Assessment - 22 Stephens Road, Crestwood (Continued)

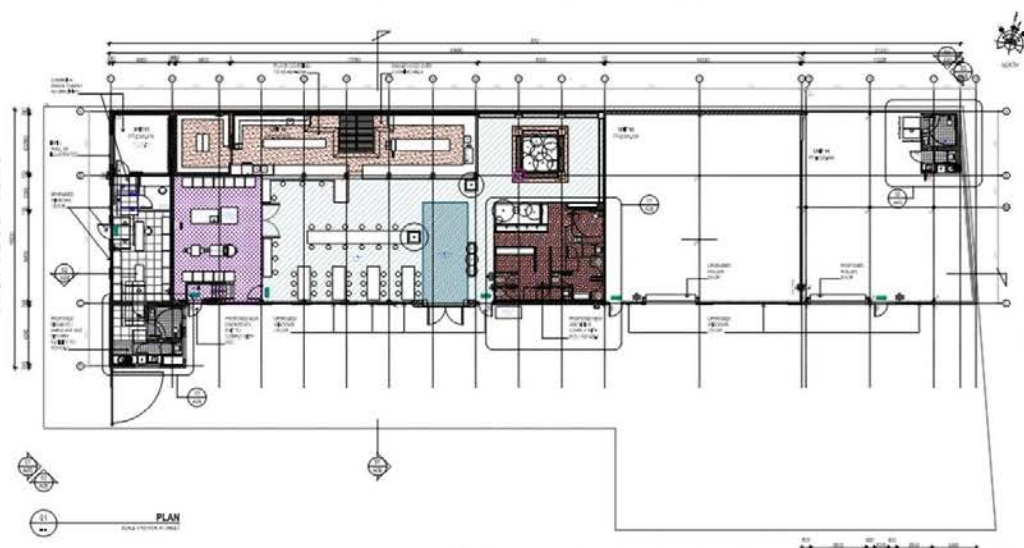


3.0 PROPOSED DEVELOPMENT

The proposed works include renovating the existing building and replacing a 91m² section of the building with a 167m² extension. The internal layout of the proposed building is indicated in Figure 2 and is comprised of the following:

- A 101.5m² recording studio/shop;
- A 423.91m² wholesale doughnut kitchen, event catering kitchen, coffee roasters and a space for events including fining facilities, exhibits etc.
- A 197.61m² tenancy that will be used for valet parking during special events on site;
- An 89.41m² tenancy that can be privately leased for events;
- An at grade carpark supplying 10 parking spaces.
- A new waste enclosure containing a 3000L waste hopper and 1100L recycling hopper.

Figure 2 – AS Design Studios Site Plan (dated 5/12/17)



The intended function of the development, refer to Appendix A, is to cater for local cafes and the NSW region beyond. A seating area/ event space is provided to accommodate boutique events, such as, private dinner parties, winter night markets and other methods of supporting local food, arts, and music.

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3.1 WASTE AND GOOD DELIVERIES

Waste of delivery vehicles are expected to reverse into the site and exit in a forward direction. Stephens Road is an industrial area subsequently the manoeuvring of heavy vehicles on the is expected and will not impact on the existing road users.

4.0 PARKING ASSESSMENT

The 'Queanbeyan Development Control Plan 2012 Part 2 All Zones' (code) provides car parking rates that are applicable to the proposed land uses. The intended function of units 1 & 2 are primarily light industry. The parking requirement for the development is given in Table 1.

Table 1 – Comparison of parking demand from varying sources for proposed development

TENANCY	AREA	PARKING RATE	PARKING QUANTITY
RECORDING STUDIO/SHOP	101.5m ²	1.3 spaces per 100m2 GFA	2
LIGHT INDUSTRY	423.91m ²	1.3 spaces per 100m2 GFA	6
TENANCY 3	197.6m ²	1.3 spaces per 100m2 GFA	3
TENANCY 4	89.4m ²	1.3 spaces per 100m2 GFA	1
TOTAL			12

The above parking rates are based on the anticipated day to day operation of the business. During special events, additional parking would be required. The indoor event space available for events is 175m². Based on the 'Food and Beverage' parking rate in the code these events would require 26 parking spaces. This parking demand would be accommodated as follows:

- 10 at grade parking spaces can be utilised as the wholesale and sound recording businesses will not be operational during these special events.
- Valet parking services will allow 9 vehicles to be parked in Unit 3 and 3 parallel parking spaces in front of unit's 3 and 4;
- On-street parking will accommodate 4 parking spaces. Special events will occur on weekends/ evenings when on-street parking spaces are not in demand by other businesses.
- Drop off/ pick-up services will also be offered on a case by case basis.

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5.0 TRAFFIC IMPACT ASSESSMENT

5.1 TRAFFIC GENERATION

The proposed development's traffic generation is based on the rates given by the RTA Guide to the Traffic Generating Developments. A rate of 8 trips per 100m² per day is applicable to the development. This is the equivalent of 64 trips. This traffic volume does not include special events which are unlikely to occur in peak periods.

5.2 TRAFFIC DISTRIBUTION

The majority of the proposed development's traffic generation is expected to enter/ exit the development via Canberra Ave. The intersection of Stephens Road/ Canberra Ave permits traffic to travel to/ from Canberra and Queanbeyan.

5.3 TRAFFIC IMPACT ON THE LOCAL ROAD NETWORK

The proposed development's traffic development is 3.1% of the 2011 traffic volumes of Stephens Road. In accordance with the RTA Guide to Traffic Generating Developments and Standard Industry Practice, an increase of less than 10% in existing traffic volumes will not significantly impact on the local road network.

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6.0 CONCLUSION AND RECOMMENDATIONS

Based on the statements included in this assessment Sellick Consultants recommends/ concludes the following:

- Day to day parking demand for the businesses will be accommodated on site;
- One accessible parking space will accommodate the parking demand of people with disabilities
- Special events will require additional measures to accommodate parking demand which will include valet parking and alternative transport methods
- The proposed development's traffic generation will not have a discernible impact on the local road network
- The existing verge crossover will be used for access to carparks, waste collection and goods delivery/ pick up.

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ITEM 5.3 MODIFICATION APPLICATION MOD.2018.074 - 14 MALBON
STREET, BUNGENDORE - MODIFICATION OF DA.2015.014 -
REQUEST TO REMOVE DEVELOPER CONTRIBUTIONS FOR
OFF-STREET CAR PARKING

ATTACHMENT 1 MOD.2018.074 - 14 MALBON STREET, BUNGENDORE -
ASSESSMENT REPORT



4.55(1A) ASSESSMENT REPORT – MOD.2018.074

SECTION 4.55 MODIFICATIONS – GENERALLY EP&A ACT, 1979

4.55(1A) Modifications involving minimal environmental impact

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

- (a) it is satisfied that the proposed modification is of minimal environmental impact, and
- (b) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and
- (c) it has notified the application in accordance with: (i) the regulations, if the regulations so require, or (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and
- (d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be. Subsections (1), and (2) do not apply to such a modification.”

Comment:

In regards subclause ‘a’, it is considered that the modification(s) sought as part of this application is of minimal environmental impact as the proposed modification involve no physical changes to the development.

In regards to subclause ‘b’, Council is satisfied that the development to which the consent as modified relates is substantially the same development for which consent was originally granted in that the development as modified remains to be for the purposes of the commercial use of the existing cottage upon the site.

With regards subclause ‘c’ and ‘d’, the application was not required to be notified in accordance with Part E of the Palerang DCP 2015.

SECTION 4.15 CONSIDERATIONS – EP&A Act, 1979

In determining a development application, the consent authority is to take into consideration the following matters of consideration contained within section 4.15 of the Environmental Planning and Assessment Act, 1979 as relevant to the development application:

4.15(1)(a) the provisions of:

(i) any environmental planning instrument

PALERANG LOCAL ENVIRONMENTAL PLAN (PLEP) 2014

The proposed modifications involve no change to the compliance of the development with the requirements of the Palerang Local Environmental Plan 2014.

4.15(1)(a)(ii) any draft environmental planning instruments

There are no applicable draft planning instruments that are or have been placed on public exhibition, to consider as part of this assessment.

4.15(1)(a)(iii) any development control plan

PALERANG DEVELOPMENT CONTROL PLAN (PDCP) 2015

Section B7.1(1) of the Palerang Development Control Plan (PDCP) 2015 establishes that where land is zoned B2 or B4 off-street car parking is to be provided either upon the subject site or within a centralised carpark. As the proposed development fails to provide for onsite car parking the development relies solely upon a centralised public car park is required as to achieve compliance with the provisions of the PDCP. In recognition of the additional burden such reliance is placing upon public assets for the commercial benefit of a private operator it is considered to be appropriate that a contribution be made by the private entity to offset the demand that is being created.

4.15(1)(a)(iiia) any planning agreement or draft planning agreement

No planning agreement has been entered into under section 7.4 of the *Environmental Planning and Assessment Act 1979*.

4.15(1)(a)(iv) matters prescribed by the regulations

Clause 92 of the *Environmental Planning and Assessment (EP&A) Regulation 2000* requires Council to take into consideration Australian Standard *AS2601–1991: The Demolition of Structures*, in the determination of a development application.

Having regard to this prescribed matters, the proposed development as modified does not involve the demolition of a building for the purposes of *AS 2601 – 1991: The Demolition of Structures* beyond that of the parent consent.

**5.3 Modification Application MOD.2018.074 - 14 Malbon Street, Bungendore - Modification of DA.2015.014 - Request to Remove Developer Contributions for Off-street Car Parking
Attachment 1 - MOD.2018.074 - 14 Malbon Street, Bungendore - Assessment Report
(Continued)**

4.15(1)(a)(v) any coastal zone management plan

Council is not subject to a coastal zone management plan.

4.15(1)(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Off-Street Car parking

The subject site provides no off-street car parking, as such, the proposed development results in a shortfall of three (3) off street car parking spaces and one (1) loading zone. At present, through the imposition of Condition 63 of DA.2015.014 (as modified by MOD.2017.054) this shortfall is to be off-set by way of payment of developer contribution under Section 7.11 of the Environmental Planning and Assessment Act 1979. Approval of the subject modification application would see the additional demand for off-street parking generated by the development go unresolved placing an additional demand upon public infrastructure. In such an instance the subject site must therefore be considered as being unsuitable for the purposes of the proposed development as it is not capable of accommodating for the demand for off-street parking spaces generated by the development.

4.15(1)(c) the suitability of the site for the development

As the existing cottage structure spans the majority of the sites frontage to Malbon Street, the site is physically constrained from providing off-street car parking. At present this shortfall is off-set through the payment of developer contributions as to provide additional public car parking within proximity of the site. Should the shortfall in off-street parking not be off-set by other means such as financial compensation, the subject site must be considered as unsuitable for the purposes of the proposed development.

4.15(1)(d) any submissions made in accordance with this Act or the regulations

The application did not require notification in accordance with Part E of the PDCP 2015.

4.15(1)(e) the public interest

The proposed development as modified, by way of placing additional burden upon public infrastructure without any financial contribution contrary to Council's Local Infrastructure Contributions Plan No.11 for the provision of public car parking at Bungendore is considered to be contrary to the public interest.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

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ITEM 5.3 MODIFICATION APPLICATION MOD.2018.074 - 14 MALBON
STREET, BUNGENDORE - MODIFICATION OF DA.2015.014 -
REQUEST TO REMOVE DEVELOPER CONTRIBUTIONS FOR
OFF-STREET CAR PARKING

ATTACHMENT 2 MOD.2018.074 - 14 MALBON STREET, BUNGENDORE -
APPLICANTS REQUEST

5.3 Modification Application MOD.2018.074 - 14 Malbon Street, Bungendore - Modification of DA.2015.014 - Request to Remove Developer Contributions for Off-street Car Parking Attachment 2 - MOD.2018.074 - 14 Malbon Street, Bungendore - Applicants Request (Continued)

26 June 2018

Mr Peter Tegart
General Manager
Queanbeyan Palerang Regional Council

By email: peter.tegart@qprc.nsw.gov.au
Copy to: Mr Tim Overall, Mayor Tim.Overall@qprclr.nsw.gov.au

Dear Mr Tegart

14 Malbon Street Bungendore [Lot 1 DP1198404] – DA.2015.014 – application to modify development consent (section 94 carparking contribution)

While we note that this request relates to this property in Bungendore, owing to the long and complicated history with previous Palerang Council, we would appreciate officers in the Queanbeyan office considering this submission.

We request the following modification of the existing development approval of works on 14 Malbon Street Bungendore. In considering this request and reasons outlined below, we outline the following brief background:

- 14 Malbon Street – is a heritage listed under Schedule 5, Palerang Local Environment Plan 2014 (PLEP) – an original 1890's timber cottage. The proposed development is for an adaptive re-use of this historic cottage.
- 14 Malbon Street – was purchased by us from Palerang Council, with a Right of Carriageway over the narrow strip of land – now known as 14A Malbon St (Lot 5 DP1204393 - also owned by Council). Due to difficulties in negotiating access to the property with Palerang Council staff, we reluctantly relinquished our right of carriageway which would have allowed for on-site carparking
- 14 Malbon Street – is bordered on the north boundary with the proposed new Bungendore carpark and to the west, by a proposed walkway, owned by Council.
- Property area: 518.9m²
 - Area of cottage building development: 75.33m².

Modifications sought

Condition 63 – section 94 developer contributions for carparking - exemption

We refer to the *Section 94 Development Contributions Plan No 11 – For the provision of off-street carparking at Bungendore* (as amended in November 2017) and to Clause 2.13.2 outlining the process and grounds for an exemption for s94 contributions for carparking.

We seek an exemption from section 94 contributions levied against 14 Malbon Street Bungendore, based on the following information:

Reduced area of proposed commercial floor area in MOD.2017.058 – s94 carparking not reduced

- *September 2015 – DA.2015.014* – approved for change of use to B2 Local Zone (Commercial Retail and/or Office Premises)
 - Development proposed to restore front cottage and restore back shed/garage as separate commercial building with toilet.
 - Total floor area of development including Cottage and back shed = 125.4375m²

1

5.3 Modification Application MOD.2018.074 - 14 Malbon Street, Bungendore - Modification of DA.2015.014 - Request to Remove Developer Contributions for Off-street Car Parking Attachment 2 - MOD.2018.074 - 14 Malbon Street, Bungendore - Applicants Request (Continued)

- Section 94 carparking levied by Council:
 - **\$59,203.91** [4 car spaces + 1 loading/unloading].

- *August 2017* – Modification MOD.2017.058 – approved
 - to reduce costs, especially Council’s s94 carparking levy – DA modified to exclude back shed from Development. This shed to be used for non-commercial (storage) only and is not traffic generating.
 - Total floor area reduced to 75.33m2
 - Section 94 carparking levied by Council:
 - **\$48,709.00** [3 car spaces +1 loading/unloading].

While the commercial-use floor area of the development was reduced significantly in MOD.2017.058, the s94 carparking levy has not been reduced - and is still based on 121m2 as calculated in Palerang Council’s report of 3 September 2015.

Carparking demand – scale, intensity and location

- The site is small and has limited ability to generate carparking demand.
- This site sits is located in the CBD close to other ‘strip’ development – where tourists & locals stop to visit a range of shops, businesses and cafes. It is unlikely to be a destination in itself.
 - As such, very few ‘carparking’ trips will be solely for the purpose of visiting this property.
 -

Site of property – adjacent to proposed Bungendore central carpark

The property at 14 Malbon Street adjoins proposed Bungendore carpark which impact on how the property is accessed:

- the northern boundary of 14 Malbon directly adjoins the Bungendore carpark with Stage 1
- the western boundary directly adjoins the council-owned ‘pedestrian’ strip of land - 14A Malbon Street. This provides direct pedestrian access from the side of the property to the proposed central carpark.
- It is reasonable and likely that motorists (tourists and locals) will park in the central carpark to undertake a range of shopping and business activities
- Sharing the purpose of visits to a range of businesses in the vicinity of property supports consideration of reduced demand generated *solely* from this development.

Bungendore central carpark – a QPRC priority development in 2017/18

- At the QPRC Planning meeting on 8 November 2017, Council discussed the Bungendore carpark on the northern boundary directly with 14 Malbon Street.
 - Council noted that *‘it is anticipated that the first stage of the car park will be constructed in the 2017/2018 financial period’*.
- The new Bungendore carpark is clearly a priority for Council and on the Agenda for the 2017-18 financial year. It is a reality and will alleviate much of the need for carparking levy such as has being levied on the small development proposed for 14 Malbon Street.

14 Malbon Street development – purpose – to retain / revitalise and support heritage tourism

- The building at 14 Malbon Street Bungendore is an original 1890’s timber cottage
- It is heritage listed under Schedule 5, Palerang Local Environment Plan 2014 (PLEP)
- The proposed development of 14 Malbon St is for an adaptive re-use of this historic cottage
 - The development will retain and revitalise an existing heritage item and will enhance the local heritage values and particularly heritage tourism in Bungendore.

RMS Guide to Traffic Generating Development – discretionary application for heritage

5.3 Modification Application MOD.2018.074 - 14 Malbon Street, Bungendore - Modification of DA.2015.014 - Request to Remove Developer Contributions for Off-street Car Parking Attachment 2 - MOD.2018.074 - 14 Malbon Street, Bungendore - Applicants Request (Continued)

- The RMS 'Guide to Traffic Generating Development' is a **guide** only
- The *Guide* provides a specific ability to remove the requirement for s94 contributions in lieu of carparking on-site for small developments [less than 200m² GFA], *particularly in the adaptive re-use of historic buildings*:
 - *There are some situations where parking provision (either on-site or through contributions in lieu) is not necessary, for example, small developments along main street shopping centres and in the adaptive re-use of historic buildings. In such circumstances, the shortfall of parking caused by environmental site constraints may be balanced by the benefits'* [paragraph 1.3.4]
- This development application is for an adaptive re-use of a very small heritage item, which sits along a main street shopping strip in Bungendore. The building adjoins a central carpark (planned for construction in 2018).
- There are no environmental impacts that outweigh on-site provision of carpark.
- We submit that the discretionary elements of the *Guide* for adaptive re-use of this heritage building, should be taken into account with all other factors, in exempting s94 carparking contributions.

Disparity in application of in s94 carparking levies between Bungendore and Queanbeyan

- The QPRC s94 carparking contribution levy on Bungendore places an unreasonable and disproportionate burden on this new business in Bungendore compared with a similar new development in Queanbeyan:
 - *Bungendore* - Section 94 contributions = **\$11,000** per carpark space (2013)
 - Note: at a QPRC Planning meeting on 8 November 2017, this is proposed to rise to **\$12,484** per carpark space
- By comparison: *Queanbeyan*: **\$9,500 per carpark space.**
- The Queanbeyan section 94 Plan¹ states:
 - *generally contributions for car parking will only be levied where a development creates demand for additional parking, over and above the current demand, and the development is unable to provide that parking within the development site.*

We do not consider that the very small development at 14 Malbon Street Bungendore will place an 'additional demand for carparking over and above the current demand'.

The Queanbeyan s94 Plan notes that Council can consider removal where warranted, having regard to higher/lower demand of individual development and provision of *incentive to develop based on greater community good/benefit*.

We request Council consider the Queanbeyan policy of '*incentive to develop on the greater community good or benefit*' when considering this application to exempt s94 carparking levies from this development at 14 Malbon Street Bungendore.

In addition, we submit that the costs of completing this development in Bungendore are greater compared to Queanbeyan, owing to many factors, including difficulty in obtaining tradespeople, (builders, electricians), most of whom work and travel in Queanbeyan/Canberra for more lucrative work.

¹ Queanbeyan City Council: *Section 94 Contributions Plan* (16 March 2012)

5.3 Modification Application MOD.2018.074 - 14 Malbon Street, Bungendore - Modification of DA.2015.014 - Request to Remove Developer Contributions for Off-street Car Parking Attachment 2 - MOD.2018.074 - 14 Malbon Street, Bungendore - Applicants Request (Continued)

While building and business running costs are similar to those in Queanbeyan/Canberra, Bungendore has a significantly lower local population (even considering the impact of seasonal tourism) – and therefore has a significantly lower turnover than Queanbeyan.

These factors highlight the greater financial burden of developing a new commercial property in Bungendore compared to Queanbeyan, and highlight the impact of the disparity of s94 carparking levies on new developments such as 14 Malbon St, than would be applied in Queanbeyan.

14 Malbon Street - greater good or benefit to community and a precedent for adaptive re-use of heritage item

This development application for the heritage building at 14 Malbon Street is the first conversion/adaptation of a heritage listed former residence, to a commercially zoned building in Bungendore. Its change of use to 'commercial' (B2 zoning) was compulsory, owing to its position in the recently-created B2 zoning of that area in Malbon Street Bungendore.

Council's approach to and treatment of this historic development is a matter of much discussion in the village, particularly concerning section 94 contributions.

This is not a large development. It is a very small cottage, which will only host a small business. Its value lies in its existing 1890's character and the example and tourism-potential, that these types of cottages can be saved, valued and continue to contribute not only to 'streetscape', but to the income-earning and business growth capacity, including the heritage tourism, of a small town.

The value of this heritage building has already been acknowledged: in May 2015, we were acknowledged by the NSW National Trust Heritage Awards – Advocacy Campaign (Highly Commended) ... *campaign to save two cottages in Malbon St Bungendore ... the demolition orders were overturned, and 14 Malbon St sold and is currently undergoing restoration.*

Councillors have recently expressed support for attracting and development new business in Bungendore. This is one such business.

Financial burden of s94 contributions on the development of 14 Malbon St / owners forced to relinquish right of carriageway

This DA is based on the floor plan of the small original cottage with 4 rooms and a bathroom. It does not propose any extension or internal adaptation to change the floor plan or create further commercial space in the building. It is a small building.

The proposed levy of \$48,709 for s94 carparking contributions is a significant sum, when taking into account the entire restoration/adaptation of the building.

This Cottage in good condition, and has really only required insignificant repair and maintenance works, Council is aware that all building costs are not insignificant and the imposition of nearly \$50,000 is a significantly financial burden, taking into account all other costs in adapting this 19th Century heritage cottage for 21st Century commercial use.

Right of carriageway – relinquishment

5.3 Modification Application MOD.2018.074 - 14 Malbon Street, Bungendore - Modification of DA.2015.014 - Request to Remove Developer Contributions for Off-street Car Parking Attachment 2 - MOD.2018.074 - 14 Malbon Street, Bungendore - Applicants Request (Continued)

The imposition of nearly \$48,709 for s94 carparking contribution was a cost not anticipated by us at the time of purchase, as we purchased the property with an existing legal Right of Carriageway over 14A Malbon Street for access to the rear of 14 Malbon Street.

As such, we considered the need for section 94 carpark contributions would only be small and not a significant financial impost on the total cost of renovation/restoration.

In 2015, during development negotiations (written and discussions) with Palerang Council, Council advised us that in order to exercise our Right of Carriageway, Council would require us to construct a reinforced, 100mm concrete roadway with a turning circle (with drainage and footpaths). Council staff advised us that this was required, to enable trucks (including semi-trailers) to access the rear small wooden heritage cottage.

We considered this was an excessive, disproportionate and unreasonable requirement to enable access for at most, a maximum of 3 cars, given the nature of the building and the need for limited access to the rear of the small cottage. In addition, contractors estimated the cost of compliance with Council's requirements to building the roadway, including pedestrian barriers and drainage, would be in excess of \$100,000.

As noted above, we were reluctantly forced to relinquish our legal Right of Carriageway over the strip of land (now 14A Malbon St), due to difficulties in reaching a reasonable outcome with (Palerang) Council.

Should Council not grant a section 94 exemption or negotiate a satisfactory outcome, we will suffer significant financial hardship, being forced to reconsider completing the building, if at all.

General comment – Council's original subdivision did not anticipation consequential problems

When Palerang Council originally subdivided the large block covering now 14 (Lot 1 DP1198404) and 14A Malbon Street (Lot 5 DP1204393), Council did not anticipate the difficulties that would be encountered in having to ensure the development of the heritage cottage at 14 Malbon St complied with Council's requirements, but also was able maintained its heritage character and features.

As a result of the subdivision, Council left less than 1 metre from the narrow strip of land forming part of 14A Malbon St, adjacent to the boundary of 14 Malbon St, causing.

As owners of 14 Malbon Street, we have suffered a significant financial burden in having to engage legal, town planning, architectural and engineering specialists to resolve issues including access (including relinquishing our right of carriageway), fire rating, disabled access etc.

These costs included the costs of engaging a lawyer to advise us in relation to a Deed of Covenant proposed by Palerang Council to alleviate the fire rating issue for the western side of the Malbon Street building.

Note: While we initially signed this Deed in September 2016 we had to resign after Council advised us in February 2017 that they had lost the original signed Deed. We then resigned again on 17 March 2017).

We seek QPR Council's cooperation and assistance in considering an innovative and strategic solution to alleviating the additional and unaffordable financial burden we would suffer, in meeting Council's current condition for section 94 contributions of \$48,709.00.

5.3 Modification Application MOD.2018.074 - 14 Malbon Street, Bungendore - Modification of DA.2015.014 - Request to Remove Developer Contributions for Off-street Car Parking Attachment 2 - MOD.2018.074 - 14 Malbon Street, Bungendore - Applicants Request (Continued)

Conclusion

The re-adapting from a residential to a commercial property, as required by Council, of the heritage cottage at 14 Malbon Street Bungendore is unique to Bungendore town, given its size, fabric, heritage reuse and location, in the 'CBD' and adjacent to the proposed central carpark.

We request that Council support this modification to exempt s94 contributions for carparking on the reasonable grounds outlined above.

We welcome the opportunity to meet with QPR Council planning staff and Councillors, to discuss this request with you.

Yours sincerely

[signed – but sent by email]

Annabel Beith and Alix Burnett

Encl: 2 photos of 14 Malbon St:

- pre-purchase by us & when owned by Palerang Council
- photo taken March 2018



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

- ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS
- ATTACHMENT 1 LOT 162 DP 754873 AND LOT 97 DP 754915, LAKE ROAD,
LAKE GEORGE - DETAILED ASSESSMENT

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 1 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George - Detailed assessment (Continued)

Attachment 1 - Lot 162 DP 754873 and Lot 97 DP 754915 – Detailed Assessment

Request

The property owner would like a dwelling on their land (Lot 162 DP 754873 and Lot 97 DP 754915), refer to Attachment 2. To allow this to occur it would be necessary to amend the PLEP minimum lot size map from 80 hectares to a maximum of 20 hectares on one of the lots. Map 1 below shows the location of Lot 162 DP 754873 and Lot 97 DP 754915.



Map 1 Location of Lot 162 DP 754873 and Lot 97 DP 754915

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 1 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George - Detailed assessment (Continued)

Description of the land

Both Lot 162 DP 754873 and Lot 97 DP 754915 are zoned E3 Environmental Management under the PLEP and have a minimum lot size of 80 hectares. This provision was 'carried over' from the YLEP 2002 where both lots were zoned 7(e) Environmental Protection, the *Yarrowlumla Local Environmental Plan 1993* (YLEP 1993) and *Yarrowlumla Local Environmental Plan 1986* (YELP 1986).

Lot 162 DP 754873 is 21.04 hectares and Lot 97 DP 754915 is 32.38 hectares, 53.42 hectares in total. The land is accessed from The Forest Road which is maintained by Council. The majority of the lot is steep and covered with native vegetation. The entire lot is shown as being bushfire prone on the Palerang Bush fire prone land map. The land is not within a drinking water catchment included in the PLEP and does not contain a heritage item included in the local environmental plan. One of the lots has two sheds on it.

Background

The current property owner submitted a request in March 2013 in regard to the draft PLEP. The report to the meeting of Council on 17 October 2013 states:
The author of the submission seeks a dwelling entitlement in relation to Lot 162 DP 754873 and Lot 97 DP 754915.

Comment to Lot 162 DP 754873 and Lot 97 DP 754915.

Both lots are currently zoned 7(e) Environmental Protection (Lake Road) under the *Yarrowlumla Local Environmental Plan 2002* and E3 Environmental Management under the draft local environmental plan. Over half of the lots are steep land. There is currently a dwelling on Lot 97 DP 754915. Lot 162 DP 754873 is 21 hectares and the adjoining Lot 97 DP 754915 is 32 hectares.

Recommendation 71

It is recommended that the request for a dwelling entitlement in relation to Lot 162 DP 754873 and Lot 97 DP 754915 be considered as part of a the rural lands study.

In early 1992, the current property owner submitted a letter to Council with a proposal for the subdivision of both Lot 162 and 97. The proposal involved the subdivision of both lots to create a new residential lot parallel to Lake Road. The new lot would be accessed from Lake Road. The proposal stated that the residence and owners interests were at The Forest Road part of the property. At the time of writing the letter to Council, the property owner owned the residence on an adjoining lot (Lot 238 DP 54873). This lot is now in a different ownership.

Council in a written response (February 1992) stated that:

Under the provision of the *Yarrowlumla Local Environmental Plan* (YLEP) 1986 the proposed subdivision is not permissible. This situation is not likely to change in the foreseen future having regard to particular circumstances for this case.
Council however, will consider your application in its review of YLEP 1986 which is currently underway.

5.4 Review of Rezoning and Dwelling Eligibility Requests **Attachment 1 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George - Detailed assessment (Continued)**

Both lots at the time were zoned 7(e) Environmental Protection (Scenic) under the YLEP 1986. The provision referred to in the letter from Council states that each lot to be created in a subdivision could not be less than 80 hectares (Part III – Special Provisions, Division 1 - *Subdivision*).

The property owner submitted a further letter in May 1994 again requesting the subdivision of the land. Council responded on 1 June 1994 stating:

The subdivision of your land is not permissible, pursuant to clause 12 of the *Yarrowlumla Local Environment Plan 1993*. Furthermore, the zoning of your land is unlikely to change in the foreseeable future.

For your information, the minimum area for subdivision is 80 hectares (200 acres), per block.

A further letter was received from the property owner in August 1994, requesting that Council consider the subdivision of land into two lots:

- part lot 162 and part lot 97 fronting Lake Road and using this road for access
- part lot 162 and part lot 97, top of the escarpment using The Forest Road for access

Council responded to this letter again stating that each lot had to be a minimum of 80 hectares. A file note by a Council staff member states that there was a discussion about obtaining the ability to erect a dwelling with consent across both lots using *State Environmental Planning Policy No. 1-Development Standards*. This environmental planning instrument allows with the consent of Council and the NSW Department of Planning, the variation of development standards. The minimum lot size for a dwelling is a development standard. This state environmental planning policy has been replaced by clause 4.6 in the PLEP.

The property owner submitted an application for a variation under *State Environmental Planning Policy No. 1-Development Standards (No.3/94)* pertaining to both lots in late 1994.

At the meeting of the Yarrowlumla Council Environment and Development Committee on 10 October 1994 it was resolved (E&D 93/94) that the matter be deferred for consideration with the anomalies arising out YLEP Stage 2.

The report to Council states, that the land is 53.4204 hectares which is insufficient to allow a dwelling and that the lots are not an 'existing holding'. The following should also be noted from the report:

Although Mr X makes some valid points in his submission, the following history of the land must be considered:

- In 1980, Mr X purchased part Pt 120. This, added to the land he already owned (portions 162, 238 and 97) and took his total holding to 85.7984 hectares.
- In 1982, Mr X applied for building approval for a dwelling, which he subsequently built. At this time Mr X owned portions 162, 238 and Pt 120, Parish of Bywong, and portion 97, Parish of Wamboin. The total areas of this holding was 85.7984 hectares.
- Between 1982, when the building application was lodged, and 1985, portion Pt 120 was sold to Ms M W Cross. This left Mr X with a total land area of 69.6084 hectares. The dwelling (portion 238) was completed by this time.
- In 1993 Mr X sold any dwelling entitlement that existing with the holding. The sale of portion 238 left Mr X the residue of 53.4204 hectares.
- Having already taken advantage of his right to sell off existing portions, Mr X is now attempting to obtain a dwelling entitlement for the remaining land.

5.4 Review of Rezoning and Dwelling Eligibility Requests **Attachment 1 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George - Detailed assessment (Continued)**

Mr X previously owned sufficient land to gain approval to erect a dwelling, and indeed, did so in 1982. Since that time Mr X has sold his holding in separate parcels, reducing his holding to the current land area, which is insufficient to obtain a dwelling entitlement.

Note:

The property owners surname has been removed as part of this report.

In March 1995, Council wrote to the property owner in response to their letter advising them that they would be notified of the outcome of their request once the amendment to the YLEP 1993 had been gazetted.

From Council's records it is unclear whether, the property owner was advised of the outcome in relation to the amendment to the YLEP 1993 and the application under the *State Environmental Planning Policy No. 1-Development Standards*. It is also unclear whether it was determined that there is an 'existing holding' at the relevant date 13 October 1995.

It has not been possible to locate a record concerning the approval situation regarding the existing structures on Lot 97 DP 754915 at this stage.

Under the PLEP, it is not possible to subdivide the land or to erect a dwelling. If the minimum lot size was lowered for each lot(s) then it would be possible to erect a dwelling(s).

On 22 March 2018, the Program Coordinator- Land-Use Planning East spoke to the property owner by telephone. In this discussion the property owner stated:

- the structure on the lot is a shed which is now used as a weekender and was lived in whilst the dwelling on Lot 238 was being built. It does not have approval as a dwelling
- ideally the property owner would like a dwelling on each lot but one dwelling would be acceptable
- the lots surrounding his lots are smaller and have dwellings on them
- the property owner received written advice from Council in about 1995 that Council would not approve a dwelling on the lots although he thinks that he does not have a copy of this advice.

A search of Council's records concerning any advice to the property owner regarding the ability to erect a dwelling on the lots following the finalisation of Amendment No. 6 to the *Yarrowlumla Local Environmental Plan 1993* did not find any correspondence.

Research by Council staff has determined that the combination of Lot 162 DP 754873 and Lot 97 DP 754915 constitutes a '1995' holding. Given this, under clause 4.2A(3)(e) of the PLEP a dwelling is permissible with consent. Clause 4.2A(3) is shown below:

- (3) Development consent must not be granted for the erection of a dwelling house on land to which this clause applies unless the land:
- (a) is a lot that is at least the minimum lot size shown on the [Lot Size Map](#) in relation to that land, or
 - (b) is a lot created under clause 4.1, 4.1AA, 4.1A or 4.1B, or
 - (c) is a lot created before this Plan commenced and on which the erection of a dwelling house was permissible immediately before that commencement, or
 - (d) is a lot resulting from a subdivision for which development consent (or equivalent) was granted before this Plan commenced and on which the erection of a dwelling house would have been permissible if the plan of subdivision had been registered before that commencement, or
 - (e) is an existing holding, or

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 1 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George - Detailed assessment (Continued)

- (f) would have been a lot or a holding referred to in paragraph (a), (b), (c), (d) or (e) had it not been affected by:
- (i) a minor realignment of its boundaries that did not create an additional lot, or
 - (ii) a subdivision creating or widening a public road or public reserve or for another public purpose, or
 - (iii) a consolidation with an adjoining public road or public reserve or for another public purpose.

An existing holding is defined under clause 4.2A(6) as being:

existing holding means land that:

- (a) was a holding on the relevant date, and
- (b) is a holding at the time the application for development consent referred to in subclause (3) is lodged, whether or not there has been a change in the ownership of the holding since the relevant date, and includes any other land adjoining that land acquired by the owner since the relevant date.

Holding means all adjoining land, even if separated by a road or railway, held by the same person or persons.

relevant date means:

- (a) in relation to land to which *Cooma-Monaro Local Environmental Plan 1999—(Rural)* applied immediately before the commencement of this Plan—3 March 1997, or
- (b) in relation to land to which [https://www.legislation.nsw.gov.au/ - /view/EPI/2009/56](https://www.legislation.nsw.gov.au/-/view/EPI/2009/56) or *Mulwaree Local Environmental Plan 1995* applied immediately before the commencement of this Plan—15 May 1970, or
- (c) in relation to land to which *Gunning Local Environmental Plan 1997* applied immediately before the commencement of this Plan—15 July 1966, or
- (d) in relation to land to which *Tallaganda Local Environmental Plan 1991* applied immediately before the commencement of this Plan—14 June 1974, or
- (e) in relation to land to which *Yarrowlumla Local Environmental Plan 2002* applied immediately before the commencement of this Plan—13 October 1995.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS

ATTACHMENT 2 LOT 162 DP 754873 AND LOT 97 DP 754915, LAKE ROAD,
LAKE GEORGE - SUBMISSIONS FROM THE PROPERTY
OWNER AND COUNCIL DOCUMENTS

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

From: [REDACTED]
Sent: Thursday, 7 March 2013 11:44:19 AM
To: Records
Subject: Draft Palerang LEP 2012

Dear Sir/Madam



I am the owner of land in Palerang Shire Council in Zone E3 Environmental Management. I have owned this land for nearly 34 years.

I own 53 Hectares (130 acres) and am unable to obtain a building permit.

I strongly believe that the minimum area for a dwelling in this zone could be reduced to 16 Hectares (40 acres) without compromising the objectives of the zone in any way whatsoever.

Zone E3 already contains many dwellings on portions of land of 16 hectares or less, most notably along The Forest Road and Joe Rocks Road. I have neighbours in this category.

This is, by any measure, an unjust anomaly.

Equally important is the point that an on-site resident would better manage the land and therefore address the prime objective of Zone E3: 'To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.'

I note the mandatory inclusion in the draft LEP that 'dwelling houses' are 'permitted with consent' in Zone E3. It really is therefore a question of bringing justice and sense to the minimum area requirement for a dwelling.

I have managed my land as responsibly as I could (weed management, tree planting, etc) for 34 years but I am certain this would be enhanced by either me or my son living on site.



Yours sincerely

[REDACTED]



Yarrowlumla Shire Council

"Planning and Providing for the Best in Rural Living"

Contact: [REDACTED]
Our Ref: [REDACTED]

13 March 1995

[REDACTED]

Dear [REDACTED]

Re: Dwelling entitlement - Portion 97, DP 754915, Parish of Wamboin and
Portion 162, DP 754873, Parish of Bywong.

Reference your letter of 6 March 1995 regarding the abovementioned. The following is provided in response to the issues raised:

- Item 1:* Due to the high volumes of landholders who may have been affected by Amendment Number 8, known as **Stage 2**, the extraordinary public meeting of Council held on 22 February 1995 was advertised in the Queanbeyan Age on 17 February 1995. A copy of this notice has been enclosed for your information.
- Item 2:* There appears to be some confusion relating to the process involved in amending Yarrowlumla Local Environmental Plan 1993. The issue of dwelling entitlements has not been finalised simply because Amendment No. 8 has passed through Council. It is necessary for the plan to be approved by the NSW State Minister for Planning and following this the plan must be gazetted in the NSW Government Gazette. Once this process has been finalised you will be formally notified of the outcome along with all other affected landholders.

Currently your land does not possess a dwelling entitlement. It is noted that your SEPP 1 application is indeed seeking permission for an "additional dwelling entitlement".

Council confirms that the information you requested by telephone was forwarded on 6 March 1995.

Following receipt of your formal Notice of Determination you may, pursuant to section 97 of the Environmental Planning and Assessment Act, 1979 appeal to the Land and Environment Court.

Should you require additional information, or wish to discuss this matter further, please contact [REDACTED] of Council's Environment and Development Division on telephone [REDACTED]

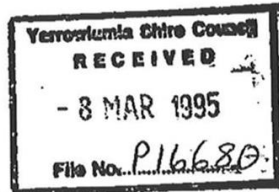
Yours faithfully


D R Rouse
Director, Environment and Development

YARROWLUMLA SHIRE COUNCIL is the corporate name of YARROWLUMLA COUNCIL
ADMINISTRATION OFFICE: 11 Farrer Place, Queanbeyan 2620
POSTAL ADDRESS: PO Box 112, Queanbeyan NSW 2620
TELEPHONE: (06) 297 1311 • FAX (06) 297 5854

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

The General Manager
Yarrowlumla Shire Council
P.O. Box 112
Queanbeyan 2620

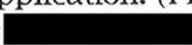



6 March 1995,
26702


Dear Sir,

I wish to register my strongest protest at:

(1) not being informed of the Council meeting on 22 Feb. 1995 whose agenda included a matter affecting me so directly. (My SEPP1 application.)

(2) not being informed of the Council decision at the meeting on my SEPP1 application. (I read about this in the paper last week and even there  incorrectly referred to the matter as an application for an "additional building permit".)

I am appalled at this lack of communication and remind all Council staff that they exist to serve the ratepayers of the Shire.

I spoke to  today and confirm my request to him to send me a copy of the agenda papers and the minutes for the meeting of 22/3/95.

I would like you to advise me of what courses of action are open to me in the light of Council's decision.

Yours sincerely



Copies to Mayor & Councillors.

*BP
10.3.*

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

YARROWLUMLA COUNCIL

COMMUNICATIONS TO BE
ADDRESSED TO THE GENERAL MANAGER

CONTACT: Environment and Development
P 16680.1 BP (24381)



COUNCIL ADMINISTRATIVE OFFICE:
11 FARRER PLACE, QUEANBEYAN, 2620

POSTAL ADDRESS:
P.O. BOX 112, QUEANBEYAN, 2620
TELEPHONE: (06) 297 1311
FAX: (06) 297 5854

10 August 1994

[Redacted]

Dear [Redacted]

Re: Proposed subdivision of portions 162, and 97, DP 754915, [Redacted]
[Redacted] Parish of Wamboin.

Reference your letter dated 3 August, 1994, regarding the above matter. Further to council's letter of 1 June, 1994, you are advised that the minimum area for subdivision in the 7(e) (Environmental Protection)(Scenic) zone is 80 hectares (200 acres), per block. That is, a minimum of 160 ha is required before subdivision can be considered. Consequently, the subdivision of your land is not permissible, pursuant to clause 12 of the Yarrowlumla Local Environmental Plan, 1993. Furthermore, the zoning of your land is unlikely to change in the foreseeable future.

Council is allowed no discretion in permitting subdivision of land that does not meet the minimum requirements.

Should you require additional information, or wish to discuss this matter further, please contact [Redacted] of council's Environment and Development Division on telephone [Redacted].

Yours faithfully

[Redacted]

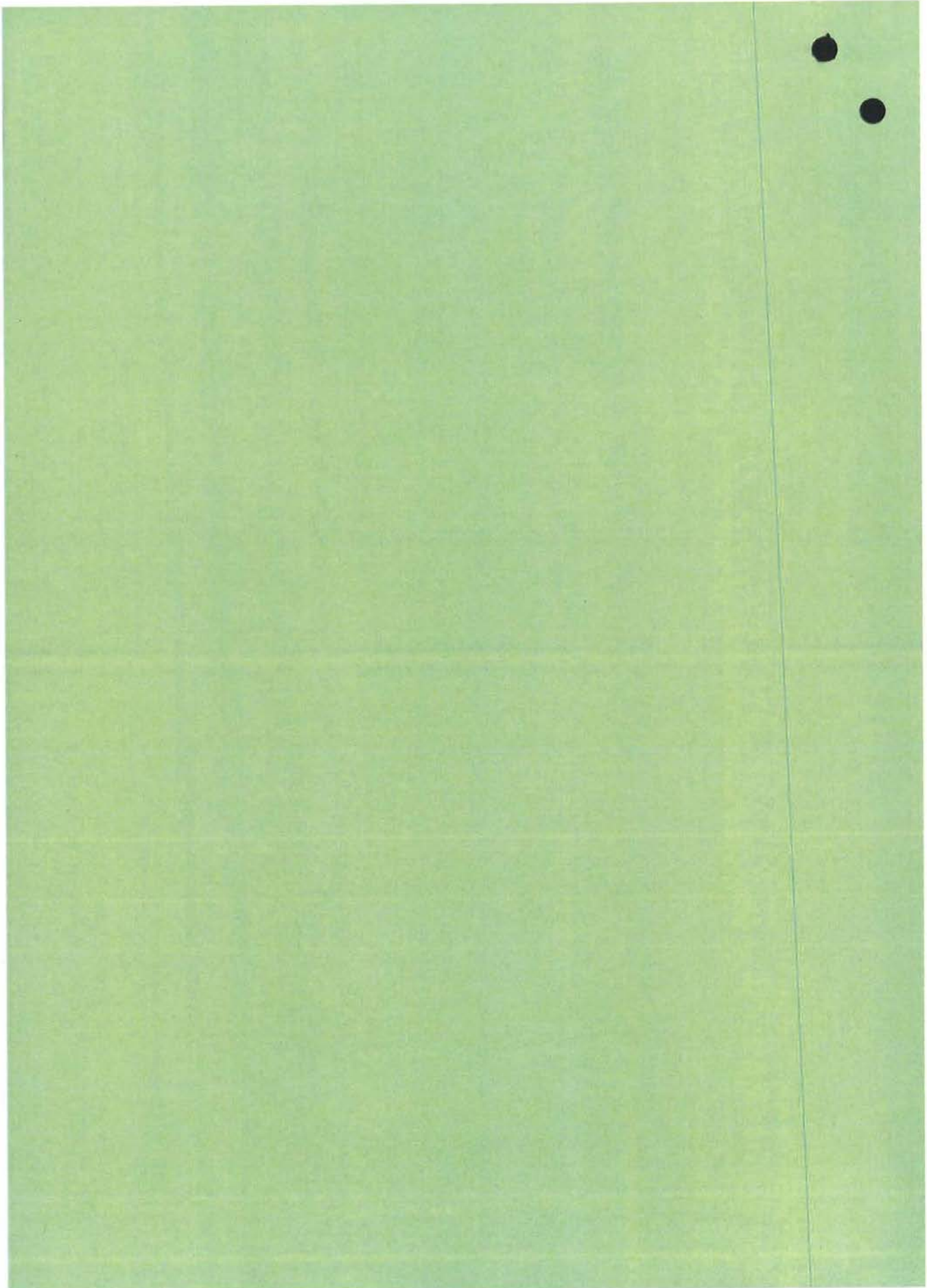
D R Rouse
Director, Environment and Development

18 August 1994
I advised [Redacted] that his only course of action would be to try and obtain one building permit for the whole 135 acres under SEPP 1. However, I advised that there was no guarantee that such an application would be supported. He was insistent that he wanted to try all possible avenues, so I sent him out the relevant documentation.

y:\data\wpdata\corr\planning\bp108

"Planning and Providing for the
Best in Rural Living"

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)



5.4 Review of Rezoning and Dwelling Eligibility Requests
 Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
 Submissions from the property owner and Council documents (Continued)

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Property Maintenance Screen
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Ass No. 1668/01000      Last TN.      Last TN Date
Owner
Owner Address
Sect      DP. 754915      Lot      Por 97
Parish    WAMBOIN      County  MURRAY
Property Address
Village
Land Use
Plan 1 YLEP      Zoning 7(e)(ENVIRONMENTAL PROTECTION) (SCENIC)
Plan 2      Zoning
Plan 3      Zoning
D.L.E.P.
D.C.P.
Miscellaneous
APPLICATIONS: Subdiv      Develop      Plan No PARISH MAP
Road Y      Sewer N      Water N      Dwelling      Build
Road Widening NONE
Legal Area  32.3760 ha      Prev ID.
PROBLEMS: Flood N Slip N Subs N Fire Weeds Tide N Other
Appr. Area  31.7279 ha      Grid location 718453.102 E, 6101154.638 N
Design file WAMB.CAD      ID. WAMB.754915.97

[ HELP - FIND - EDIT - ADD - DELETE - RECALL - DEVEL - HIST - NEXT - EXIT ]
[ F1 - F2 - F3 - F4 - F5 - F6 - F9 - F10 - PGDN - ESC ]
  
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Property Maintenance Screen
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Ass No. 1668/01000      Last TN.      Last TN Date
Owner
Owner Address
  
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HISTORY FILE EDITOR



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Property Maintenance Screen
-----
Ass No. 1668/01000      Last TN.      Last TN Date
Owner
Owner Address
Sect      DP. 754873      Lot      Por 162
Parish    BYWONG      County  MURRAY
Property Address
Village
Land Use
Plan 1 YLEP      Zoning 7(e)(ENVIRONMENTAL PROTECTION) (SCENIC)
Plan 2      Zoning
Plan 3      Zoning
  
```

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

D.L.E.P.
D.C.P.
Miscellaneous
Plan No PARISH MAP
APPLICATIONS: Subdiv Develop Build
Road Y Sewer N Water N Dwelling Road Widening NONE
Legal Area 21.0444 ha Prev ID.
PROBLEMS: Flood N Slip N Subs N Fire Weeds Tide N Other
Appr. Area 20.9143 ha Grid location 718268.053 E, 6101831.303 N
Design file WAMB.CAD ID. BYWO.754873.162

HELP - FIND - EDIT - ADD - DELETE - RECALL - DEVEL - HIST - NEXT - EXIT
F1 F2 F3 F4 F5 F6 F9 F10 PGDN ESC

Property Maintenance Screen
Ass No. 1668/01000 Last TN. Last TN Date
Owner
Owner Address

HISTORY FILE EDITOR

<Esc> Quit, <Ctrl-W> Save and Exit

5.4 Review of Rezoning and Dwelling Eligibility Requests
 Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
 Submissions from the property owner and Council documents (Continued)

Property Maintenance Screen
 Ass No. 1668/01000 Last TN. 209/93 Last TN Date 12/05/93
 Owner
 Owner Address

Sect DP. 754873 Lot Por 238
 Parish BYWONG County MURRAY
 Property Address FOREST ROAD
 Village CUV
 Land Use Purchase Price
 Plan 1 YLEP Zoning 7(e)(ENVIRONMENTAL PROTECTION) (SCENIC)
 Plan 2 Zoning
 Plan 3 Zoning
 D.L.E.P.
 D.C.P.

Miscellaneous Plan No PARISH MAP
 APPLICATIONS: Subdiv Develop Build
 Road N Sewer N Water N Dwelling NA Road Widening NONE
 Legal Area 16.1880 ha Prev ID.
 PROBLEMS: Flood N Slip N Subs N Fire Weeds Tide N Other
 Appr. Area 17.4883 ha Grid location 718024.125 E, 6101444.637 N
 Design file WAMB.CAD ID. BYWO.754873.238

HELP - FIND - EDIT - ADD - DELETE - RECALL - DEVEL - HIST - NEXT - EXIT
 F1 - F2 - F3 - F4 - F5 - F6 - F9 - F10 - PGDN - ESC

Property Maintenance Screen
 Ass No. 1668/01000 Last TN. 209/93 Last TN Date 12/05/93
 Owner
 Owner Address

HISTORY FILE EDITOR

TN158/83 -
 149 - 1212/91
 SUBJECT TO RIGHT-OF-CARRIAGEWAY DP646287 REGISTERED 22/6/92
 149 - 1842/93
 TN 209/93 - 12/05/93

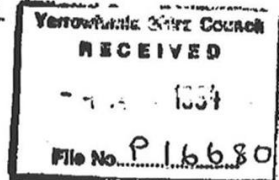
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5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

The General Manager
Yarrowlumla Shire Council
P.O. Box 112
Queanbeyan 2620



24391



Dear Sir,

Subdivision Proposal at [redacted]
[redacted] Portion 162 Parish of Bywong and
Portion 97 Parish of Wamboin.

Following discussions with [redacted] I request the following proposal to be considered by the elected members of the Yarrowlumla Council. E40

Proposal

I wish to subdivide my existing parcel of land (135 acres) into two blocks with building permits as follows:

1. A 55 acre block which takes in the bottom of the Lake George escarpment and fronts Lake Road for 1.3km.
2. An 80 acre block which takes in the top of the Lake George escarpment and which uses the existing access from Forest Road.

(Map 1 shows approximate boundaries for dividing Portions 162 and 97 into upper and lower blocks.)

Factors in Support of the Proposal.

Environmental

I am aware that this land is currently zoned 7(e)(Environmental Protection)(Scenic) and the minimum area for subdivision in this zone is 200 acres. I believe my proposal in no way impinges on the environmental objectives inherent in this zoning. A dwelling could be sited beside Lake Road on the 55acre block and another on the ridge on the 80 acre block such that the "visual amenity" factor in the zoning would in no way be compromised. In addition I strongly believe that this proposal provides a realistic opportunity for residential owners to better caretake a considerable part of the Lake George escarpment.

Anomalies associated with the current zoning of this land:

1. Together, Portions 162 and 97 comprise the largest parcel of land (135 acres) which is accessed off Forest Road and which also extends down the face of the escarpment right to Lake Road.
2. It is surrounded by residential blocks ranging from 20 acres to 40 acres. (See map 2). Many of these have dual occupancy eligibility. (e.g, Portion 5, which runs from the top of the escarpment to the bottom, consists of 40 acres and has recently acquired a second dwelling under dual occupancy).
3. It has a frontage to Lake Road of approx. 1.3 km.
4. There is clear evidence of a previous dwelling on the Lake Road on Portion 97. (old fruit trees, foundations, well,) (See map 3) .
5. The land has just been classified "Business" from 1 July 1994.
6. The total parcel has a valuation for rating of \$90,000. Given that most activities are precluded by the current zoning provisions, this valuation makes it a very expensive picnic spot.

Problems arising from the unique features of this land:

1. The Lake Road land (the bottom of the escarpment) is remote to the Forest Road land (the top of the escarpment). It is an 8 km., 10 minute drive from my land at the top to my land at the bottom via Smiths Gap on Gundaroo Road. (See map 4). By any standards this is a most circuitous and impractical way to get from one side of an 80 acre block to the other.
2. The "top and bottom" nature of the land makes it difficult to manage the two areas equally. For fourteen years my energy, resources, time and improvements have been directed at the top of the escarpment.
3. The long Lake Road frontage (1.3km) makes easy illegal access for people to go onto the land to collect firewood and rocks and to shoot.

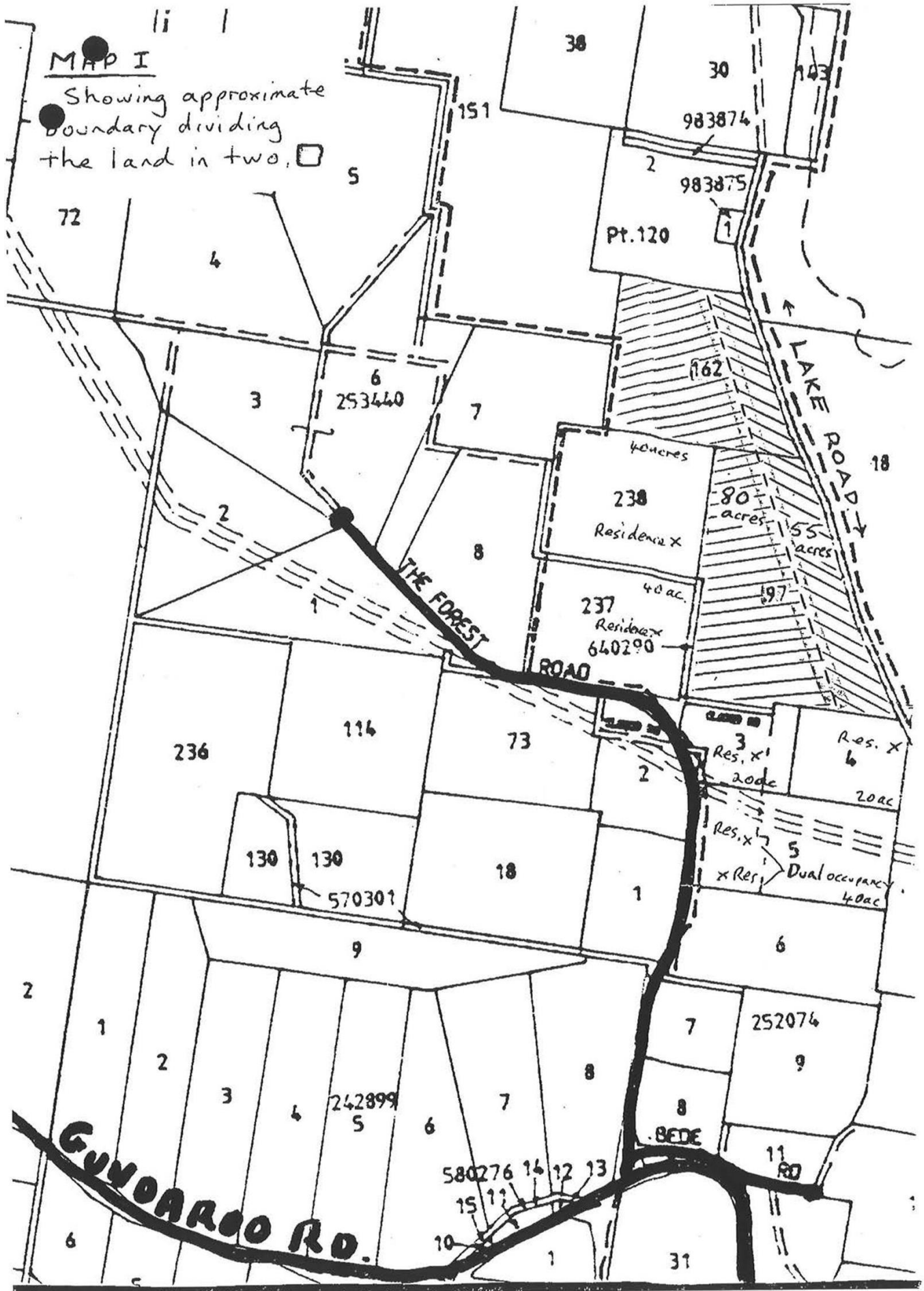
I submit this proposal to Council for consideration.

Yours faithfully,



BP
5-4

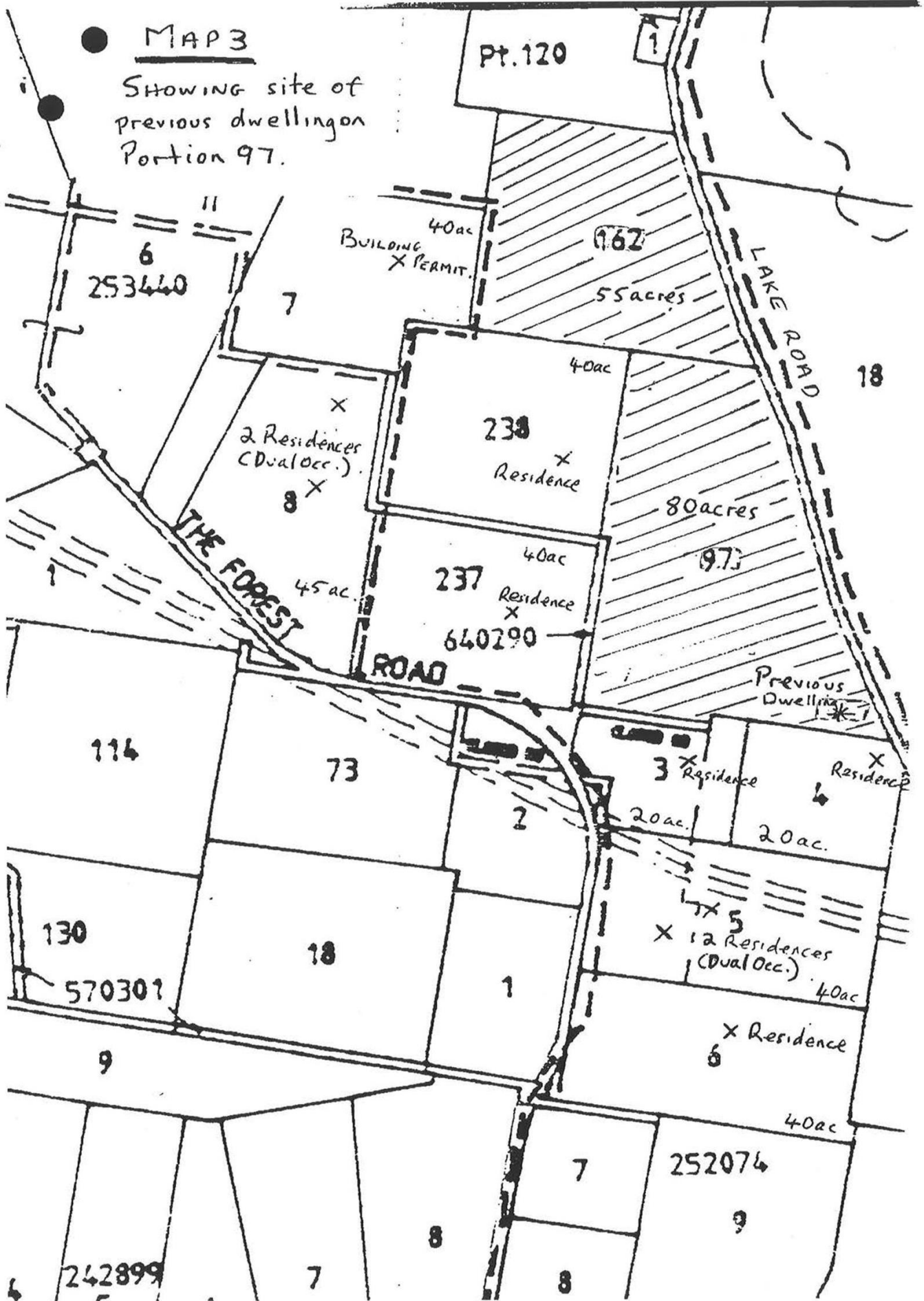
5.4 Review of Rezoning and Dwelling Eligibility Requests
 Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
 Submissions from the property owner and Council documents (Continued)



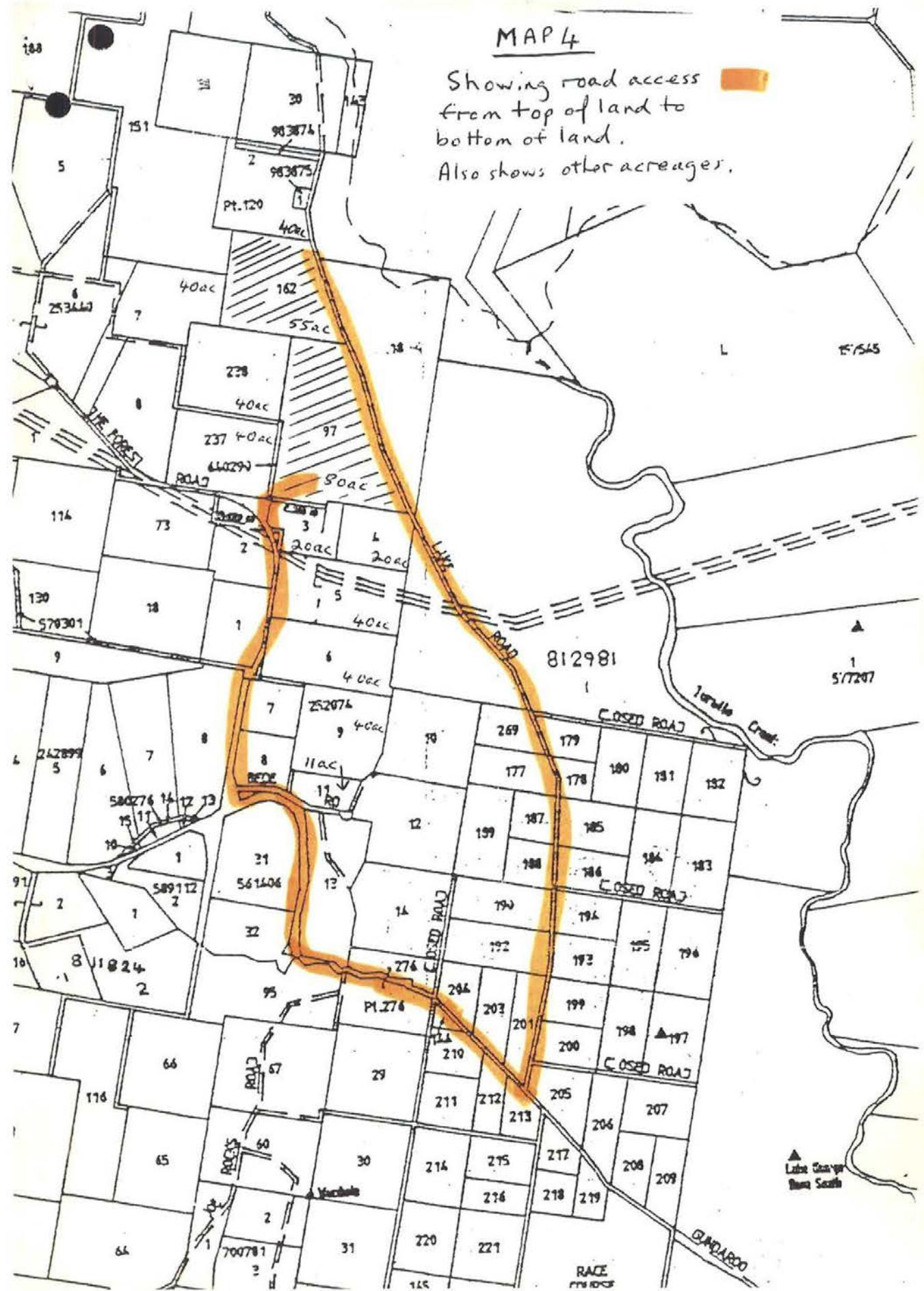
5.4 Review of Rezoning and Dwelling Eligibility Requests
 Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
 Submissions from the property owner and Council documents (Continued)



5.4 Review of Rezoning and Dwelling Eligibility Requests
 Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
 Submissions from the property owner and Council documents (Continued)



5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)



5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

YARROWLUMLA COUNCIL

ALL COMMUNICATIONS TO BE
ADDRESSED TO THE GENERAL MANAGER

CONTACT:

Environment & Development
[REDACTED]
[REDACTED]



COUNCIL ADMINISTRATIVE OFFICE:
11 FARRER PLACE, QUEANBEYAN, 2620

POSTAL ADDRESS:
P.O. BOX 112, QUEANBEYAN, 2620
TELEPHONE: (06) 297 1311
FAX: (06) 297 5854

1 June 1994

[REDACTED]

Dear [REDACTED]

Re: Proposed subdivision of Portion 162 and Portion 97, [REDACTED]
[REDACTED] Parish of Wamboin.

Reference your letter dated 20 May 1994 regarding the above matter. The subject land is zone 7(e)(Environmental Protection)(Scenic). Please be advised that the subdivision of your land is not permissible, pursuant to clause 12 of the Yarrowlumla Local Environmental Plan, 1993. Furthermore, the zoning of your land is unlikely to change in the foreseeable future.

For your information, the minimum area for subdivision is 80 hectares (200 acres), per block.

Should you wish to discuss this matter further, please contact [REDACTED] of council's Environment and Development Division on telephone [REDACTED]

Yours faithfully

[REDACTED]
D R Rouse
Director, Environment and Development

for

R J Morgan
General Manager

*"Planning and Providing for the
Best in Rural Living"*

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

Mr. I. Marjason
Mayor
Yarrowlumla Council



Dear Sir,

I am attaching a copy of
a letter to Council for your information and
in the hope that you might support my
proposal.

Yours faithfully,



GM.
for attn
for Enq pls.



24/1/94

Reply Please



26.5.94

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

α
The Shire Clerk
Yarrowlumla Shire Council



Dear Sir,

Subdivision Proposal at [REDACTED]
[REDACTED] Portion 162 Parish of Bywong and
Portion 97 Parish of Wamboin.

I am seeking Council approval to submit a proposal for the subdivision of the abovementioned land, Portion 162 (55 acres) and Portion 97 (80 acres). These two portions comprise the largest parcel of land which is accessed off Forest Road and which also extends down the face of the escarpment right to Lake Road. The current zoning of Environmental (Scenic) precludes a building permit for this land.

Anomalies associated with the current zoning of this land:

1. It is surrounded by residential blocks ranging from 20 acres to 40 acres. (See map 1). Many of these have dual occupancy eligibility. (e.g, Portion 5, which runs from the top of the escarpment to the bottom, consists of 40 acres and has recently acquired a second dwelling under dual occupancy).
2. Together, Portions 162 and 97 have an area of 135 acres and a frontage to Lake Road of approx. 1.3 km.
3. There is clear evidence of a previous dwelling on the Lake Road on Portion 97. (old fruit trees, foundations, well,) (See map 2) .
4. The land has just been classified "Business" from 1 July 1994.
5. The total parcel has a valuation for rating of \$90,000. Given that most activities are precluded by the current zoning provisions, this valuation makes it a very expensive picnic spot.

Problems arising from the unique features of this land:

1. The Lake Road land (the bottom of the escarpment) is remote to the Forest Road land (the top of the escarpment). It is an 8 km., 10 minute drive from my land at the top to my land at the bottom via Smiths Gap on Gundaroo Road. (See map 3). By any standards this is a most circuitous and impractical way to get from one side of an 80 acre block to the other.
2. The "top and bottom" nature of the land makes it difficult to manage the two areas equally. For fourteen years my energy, resources, time and improvements have been directed at the top of the escarpment.
3. The long Lake Road frontage (1.3km) makes easy illegal access for people to go onto the land to collect firewood, rocks and to shoot.

Proposal

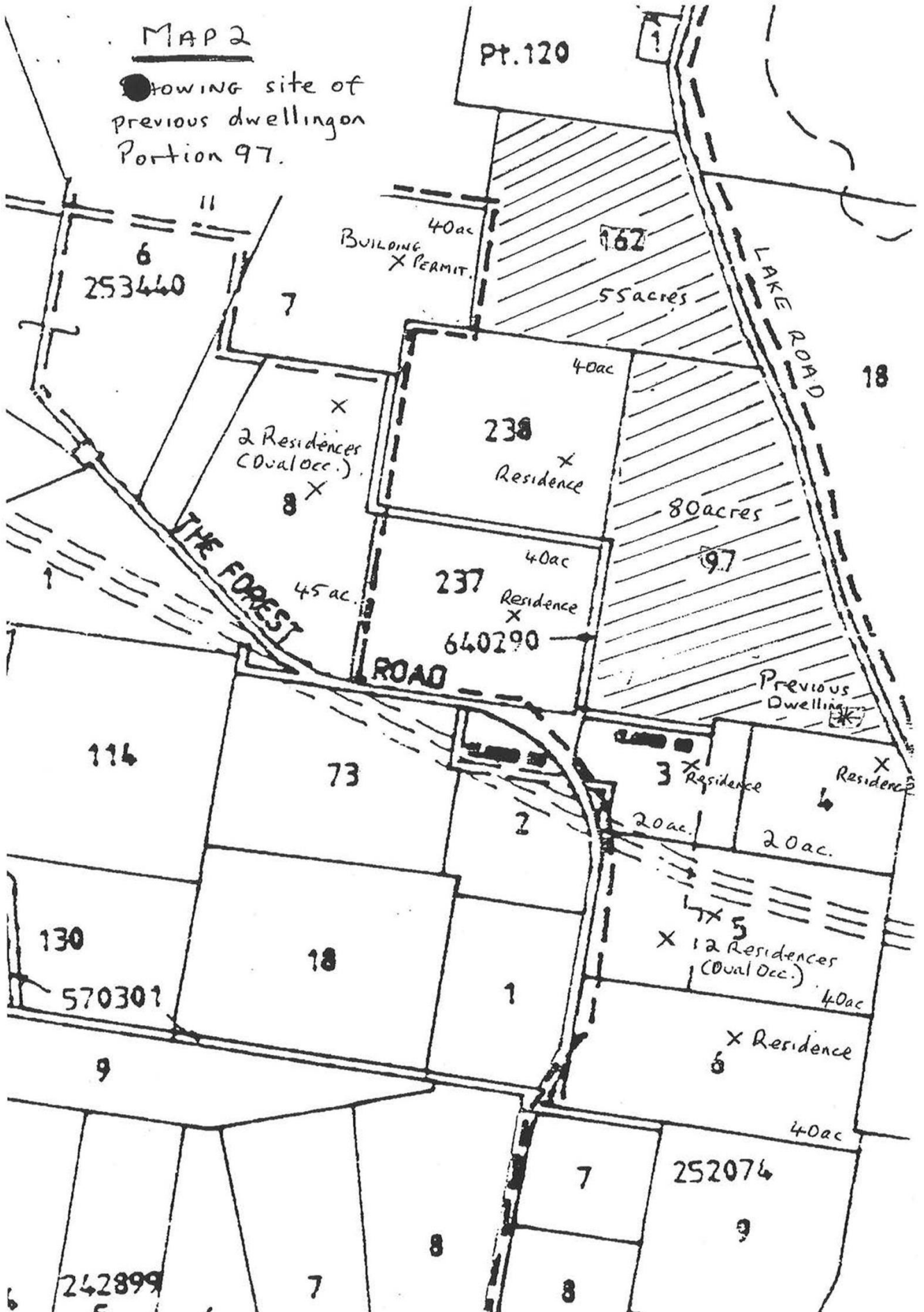
On the basis of the abovementioned anomalies and problems, I wish to submit a proposal to subdivide the land fronting Lake Road into two 25 acre blocks. I would seek building permits for these and the remaining areas of Portions 162 and 97. The proposed 25 acre blocks would each include a substantial flat area suitable for residential building. They would each have nearly 3/4km. of road frontage. The remaining two blocks, one 40 acre and one 35 acre, would be accessed by the existing access off Forest Road. Map 4 gives a rough guide to the proposed boundaries.

I believe this proposal in no way impinges on the environmental integrity or visual amenity of the Lake George escarpment or the Lake George plain. On the contrary it provides a realistic opportunity for residential owners to caretake a considerable part of the base of the Lake George escarpment.

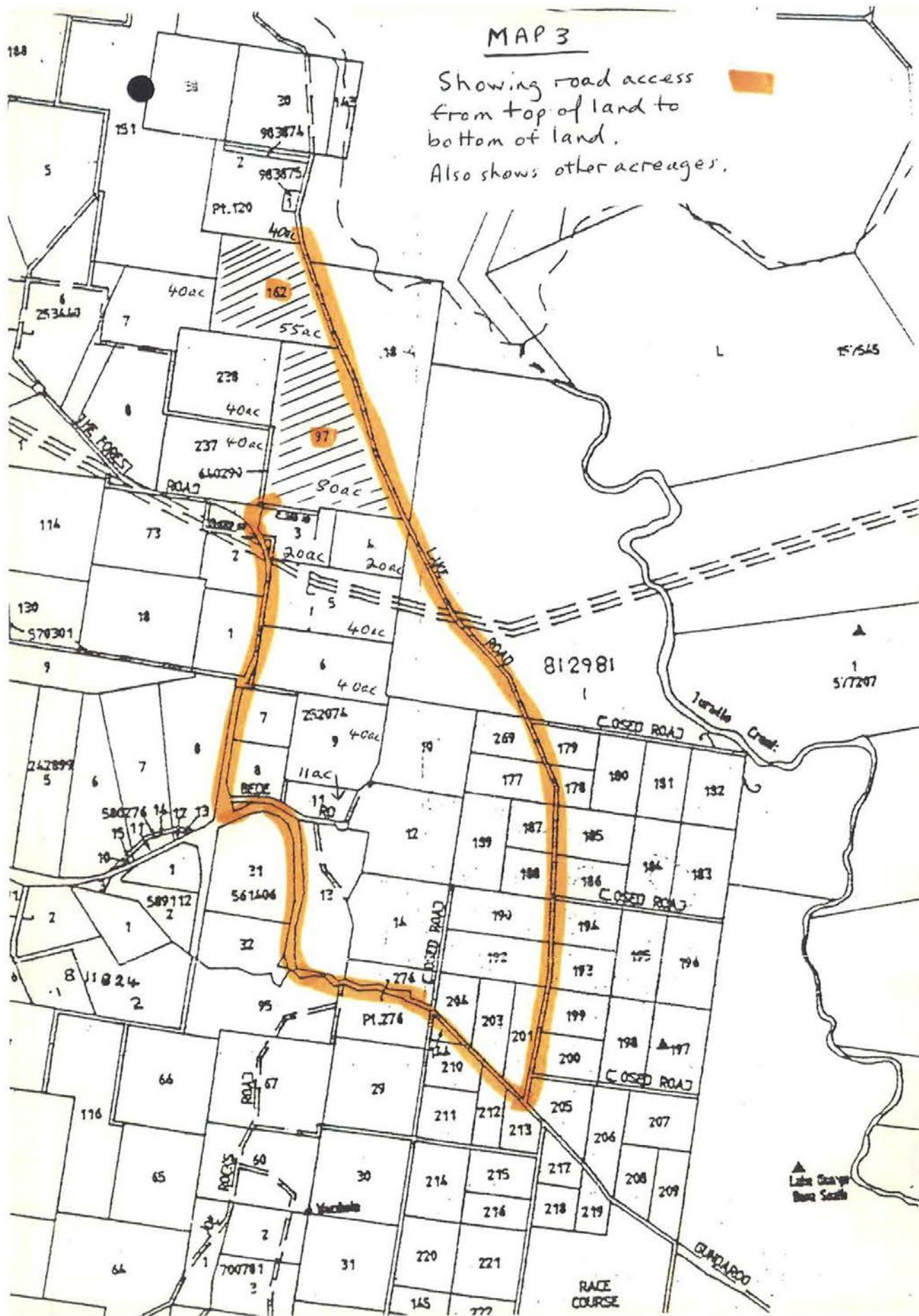
Yours faithfully,



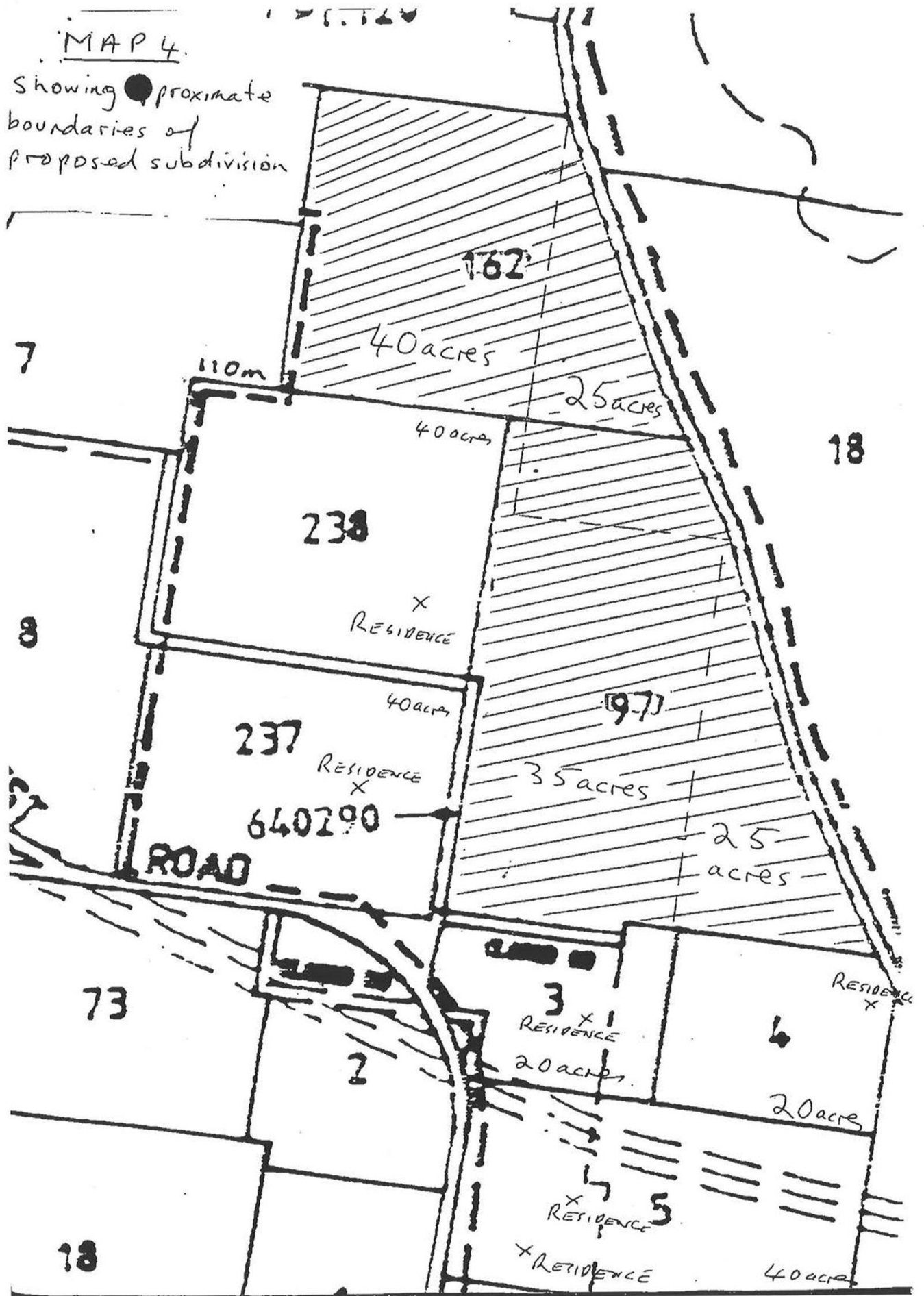
5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)



5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)



5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)



5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

YARROWLUMLA SHIRE COUNCIL

ALL COMMUNICATIONS TO BE
ADDRESSED TO THE SHIRE CLERK



COUNCIL ADMINISTRATIVE OFFICE
11 FABER PLACE, QUEANBEYAN, 2620

POSTAL ADDRESS:
P.O. BOX 112, QUEANBEYAN, 2620
TELEPHONE: (06) 297 1311
FAX: (06) 297 6854

CONTACT: **Town Planning**
COUNCIL REFERENCE: [REDACTED]
YOUR REFERENCE: [REDACTED]

5 February 1992

[REDACTED]

Dear [REDACTED]

RE: SUBDIVISION PROPOSAL FOR PORTIONS 162 AND 97,
DP 754915, PARISH OF WAMBOIN

Reference is made to your letter dated 21 January 1992 seeking some preliminary comments from Council regarding the proposed subdivision of Portions 162 and 97, DP 754915, Parish of Wamboin.

Under the provision of Yarrowlumla Local Environmental Plan (YLEP) 1986 the proposed subdivision is not permissible. This situation is not likely to change in the foreseen future having regard to particular circumstances for this case.

Council however, will consider your application in its review of YLEP 1986 which is currently underway.

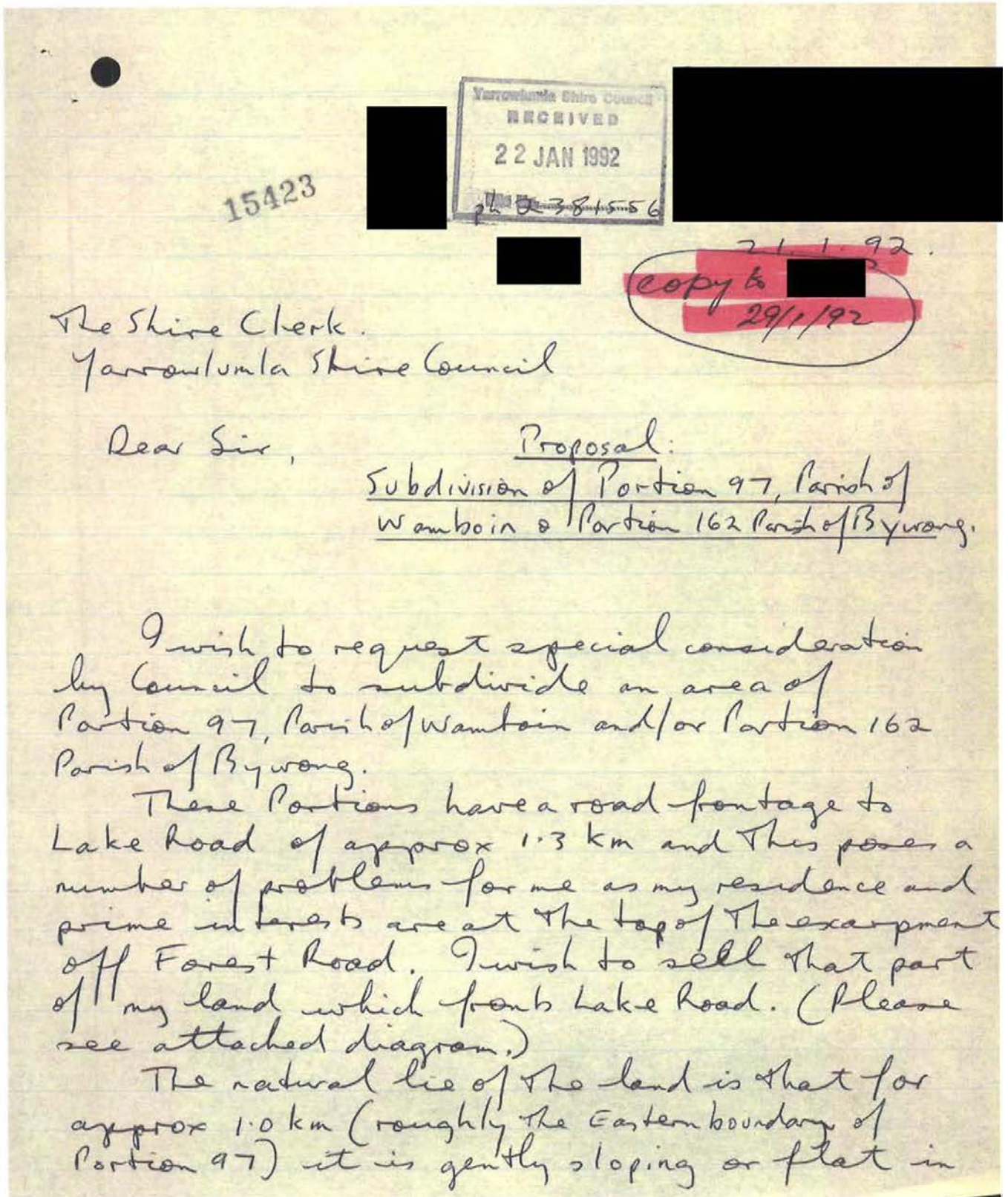
Yours faithfully

[REDACTED SIGNATURE]

D R ROUSE
Manager Planning Services

for

R J MORGAN
Shire Clerk



front of the steeper main escarpment. For the remaining 0.3 km (roughly the Eastern boundary of Portion 162) the escarpment comes steeply down to Lake Road.

In the first instance I am proposing that a strip of land adjoining Lake Road for approx. 1.3 km be divided into a 10 to 20 acre block (depending on what Council officers thought appropriate). I would, again in the first instance, seek a building permit for this block.

I believe such a block, if approved, would:

- (i) not impinge on the greater, steeper, more visible part of the escarpment. (I am very aware of the Environment Zone status).
- (ii) lend itself to a ^{low} impact agricultural pursuit (ideal for a vineyard)
- (iii) offer an excellent home site (existing well, electricity, road frontage).

I accept that the escarpment must be protected but submit that my proposal would not have an unfavourable impact. Certainly the greater part of the land in question is a natural sloping to flat area which could be better utilised and managed by an on-site owner. I would

appreciate it if you would advise me as to
the merit of this concept, provide the opportunity
to discuss it in detail with Council officers
and advise what steps I should take to put a
more formal submission.

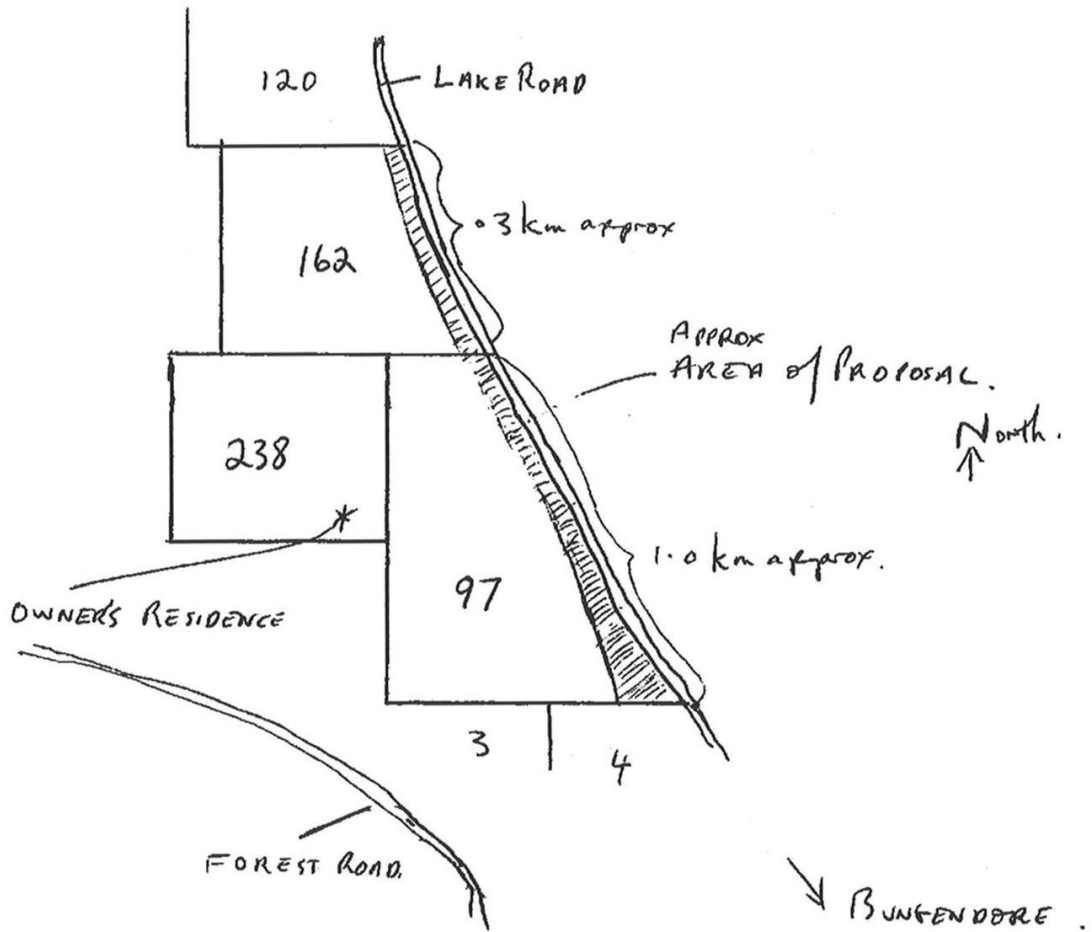
Yours sincerely,



TOWN PLANNING DEPT.	
DATE RECEIVED	4.3.92
ACTION REQUIRED	ID
FILE No.	16680.10.
	13/3/2.

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 2 - Lot 162 DP 754873 and Lot 97 DP 754915, Lake Road, Lake George -
Submissions from the property owner and Council documents (Continued)

PROPOSED SUBDIVISION PORTIONS 162 and 97.



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS

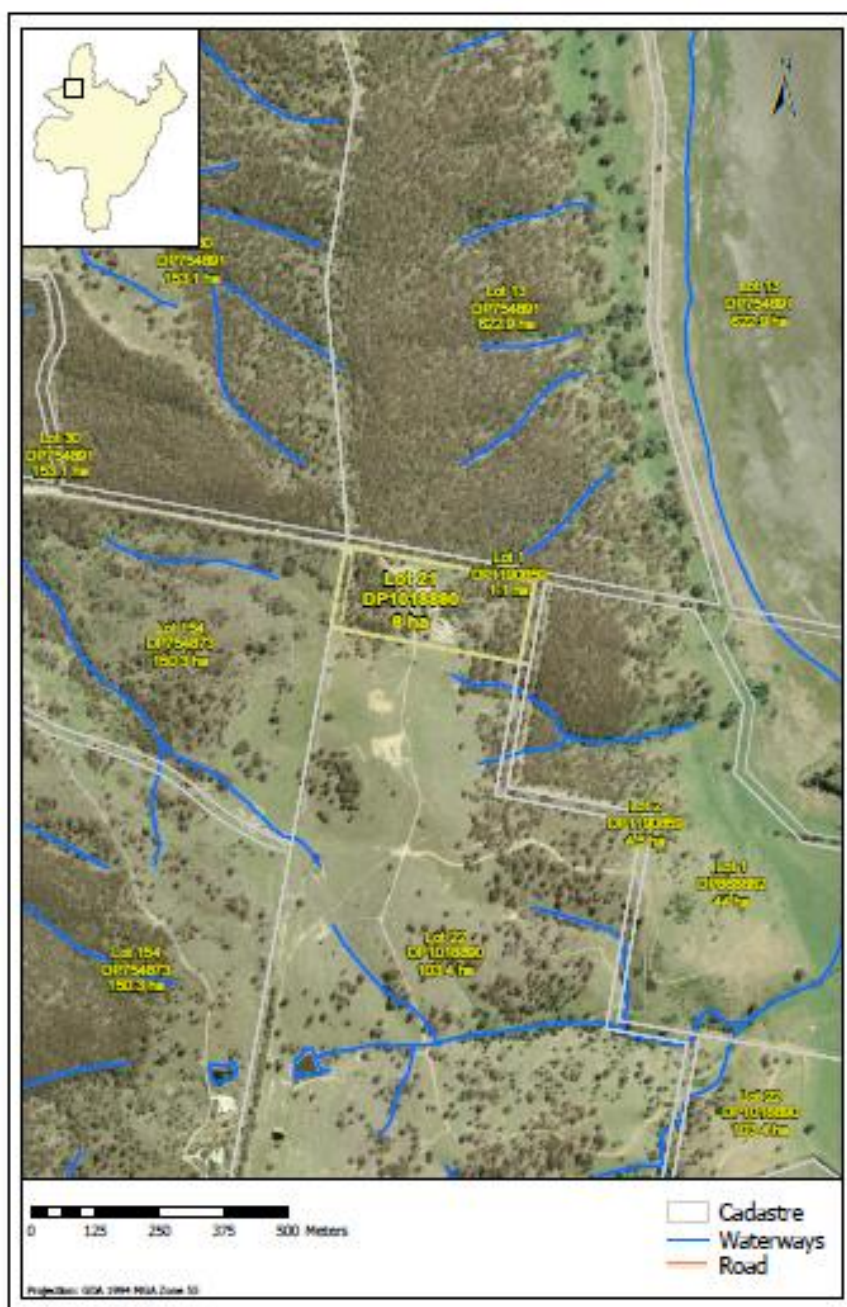
ATTACHMENT 3 LOT 21 DP 1018890, GROVE ROAD, LAKE GEORGE -
DETAILED ASSESSMENT

5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed assessment (Continued)

Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George – Detailed Assessment

Request

The property owner of Lot 21 DP 1018890 is seeking the removal of the environmental zone, E3 Environmental Management and to have the lot zoned to a landuse zone that allows for residential subdivision (refer to attachment no.4). The location of Lot 21 DP 1018890 is shown below. The zoning and topography of the lot is shown in Maps 1, 2 and 3 below. Map 5 shows the entire E3 Environmental Management landuse zone for the western part of the QPRC local government area.



Map 1 Location and area of Lot 21 DP 1018890 and the area of the surrounding lots

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed assessment (Continued)

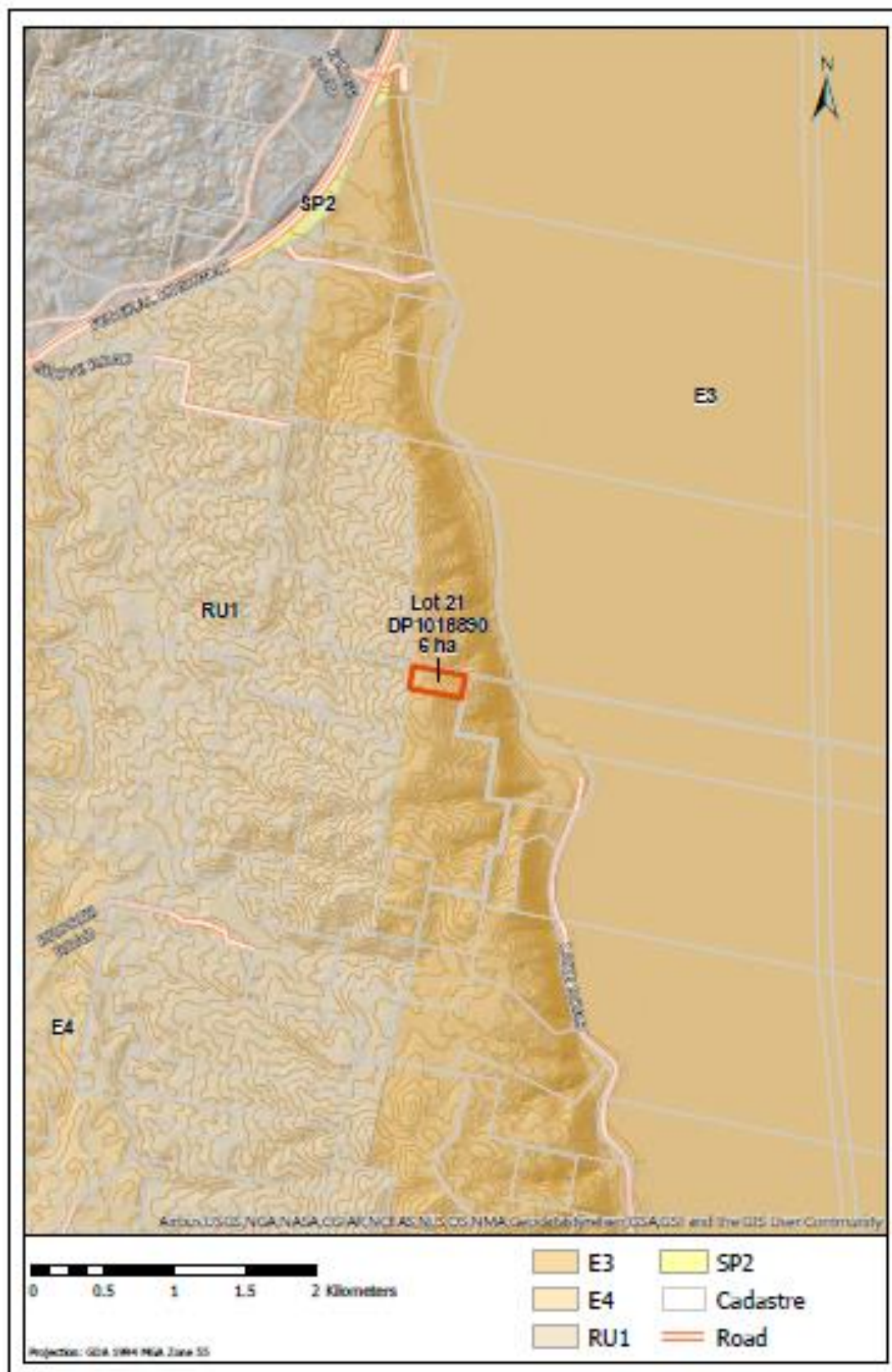
Description of the land

Lot 21 DP 1018890 is zoned E3 Environmental Management under the PLEP with a minimum lot size of 80 hectares. A small part of the lot has slope greater than 18 degrees. The area of the lot is 8.11 hectares and does not have direct access to a Council maintained road. As seen from Map 1 above there is a dwelling on the lot and over half the lot contains native vegetation. The entire lot is bushfire prone (Palerang bushfire prone land map). The lot is not within a drinking water catchment under the PLEP.



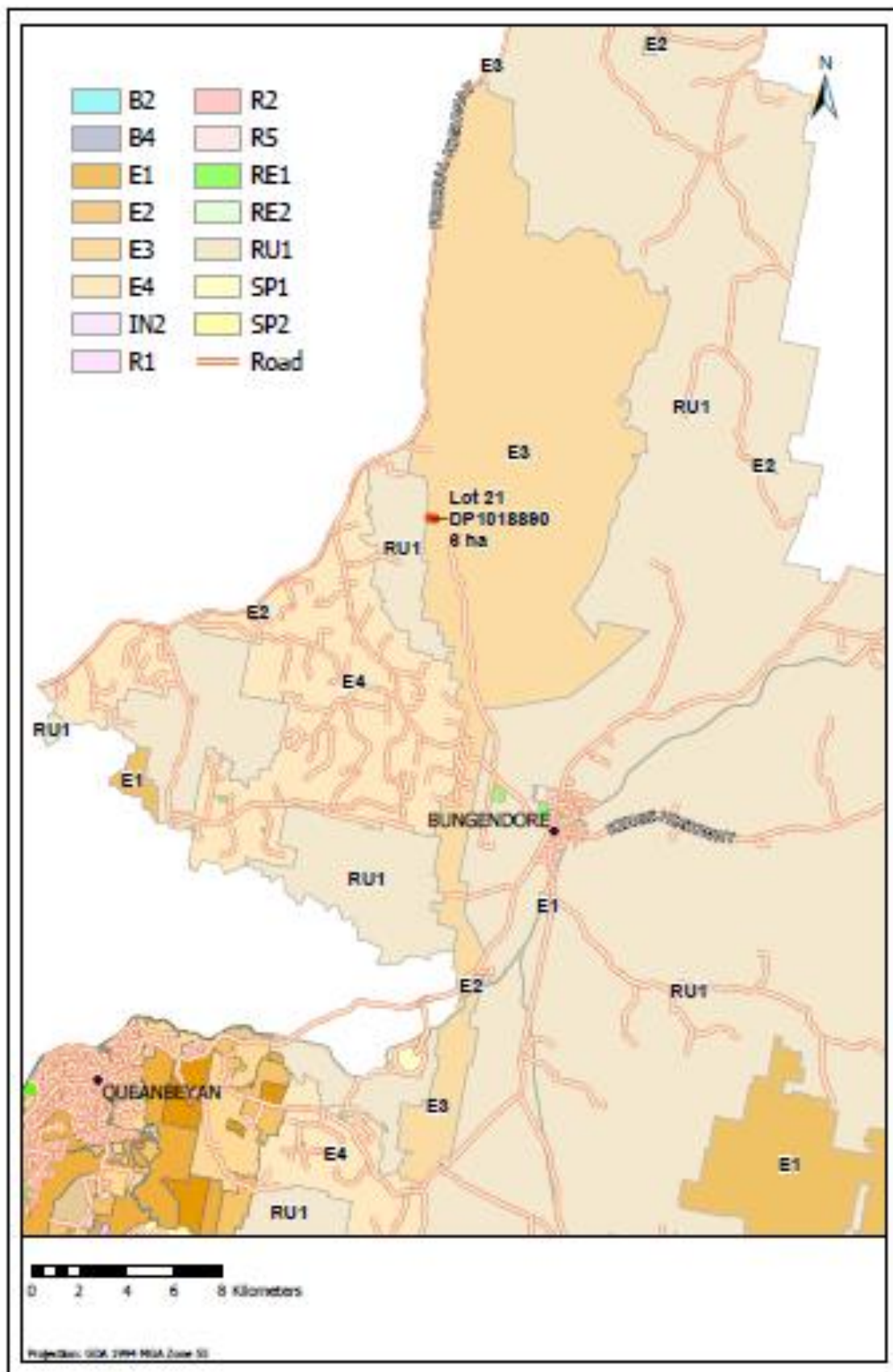
5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed assessment (Continued)

Map 2 Landuse zoning of Lot 21 DP 1018890



Map 3 Landuse zoning and contours of Lot 21 DP 1018890 and the surrounding area

5.4 Review of Rezoning and Dwelling Eligibility Requests
 Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed
 assessment (Continued)



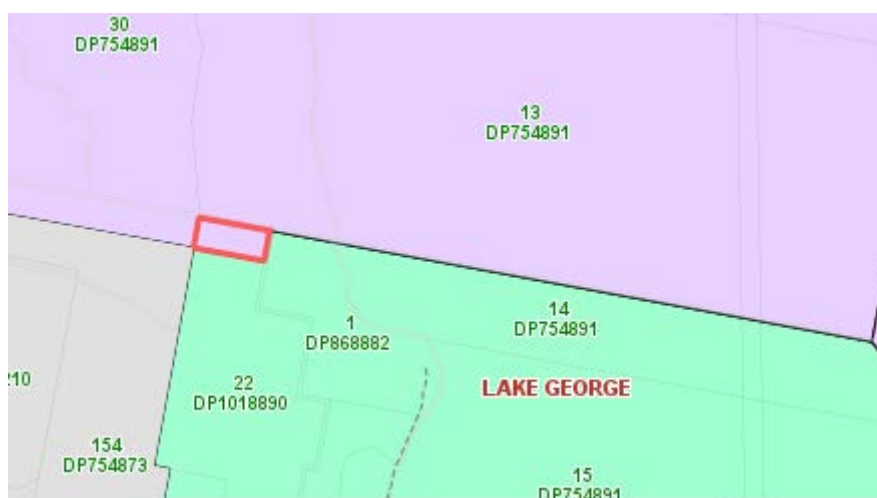
Map 4 The E3 Environmental Management landuse zone for the north-wester part of the Queanbeyan-Palerang local government area

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed assessment (Continued)

Background

Prior to the 2004 local government amalgamations, Lot 21 DP 1018890 was in Gunning Shire and was zoned 1(a) General Rural under the *Gunning Local Environmental Plan 1997* (now repealed). The lot was adjacent to land zoned 7(e) Environmental Protection under the *Yarrowlumla Local Environmental Plan 2002*. In preparing the PLEP, land zoned 7(e) Environmental Protection was zoned E3 Environmental Management. As Lot 21 DP 1018890 was adjacent to this land and topographically similar it was also zoned E3 Environmental Management. In the first exhibition of the draft PLEP, some land was zoned RU2 Rural Landscape. This landuse was removed in the second draft PLEP and the draft was re-exhibited.



Map 5 The zoning of Lot 21 DP 1018890 at November 2006

Note:

The green area is land zoned 7(e) under the *Yarrowlumla Local Environmental Plan 2002*, the purple area is land that is zoned 1(a) General Rural under the *Gunning Local Environmental Plan 1997* and the grey colour land that is zoned 1(a) General Rural under the *Yarrowlumla Local Environmental Plan 2002*.

Discussion

The objectives and permissible landuses of a landuse zone need to be considered in determining the zoning of the land. The objectives and landuses of the E3 Environmental Management and RU1 Primary Production landuse zones in the PLEP are provided below:

E3 Environmental Management objectives

- To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.
- To provide for a limited range of development that does not have an adverse effect on those values.
- To encourage the retention of the remaining evidence of significant historical and social values expressed in existing landscape and land use patterns.
- To encourage development that is visually compatible with the landscape.
- To promote ecologically sustainable development.
- To minimise the impact of any development on the natural environment.

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed assessment (Continued)

Landuses

2 Permitted without consent

Extensive agriculture; Home businesses; Home occupations

3 Permitted with consent

Agriculture; Animal boarding or training establishments; Building identification signs; Business identification signs; Camping grounds; Community facilities; Dual occupancies; Dwelling houses; Eco-tourist facilities; Environmental facilities; Environmental protection works; Farm buildings; Flood mitigation works; Home-based child care; Home industries; Research stations; Roads; Rural workers' dwellings; Secondary dwellings; Tourist and visitor accommodation; Water recycling facilities; Water storage facilities

4 Prohibited

Industries; Intensive livestock agriculture; Multi dwelling housing; Residential flat buildings; Retail premises; Seniors housing; Service stations; Serviced apartments; Turf farming; Warehouse or distribution centres; Any other development not specified in item 2 or 3.

RU1 Primary Production objectives

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To minimise the impact of any development on the natural environment.
- To ensure that development does not unreasonably increase the demand for public services or facilities.

Landuses

2 Permitted without consent

Extensive agriculture; Home businesses; Home occupations

3 Permitted with consent

Airstrips; Animal boarding or training establishments; Aquaculture; Backpackers' accommodation; Bed and breakfast accommodation; Biosolids treatment facilities; Building identification signs; Business identification signs; Caravan parks; Cellar door premises; Cemeteries; Community facilities; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Environmental facilities; Environmental protection works; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Function centres; Garden centres; Helipads; Home-based child care; Home industries; Hotel or motel accommodation; Industrial training facilities; Information and education facilities; Intensive livestock agriculture; Intensive plant agriculture; Neighbourhood shops, Open cut mining; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (outdoor); Restaurants or cafes; Roads; Roadside stalls; Rural industries; Rural workers' dwellings; Secondary dwellings; Service stations; Sewage treatment plants; Truck depots; Veterinary hospitals; Water recycling facilities; Water supply systems

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed assessment (Continued)

4 Prohibited

Any development not specified in item 2 or 3.

Comment

As seen from above the objectives of the Zones differ in regard to the broad use of the land. However, Extensive agriculture; Home businesses; Home occupations are permissible with consent in both zones. The RU1 landuse zone provides for a greater number of landuses although, it should be noted that many of these landuses would be expensive and probably not practicable to construct given the topography (refer to Map 3 above) of the land within in the E3 Environmental Management landuse zone.

Assessment against the Rural Lands Strategy

Is the land an anomaly with regard to the current land use or are there other factors that warrant one-off support?

The land is not an anomaly in regard to land use, it contains a dwelling, some native vegetation and areas that have been cleared. This is typical of the surrounding land. In the property owners submission it is stated in paragraph 4 that a 'commercial operation breeding goats' is occurring. It is suggested that the lot is appropriately zoned as topographically it is part of the area known as Lake George escarpment and that the objectives of the E3 Environmental Management landuse zone afford protection for this area. Extensive agriculture does not require consent in either the E3 Environmental Management or RU1 Primary Production land use zones. Extensive agriculture is defined in the PLEP as being:

- (a) the production of crops or fodder (including irrigated pasture and fodder crops) for commercial purposes,
- (b) the grazing of livestock for commercial purposes,
- (c) bee keeping,
- (d) a dairy (pasture-based).

If the proposal is not an anomaly or justified on special grounds as an ad hoc rezoning, the proposal must fit a broader pattern of logical extension of development. For example, fit a logical extension of an existing small properties zone or form part of a potential new zone

As seen from the above maps, Lot 21 DP 1018890 currently fits a pattern of land associated with the Lake George escarpment being zoned E3 Environmental Management.

If it is possible to support the proposal, what ranking and timeline should be set for the particular proposal? Is there sufficient data from the applicant or should more be supplied to finalise a decision?

It is recommended that the proposal not be supported.

Will the development of the land be self-funding with regard to adequate road access, power and bushfire protection measures?

This section is not applicable to this request.

Does the proposal add benefit to the Queanbeyan-Palerang LGA i.e. not just a commuter satellite for Canberra?

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 3 - Lot 21 DP 1018890, Grove Road, Lake George - Detailed assessment (Continued)

No. If it was zoned RU1 Primary Production a greater number of landuses are permissible with development consent as shown in the landuse tables above, however, given the location, topography and lack of direct access to a Council maintained road it is unlikely that consent would be given. As previously stated extensive agriculture is permitted without consent in the current landuse zone.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS

ATTACHMENT 4 LOT 21 DP 1018890, GROVE ROAD, LAKE GEORGE -
SUBMISSIONS FROM THE PROPERTY OWNER

5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 4 - Lot 21 DP 1018890, Grove Road, Lake George - Submissions from the property owner (Continued)

Records

From: [REDACTED]
Sent: Monday, 20 July 2015 3:36 PM
To: Records
Cc: [REDACTED]
Subject: Rural Land Study - Comments
Attachments: PLEP Comments.doc

Attached are comments I made in relation to the recently gazetted PLEP. Those comments remain valid. I elaborate on some points below.

I have made a number of submissions over 2 decades objecting to various elements of Councils propensity to regulate the rural areas in successive planning documents. I am happy to provide those submissions separately if they assist in understanding the chronology and aspects which have been ignored for many years. Many of these issues are the ones now engulfing the properties previously zoned 1(d).

General Comments on rural zoning in Palerang

I am concerned that the part of my property in the north-west of the district has been arbitrarily rezoned from Rural 1(a) to Environmental E3 and that no consideration has been given to rural zoning on the other part of the property which objectively fits the rural zoning criteria. The latter issue has been fobbed off by council for over 14 years.

[REDACTED]

I have made 2 written submissions to Council on these matters during the recent PLEP consultation. There is no explanation to councillors in the minutes or council documents as to why this rezoning has occurred other than a reference to making the allotment zoning consistent with the zoning on adjacent land areas. This is disingenuous reasoning and not in accordance with the zoning criteria.

I became aware that during the PLEP consultation period that Council had resolved to change proposed re-zonings of E3 land back to their original rural zoning categories after protest from landholders in the Braidwood area. I thought this resolved one of my concerns. However, I was surprised to find out subsequently at the council meeting voting to finalise the LEP that this reversal was limited to the Braidwood area. I don't understand why the objections which I raised in writing about rezoning my land environmental (E3) which were the same objections as those raised around Braidwood was any less deserving of equal treatment.

When I approached one of the councillors during a break in the meeting to finalise the LEP explaining what had happened, he sought advice on the floor from the planner. The advice was that a motion to change this aspect of the draft LEP if passed may make the draft plan susceptible to challenge as it would no longer be the plan put on public exhibition. Consequently no motion was put to remedy my objection. I remain perplexed that the draft plan was during that meeting (of around 6 hours) subjected to a long list of amendments proposed by the planners in council, most of which were passed. How is it those amendments did not jeopardise the status of the draft LEP. I question whether this advice was correct and mislead the course of action at that moment.

Interestingly it was commented in that conversation between the councillor, myself and the planner who acknowledged that he was aware of my property circumstances and that it was well cleared land which had been used as open grazing land for many years. But it had adjacent land which had been zoned Rural 7(e) many years ago when the rules were different. Mention was also made that they didn't want any residual blocks of land to alter the zone boundary [effectively a straight line] that they had drawn in the area for environmental zoning. The claim was made that "this" could all be fixed up with the rural lands review which the council would commission and which would test the appropriate categorisation of land. I replied that the same promises had been made in 2001 when I raised the issue with the new LEP at that time and that this review would go on for years as demonstrated by the

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present LEP process with no certainty and being in limbo in respect of any limitations arising out of the LEP and rules yet to surface out of the development control plans.

I have been very clear in my well founded written objections to both the former Yarralumla LEPs and now to the new Palerang LEP to the zoning and the way in which it has been applied to the 100 hectares (300 acres) which I hold as 2 lots. My submissions have outlined arguments on the facts which go to the mistaking of criteria (and the removal from the law of the underlying factor originally relied on for the zoning) for the zoning many years past. No response has ever been received – the planning advice to council makes general comments that the property is a scenic area and the zoning is consistent with adjacent zoning. Conveniently omitted is the fact that the adjacent land referred to is heavily timbered to the south-east and to the north is crown leasehold land. To the east is a dry lake bed and to the south, west and north west - all is rural zone 1(A). The land is consistent in character with all of the rural land to the west. As to the scenic character most all of it is not visible from any direction (distance and topography obscure the land) other than due east across the lake at a distance of 10+ kilometres on large (1000 acre +) land holdings covered in wind turbines.

The truth of the matter is this. The property when first settled late in the 1800's had a dairy according to early records, it was fenced with netting to control rabbits in the 1930's depression with work gangs, was cleared used for sheep and cattle grazing until the early 80s and has run goats commercially ever since which has eradicated the blackberrys and other noxious weeds which seem to abound on other environmental zoned lands. Former owners have told me the property and adjacent properties were roped twice and pushed and again cleaned up with a dozer in the early 80s. The earliest aerial photos dating back to the late 50s show the whole area as being very open and bare – obviously there has been regrowth in some areas.

My objections to the imposts and restrictions that environmental zoning entail are contained in my submissions to Council. In particular when I purchased my land in the late 90s the zoning allowed for most all of the activities in Rural 1 (a) and that is why the previous land owner had not raised any concerted objections to the zoning. Of course the next planning instrument changed the consent activities and prohibitions at the stroke of a pen and circumscribed many rural enterprises and use for income generation. This is always the issue – regulation by stealth.

Planners have responded in discussion that there is nothing unreasonable and that people should feel protected that they have assurance [permission] they are doing the right thing. And pre-existing use is allowed to continue – what about future intended use. The view of council seems to be that seeking permission to do most everything with running a business or activity on land is a proper role for them – see previous LEPs where the documented objective was to bring together rural best practices (whatever they are) by way of development control. When tackled on how they will decide whether for instance particular crops are permissible they are quick to say that they will be guided by experts in other departments. What they don't say is that they will require a development proposal to seek all sorts of certificates and consultants advice and reports at great cost so that they can tick off the activity.

So whilst council point to the LEP provisions as being reasonable at one level what they don't say is the way in which the provisions are implemented are determined by development control plans. One example from Palerang is the past banning of barb wire on farm fences. There are plenty more examples in past council minutes of the planners and councillors wanting to reach into every facet of the productive use of rural land so as to in their words protect it or to accommodate the views and beliefs of councillors or respond to a neighbour's sensibilities about what should go on across the fence. This is always at the landholders expense at no cost to the administrators and but does cost other rate payers for the bureaucratic overreach. Other reasons given in discussions have been the ubiquitous protection of the environment, the protection of people (I presume from themselves by the higher authority of council) and the minimisation of complaints by neighbours.

There have been letters to the local paper including from a present councillor which claim that it is the role of council to make rules which override state wide policies if they think the outcome will be detrimental in their view for the environment or otherwise. So no matter what the cost to an individual landholder on this view council becomes the de facto manager of activity by prohibiting anything which does not have or cannot get approval. Planners say that approval is nearly always given (after paying the lodgement fee varying up to \$

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hundreds). But what they don't say is that they will impose a large range of conditions of consent which often run into large sums of money and become prohibitive.

The various exempt and complying development controls should as a minimum be applied to all parts of the PLEP.

Specific Rural Study Comments relevant to my Landholdings

Timing of rezonings

The time frame to carry through sub divisions would mean that any new areas for small area / rural residential would need to start now. Not all land holders are going to immediately sub divide even if able to do so.

The existing lots which are said to provide a land bank for immediate future needs include the eastern side of Palerang as well as places too far to the north to be attractive to commuters.

If the land trends in (say) 1995 had been used to plan the present land availability there would be a serious mismatch – the shape of the curve for projections from 2015 is the important point – it is not necessarily a linear projection. Many factors such as a very fast train, the completion of dual carriageway to Yass, and upgraded Kings Highway will have an effect along with increased growth rates in Canberra coming from Sydney. The emerging (cheap) battery storage of renewable energy may make country living more affordable.

The other consequence of today's lifestyle remarked on increasingly in studies is the increased pace of change. This makes projections increasingly volatile. However, directly relevant to your considerations is the fragmentation of time and resources. Landholders have more competition for expenditure on technology and less time devoted to maintenance and other key elements to support agriculture in the ways many of us remember. This filters into maintenance, community participation, upkeep of infrastructure etc. Larger acreages suffer more neglect with owners of smaller acreages at least able to concentrate their efforts and monies.

Economic Issues

One factor not emphasised is that the present limitation on small area land supply effectively bids up the price. This is a perverse outcome at two levels for larger holdings.

Firstly most buyers are looking for a small property on which they can accommodate some hobby farming or activity and build a house and sheds. The price of land close to Canberra is priced around the building entitlement. Consequently it doesn't matter much whether the land is 5 hectares or 10 hectares the price will generally be within the same range. This carries over to larger areas of 80 hectares which are required for a building entitlement excepting that there are not so many buyers as they are put off by the size, the time to manage and prospective maintenance costs – if any are undertaken. So the land owner of larger areas faces larger maintenance costs for fencing and weeds but generally because of changed markets, restrictive zoning (including costly approvals) and poor soils cannot generate much offsetting income - nor increasingly is the time available as off farm income is required to resource the landholding ownership. [Many years ago many farms of this size were popular to access primary production tax losses – non-commercial losses legislation has effectively removed the attraction]. The only way to unlock the value in the land will be through smaller land units with average incomes able to support the generally higher overheads than suburban living. This is a direct consequence of being 20 minutes from the centre of the national capitol. The situation is not the same as faced by regional centres.

Secondly the increased land values increase the rates payable which are calculated on land area. The values however relate to smaller rural residential areas with reference to the building entitlement. However, the larger area holder is left with an extensive area which has restricted activities due to council planning rules and paying higher and higher rates which are founded on smaller lot sizes.

I also note many banks only lend for home loans if the land is classified rural residential. Otherwise commercial business type finance has to be obtained at higher interest rates whilst some will only advance a far lower loan to valuation ratio and other financiers will not entertain loans at all.

In terms of rezoning to rural residential the ability to use the land in smaller parcels has the potential to enhance the agricultural, conservation and sustainable use of the land. My land is suited to usage of smaller areas for intensive

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usage rather than as a large homogeneous area which would suit larger enterprises or other broad scale type agricultural activity. Simply put the land if subdivided would allow for a diversity of land use amongst different owners whether pursuing rural activity or as lifestyle which would lead to the highest, best and effective use of the land including land use management.

The rezoning of the land to allow for smaller allotments would be consistent with existing patterns and character of land holding and usage along Lake Road and across Brooks Creek which in the main was previously subdivided or taken up as original small parcels under former planning controls.

I believe the environmental zone is inappropriate to the referenced land. Briefly the:

- land has been used for grazing for many years.
- land is mainly cleared open tablelands type country.
- land has small flats and other areas which are suitable to intensive agriculture.

There are other factors which also support the rezoning. I contend that land is far better looked after when there is an economic reason for doing so preferably supported by an income stream from that land. Smaller areas obviously can have far more money and intensity of care put to them per owner than larger areas within the local area. This is a factor generally of location, soils and topography. This is not a Shire of general large scale grazing areas or prime cropping country of thousands of acres which some wish to see protected from uneconomic breakup. In fact the converse is true in this area. Small holdings are what is desired in the main as residences which are cared for appropriately or as small holdings used intensively for higher value returns from vines, trees, aquaculture, flowers etc on generally infertile soils. Therefore the larger holding size issue and the accompanying policy considerations are relatively of small importance in these matters. The rural residential zoning for smaller properties is already only a short distance - 2 landholders distant.

A subsidiary point is the few neighbouring properties in this remaining area adjacent to the highway are zoned rural – with the prospect of sub-division to rural residential at some point This property should at the least have the same prospect and not be impacted by an erroneous environmental zoning.

Sub division supported by Regulatory Failure

One of the most time consuming and expensive jobs in agriculture can be the management of declared weeds. Councils role apart from controlling their own weeds is to ensure that weeds are controlled by landholders so as not to affect neighbouring properties and their economic viability. I have spent considerable efforts in time and money in maintaining a relatively weed free property. However, this is coming to an end with serrated tussock invading from “seed fields” which would be the envy of a seed producer which adjoin my boundaries and is now reinfesting yearly what was removed the year before. St Johns Wort is now also coming up the valley.

Clearly the inaction and failure by Council notwithstanding repeated requests to resource, enforce or take action to cause suppression of tussock is making my grazing operation less and less feasible. This work is using up holidays and time is sacrificed to repeating work which is undone by others. Councils cannot ask for large holdings and then sabotage them by making them unviable or prohibitively costly in allowing interference by inaction in enforcing the law to remove weeds. At least with small holdings it is feasible for one person to spend a few days and a small amount of money to control weeds. This is not the case with larger holdings especially as the owners get older. The costs become prohibitive and as the land is destocked the excuse becomes that there is no reason (or incentive) to do the work.

Access to Infrastructure

In my case access from Gearys Gap to Canberra is via the Federal Highway using less than 500 metres of sealed council road. There is a sealed road to within 2 kilometres of the boundary. The impost of smaller area subdivision on council for this pocket of land adjacent to the Highway would be negligible. The area is also serviced by 3 different power lines, proximity to 4g phone towers, a gas pipeline at Brooks Creek and existing telephone lines. I note that the Yass shire is considering smaller dwelling entitlement areas and rural residential along the access road to this area of land.

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property owner (Continued)

Conclusion

Given all of the above I request you consider recommending:

- the removal of the environmental zoning as inconsistent with and at odds with the best use of the land: and
- rezone the area consistent with rural residential.

Please contact me for further detail or clarification on any aspect.

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5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 4 - Lot 21 DP 1018890, Grove Road, Lake George - Submissions from the
property owner (Continued)

From: [REDACTED]

Comments on Draft Palerang Local Environmental Plan

Zoning

I note that the draft plan rezones one of my allotments and includes it as E3 rather than the surrounding zoning of RU2 which presently applies as Rural 1A zoning.

I request in respect of this allotment that you maintain the present equivalent Rural 1A zoning (now RU2) especially now that you are discussing a rural lands study which may affect future zone boundaries and which would exclude my property if placed arbitrarily into Zone E3.

I also say that my other allotment is akin to and should properly be zoned RU2 as it was an accident of history that it ever acquired the present zoning - which was not objected to by the former owner - as all permitted uses at the time were broadly the same as allowed for under zone Rural 1A.

Permitted Use

I submit that the following uses should be permitted in Zone E3 under which you have placed both of my allotments. I note that all of the uses listed below are allowable in zone RU2 adjoining this zone. And all of the activities would be subject to consent as far as any concerns go about nuisance or appropriateness. I say the uses should be provided for (allowable) rather than effectively shut out of consideration.

- *Agricultural Produce Industries* – this covers wineries and other infrastructure relevant and necessary to producing primary produce and in running evolving forms of agricultural industry
- *Plant Nurseries* – need to be able to sell what is grown
- *Cellar doors* – relevant to selling viticulture produce and agricultural product.
- *Depots* – relevant to off farm occupations and need to support agricultural activity.
- *Helipads* – should not be excluded if this mode of transport is chosen or is useful to conducting permitted activities.
- *Extractive industries* – there may be locations where suitable materials are located which should be allowable.
- *Recreation Outdoor* – location may be suitable to outdoor activity consistent with zone objectives
- *Water Supply* – has to be allowed (and should be without consent) as it is required for all forms of use and particularly agriculture (I assume there was a mistake in drafting and that “water supply” should have been inserted rather than “water recycling” which relies on water supply activity in the first place). I also note that the State Department of Water is responsible for and regulates this activity.

Other Issues - Consent

The need to obtain consent for activities “permitted with consent” as distinct from associated building structures is of great concern. Presumably most of the consents

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 4 - Lot 21 DP 1018890, Grove Road, Lake George - Submissions from the
property owner (Continued)

arise when some structure is necessary but paying application fees so that for instance one can plant a grove of nut trees or produce quantities of preserved pickles or breed a dog cannot be right. In other words the activity should be permitted without consent apart from the new structures associated with the activity.

The other issue is that consent implies some overlay of conditionality. It is to be hoped that the scope and nature of conditions is constrained so as not to effectively make activities prohibitively expensive with studies and other cost barriers.

Earthworks

There is no good reason for requiring development consent for earthworks noting that they are associated with and are part of permitted land use or maintenance of roads, dams or other routine agricultural practice. They are normally exempt development.

SEPP exclusions from PLEP

The purpose of these policies is to remove the red tape and over ambitious regulatory behaviour not to mention regulatory cost of going about straightforward usage of land. Some of the issues I mention would not arise if the SEPPs No 1, 4 and 60 (relating to complying and exempt development) were allowed to operate as intended by the State government.

I submit that the SEPPs should not be excluded from operation in the PLEP – apart from other factors they assist council in removing the need to become involved in small matters and many issues of subjectivity all of which cost ratepayers money and cause legal issues and disputation.

Sub-Division

I note that Council has resolved to remove the averaging provisions in the PLEP so have not addressed these provisions.

The lot size of 200 acres for RU2 and E3 is way too large. The proximity to Canberra simple means that rural lifestyle seekers bid up property prices for smaller acreages which is then translated to larger lot sizes increasing the rate burden. There is no commensurate ability to earn money from the land on the larger holdings which in fact are more costly to maintain for boundary fencing, weeds, infrastructure, equipment levels and the like.

The other major issue is that enforcement of control of noxious weeds is not effective which are then transmitted over boundaries onto these larger holdings resulting in unsustainable workloads and cost to contain the outbreaks. Gradually the environment is degraded as there is not enough economic ability to keep up with the cost.

Please contact me to elaborate on any point of discussion.

Signed



5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 4 - Lot 21 DP 1018890, Grove Road, Lake George - Submissions from the property owner (Continued)

Comments on revised Draft Palerang LEP re-exhibited until 10 January 2014

These are short form comments as some replicate earlier comments on the first exhibition of the Draft LEP. My previous objections remain and should be referred to. I also note that my previous comments achieved nothing by way of changes to address my concerns. I am surprised that changes have now been made in the revised Draft LEP which are now more restrictive to which I object and see potential detriment to future development and regular rural activity which you now seek to oversight with development applications, red tape and extra unnecessary expense.

My reasoning has previously been explained in detail including the same objections (around) 2002 when I was assured by the planner that the issues which concerned me could not be addressed then but would be in any future review – which failed to materialise.

Zoning

I object to the rezoning of one of my allotments previously Rural 1a to E3. This was done without any notification and seems to represent a desire to have a straight line drawn on a paper map. Moreover most of the adjoining E3 allotment is cleared grazing country suitable to the same activities as the properties remaining as RU1 immediately adjacent and extending kilometres to the west. This is unreasonable and unjust.

Permitted land use

I note that in zone E3 consent is required for agriculture other than extensive agriculture. There is no indication about how any enterprise is to be tested and approved by council nor how intrusive they intend to be in the management thereof or the cost of consent upon consent to be obtained.

Agriculture activity often requires rudimentary processing which is not explicitly provided for as a use.

New Restrictions

Vegetation part 5.9

The state government native vegetation act is excluded from operation in zone E3 now being overridden by council controls requiring consent. This has changed from the previous Draft LEP and should be reversed. Council is introducing red tape and expense when there is enough regulation already in place. In fact this thinking of duplicating and regulating runs counter to all modern and progressive thinking across countries around the world who spend huge sums removing regulatory overlays.

Part 6.3

The requirement to consider essential services is unnecessary and substitutes councils opinion on what should be on offer at a particular site or parcel of land outside of the village area. This is overreach of the worst kind – noting that basic issues around health and hygiene are already catered for in other standards applying to building and the like. For example whether mains electricity is available etc is up to a land owner who may prefer for instance a more basic solar power arrangement or wait until they can afford to progressively provide better facilities.

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 4 - Lot 21 DP 1018890, Grove Road, Lake George - Submissions from the
property owner (Continued)

**5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 4 - Lot 21 DP 1018890, Grove Road, Lake George - Submissions from the
property owner (Continued)**

Part 6.11 Slopes and erodible land

This issue is already regulated by State Government legislation. And the map in the case of my land is inaccurate and could not be relied on to impose the restrictions council purport to want to exercise. In particular some mapped erodible lands are alluvial flats suited to and in the past were used for dairying and lucerne growing. Please remove this section which does no more than create more hoops for agricultural activity at the whim of council officers. There is already scope within the general provisions to take account of whether an activity is within scope of permitted usage in a particular location.

Signed

A solid black rectangular box used to redact the signature of the property owner.

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 4 - Lot 21 DP 1018890, Grove Road, Lake George - Submissions from the
property owner (Continued)

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

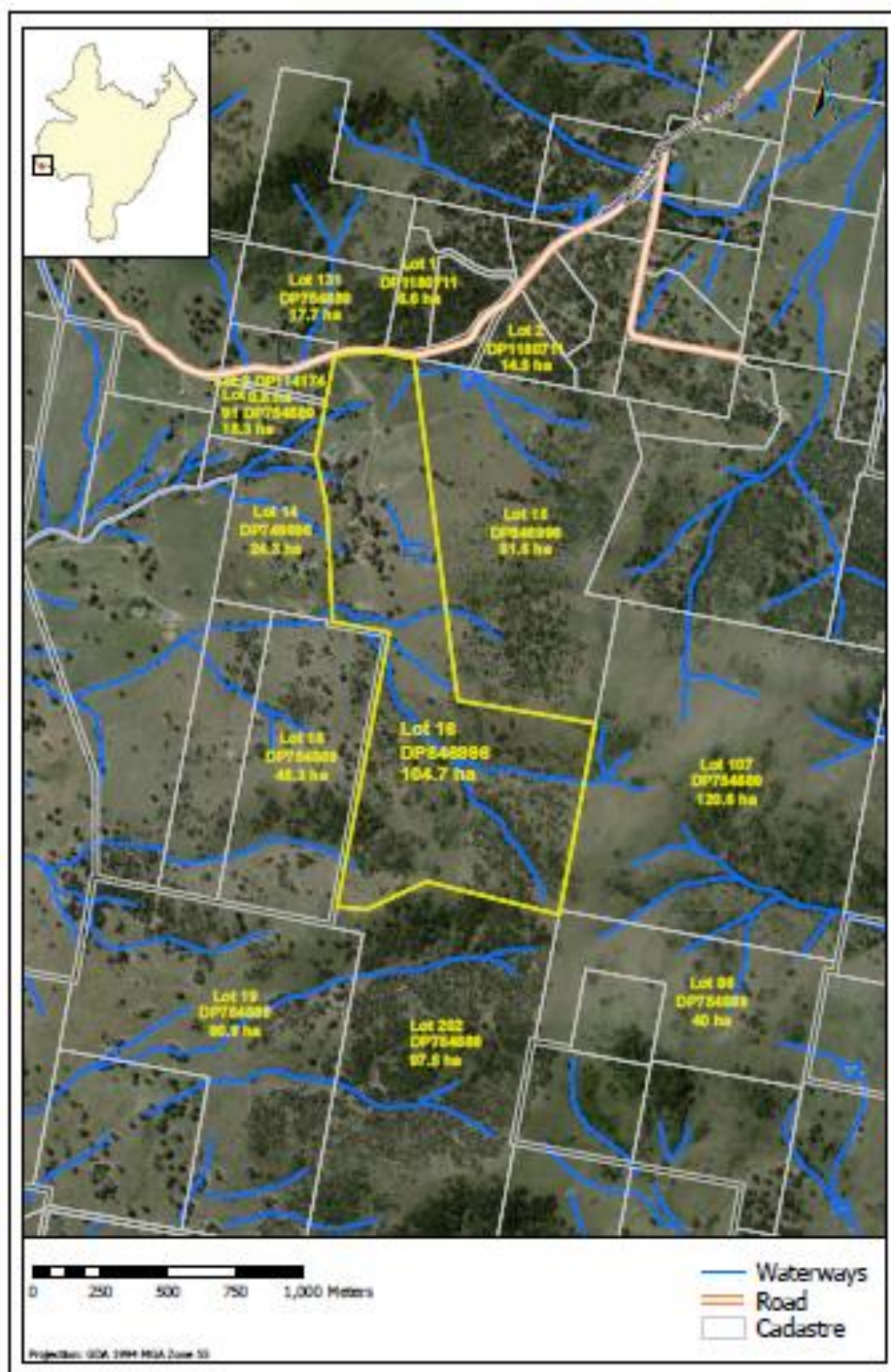
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|--------------|--|
| ITEM 5.4 | REVIEW OF REZONING AND DWELLING ELIGIBILITY REQUESTS |
| ATTACHMENT 5 | LOT 16 DP 846996, WILLIAMSDALE ROAD, WILLIAMSDALE, DETAILED ASSESSMENT |

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 5 - Lot 16 DP 846996, Williamsdale Road, Williamsdale, Detailed assessment (Continued)

Attachment 5 - Lot 16 DP 846996, Williamsdale Road, Williamsdale – Detailed Assessment

Request

The property owners have requested that Lot 16 DP 846996, Williamsdale Road, Williamsdale be subdivided to create a 8.2 hectare lot so that an existing dwelling (part of a dual occupancy) would be on a separate lot (refer to attachment 6 for the submission from the property owners including the proposed subdivision plan). The location and size of the lot is shown in Map 1 below:



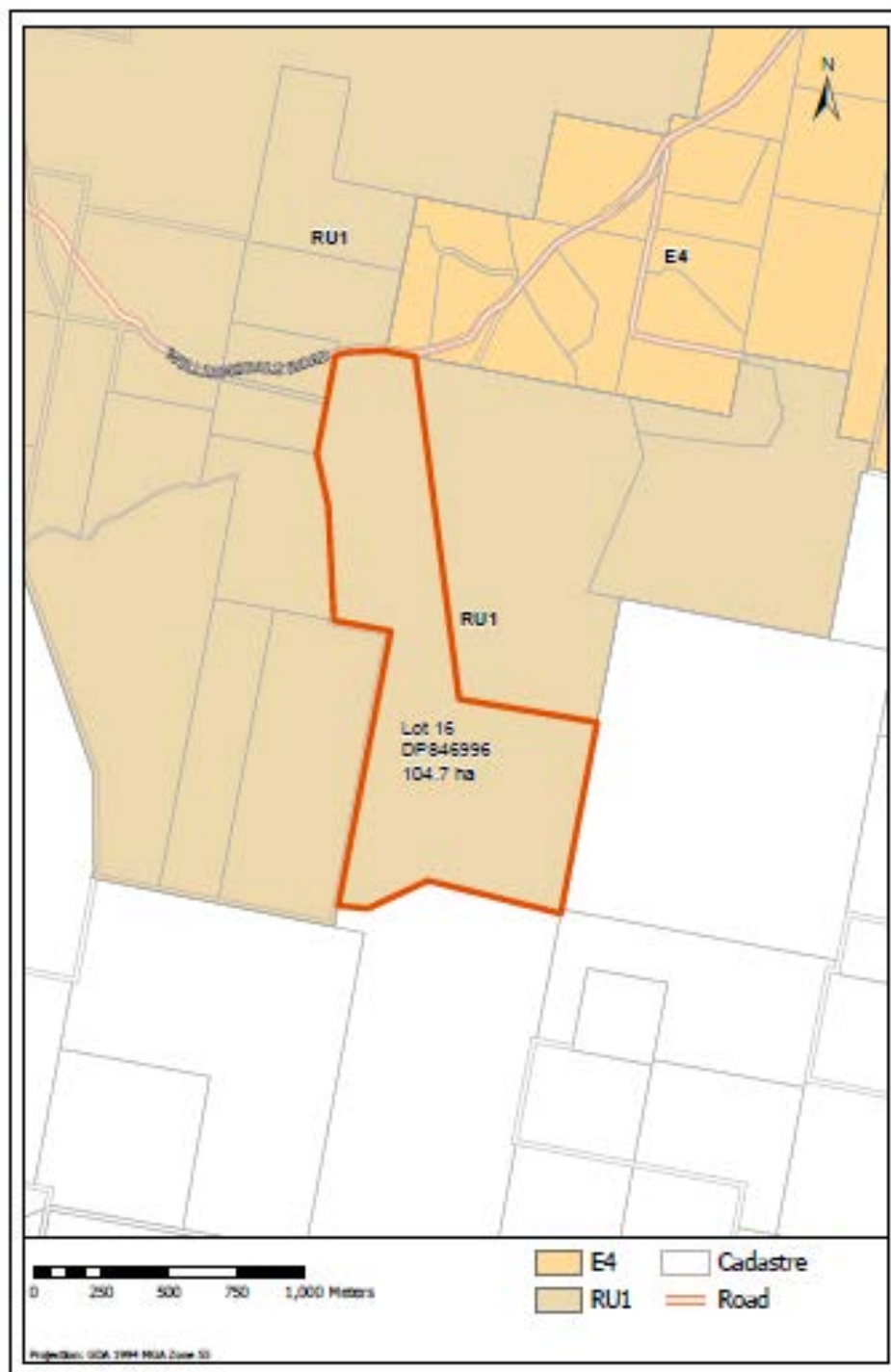
Map 1 The location and size of Lot 16 DP 846996

5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 5 - Lot 16 DP 846996, Williamsdale Road, Williamsdale, Detailed assessment (Continued)

Description of the land

Lot 16 DP 846996 is located in the south-western part of the local government area and is accessed from Williamsdale Road off the Monaro Highway. The property entrance is just over five kilometres from the Monaro Highway on an unsealed section of Williamsdale Road.

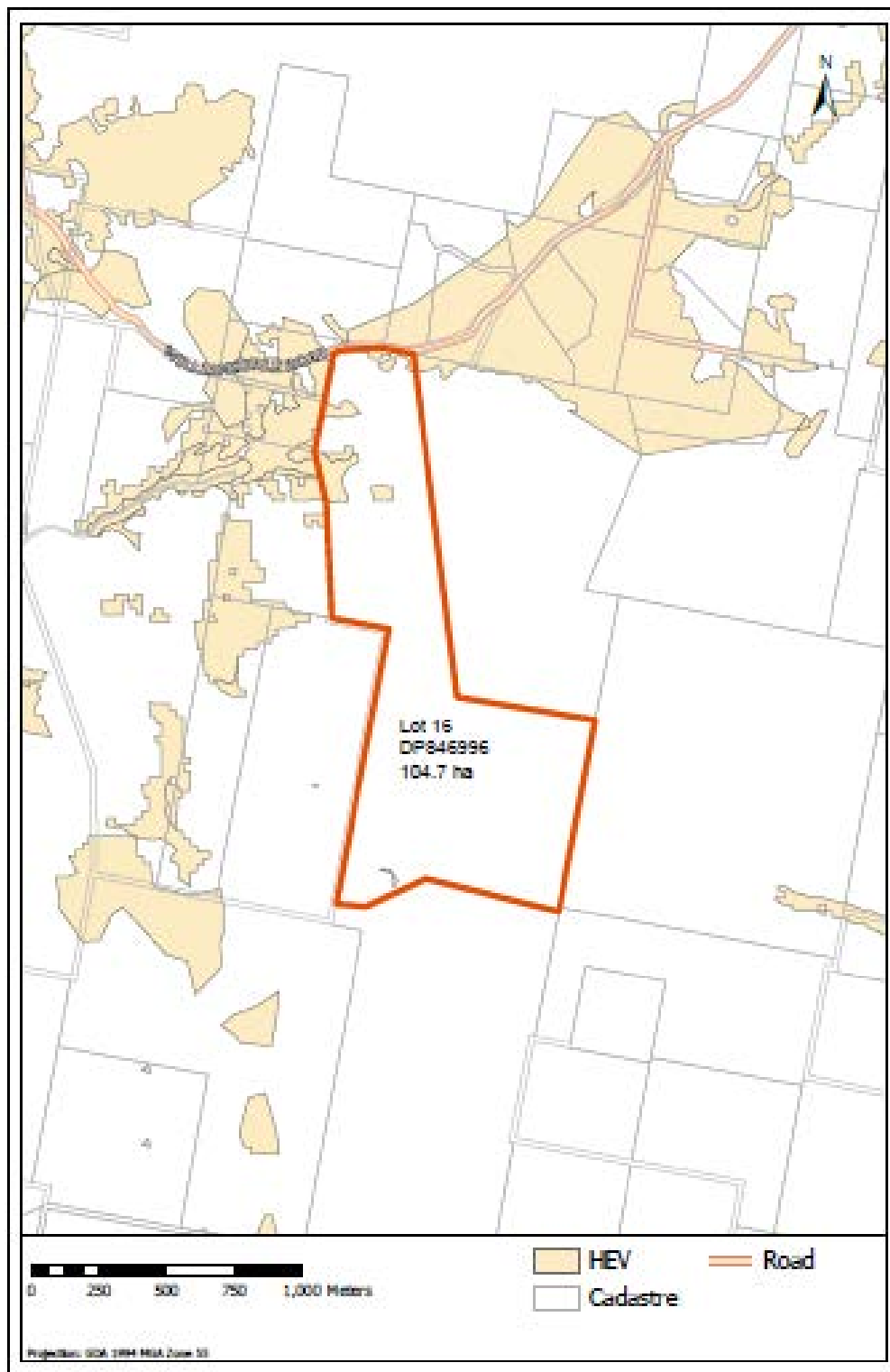
The lot is 104.7 hectares and is zoned RU1 Primary Production under the PLEP as shown in Map 2. It is in close proximity to land zoned E4 Environmental Living. The minimum lot size is 80 hectares.



Map 2 Lot 16 DP 846996 landuse zones

5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 5 - Lot 16 DP 846996, Williamsdale Road, Williamsdale, Detailed assessment (Continued)

There are no heritage items on the lot that are listed in the PLEP heritage schedule or NSW state heritage register. The entire lot is shown on the Palerang bushfire prone land map as being bushfire prone. There are no major watercourses on the lot and it is not within a drinking water catchment. The map below shows that the lot contains a small amount of High Environmental Value native vegetation.



Map 3 Lot 16 DP 846996 High Environmental Value native vegetation

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 5 - Lot 16 DP 846996, Williamsdale Road, Williamsdale, Detailed assessment (Continued)

Background

Lot 16 DP 846996 was created from a two lot subdivision of Lot 13 DP 746696 in 1995 under the *Yarrowlumla Local Environmental Plan 1993* (Subdivision 28/93). At the time of the subdivision the land was zoned 1(a) General Rural. There are currently two dwellings (dual occupancy) on Lot 16 DP 846996.

In response to a request regarding the ability to subdivide the land (the proposed lot size and layout being the same as in Attachment 6) Council stated the following (29 July 2014 – refer to Attachment 6):

Clause 19 of the *Yarrowlumla Local Environmental Plan 2002* governs the permissibility of a subdivision within the Yarrowlumla 1(a) General Rural zone. Your request relates to Clause 19(2) within the *Yarrowlumla Local Environmental Plan 2002*, which states:

- (2) *Despite subclause (1)(b) consent may be granted to the subdivision of a 1995 holding between 88 hectares and 159 hectares in area so as to create 2 allotments if the subdivision was permissible immediately prior to the gazettal of Yarrowlumla Local Environmental Plan 1993 (Amendment No. 6).*

It is Council's opinion, that it is not possible to subdivide the subject land to create an additional lot with a dwelling entitlement under clause 19(2) of the YLEP as this was not permissible immediately prior to the gazettal of the *Yarrowlumla Local Environmental Plan 1993 (Amendment No.6)*.

Immediately prior to the gazettal of *Yarrowlumla Local Environmental Plan 1993 (Amendment No.6)* the subdivision of the subject land was governed by clause 12 of the *Yarrowlumla Local Environmental Plan 1993 (YLEP 1993)*. This clause generally required a minimum allotment size of 80 ha (Clause 12(3)(a)) but allowed for a subdivision to a minimum of 8 ha in circumstances set out in Clause 12(4) and 12(5).

Under YLEP 1993 the erection of a dwelling house on the subject land was governed by clause 17. That clause generally required a minimum allotment size of 80 ha for a dwelling house. Under clause 17(1)(b), however, a dwelling was possible on an allotment created under clause 12(4) (ie less than 80 ha) but only if the dwelling would be ancillary to another permissible use of the land.

Under the PLEP, the subdivision of land with a landuse zone of RU1 Primary Production is controlled by the following provisions:

- clause 4.1 Minimum subdivision lot size – this clause states that the lots created are to be no smaller than the minimum lot size, 80 hectares in this instance. Given this, the lot would need to be a minimum of 160 hectares. As stated above it is 104.7 hectares
- clause 4.1A Lot averaging subdivision of certain land in Zone RU1 and Zone E3 (2). The subclause states This clause applies to land within Zone RU1 Primary Production or Zone E3 Environmental Management that is identified as "Y" or "C-M" on the Lot Averaging Map. Lot 16 DP 846996 is shown on the Lot Averaging Map.

However, subclause 5(b) of this clause prevents a resulting lot being further subdivided.

resulting lot means a lot able to be used for residential accommodation that:

- (a) was created by a subdivision under this clause (other than for a public purpose), or

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 5 - Lot 16 DP 846996, Williamsdale Road, Williamsdale, Detailed assessment (Continued)

- (b) in the case of land identified as “Y” on the [Lot Averaging Map](#)—was created under clause 12 of [Yarrowlumla Local Environmental Plan 1993](#) or clause 19 of [Yarrowlumla Local Environmental Plan 2002](#) by a subdivision that created at least one lot of less than 80 hectares for the purpose of residential accommodation, or
 - (c) in the case of land identified as “C-M” on the [Lot Averaging Map](#)—was created by a subdivision under clause 14 (2A) of [Cooma-Monaro Local Environmental Plan 1999—\(Rural\)](#), and includes a lot that would have been a resulting lot had it not been affected by:
 - (d) a minor realignment of its boundaries that did not create an additional lot, or
 - (e) a consolidation with adjoining land, or
 - (f) a subdivision creating or widening a public road or public reserve or for another public purpose, or
 - (g) a consolidation with an adjoining public road or public reserve or for another public purpose.
- clause 4.2 Rural Subdivision – is not able to be used as subclause 4 prevents this due there being an existing dwelling

4.2 Rural subdivision

- (1) The objective of this clause is to provide flexibility in the application of standards for subdivision in rural zones to allow land owners a greater chance to achieve the objectives for development in the relevant zone.
- (2) This clause applies to the following rural zones:
 - (a) Zone RU1 Primary Production,
 - (b) Zone RU2 Rural Landscape,
 - (c) Zone RU4 Primary Production Small Lots,
 - (d) Zone RU6 Transition.

Note:

When this Plan was made it did not include all of these zones.

- (3) Land in a zone to which this clause applies may, with development consent, be subdivided for the purpose of primary production to create a lot of a size that is less than the minimum size shown on the Lot Size Map in relation to that land.
- (4) However, such a lot cannot be created if an existing dwelling would, as the result of the subdivision, be situated on the lot.
- (5) A dwelling cannot be erected on such a lot.

In summary, Lot 16 DP 846996 cannot be subdivided under the PLEP. It is suggested that the only means of creating a separate lot for the existing dwelling (the subject of the request) is to amend the PLEP Minimum Lot Size map to allow a smaller minimum lot size, for example 50 hectares. Given, that it has already been subdivided and one of the aims of the landuse zone and subdivision provisions is to limit the fragmentation of rural land this approach is not recommended.

5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 5 - Lot 16 DP 846996, Williamsdale Road, Williamsdale, Detailed assessment (Continued)

Discussion

Several of the previous requests being considered under the Palerang Rural Lands Study have concerned the property owner wanting to either subdivide existing dual occupancies or to amend the minimum lot size or zoning to allow for smaller lots which would provide the opportunity for a second dwelling on the land. Council has resolved in all instances not to proceed with these requests.

The Council reports detailing these requests have discussed the precedent created if these were to proceed, the demand for additional hard and soft infrastructure and that a dual occupancy may be possible if the requests were agreed to.

Assessment against the Rural Lands Strategy

The Rural Lands Study criteria are:

Is the land an anomaly with regard to the current land use or are there other factors that warrant one-off support?

The land is not an anomaly in regard to the current land use. It has previously been subdivided and contains a dual occupancy.

If the proposal is not an anomaly or justified on special grounds as an ad hoc rezoning, the proposal must fit a broader pattern of logical extension of development. For example, fit a logical extension of an existing small properties zone or form part of a potential new zone

As mentioned above, the land is adjacent to an existing E4 Environmental Living land use zone however, it is not considered that additional rural residential land is required.

If it is possible to support the proposal, what ranking and timeline should be set for the particular proposal? Is there sufficient data from the applicant or should more be supplied to finalise a decision?

It is recommended that the proposal is not supported.

Will the development of the land be self-funding with regard to adequate road access, power and bushfire protection measures.

There is a dual occupancy on the lot. These matters were considered with the approval of the second dwelling.

Does the proposal add benefit to the Queanbeyan-Palerang LGA i.e. not just a commuter satellite for Canberra?

The proposal does not add benefit to the local government area as the income from rates will not cover the cost of providing hard and soft infrastructure.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

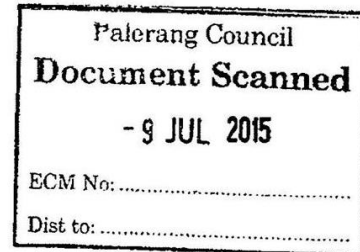
ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS

ATTACHMENT 6 LOT 16 DP 846996, WILLIAMSDALE - SUBMISSION FROM
THE PROPERTY OWNER

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 6 - Lot 16 DP 846996, Williamsdale - Submission from the property owner
(Continued)

Mr John Wright
Director of Planning and Environmental Services
Palerang Council
PO Box 348 Bungendore NSW 2621

Attention: Sue Robb



Dear John

Subdivision of Lot 16 DP 846996- [REDACTED]

In May 2010 my son and I met with [REDACTED] in your offices at Bungendore to discuss our options of subdividing an 8.2ha block with an existing dwelling from the current total 104.7ha. At that time we were advised that "Consent may be granted as a concessional block pursuant to Clause 19(2) of the YLEP 2001", and we would need a more detailed plan prepared by a registered surveyor showing existing buildings with the Building precinct, a Report for non-potable water and a Bushfire report. These were all done at considerable expense and are available.

We were further advised to order file 28/93 for Development Application which created the two lots 13 and 16 and was approved on 14/9/1993, and to lodge an Application under 19(2) to [REDACTED]

Subsequent advice from the Bungendore Office recommended that we did not lodge the application for subdivision until the draft LEP was gazetted.

Based on this advice, we delayed lodgement until last year when we visited the Bungendore office again to discuss lodgement of the application and submitted a Permissibility inquiry and paid the relevant fee of \$236.00 on 26 June 2014.

We then received a letter dated 29 July 2014, signed by [REDACTED] advising that in Council's opinion "it is not possible to subdivide land to create an additional lot with a dwelling entitlement under clause 19/20 of the YLEP as this was not permissible immediately prior to the gazettal of Yarrowlumla Local Environmental Plan 1993 (Amendment No. 6)

We would value a review of this decision for the following reasons:

1. The letter dated 29 July 2014 states that "Under YLEP 1993, the erection of a dwelling house on the subject land was governed by clause 17. Under clause 17(1)(b), however, a dwelling was possible on an allotment created under clause 12(4) (i.e less than 80Ha) but only if the dwelling would be ancillary to another permissible use of the land. We respectfully point out the Dwelling entitlement was granted in 1994 (Building Application 378/94) and the

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 6 - Lot 16 DP 846996, Williamsdale - Submission from the property owner
(Continued)

dwelling was erected in 1993 with all the relevant infrastructure has been inhabited for the last 20 years during which time the 8.2 ha of land on which the dwelling is located has been used as grazing land for sheep, goats and more recently alpacas which are very environmentally friendly with their soft feet and gentle grazing habits. It is relatively flat land with good access, soil, shade, fencing and water access comprising 3 dams.

2. Under the Palerang Local Environmental Plan 2014 which came into effect on 31 October 2014) our Lot is zoned as RU1- Primary Production but the land immediately adjacent to ours is zoned as E4- Environmental Living with minimal lot size 6H and is used, inter alia, for grazing livestock.
3. 'Objectives of the zone' stated in the **PLEP 2014 Zone E4- Environmental Living** include "to minimise conflict between land uses within the zone and land uses within adjoining zones."
4. As the dwelling on the 8.2ha lot has been inhabited for the last 20 years, this subdivision would be unlikely to have any effect on the amenity of neighbouring lots as it would be self-reliant in terms of water supply/drainage, would not significantly alter the use or viability of the lots and given the existing buildings on the lot would not create a need for an additional dwelling entitlement. The lot shares a private driveway with other existing dwellings, including our dwelling and would therefore not require further infrastructure.
5. [REDACTED] are currently living in the dwelling on the 8.2ha Lot and assist us with animal husbandry and other farm chores as my husband has recently undergone major heart surgery and is appreciative of their assistance. They now wish to purchase the property as our son has grown up on this land and is very attached to both the property and the environment.
6. This 8.2Ha represents a significant investment of our Superannuation and we are now in a situation where we need to be able to access that investment.

I understand that had we lodged the application earlier prior to gazettal of the new LEP this application could have been considered and processed as a grandfathered application.

Your review of this issue would be greatly appreciated as we do not wish to have either this Lot or the surrounding area rezoned. We would welcome the opportunity to discuss this further with you.

Regards

[REDACTED]

8 July 2015

**PALERANG
COUNCIL**

Council Ref: [REDACTED]
Contact: [REDACTED]

29 July 2014

[REDACTED]

Dear Sir/Madam

Re: Subdivision Permissibility
Lot 16 DP846996, [REDACTED]

I refer to your enquiry regarding subdivision permissibility search on the above allotment. Lot 16 DP846996 is 104.7 Ha and is currently zoned as Yarrowlumla 1 (a) General Rural zone under the *Yarrowlumla Local Environmental Plan 2002*.

Clause 19 of the *Yarrowlumla Local Environmental Plan 2002* governs the permissibility of a subdivision within the Yarrowlumla 1 (a) General Rural zone. Your request relates to Clause 19(2) within the *Yarrowlumla Local Environmental Plan 2002*, which states:

- (2) *Despite subclause (1) (b), consent may be granted to the subdivision of a 1995 holding between 88 hectares and 159 hectares in area so as to create 2 allotments if the subdivision was permissible immediately prior to the gazettal of Yarrowlumla Local Environmental Plan 1993 (Amendment No 6).*

It is Council's opinion, that it is not possible to subdivide the subject land to create an additional lot with a dwelling entitlement under clause 19(2) of the YLEP as this was not permissible immediately prior to the gazettal of *Yarrowlumla Local Environmental Plan 1993 (Amendment No. 6)*.

Immediately prior to the gazettal of *Yarrowlumla Local Environmental Plan 1993 (Amendment No. 6)* the subdivision of the subject land was governed by clause 12 of the *Yarrowlumla Local Environmental Plan 1993 (YLEP 1993)*. This clause generally required a minimum allotment size of 80 ha (Clause 12(3)(a)) but allowed for a subdivision to a minimum of 8 ha in the circumstances set out in Clause 12(4) and 12(5).

Under YLEP 1993 the erection of a dwelling house on the subject land was governed by clause 17. That clause generally required a minimum allotment size of 80 ha for a dwelling house. Under clause 17(1)(b), however, a dwelling was possible on an

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5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 6 - Lot 16 DP 846996, Williamsdale - Submission from the property owner
(Continued)

allotment created under clause 12(4) (ie less than 80 ha) but only if the dwelling would be ancillary to another permissible use of the land.

In other words, the subdivision of the subject land to create a lot on which a dwelling was to be erected would have been permissible immediately prior to the gazettal of *Yarrowluma Local Environmental Plan 1993 (Amendment No. 6)* only if the dwelling would have been ancillary to another permissible use of the land. If the dwelling would have been the primary use of the land, the YLEP 1993 required a minimum area for subdivision of 80 ha.

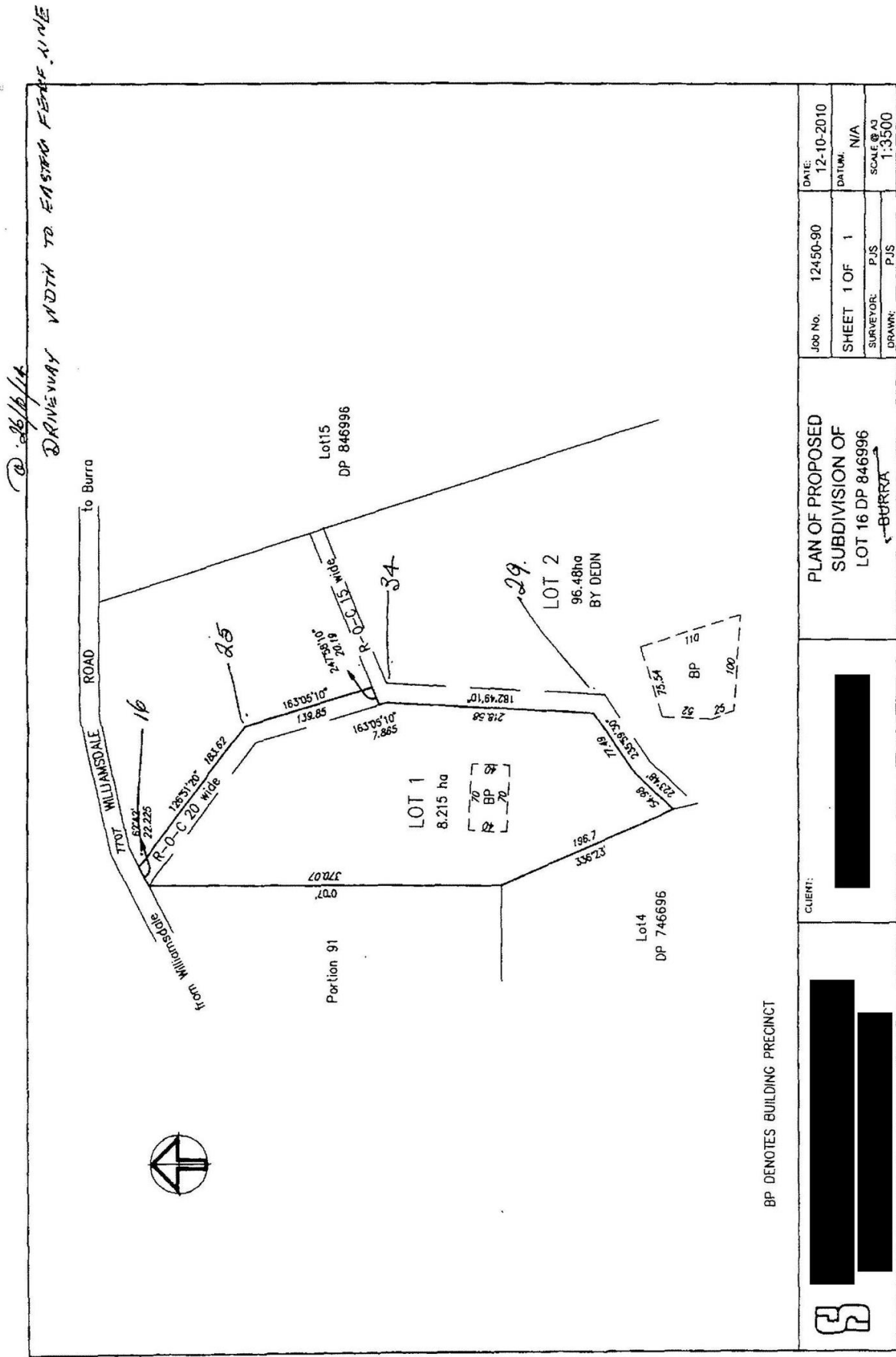
Council wishes to advise that the draft Palerang Local Environment Plan (PLEP) was on public exhibition between 27 November 2013 and 10 January 2014. The draft plan will not change the information provided in this letter, but note that the draft Palerang Local Environment Plan may be amended prior to being made by the Minister.

Should you have any further queries, please contact [REDACTED] on [REDACTED]

Yours faithfully /

[REDACTED]
John Wright
Director of Planning and Environmental Services

5.4 Review of Rezoning and Dwelling Eligibility Requests
 Attachment 6 - Lot 16 DP 846996, Williamsdale - Submission from the property owner
 (Continued)



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

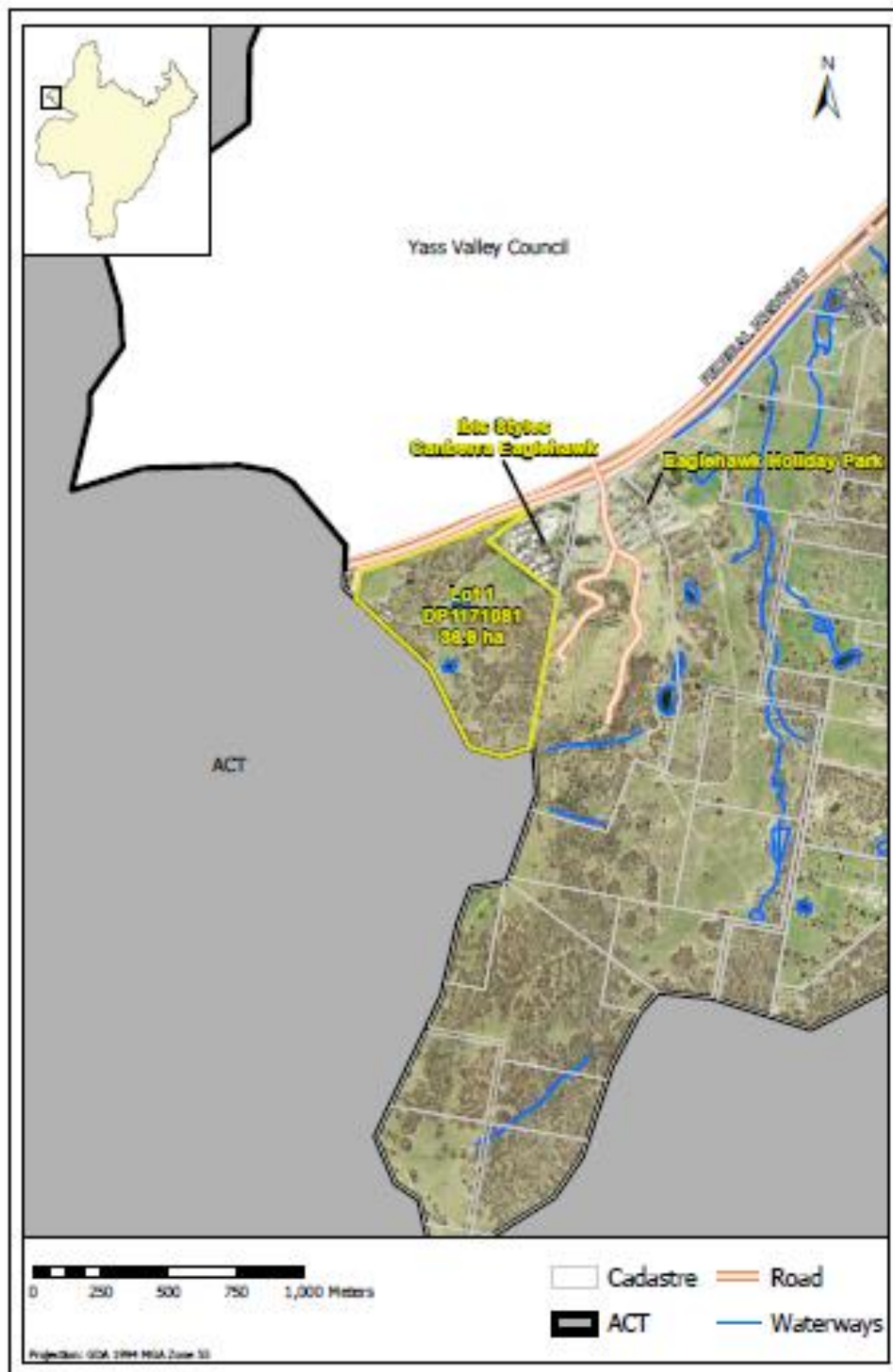
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| ITEM 5.4 | REVIEW OF REZONING AND DWELLING ELIGIBILITY REQUESTS |
| ATTACHMENT 7 | LOT 1 DP 1171081, FEDERAL HIGHWAY SERVICE ROAD, SUTTON - DETAILED ASSESSMENT |

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton -
Detailed assessment (Continued)

Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton –
Detailed Assessment

Request

The owner of Lot 1 DP 1171081's consultant has requested that the lot is zoned E4 Environmental Living with a minimum lot size of 6 hectares (refer to Attachments 8 and 9). The lot is shown in Map 1 below:

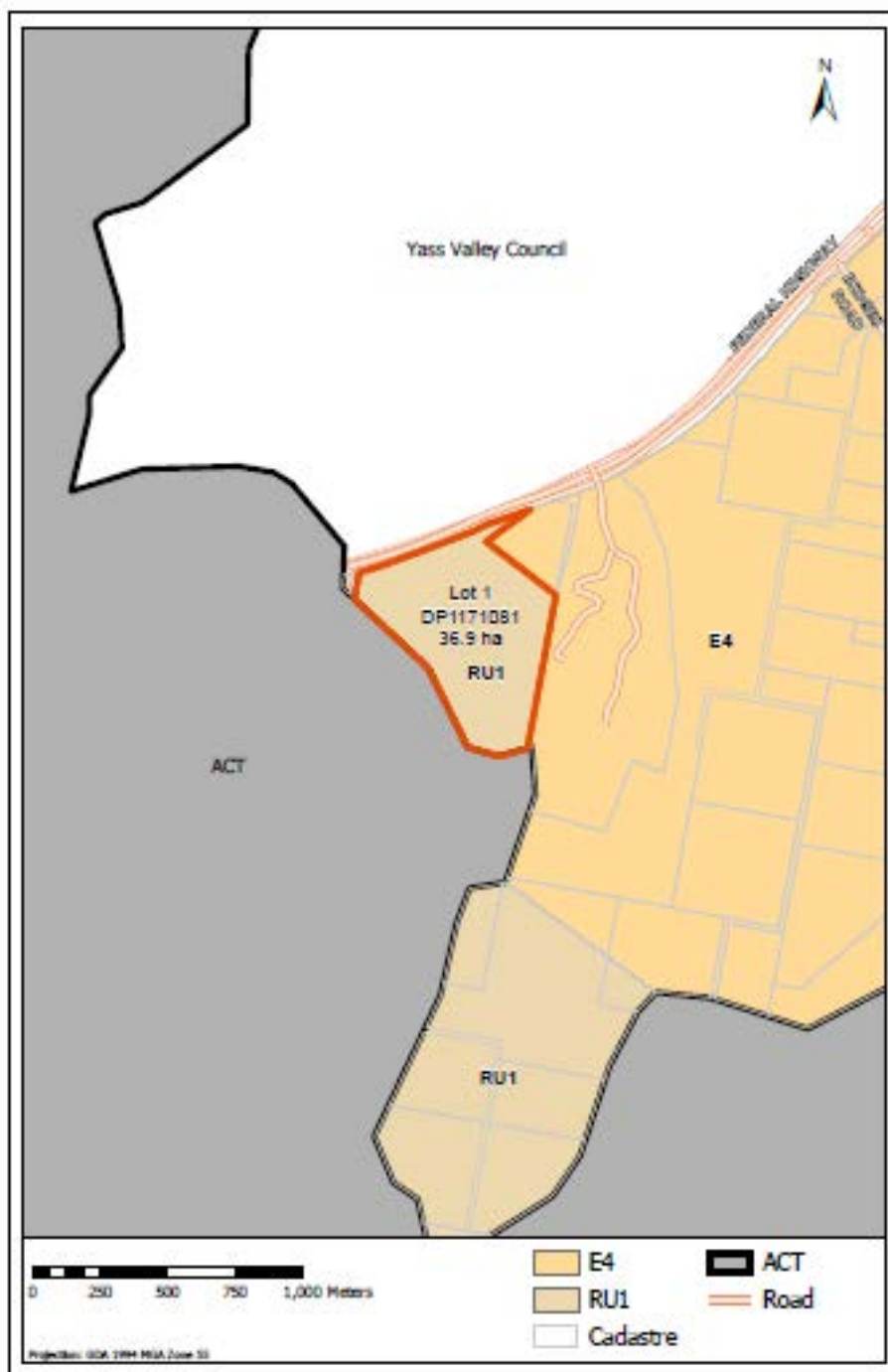


Map 1 Location of Lot 1 DP 1171081

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton -
Detailed assessment (Continued)

Description of the land

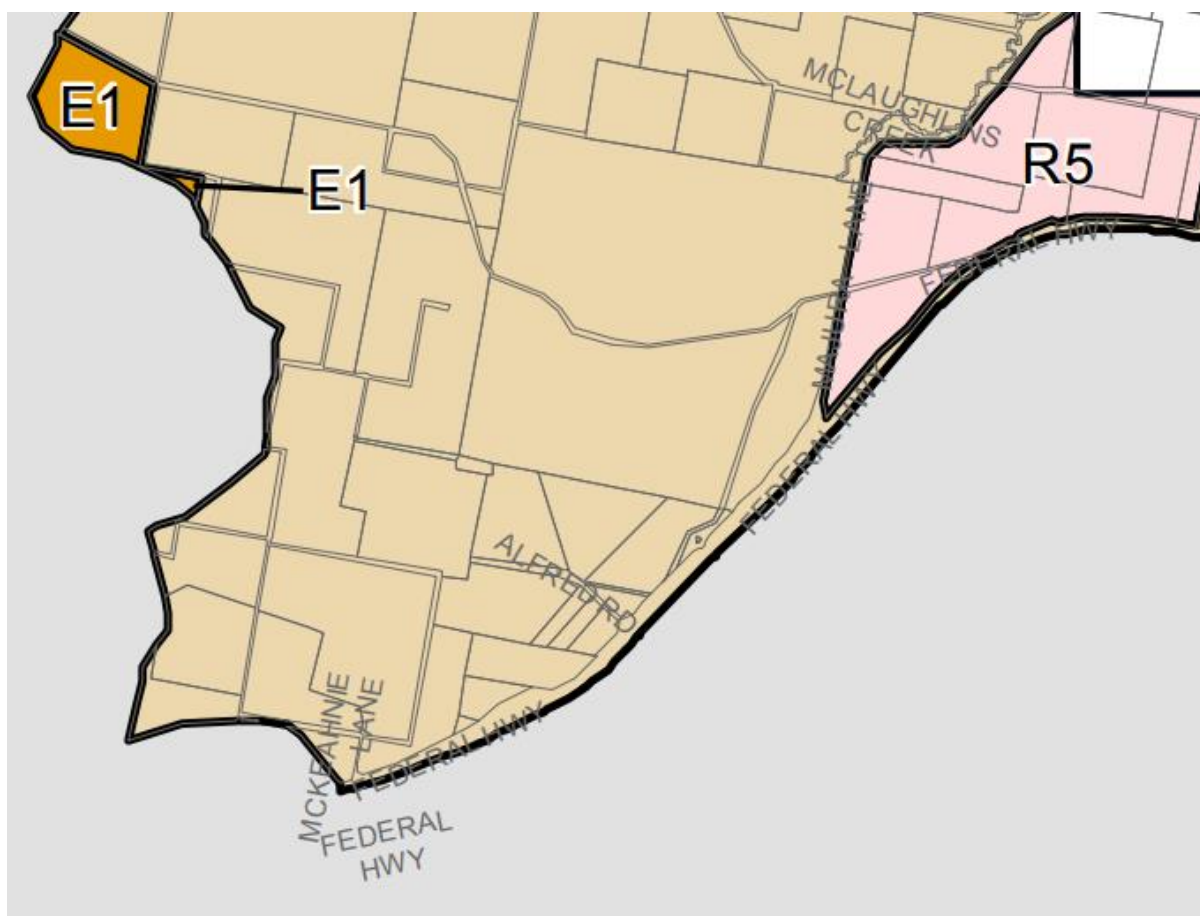
Lot 1 DP 1171081 is currently zoned RU1 Primary Production under the PLEP with a minimum lot size of 80 hectares. It was formally zoned 1(a) General Rural under the *Yarrowlumla Local Environmental Plan 2002*. In the first exhibition of the draft Palerang Local Environmental Plan it was zoned RU2 Rural Landscape. Land that was 1(a) General Rural in the former local environmental plans (see above regarding these) was generally zoned either RU1 Primary Production or RU2 Rural Landscape. In the draft PLEP that was exhibited the second time the landuse zone RU2 Rural Landscape was removed and replaced with the RU1 Primary landuse zone. The current landuse zoning is shown in Map 2 below:



Map 2 Lot 1 DP 1171081 landuse zones, *Palerang Local Environmental Plan 2014*

5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton - Detailed assessment (Continued)

The land on the opposite of the Federal Highway from the lot is in the Yass Valley local government area and is zoned RU1 Primary Production with a minimum lot area of 40 hectares.



Map 3 Landuse zone of land (Yass Valley local government area) across the Federal Highway from Lot 1 DP 1171081

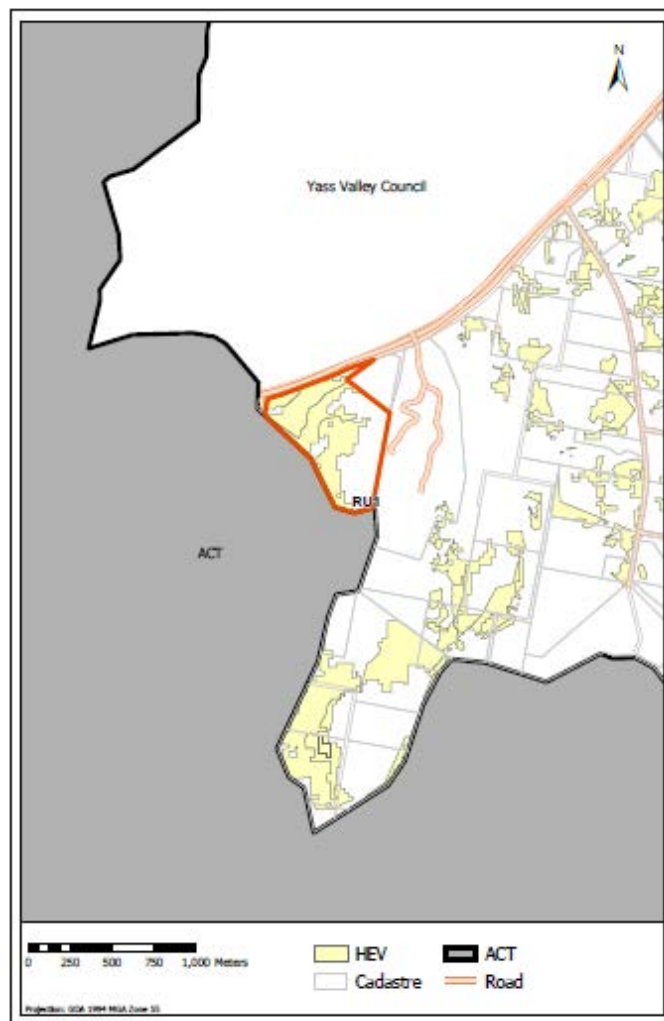
As seen from the above maps, the lot is located adjacent to the Federal Highway Service Road which in turn is adjacent to Federal Highway. The southern side of the lot is adjacent to the Australian Capital Territory (ACT). Based on google images (2018), it appears that the Majura Park Gun Club firing range is located on the ACT/NSW boundary and the firing range of the Sporting Shooters Association of Australia is nearby.

Based on aerial imagery Lot 1 DP 1171081 contains several buildings. In the south-western area there is a large shed of which the use is unknown and a smaller shed or dwelling and in the centre of the lot there is a dwelling and some small associated sheds. Based on aerial imagery there also appears to be three dams.

The lot is 36.8 hectares (QPRC property database) and does not contain any heritage items listed in the PLEP or on the state register. The entire lot is shown as bushfire prone on the Palerang bushfire prone land map. There are no water courses, within the lot and it is not part of a drinking water catchment. A small part on the eastern side of the lot has slope greater than eighteen percent. The map below shows that a significant proportion of the land has been determined by the NSW Office of Environment and Heritage as High Environmental Value native vegetation. Whilst this does not prevent the consideration of development, it is likely that a flora and fauna survey would identify endangered ecological communities or threatened species and further assessment would be required with a possible reduction in the size of potential development.

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton - Detailed assessment (Continued)



Map 4 Lot 1 DP 1171081, High Environmental Values

As seen in Map 5 below, the entire lot falls within the ANEF (Australia Noise Exposure Forecast) area greater than 20 and is also partially within the ANEF 25 contour. The ANEF system is a land use planning tool aimed at controlling encroachment on airports by noise sensitive buildings. The system underpins *Australian Standard AS2021 Acoustics—Aircraft noise intrusion—Building siting and construction*. The Standard contains advice on the acceptability of building sites based on ANEF zones.

Generally, land located outside the ANEF 20 contour is considered acceptable for new residential dwellings, whilst land located between ANEF 20 and ANEF 25 contours is considered conditionally acceptable provided appropriate noise attenuation is incorporated into the dwelling structure to minimise noise impacts. Accordingly, part of the site would not be considered appropriate for any form of residential accommodation, and any dwelling on the remainder of the land would need to incorporate acoustic attenuation to address aircraft noise impacts.

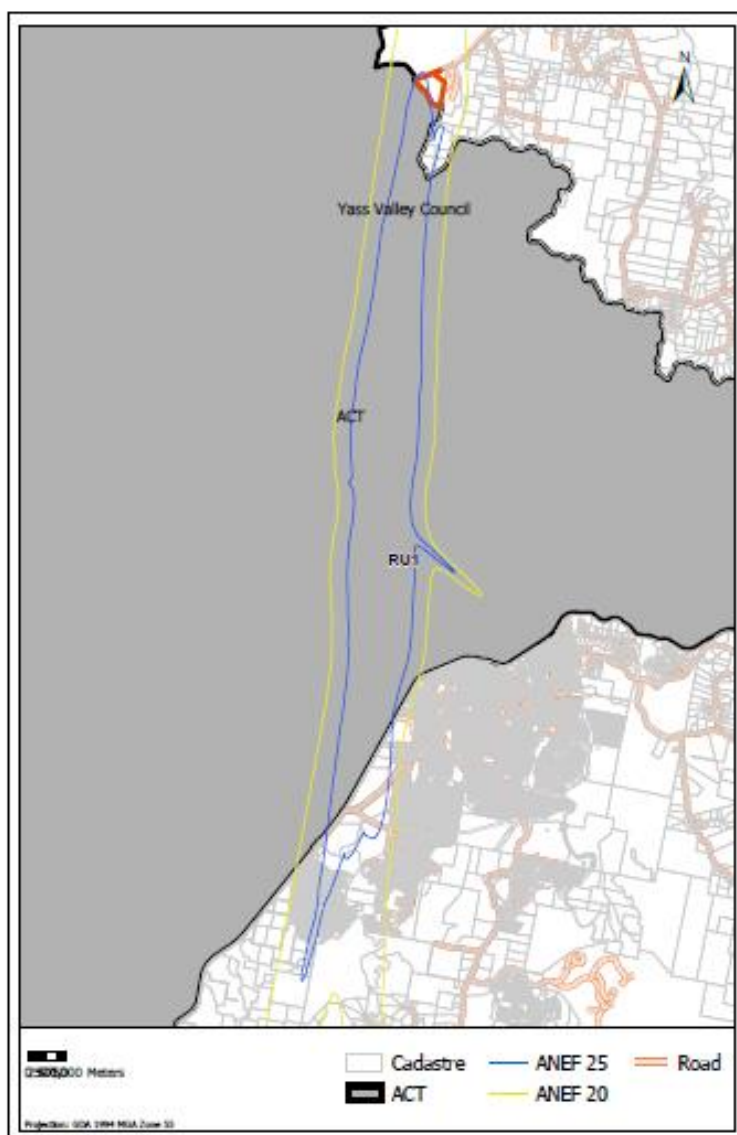
The Ministerial Direction 3.5(5) and (6) Development Near Licensed Aerodromes under section 9.1 of the *NSW Environmental Planning and Assessment Act 1979* states:

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton - Detailed assessment (Continued)

- (5) A planning proposal must not rezone land:
- for residential purposes, nor increase residential densities in areas where the ANEF, as from time to time advised by that Department of the Commonwealth exceeds 25, or
 - for schools, hospitals, churches and theatres where the ANEF exceeds 20, or
 - for hotels, motels, offices or public buildings where the ANEF exceeds 30.
- (6) A planning proposal that rezones land:
- for residential purposes or to increase residential densities in areas where the ANEF is between 20 and 25, or
 - for hotels, motels, offices or public buildings where the ANEF is between 25 and 30, or
 - for commercial or industrial purposes where the ANEF is above 30, must include a provision to ensure that development meets AS 2021 regarding interior noise levels.

A planning proposal can be inconsistent with the Ministerial Direction however, it would be necessary to justify the inconsistency with a study and consult with the Commonwealth Government, Department of Infrastructure, Regional Development and Cities who are responsible for airports as well as with the Canberra Airport Group.



Map 5 Lot 1 DP 1171081, ANEF (Australia Noise Exposure Forecast) area

5.4 Review of Rezoning and Dwelling Eligibility Requests **Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton -** **Detailed assessment (Continued)**

It is noted that there are easements for an electrical transmission line and water supply (relating to a bore) on the lot.

Discussion

Under clause 4.1B(3), the average size of all the lots created by subdivision must not be less than the minimum lot size (six hectares) and none of the lots can be less than 2 hectares. Given that the area is 36.8 hectares and the minimum lot size is six hectares, the maximum number of lots that can be created is six. This does not take into account the need for internal road(s) or other infrastructure. Based on data from the 2016 census it is likely that there would be an average of three people per dwelling, a total of approximately eighteen people of varying ages.

In relation to the demand for rural residential land, Section 4.1 Rural Residential Land of the *Palerang Rural Lands Strategy 2016-2036* (p12) states:

There has been significant demand for rural residential land away from urban areas particularly in the western part of the local government area and such demand, while slowing in recent times, nonetheless is continuing. Section 3.1 of the Rural Lands Study Report analyses the demand and concludes that while there is no shortage in the supply of land, Council needs to commence a process to increase supply over the next five years.

It is suggested that that the proposal best fits in the rural residential landuse category Rural Living detailed on pages 18 and 19 of the *Palerang Rural Lands Strategy 2016-2036*. The possible features and desirable characteristics of this landuse category are:

- estate style development with lot sizes ranging from 2-10 hectares
- lots are directly accessed from a sealed public road
- boutique agriculture (except intensive animal) can be undertaken on lots and the produce sold at local markets
- lots are preferably less than 15 minutes drive from local shops and a public primary school
- local community infrastructure such as a community hall, playground, tennis courts and skate parks are within a short car drive/bike ride or reasonable walking distance
- the land is mostly class 4 or 5 agricultural land
- compatible non-agricultural activities could be undertaken
- there is a sustainable ground water supply which may be used for residential purposes
- tourism land uses that involve low traffic volumes can be undertaken
- the lots are not in a stressed water catchment
- the residential lots are not in a an endangered ecological community or an area containing threatened species
- the lots are not in an area of Aboriginal significance
- the lots are not in an extractive industries area (shown on the NSW Department of Primary Industries 117 Direction map), note section 117 of the *NSW Environmental Planning and Assessment Act 1979* is now section 9.1
- lots which would contain structures are not on a visually prominent ridge

Whilst the proposal meets many of the features or characteristics listed above, it is not in within a reasonable distance of recreation facilities or a primary school. This is considered important as the wellbeing of residents is generally enhanced if they are part of a local community.

The village of Sutton and the ACT suburb of Watson are approximately eight kilometres from Lot 1 DP 1171081. However, this village is located in the Yass Valley local government area and Watson in the ACT so Queanbeyan-Palerang Regional Council would not be able to determine the nature or management of the community facilities and to access the village or

5.4 Review of Rezoning and Dwelling Eligibility Requests **Attachment 7 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton -** **Detailed assessment (Continued)**

Watson it is necessary to travel on the highway. It is suggested that situation does not constitute local infrastructure being close by.

Submission No. 5 (p4) states that the adjoining Eaglehawk has a range of services suited to providing for a local population. While petrol, a restaurant, take-away food, alcohol, milk and bread and the like are available there are no services or facilities such as health care, education or large retail outlets.

Whilst much of the land in the Queanbeyan-Palerang local government area surrounding the lot is zoned E4 Environmental Living with a variety of sized lots, this does not provide a justification for the rezoning of the lot to Environmental Living. Additionally, lower quality agricultural land does not justify the rezoning of it for residential landuses either. The grazing of stock for commercial purposes on smaller rural land contributes to the agricultural and regional economies, even if the contribution is small.

As noted in comments above in relation to High Environmental Values, it is likely that the land contains areas that meet the criteria for being classified as an endangered ecological community or contains threatened species. This would not meet one of the desirable characteristics of the landuse category detailed above.

Assessment against the Rural Lands Strategy

Is the land an anomaly with regard to the current land use or are there other factors that warrant one-off support?

It is considered that the land is not an anomaly, the rural landuse zone has been in place and the land used for rural purposes for a long time. There are no factors that warrant one-off support.

If the proposal is not an anomaly or justified on special grounds as an ad hoc rezoning, the proposal must fit a broader pattern of logical extension of development. For example, fit a logical extension of an existing small properties zone or form part of a potential new zone.

There is a well-established and substantial area of E4 Environmental Living adjacent to the lot. However, given the isolation of the lot due to the Federal Highway, the landuses at Eaglehawk (caravan park, hotel, motel and petrol station) and the ACT, it is suggested that the use of the lot for rural residential does not constitute a 'logical extension' of existing rural residential development.

If it is possible to support the proposal, what ranking and timeline should be set for the particular proposal? Is there sufficient data from the applicant or should more be supplied to finalise a decision?

It is suggested that the proposal not be supported.

Will the development of the land be self-funding with regard to adequate road access, power and bushfire protection measures?

Development contributions would be payable. In regard to bushfire, expert advice would need to be sought on risk and management strategies.

Does the proposal add benefit to the Queanbeyan-Palerang LGA i.e. not just a commuter satellite for Canberra?

The proposal does not add benefit to the local government area as it is likely that the majority of services would be obtained from the ACT.

30 April 2008

Our Ref: 102119

The General Manager
Palerang Shire Council
PO Box 348
BUNGENDORE NSW 2621

Attention: Mr John Wright



Dear Sir,

RE: POTENTIAL FOR FUTURE REZONING OF LOT 103 DP 878557 AND LOT 2
DP 46695 FEDERAL HIGHWAY, SUTTON

..... have been engaged by
..... to request Council consider the opportunity for rezoning of Lot 103
DP 878557 and Lot 2 DP 46695 formerly Lot 1 DP 616406 as part of Council's future
Strategic Direction Paper.

The subject land which was formerly Lot 1 DP 616406 Federal Highway,
was previously considered by Council, who then supported a request for rezoning the 35 ha
property from 1(a) zone to facilitate an upmarket rural residential development. However, due
to circumstances and a change of ownership the local environmental study process was never
finalised, resulting in a loss of rezoning opportunity.

.....
Woodlands is approximately 35 ha (100ac) of land abutting the resort. To the south are the
hills and buffer areas of the approaches to Canberra airport and Canberra. To the west is the
ACT border and rural land occupied by the Sporting Shooters Association of Australia (SSAA).
To the north Woodlands abuts the Federal Highway.

In previous submissions to Council an Environmental Assessment, Feasibility Study and Rezoning
submission were provided, which addressed amongst the key issues,

- Flora and fauna
- Soils and slope analysis
- Planning context
- Site analysis

Members of: Institution of Surveyors Australia; Association of Consulting Surveyors; Institution of Engineers Australia; Planning Institute Australia

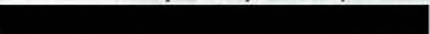
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- Constraints and opportunities
- Concept plan proposal (included wastewater management)


Woodlands is a unique property. It is positioned at the top of its catchment which would allow the establishment of a sustainable community in terms of pollution prevention and on-going environmental management.

Woodlands is not viable agricultural land. To leave Woodlands as an isolated piece of agricultural land would be counter productive to a sustainable agricultural policy.

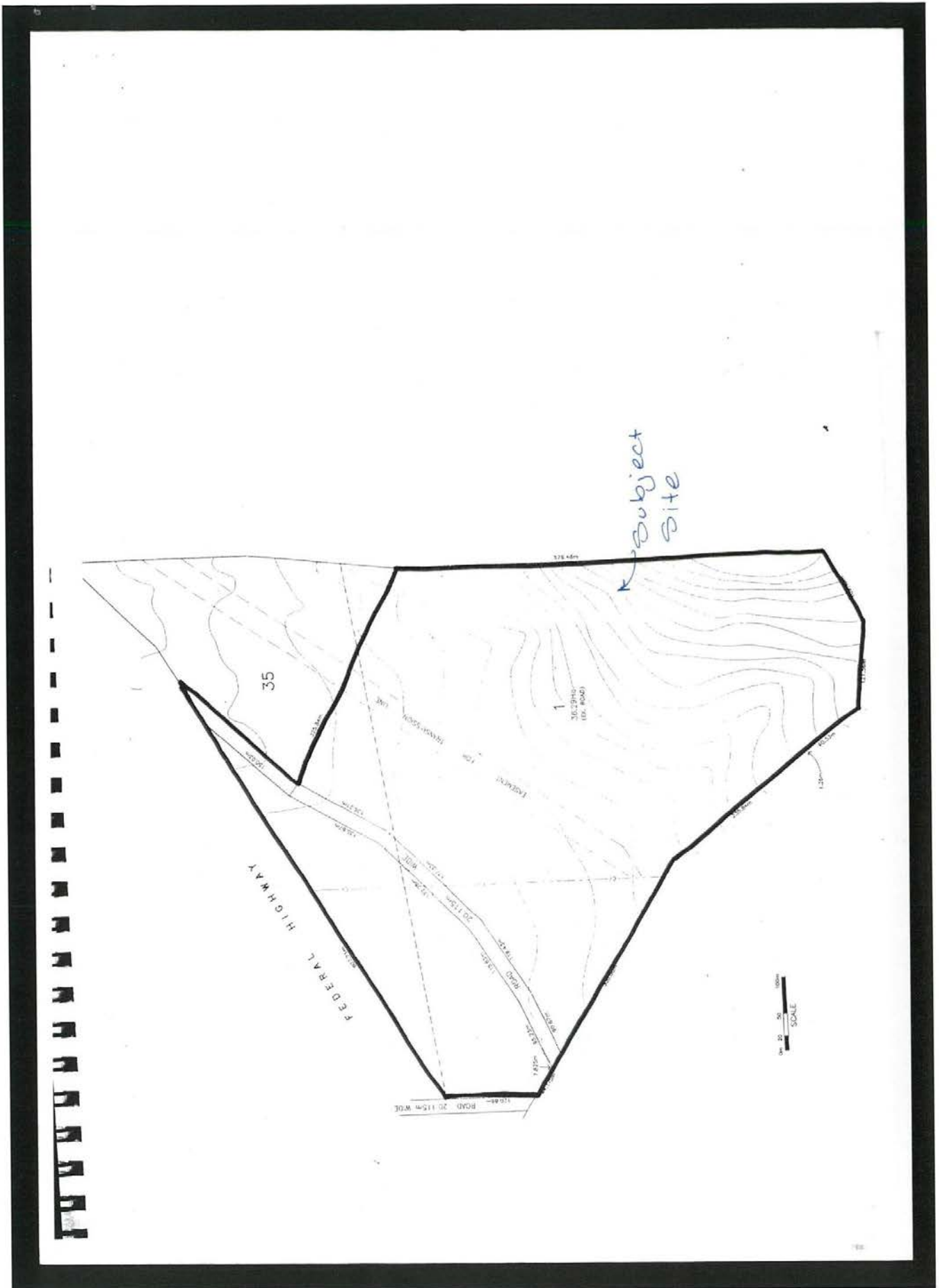
Woodlands is not part of a sustainable agriculture in Yarrolumla and we submit that Council is correct to consider the rezoning of this land.

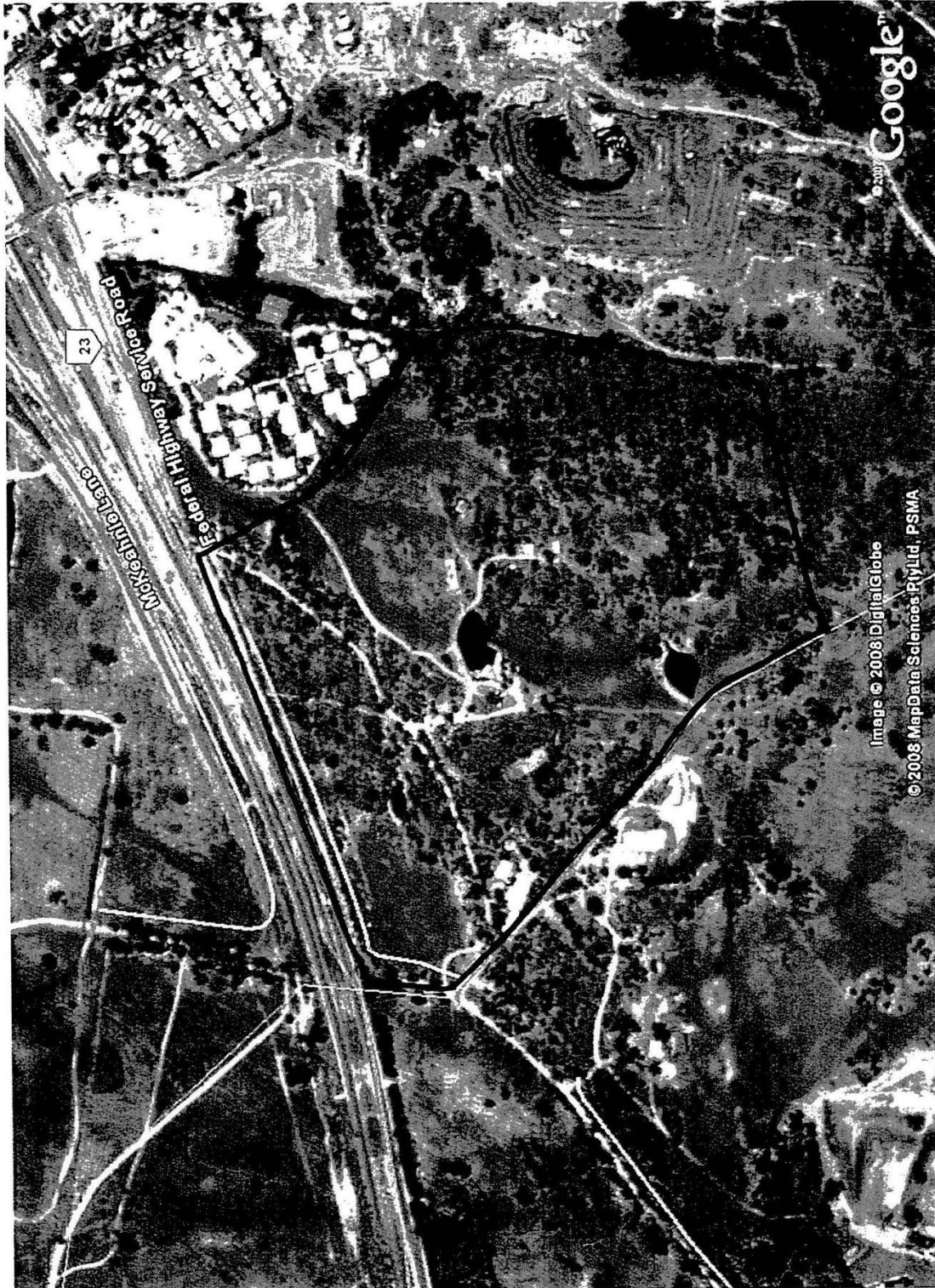
Should you wish to discuss this matter further or require any of our previous studies to be provided to Council, please contact 

Yours faithfully



Encl:





QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS

ATTACHMENT 9 LOT 1 DP 1171081, FEDERAL HIGHWAY SERVICE ROAD,
SUTTON - SUBMISSION FROM THE PROPERTY OWNER'S
CONSULTANT, 7 MARCH 2013

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 9 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton - Submission from the property owner's consultant, 7 March 2013 (Continued)

7 March 2013

The General Manager
Palerang Council
PO Box 348
BUNGENDORE NSW 2621

Our Ref: 102119

Attention: [REDACTED]

Dear Sir,

RE: SUBMISSION TO PALERANG DRAFT LEP 2012
Lot 1 DP 1171081 Federal Highway, SUTTON
(In accordance with S.67 Environmental Planning & Assessment Act 1979)

[REDACTED] have been engaged by the land owners, [REDACTED] to submit this request for an amendment to the draft Palerang LEP 2012 by amending the proposed zone of the subject land from RU2 Rural Landscape to E4 Environmental Living with a minimum lot size of 6.0ha in the Palerang draft LEP 2012 .

1. LOCATION

The subject site Lot 1 DP 1171081, has a substantial frontage to the Federal Highway with an area of 36.8ha. The property is generally known as [REDACTED] and abuts the Rydges Eaglehawk resort, including service station / corner store; tavern / bar; restaurant and local services.

The Woodlands environment has been modified and cleared for grazing purposes. Current use of the land is for horse agistment. Wild goats have been observed on the upper slopes; remnants of a previous population.

To the south of the site are the hills and buffer areas of the approaches to Canberra airport and Canberra. Adjacent to the western boundary is the ACT border and rural land occupied by the Sporting Shooters Association of Australia (SSAA). To the north Woodlands abuts the Federal Highway.

Liability limited by a scheme under Professional Standards Legislation

2. CURRENT ZONING

The site is zoned 1(a) General rural zone under the current *Yarrowlumla LEP 2002*.

3. BACKGROUND

The subject land has previously been considered by Council that had supported a request to rezone the subject site from the 1(a) zone to a zone that would facilitate an attractive rural residential lifestyle development. However, due to circumstances and a change of ownership the local environmental study never finalised, resulting in a loss of rezoning opportunity.

The previous environmental assessment, Feasibility Study and rezoning submission to Council addressed amongst the key issues;

- o Flora & fauna
- o Soils and slope analysis
- o Planning context
- o Site analysis
- o Constraints and opportunities
- o Concept plan proposal (including wastewater management)

Since that previous submission nothing has changed in terms of the lands capacity to accommodate a residential subdivision with the determining matter being wastewater management for resolving suitable lot sizes. There are no environmental attributes to the site that would mitigate a lifestyle development occurring on this land.

4. PROPOSED ZONING

Draft Palerang LEP 20012 proposes to zone the subject site RU2 Rural Landscape (Figure 1).



5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 9 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton - Submission from the property owner's consultant, 7 March 2013 (Continued)

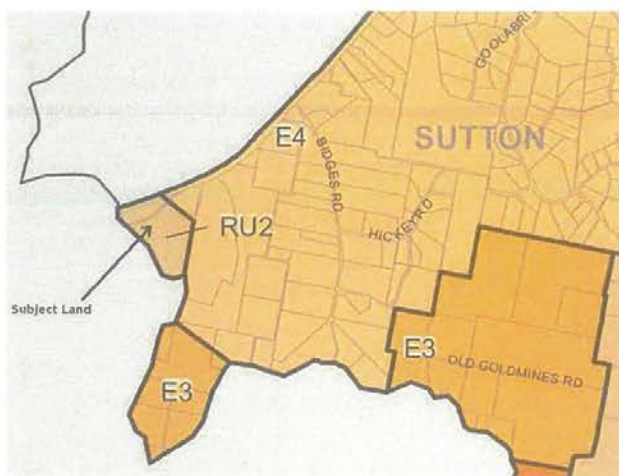


Figure 1: Palerang Draft LEP 2012 existing proposed zone

Having considered the scope of documentation relating to the draft LEP we can find no explanation as to why the subject land is proposed as RU2 zone. But for the western boundary adjoining the ACT the site is entirely surrounded by land proposed to be zoned E4 Environmental Living. The land is similar in terms of topography and environmental attributes to several hundred hectares of land in the local vicinity. Council's documentation provides no valid justification for the subject site being singled out as a standalone RU2 zone. It must be acknowledged that environmental characteristics are not defined by ownership boundaries, so why the dramatic change is land use zone being proposed.

This submission proposes an alternative zone more suited to the subject site to be E4 Environmental Living the same as all the adjoining land. The E4 zone permits a range of land uses;

- Home businesses; Home occupations – **permitted without consent**
- Bed and breakfast accommodation; Building identification signs; Business identification signs; Cellar door premises; Community facilities; Dual occupancies; Dwelling houses; Emergency services facilities; Environmental protection works; Extensive agriculture; Farm buildings; Flood mitigation works; Function centres; Home based child care; Home industries; Intensive plant agriculture; Neighbourhood shops; Places of public worship; Recreation areas; Restaurants or cafes; Roads; Roadside stalls; Secondary dwellings; Waste or resource transfer stations; Water recycling facilities -- **permitted with consent**.

The range of permitted land uses are compatible with the existing uses established on the adjoining Eaglehawk Resort and service centre nearby.

Minimum Lot Sizes

In keeping with the adjoining lands this submission also seeks to retain the minimum lot size of 6ha. It is acknowledged to be a minimum lot size and parts of the subject may be better suited to slightly larger lots and would be the subject of a master planning exercise for Council's initial consideration.

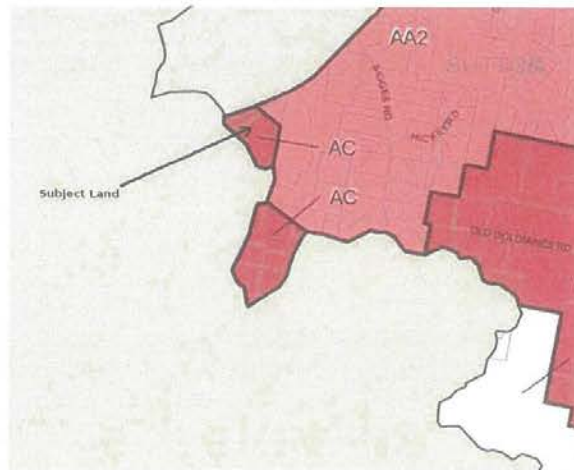


Figure 2: Minimum Lot Size map existing draft Palerang LEP 2012

7. JUSTIFICATION

Council's documentation states in relation to the RU2 zone "This zone has been applied to agricultural areas which are not prime agricultural land and where remnant native vegetation forms an important component of the landscape. It has also been applied to areas that, although being good quality agricultural land, have been fragmented to the extent that its agricultural capability is effectively reduced."

Woodlands is not good agricultural land. The site is degraded, undulating in terrain, bordered in the south by steep rises associated with the *Goorooyaroo Ridge* being a prominent central ridgeline within the precinct. We submit that the landscape quality of Lot 1 DP117081 is associated with the ridgeline with the lower portions of the site suited to the E4 permitted land uses development capacity. The land is degraded, poor quality agricultural land that is highly likely to continue as such as the proposed RU2 zone will fragment the site from other agricultural land uses. There is no market for such degraded rural land that will inevitably be surrounded by a mix of land uses not necessarily compatible with the RU2 zone.

Given the site proximity to the rapid urban expansion of the region, regardless of the state border a need for developable land is ever increasing. This land is adjacent to the Eaglehawk centre with a range of services and utilities available and ideally suited to servicing a local population.

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 9 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton - Submission from the property owner's consultant, 7 March 2013 (Continued)

The existing subdivision pattern within the locality and potential subdivision facilitated by implementing the E4 zone on the adjoining lands will facilitate a distinctly different pattern of development and land uses generated by the proposed RU2 zone, resulting in sterilisation of the subject site which has no agricultural attributes and no capacity to generate a different outcome. Singling out Lot 1 DP 1171081 with an RU2 zone, to be isolated on non-viable land makes no planning sense in the scheme of land so close to growing urban demand and 10 minute drive from a National Capital.

Zone Objectives

E4 Environmental Living zone objectives are;

- *To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.*
- *To ensure that residential development does not have an adverse effect on those values.*
- *To encourage the retention of the remaining evidence of significant historic and social values expressed in existing landscape and land use patterns.*
- *To encourage development that is visually compatible with the landscape.*
- *To minimise the impact of any development on the natural environment.*
- *To ensure that development does not unreasonably increase the demand for public services or public facilities.*
- *To minimise conflict between land uses within the zone and land uses within adjoining zones.*

The subject land is capable of satisfying the E4 zone objectives through the usual DA assessment process and S.79C matters of consideration. Clearly a number of relevant studies will be required to validate any proposed development of the land and should be assessed accordingly. However there is no reason to assume that development of the subject land under the E4 zone could not and will not achieve the intended environmental outcomes of the area as per all other land proposed to be zoned E4 in the locality.

Council's documentation in relation to the E4 zone states "*This zone has been applied to the existing rural residential areas which have high conservation value relating to regenerating vegetation and important corridor linkages. The land is used for residential purposes or smaller scale agricultural activities such as horticulture.*"

We believe the subject land satisfies all of these attributes and request Council undertake a site inspection to verify the case we present in support of amending the proposed RU2 zone for Lot 1 DP 1171081 Federal Highway, Sutton, in the Palerang draft LEP 2012 to E4 Environmental Living in keeping with all other lands adjoining the site.

Council's favourable support for the contents of this submission is requested.

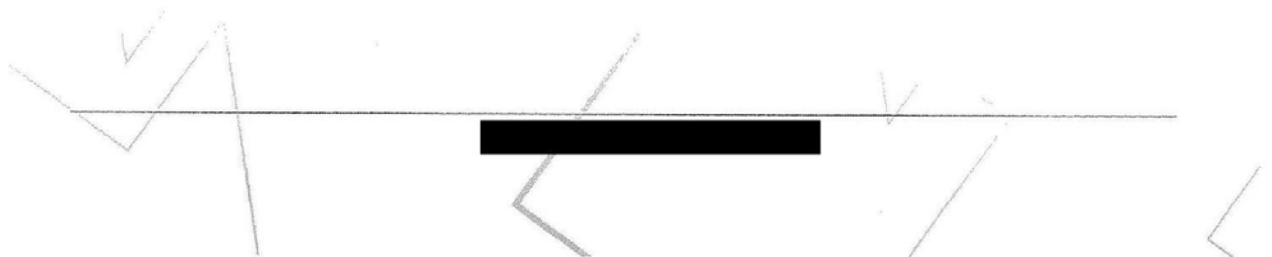
5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 9 - Lot 1 DP 1171081, Federal Highway Service Road, Sutton - Submission from
the property owner's consultant, 7 March 2013 (Continued)

Submission to Draft Palerang LEP 2012

Page 6

Council's written response to this submission would be appreciated.

Yours faithfully



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS

ATTACHMENT 10 LOT 1 DP555380, OLD COOMA ROAD, ROYALLA - DETAILED
ASSESSMENT

5.4 Review of Rezoning and Dwelling Eligibility Requests
Attachment 10 - Lot 1 DP555380, Old Cooma Road, Royalla - Detailed assessment (Continued)

Attachment 10 - Lot 1 DP 555380, Old Cooma Rd, Royalla – Detailed Assessment

Request

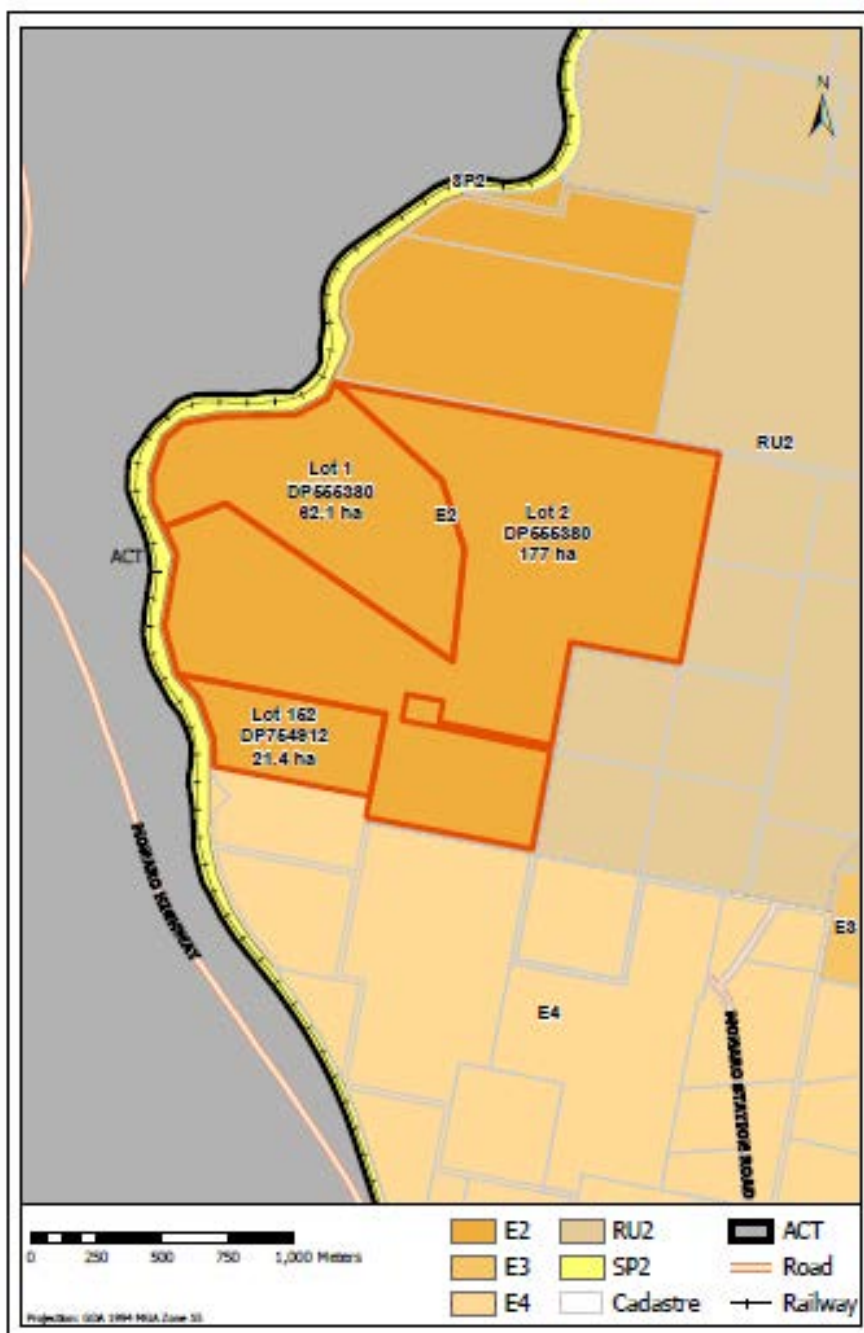
The property owner in this instance has approached Council requesting that a previous dwelling entitlement available to Lot 1 DP 555380 be reinstated. This entitlement was inadvertently removed when *Queanbeyan LEP 2012* was gazetted. Maps 1 and 2 below shows the location and features of the subject land.



Map 1 Lot 1 DP 555380, Old Cooma Road, Royalla

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 10 - Lot 1 DP555380, Old Cooma Road, Royalla - Detailed assessment (Continued)



Map 2 Landuse zone of Lot 1 DP 555380, Old Cooma Road, Royalla

Description of the land

The holding in this instance comprises three lots accessed along Old Cooma Road, adjacent to the ACT border. The lots are zoned E2 Environmental Conservation under the *Queanbeyan Local Environmental Plan 2012* with a minimum lot size of 80 hectares. In the zone, dwelling houses are 'prohibited' development.

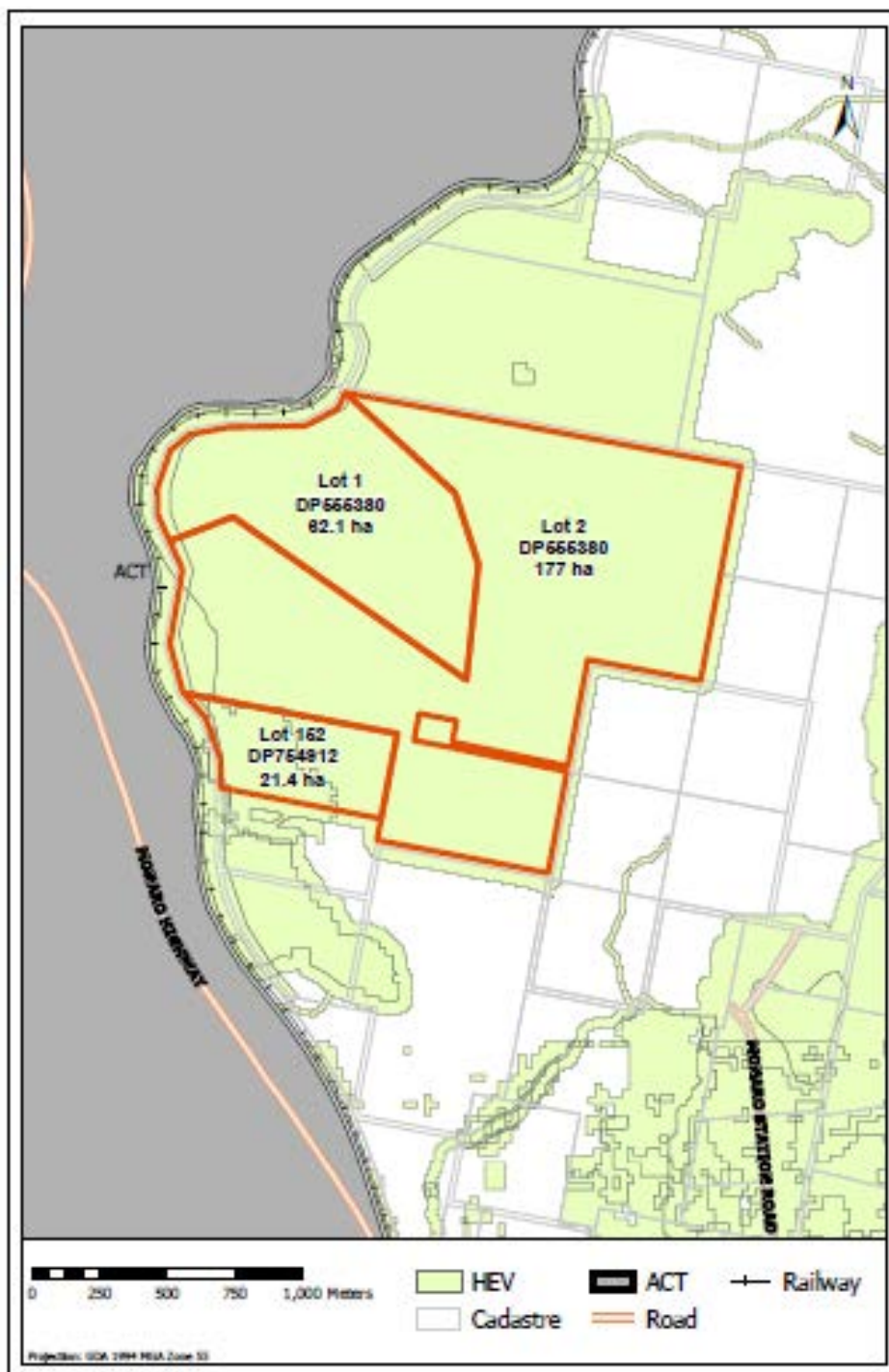
Background

When *Queanbeyan Local Environmental Plan* was made in 2012 it replaced the application of *Yarrowlumla Local Environmental Plan 2002* in a number of rural parts of the former LGA.

5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 10 - Lot 1 DP555380, Old Cooma Road, Royalla - Detailed assessment (Continued)

The subject land in this instance was formally zoned 7(e) Environmental Protection zone under *Yarrowlumla LEP 2002*. Dwelling houses were permissible development in the zone under that plan.

When *Queanbeyan LEP 2012* was gazetted it was decided to zone the subject property to E2 Environmental Conservation in recognition of the significant biodiversity values on the site as shown in Map 3 below:



5.4 Review of Rezoning and Dwelling Eligibility Requests Attachment 10 - Lot 1 DP555380, Old Cooma Road, Royalla - Detailed assessment (Continued)

Staff at the time sought to ensure that any previous dwelling entitlements held by the property were carried forward in the new LEP, by making these uses permissible in Schedule 1 of the LEP. Currently, *Queanbeyan Local Environmental Plan 2012* lists one dwelling as permissible for the combined property on Lot 2 DP 555380 (see Item 20 of Schedule 1 of the Plan).

The owner in this instance as now provided Council with documentation addressed to him by the former Yarrowlumla Shire Council in 1997 (refer to Attachment 11) that confirms the owner had two dwelling entitlements on the combined holding, for Lot 1 and Lot 2 DP555380. From a review of Council records, it appears that there has been an error in that only one dwelling was listed in the new LEP instead of two dwellings for the combined property.

Council staff will now seek to reinstate the permissibility of this additional dwelling as part of the comprehensive local environmental plan it is preparing for the newly amalgamated Council area. This is likely to take approximately 12-18 months.

Other Comments

- The land is currently utilised for light grazing. It is significant biodiversity values (Box Gum Woodland) and is strategically important as Environmental Conservation land.
- This dwelling entitlement is a reinstatement of previous planning controls. It does confer some increased land value, albeit limited.
- It is considered reasonable to give the landowner some certainty that this matter will be addressed in the upcoming LEP.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS

ATTACHMENT 11 LOT 1 DP555380, OLD COOMA ROAD, ROYALLA - LETTER
DATED 16 MAY 1997 FROM THE FORMER YARROWLUMLA
SHIRE COUNCIL

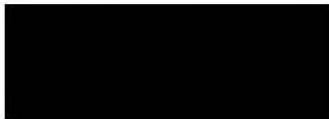
Yarrawlumla Shire Council

"Planning and Providing for the Best in Rural Living"

File:
Folio:
Contact:



16 May 1997



Dear Sir

RE: LOT 1, DP 555380 & LOT 152, DP 754912, PARISH OF TUGGERANONG

Reference your letter received 8 May 1997 regarding building entitlements on the above-mentioned land please be advised of the following:

Lot 1, DP 555380: This lot does have a building entitlement as it was created through a subdivision with the consent of Council and a dwelling could have been lawfully erected with the consent of Council prior to the gazettal of Amendment No. 6. (Clause 17(7)(C))

Lot 152, DP 754912: This allotment is an existing portion and was held with other land between 1960 through to 1985 when you purchased the allotment with Lot 2, DP 555380. Ever since 1985 this lot 152 has been held with lot 2 by yourself. As it has been held with other land and is within the 7(e) zone and is less than 80 hectares it does not have a building entitlement.

Should you wish to discuss this matter further please contact Council's Environment & Development Division on



Yours faithfully



D R ROUSE
Director of Environment & Development

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YARROWLUMLA SHIRE COUNCIL is the corporate name of YARROWLUMLA COUNCIL

ADMINISTRATION OFFICE: 11 Farrer Place, Queanbeyan 2620

POSTAL ADDRESS: PO Box 112, Queanbeyan NSW 2620

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

- ITEM 5.4 REVIEW OF REZONING AND DWELLING ELIGIBILITY
REQUESTS
- ATTACHMENT 12 METHODOLOGY FOR ASSESSING REZONING AND
DWELLING ELIGIBILITY REQUESTS - COUNCIL REPORT 12
SEPTEMBER 2018

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 12 - Methodology for Assessing Rezoning and Dwelling Eligibility Requests - Council Report 12 September 2018 (Continued)

Methodology for Assessing Rezoning and Dwelling Eligibility Requests

The objectives of the Rural Lands Study are:

- To identify and examine the strategic and legislative context, key trends and the social, economic (including agriculture), infrastructure and environmental issues affecting rural, rural residential and environmental land in the Palerang LGA.
- To work with the community in the development of the study in order to gain an understanding of the study findings.
- To prepare a strategy for rural and rural residential and environmental land in the Palerang LGA based on the analysis of data (including community consultation).
- To recommend an appropriate minimum lot size for dwellings on rural, rural residential and environmental land.
- To consider the benefits and disadvantages associated with rural lot size averaging.
- To recommend the location and amount (if any) of land that could be zoned from rural to rural residential. This will also address the individual rezoning requests deferred following the exhibition of the draft local environment plan.
- To consider whether individual requests for a dwelling to be permitted on certain land.

In assessing requests it is important that Council:

- Gain an understanding of the request by reviewing the land use planning and property history of the land that is the subject of the request.
- Consider the land use planning policy and legislative background.
- Consider the attributes of the land in association with the nature of the request, for example public road access, significant native vegetation known to be on the land or whether there is an existing dwelling.
- Consider the request against the Rural Lands Study criteria (p37).

The Rural Lands Study criteria are:

- Is the land an anomaly with regard to the current land use or are there other factors that warrant one-off support?
- If the proposal is not an anomaly or justified on special grounds as an ad hoc rezoning, the proposal must fit a broader pattern of logical extension of development. For example, fit a logical extension of an existing small properties zone or form part of a potential new zone.
- If it is possible to support the proposal, what ranking and timeline should be set for the particular proposal? Is there sufficient data from the applicant or should more be supplied to finalise a decision?
- Will the development of the land be self-funding with regard to adequate road access, power and bushfire protection measures?
- Does the proposal add benefit to the Queanbeyan-Palerang LGA i.e. not just a commuter satellite for Canberra?

It is also noted that one of the principles in the Rural Lands Study is:

- No.8 "Efficient use of hard and soft infrastructure, general principle, new rural residential development should cover its own cost of infrastructure,"
- 8C "limit supply of additional rural and environmental land uses in areas where the increase may generate demands for infrastructure improvements beyond what the development can fund" (p35)

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 12 - Methodology for Assessing Rezoning and Dwelling Eligibility Requests - Council Report 12 September 2018 (Continued)

In addition to the Rural Lands Study, it is necessary to take the following documents into account in considering each of the requests:

South-East and Tablelands Regional Plan 2036 - Relevant to these request is Direction 8 of the plan to "Protect important agricultural land".

Section 9.1 Ministerial Directions - Direction 1.2 Rural Zones states:

- (4) A planning proposal must:
 - (a) not rezone land from a rural zone to a residential, business, industrial, village or tourist zone.
 - (b) not contain provisions that will increase the permissible density of land within a rural zone (other than land within an existing town or village).

Additionally, Direction 1.5 Rural Lands states:

A planning proposal to which clause 3(b) applies must be consistent with the Rural Subdivision Principles listed in *State Environmental Planning Policy (Rural Lands) 2008*.

State Environmental Planning Policy (Rural Lands) 2008 - The SEPP includes rural planning principles which Council is required to apply in the preparation of LEPs (including amendments). These include:

Rural Planning Principles

- a) The promotion and protection of opportunities for current and potential productive and sustainable economic activities in rural areas,
- b) Recognition of the importance of rural lands and agriculture and the changing nature of agriculture and of trends, demands and issues in agriculture in the area, region or State,
- c) Recognition of the significance of rural land uses to the State and rural communities, including the social and economic benefits of rural land use and development,
- d) In planning for rural lands, to balance the social, economic and environmental interests of the community,
- e) The identification and protection of natural resources, having regard to maintaining biodiversity, the protection of native vegetation, the importance of water resources and avoiding constrained land,
- f) The provision of opportunities for rural lifestyle, settlement and housing that contribute to the social and economic welfare of rural communities,
- g) The consideration of impacts on services and infrastructure and appropriate location when providing for rural housing,
- h) Ensuring consistency with any applicable regional strategy of the Department of Planning or any applicable local strategy endorsed by the Director-General.

If the LEP amendment is to result in an amendment to the minimum lot size in the LEP the following Rural Subdivision Principles must be applied:

- a) The minimisation of rural land fragmentation,
- b) The minimisation of rural land use conflicts, particularly between residential land uses and other rural land uses,
- c) The consideration of the nature of existing agricultural holdings and the existing and planned future supply of rural residential land when considering lot sizes for rural lands,
- d) The consideration of the natural and physical constraints and opportunities of land,
- e) Ensuring that planning for dwelling opportunities takes account of those constraints.

5.4 Review of Rezoning and Dwelling Eligibility Requests

Attachment 12 - Methodology for Assessing Rezoning and Dwelling Eligibility Requests - Council Report 12 September 2018 (Continued)

Draft State Environmental Planning Policy – Primary Production and Rural Development –
This SEEP contains similar principles and also should be taken into account.

All planning proposals must:

- Be consistent with any applicable regional plans of the Department of Planning and Environment or any applicable local strategy endorsed by the Secretary
- Recognise the significance of agriculture and primary production to the State and rural communities, including the social and economic benefits of rural land use and development
- Aim to protect environmental values, having regard to maintaining biodiversity, the protection of native vegetation, cultural heritage, and the importance of water resources
- Consider the natural and physical constraints of the land
- Promote and protect opportunities for investment in productive, diversified, innovative and sustainable rural economic activities
- Support farmers in exercising their right to farm
- Prioritise efforts to minimise the fragmentation of rural land and reduce the risk of land use conflict, particularly between residential land uses and other rural land uses
- Consider the social, economic and environmental interests of the community.

In addition to the above, a planning proposal seeking to change minimum lot sizes must also demonstrate that it:

- Is consistent with the priority of minimising rural land fragmentation and land use conflict
- Will not adversely affect the operation and viability of existing and future rural land uses and related enterprises, including supporting infrastructure and facilities that are essential to rural industries or supply chains

Where it is for rural residential purposes:

- Is appropriately located taking account of the availability of human services, utility infrastructure, transport and proximity to existing centres
- Is necessary taking account of existing and future demand and supply of rural residential land.

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

- | | |
|--------------|--|
| ITEM 5.5 | COMPREHENSIVE LOCAL ENVIRONMENTAL PLAN -
PROGRESS, ISSUES, NEXT STEPS |
| ATTACHMENT 1 | QPRC LOCAL ENVIRONMENTAL PLAN PROGRAM AUGUST
2018 - BACKGROUND PAPER |

**Queanbeyan-Palerang Regional Council
New Comprehensive Local Environmental Plan Program
August 2018**

**5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps
Attachment 1 - QPRC Local Environmental Plan Program August 2018 -
Background Paper (Continued)**

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5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps Attachment 1 - QPRC Local Environmental Plan Program August 2018 - Background Paper (Continued)

Introduction

In May 2016 the New South Wales State Government announced the former Palerang and Queanbeyan Local Government Area's (LGA) were to be amalgamated to form Queanbeyan-Palerang Regional Council (QPRC).

The NSW Department of Planning and Environment (DPE) has prepared a document titled *Guidance for merged councils on planning functions* which sets out the land use planning matters for new council's to consider whilst implementing a merger.

In accordance with the DPE's guidance material, the harmonisation of local planning controls is an important action for new council's. Accordingly, QPRC's Land Use Planning team has now commenced the process of examining the actions required to prepare a new comprehensive LEP for the Queanbeyan-Palerang LGA.

Purpose

The purpose of this paper is to provide details in respect of the planning issues to be resolved before a new comprehensive LEP can be established. These planning issues are broadly broken into two main categories:

1. Outstanding policy matters to be resolved including making amendments to zones where required, considering the appropriateness of certain zones in particular circumstances, requests for dwelling entitlements and other matters detailed later in this paper, and
2. Issues associated with differences between the respective LEPs that apply in terms of both the permissibility of land uses in different zones and the application of local provisions.

Section One - Planning Policy Issues to Be Addressed in New LEP.

As noted above, this section of the paper seeks to identify new and outstanding policy matters that will be addressed during the preparation of the new LEP. These matters include making amendments to zones where required, considering the appropriateness of certain zones in particular circumstances, requests for dwelling entitlements and other matters detailed below.

Averaging Subdivision

Council staff suggest that the application of the 'averaging' provisions and minimum lot sizes in the rural and E4 Environmental Living landuse zones require review to achieve:

- consistency in planning provisions across the newly combined area, and
- consider the planning merits of continuing the current approach

However, given the substantial task of preparing a draft comprehensive LEP, that the Palerang Rural Lands Study has only been relatively recently adopted by Council and the review is a considerable task it is felt that this matter should be postponed until after the new LEP has been gazetted.

Scenic Protection

During the development of the *Palerang Local Environmental Plan 2014*, the inclusion of a scenic protection area being included in the LEP or DCP was discussed. It was agreed that it would be considered following the gazettal of the LEP. No work has been undertaken on this matter. The *Queanbeyan Local Environmental Plan 2012* does contain a scenic protection map. It is suggested

5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps Attachment 1 - QPRC Local Environmental Plan Program August 2018 - Background Paper (Continued)

that staff review the planning merits of including a scenic protection map in the former Palerang area, but that this be considered for inclusion after the comprehensive LEP have been developed.

E4 Environmental Living Zoning Wamboin and Bywong Areas

Council has resolved to review the E4 Environmental Living landuse zone in the localities of Bywong and Wamboin. It is suggested that if Council agrees to the amendment of the E4 Environmental Living landuse zone following a report to Council and if the timing is appropriate then the amendment could be included in the draft LEP, otherwise undertaken as a subsequent amendment to the new comprehensive LEP.

Animal Boarding and Training Establishments

Given that the standard instrument LEP has now combined both of these uses into a single definition, a new clause is proposed to be included in the draft LEP that seeks to minimise potential impacts on neighbours (particularly from the animal boarding component).

'Restaurants or Cafes' and 'Function Centres' in E4 Environmental Living Zone

Both of these uses are currently permissible with consent in this zone under the *Palerang LEP 2014* whereas they are prohibited under *Queanbeyan LEP 2012*. It is recommended these uses be made permissible with consent under the new LEP but that an appropriate clause be inserted into the plan to manage potential impacts on neighbours.

Dual Occupancy Development in Rural and Environmental Zones

One unresolved policy matter arising from the comparison of LEPs has been the suitability of dual occupancy developments in rural and environmental zones across the combined LGA. These uses are generally 'permissible with consent' in the former Palerang area but are 'prohibited' in the former Queanbeyan area. However both plans also provide for secondary dwellings.

The key distinction between each land use is that there is no limit on the size of a dwelling that may be constructed as a dual occupancy, whereas a secondary dwellings can only be of a relatively small size (ie, a 'granny flat').

There is a concern that allowing two large properties to be built on one parcel of land may not be a desirable planning outcome. Where two large dwellings are constructed on a lot in rural areas, it has been Council's experience that owners can find it difficult to then sell land in the future due to its high price relative to other rural properties. In these circumstances owners often approach the Council asking for the land to be subdivided below the minimum lot area so it can be sold.

No final decision on this matter has been made at this time, however staff will continue to research this issue in discussion with relevant government agencies with a view to making a final decision (with Council endorsement) prior to the LEP being finalised.

Signage in Rural Areas

Council staff are aware there are a number of instances of unapproved signage that have been erected in rural areas. In some instances these represent 'business identification signs' that provide information in respect of the land upon which they are erected, however in other instances they are 'advertising signs' that advertise products/services not directly related to the land.

Council staff are intending to consider this issue further during the development of the new LEP.

5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps Attachment 1 - QPRC Local Environmental Plan Program August 2018 - Background Paper (Continued)

Updating Heritage schedule

It is intended that the respective heritage schedules from each LEP will now be merged into a single new schedule. Council staff will continue to monitor any new proposed listings and consider these for inclusion when the new LEP is drafted.

Googong Urban Release Area Changes

Council staff will be undertaking a number of amendments in respect of the Googong Urban Release Area, including:

- reviewing the existing B2 Local Centre zone at Googong to ensure it reflects the intended boundaries of the proposed commercial area for the urban release area (including amendments will also be made to the respective height of building maps),
- updating the relevant maps illustrating of the Googong Common to reflect its final layout,
- drafting new exempt development provisions into the LEP that will allow for fixed signage in limited circumstances (to allow time limited advertising of the release area), and
- considering an amendment to the building heights map for a proposed aged housing site near the proposed local centre.

Dwelling 1738 Old Cooma Rd

Council staff have become aware that a dwelling entitlement previously held by an owner of land at 1738 Old Cooma Road (comprising Lots 1-2 DP 555380, and Lot 152 DP 754912) was inadvertently removed when *Queanbeyan LEP 2012* came into effect.

When *Queanbeyan LEP 2012* was gazetted it was decided to zone the subject property to E2 Environmental Conservation in recognition of the significant biodiversity values on the site.

Staff at the time sought to ensure that any previous dwelling entitlements held by the property were carried forward in the new LEP, by making these uses permissible in Schedule 1 of the LEP. Currently, *Queanbeyan Local Environmental Plan 2012* lists one dwelling as permissible for the combined property on Lot 2 DP 555380 (see Item 20 of Schedule 1 of the Plan).

The owner in this instance as now provided Council with documentation addressed to him by the former Yarrowlumla Shire Council in 1997 (that confirms the owner had two dwelling entitlements on the combined holding, for Lot 1 and Lot 2 DP555380. From a review of Council records, it appears that there has been an error in that only one dwelling was listed in the new LEP instead of two dwellings for the combined property.

Council staff will now seek to reinstate the permissibility of this additional dwelling on Lot 1 DP555380 by including this in Schedule One of the new plan.

Popup events

Staff have been discussing the permissibility of various 'pop-up' and other social/community events across the LGA. Often these can be prohibited by the relevant planning instruments (or require significant approvals) which have the effect of discouraging this events. Such events contribute significant social and economic benefits for communities.

Whilst no specific controls have been drafted at this time, Council staff will continue to work with Council's Community Choice team with a view to including any necessary amendments to assist in allowing such uses with suitable controls as required.

5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps Attachment 1 - QPRC Local Environmental Plan Program August 2018 - Background Paper (Continued)

Section Two – Local Environmental Plan Comparison

The purpose of this paper is to provide an analysis of the various standard instrument local environmental plans (LEPs) that currently apply to the newly amalgamated Queanbeyan-Palerang Regional Council (QPRC), with a view to making recommendations as to how the respective plans might be combined into a new comprehensive LEP.

The paper identifies both:

- inconsistencies in permissible land uses between any common zones contained in the various LEPs, and
- inconsistencies in any planning provisions or clauses contained in those respective instruments.

It is not the intent of this paper to consider broader strategic planning issues confronting the new LGA (although these are being considered as part of other research being undertaken). Rather this paper seeks to set out the existing differences between the respective LEPs and how those differences might be reconciled in the preparation of a new comprehensive plan for the combined LGA.

Local Environmental Plans applying to QPRC

The following LEPs are currently applicable to QPRC.

Former Queanbeyan SI LEPs	Former Palerang SI LEPs
<i>Queanbeyan LEP 2012</i>	<i>Palerang LEP 2014</i>
<i>Queanbeyan LEP (South Tralee) 2012</i>	
<i>Queanbeyan LEP (Poplars) 2013</i>	

It should be noted that some small areas of Queanbeyan are still subject to older LEPs (ie, *Queanbeyan LEP 1991*, *Queanbeyan LEP 1998* and *Yarrowlumla LEP 2002*) as a consequence of land being deferred from LEPs in the past. Those planning instruments will be progressively repealed as the current LEPs for South Jerrabomberra, North Tralee and Jumping Creek are finalised, and when a new combined LEP for Queanbeyan-Palerang is gazetted. Accordingly those plans have not been reviewed as part of this report.

In the circumstances where a particular zone exists in only one LEP, it is proposed to initially transfer the existing zoning table for that zone into a combined LEP with no changes.

Land Use Table Comparison

Rural Zones

At this time, there are no common rural zones between the various plans. Accordingly the current rural zones set out in the respective LEPs (ie, RU1 Primary Production, RU2 Rural Landscape and RU5 Village) can be merged into a new comprehensive LEP for the amalgamated area with little policy consequence.

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Residential Zones

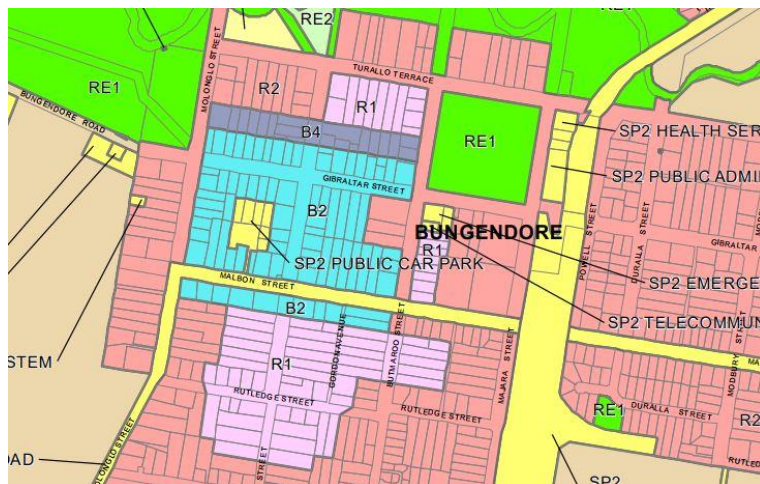
R1 General Residential

The following LEPs currently include the R1 General Residential Zone:

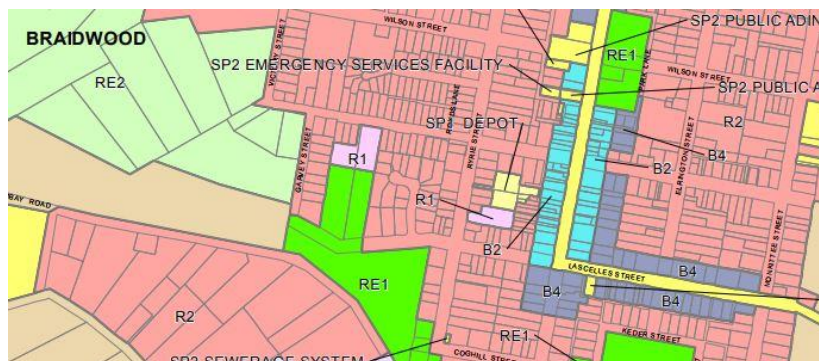
Former Queanbeyan SI LEPs	Former Palerang SI LEPs
Queanbeyan LEP 2012	Palerang LEP 2014
Queanbeyan LEP (South Tralee) 2012	

In the former Queanbeyan area the R1 General Residential zone is used exclusively for identified urban release areas (for example Googong and South Jerrabomberra). This is to ensure there is suitable flexibility as an urban release area proceeds with a view to refining the zoning when fully developed. Conversely, the R1 zone in the former Palerang area it is used to identify areas where residential development other than low density residential development can occur (see maps below).

Bungendore R1 General Residential Zone



Braidwood R1 General Residential Zone



A comparison of the application of the R1 General Residential Zone under each of the respective LEPs has revealed the following inconsistencies.

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Home business in R1 Zone

There are some differences in the permissible uses for **home business** under the respective LEPs. However under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* ('the *Exempt and Complying SEPP*') this land use is 'permissible without consent' in all zones regardless.

It is recommended **home business** be shown as 'permissible without consent' under a combined LEP consistent with the *Exempt and Complying SEPP*.

Home based childcare in R1 Zone

The permissibility of **home based childcare** is different in each LEP at this time. Regardless, it is 'permissible without consent' under the *Exempt and Complying SEPP* where not located within a bushfire prone area.

Accordingly, it is recommended **home based childcare** be shown as 'permissible with consent' to allow the use to occur within this zone, including bushfire prone land provided an assessment of bushfire risk is also undertaken.

Tourist and visitor accommodation in R1 Zone

In respect of tourist and visitor accommodation type uses, both **backpacker's accommodation** and **hotel and motel accommodation** are currently 'prohibited' in this zone under the respective Queanbeyan LEPs but are 'permissible with consent' under the Palerang LEP. Conversely **serviced apartments** are 'permissible with consent' under the Queanbeyan LEPs but 'prohibited' under the Palerang LEP.

It is recommended **backpacker's accommodation, hotel and motel accommodation** and **serviced apartments** should be 'permissible with consent' under a combined LEP. These are not considered to be fundamentally inconsistent uses in the zones and would require a development application regardless. There is unlikely to be a backpacker's accommodation development in the urban release areas as there is limited tourism value.

Registered clubs and veterinary hospitals in R1 Zone

There is general consistency between the respective LEPs in regards to commercial uses in the R1 General Residential zone, with most uses being prohibited. However there are some differences, for example both **registered clubs** and **veterinary hospitals** are 'permissible with consent' under the respective Queanbeyan LEPs whereas both are 'prohibited' under the Palerang LEP.

It is recommended that **registered clubs** and **veterinary hospitals** be made 'permissible with consent' under a combined LEP given the R1 zone is used for urban release areas.

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Waste or resource management facilities in R1 Zone

Waste or resource management facilities are 'permissible with consent' under the respective Queanbeyan LEPs but are 'prohibited' under the Palerang LEP in this zone. The permissibility of these facilities in this zone are also set out in *State Environmental Planning Policy (Infrastructure) 2007* ('the *Infrastructure SEPP*') where it is not permissible.

It is recommended that **waste or resource management facilities** be made 'prohibited' under a combined LEP for this zone given such uses could conflict with the residential intent of the zone. This use is best regulated by the provisions of the *Infrastructure SEPP*.

Water supply systems in R1 Zone

Water supply systems are permissible under the Palerang LEP but prohibited under the respective Queanbeyan LEPs. Again, the permissibility of these facilities are also set out under the *Infrastructure SEPP*.

It is recommended that **water supply systems** be made 'permissible with consent' under a combined LEP recognising the R1 is primarily used for urban release areas, that it is key lead in infrastructure and may be undertaken by the proponents rather than Council.

Information and education facilities and public administration buildings in R1 Zone

Both **information and education facilities** and **public administration buildings** are 'permissible with consent' under the Queanbeyan LEPs but are prohibited under the Palerang LEP. The permissibility of **public administration buildings** are set out in the *Infrastructure SEPP*. It is recommended that this use be made 'permissible with consent' as they would predominantly be carried out by public authorities in any event.

It is recommended that both **information and education facilities** and **public administration buildings** be made 'permissible with consent' as they would predominantly be carried out by public authorities.

Building identification signs and business identification signs in R1 Zone

In respect of signage, both **building identification signs** and **business identification signs** are 'permissible with consent' under the Palerang LEP but are both prohibited under the respective Queanbeyan LEPs. Whilst commercial uses are generally restricted in the R1 General Residential zone, it is considered appropriate that existing business be able to have some signage. However, this should also require the consent of council.

Accordingly it is recommended both **building identification signs** and **business identification signs** be made 'permissible with consent' in this zone under a combined LEP.

Recreation areas, recreational facilities (indoor) and recreational facilities (outdoor) in R1 Zone

In respect of recreational land uses, **recreation areas, recreational facilities (indoor)** and **recreational facilities (outdoor)** all are permissible with consent under the respective Queanbeyan LEPs but are prohibited under the Palerang LEP.

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It is recommended **recreation areas, recreational facilities (indoor) and recreational facilities (outdoor)** be made 'permissible with consent' under a combined planning instrument given R1 zone is primarily used for urban release areas in the former Queanbeyan area. The uses are probably unlikely in the former Palerang R1 areas, regardless consent would be required for development in any circumstance.

Environmental protection works in R1 Zone

Finally, **environmental protection works** are permissible without consent under the Queanbeyan LEPs but require consent under the Palerang LEP. It is unclear what environmental protection works would be required to be undertaken in an urban residential environment (more relevant to rural properties). Accordingly, it is recommended consent be required for such a use.

It is recommended **environmental protection works** be 'permissible with consent' under a combined planning instrument for this zone.

R2 Low Density Residential

There are two LEPs containing the R2 Low Density Residential Zone within the amalgamated area. These are:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Former Palerang SI LEPs

Palerang LEP 2014

Residential accommodation in R2 Zone

In respect of residential uses, there are some differences in permissible uses between the LEPs. **Dual occupancies** (both attached and detached) are 'prohibited' under the Queanbeyan plan but are 'permissible with consent' under the Palerang plan. Similarly, both **semi-detached dwellings** and **shop-top housing** are 'prohibited' under the Queanbeyan plan but are 'permissible with consent' under the Palerang plan.

It is recommended that **dual occupancies** be made 'permissible with consent' under a combined plan, and supported with additional provisions limiting the size of the lot on which it may be erected (these controls already exist for R3 and R4 zones).

It is also recommended **semi-detached dwellings** be made 'permissible with consent' under a combined plan as any lot would be required to meet the minimum lot size regardless.

Shop-top housing however should be 'prohibited' to remove the potential for unit style developments in this low density zone.

Home based childcare in R2 Zone

The permissibility of **home based childcare** is different in each LEP at this time ('prohibited' under Queanbeyan and 'permissible with consent' in Palerang). Regardless, it is permissible without consent under the *Education SEPP* where not located within a bushfire prone area.

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It is recommended **home based childcare** be shown as 'permissible with consent' under a combined LEP to reflect the *Education SEPP* and to allow consideration of this use in this zone subject to bushfire assessment.

Home business in R2 Zone

Home business is also treated differently in the respective LEPs for this zone noting they are 'permissible without consent' in this zone under the *Exempt and Complying SEPP* regardless.

It is recommended **home business** be shown as 'permissible without consent' in a combined LEP to reflect the *Exempt and Complying SEPP*.

Tourist and visitor accommodation in R2 Zone

In respect of types of tourist and visitor accommodation, most uses are the same between the LEPs with the exception of **backpackers accommodation** which is 'permissible with consent' under Palerang but 'prohibited' in Queanbeyan.

Given the low density residential nature of the zone and the potential for land use conflict, it is recommended **backpackers accommodation** be 'prohibited' under a combined LEP. This would still allow **bed and breakfast** accommodation to be undertaken with consent and ensure there is both a restriction on occupant numbers, and, the property owner is on site to supervise the visitors and manage any impacts on neighbours.

Further **caravan parks** are 'permissible with consent' under the Queanbeyan LEP but 'prohibited' under Palerang.

Given the potential for land use conflict it is recommended **caravan parks** be 'prohibited' in this zone. Existing public caravan parks should be zoned RE1 Public Recreation. Existing private caravan parks should instead be zoned RE2 Private Recreation.

Sewerage treatment plants in R2 Zone

Sewerage treatment plants are currently prohibited under the Queanbeyan LEP but 'permissible with consent' under the Palerang LEP. These are also regulated under the *Infrastructure SEPP* where they are not permissible in this zone.

Given the potential for land use conflict it is recommended **sewerage treatment plants** be 'prohibited' under a combined LEP for this zone. The use is best regulated by the provisions of the *Infrastructure SEPP*.

Water storage facilities in R2 Zone

Water storage facilities are also currently prohibited under the Queanbeyan LEP but 'permissible with consent' under the Palerang LEP. Again, these are also regulated under the *Infrastructure SEPP* where they are not permissible in this zone.

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Given the potential for land use conflict it is recommended **water storage facilities** be 'prohibited' under a combined LEP in this zone. The use is best regulated by the provisions of the *Infrastructure SEPP*. This would not restrict the use of a water tank as an ancillary use to any residence.

Places of public worship and information and educational facilities in R2 Zone

Places of public worship and **information and educational facilities** are currently 'prohibited' under the Palerang LEP but 'permissible with consent' under the Queanbeyan LEP.

Given the potential for land use conflict in what is primarily a residential zone it is recommended both uses be 'prohibited' under a combined LEP for this zone. Existing developments of this nature (if any) would retain existing use rights to continue however new establishments of this type are best placed in a different zone.

Boat sheds, moorings, jetties and water recreation structures in R2 Zone

In respect of recreational type land uses, there are some differences between the LEPs. **Boat sheds, moorings, water recreation structures, jetties** and **boat launching ramps** are 'permissible with consent' in Queanbeyan but 'prohibited' in Palerang. There is unlikely to be a demand for these uses in the low density areas of former Queanbeyan. Accordingly it is recommended these uses be prohibited under a combined LEP.

Boat sheds, moorings, water recreation structures, jetties and **boat launching ramps** should be 'prohibited' under a combined plan as they are unlikely to occur in the zone in any event.

R5 Large Lot Residential

There are two LEPs containing the R5 Large Lot Residential Zone within the amalgamated area. These are:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Former Palerang SI LEPs

Palerang LEP 2014

Under *Queanbeyan LEP 2012* this zoning applies to the Weetalabah subdivision and small areas of rural residential land to the north of Googong township. Under *Palerang LEP 2014* this zoning applies to the large lot subdivision to the north west of Bungendore which has town water but not reticulated sewer.

Intensive plant agriculture and farm buildings in R5 Zone

In respect of agricultural type land uses, **horticulture, viticulture** and **farm buildings** are 'permissible with consent' under Palerang but are 'prohibited' in Queanbeyan.

It is recommended all should be made 'permissible with consent' for this zone as the zone provides for small scale agricultural opportunities and these types of development would require a development application in any event.

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Residential accommodation in R5 Zone

In respect of residential type uses, **dual occupancies** and **group homes** are both 'prohibited' under Queanbeyan LEP in this zone but are 'permissible with consent' under the Palerang LEP. These are not considered to be inappropriate uses in a large lot zone, however there is the potential for residents to over capitalise the property and find it difficult to sell in the future with two large dwellings. This then leads to requests to subdivide the land.

It is recommended **group homes** be made 'permissible with consent' as the zones are generally located at the edge of existing urban areas and are not considered fundamentally inappropriate land uses.

Note: It is recommended that the permissibility of **dual occupancies** in this zone be discussed at a future workshop

Home-based childcare in R5 Zone

The permissibility of **home-based childcare** within this zone is different in each LEP ('prohibited' under Queanbeyan and 'permissible with consent' in Palerang). Regardless, the use is 'permissible without consent' under the *Education SEPP* where not located within a bushfire prone area.

It is recommended it be shown as 'permissible with consent' under each LEP to reflect the *Education SEPP* and to allow consideration of the use if located in a bush fire prone area.

Home business in R5 Zone

Home business is also treated differently in the respective LEPs for this zone (consent required under Queanbeyan – no consent required under Palerang) noting the use is 'permissible without consent' in this zone under the *Exempt and Complying SEPP* regardless.

It is recommended it be shown as 'permissible without consent' in both LEPs to be consistent the *Exempt and Complying SEPP*.

Tourist and visitor accommodation in R5 Zone

In respect of types of tourist and visitor accommodation, most uses are the same between the LEPs with the exception of **backpackers accommodation** which is 'permissible with consent' under Palerang but 'prohibited' in Queanbeyan.

Given the residential nature of the zone and the potential for land use conflict it is recommended **backpackers accommodation** be 'prohibited' under a combined LEP. This would still allow **bed and breakfast** accommodation to be undertaken with consent and ensure there is both a restriction on occupant numbers, and, the property owner is on site to supervise the use.

Retail premises in R5 Zone

In respect of commercial type land uses, there are a number of differences between the LEPs. Both **cellar door premises** and **neighbourhood shops** are 'permissible with consent' under the Palerang LEP but are 'prohibited' under Queanbeyan.

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It is recommended **cellar door premises** be made 'permissible with consent' (given **horticulture** and **viticulture** are also permissible developments) but that **neighbourhood shops** be 'prohibited' in this zone given its predominantly residential character.

Conversely **landscape material supplies, markets** and **plant nurseries** are 'permissible with consent' under the Queanbeyan LEP but are 'prohibited' in Palerang.

None are considered to be suitable uses in a predominantly residential area. Accordingly it is recommended all be made 'prohibited' under both LEPs in this zone.

Water supply systems in R5 Zone

Both **water storage facilities** and **water treatment facilities** are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP. They are also regulated under the State Government's *Infrastructure SEPP* (ISEPP).

Both should be made 'prohibited' under a combined LEP and regulated under the *Infrastructure SEPP*.

Sewerage systems in R5 Zone

Both **sewerage treatment plants** and **water recycling facilities** are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP. They are also regulated under the State Government's *Infrastructure SEPP* (ISEPP).

Both should be made 'prohibited' under a combined LEP and regulated under the *Infrastructure SEPP*.

Child care centres in R5 Zone

Child care centres are 'prohibited' under the Queanbeyan LEP in this zone but are 'permissible with consent' under the Palerang LEP. They are also regulated by the *Education SEPP*. They are not considered to be an inappropriate use in the zone with appropriate design controls.

It is recommended **child care centres** be 'permissible with consent' under a combined LEP in this zone.

Recreational facilities (indoor) in R5 Zone

In respect of recreational type uses, **recreation facilities (indoor)** are 'permissible with consent' under the Palerang LEP but are 'prohibited' under the Queanbeyan LEP.

It is recommended **recreation facilities (indoor)** be 'permissible with consent' under a combined LEP as any development would require a development application in any event.

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Environmental protection works in R5 Zone

The last remaining inconsistency for this zone is **environmental protection works**. These are 'permissible without consent' under the Queanbeyan LEP but require consent under the Palerang LEP. It is appropriate works be allowed with the consent of council to ensure they are carried out correctly.

It is recommended **environmental protection works** be 'permissible with consent' under both LEPs for this zone.

Commercial Zones

B1 Neighbourhood Centre

There are three LEPs containing the B1 Neighbourhood Centre zone within the amalgamated council area, however all of these are located within the former Queanbeyan area. These are:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Queanbeyan LEP (South Tralee) 2012

Queanbeyan LEP (Poplars) 2013

Former Palerang SI LEPs

In the case of *Queanbeyan LEP 2012* this applies to Karabar and Jerrabomberra centres. For *Queanbeyan (South Tralee) LEP 2012* this applies to the proposed commercial centre and for *Queanbeyan (Poplars) LEP 2013* this applies to the proposed commercial centre.

Residential accommodation and serviced apartments in B1 Zone

Group homes, seniors housing and serviced apartments are all 'permissible with consent' under the Queanbeyan and South Tralee LEPs but are 'prohibited' under the Poplars LEP. These uses were prohibited under the Poplars LEP due to aircraft noise concerns from Canberra Airport. The Poplars is located between the ANEF 20 and 25 contours.

Given the State Government's position in respect of not allowing any noise sensitive uses between the ANEF 20 and 25 contours, it is recommended all three uses be made 'prohibited' under all three LEPs. Council will add these uses to Schedule 1 for land at South Tralee recognising they are currently permissible.

Certain retail premises in B1 Zone

Cellar doors, pubs, landscaping material supplies and roadside stalls are all 'permissible with consent' under the South Tralee LEP but 'prohibited' under the Queanbeyan and Poplars LEP.

Council will add these uses to Schedule 1 for land at South Tralee recognising they are currently permissible.

Hardware and building supplies premises are 'permissible with consent' under the Queanbeyan and Poplars LEPs but 'prohibited' under the South Tralee LEP.

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Council will add these uses to Schedule 1 for land at South Tralee recognising they are currently permissible.

Car parks in B1 Zone

Car parks are 'permissible with consent' under the Queanbeyan and South Tralee plans but 'prohibited' in The Poplars. Car parks are an appropriate use to support business and other uses (including community).

It is recommended **car parks** be 'permissible with consent' under all of the respective plans for this zone.

Roads in B1 Zone

Roads are required to be either 'permitted without consent' or 'permitted with consent' for this zone under the Standard Instrument. **Roads** are also regulated under the ISEPP where they are 'permissible without consent' for a public authority.

It is recommended **roads** should be 'permitted with consent' to allow roads to be constructed by the private sector with consent if required.

Information and education facilities in B1 Zone

Information and education facilities are not considered to be inappropriate developments in a commercial area.

It is recommended **information and education facilities** be 'permitted with consent' in this zone under the Poplars plan similar to both Queanbeyan and South Tralee.

Signage in B1 Zone

Signage is considered to be an appropriate use in a commercial area.

It is recommended **signage** be 'permitted with consent' in this zone under the South Tralee plan as it is for both Queanbeyan and the Poplars plans.

Environmental facilities in B1 Zone

Environmental facilities are unlikely to occur in this zone.

Therefore, it is recommended **environmental facilities** be 'prohibited' in the Poplars LEP as it is for Queanbeyan and South Tralee LEPs (currently 'prohibited' under both).

Recreation areas in B1 Zone

Recreation areas are not considered to be an inappropriate use for the zone if desirable (swings, parks, etc)

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Recreation areas should be 'permitted with consent' in the Queanbeyan and South Tralee LEPs as it is for the Poplars LEP (currently 'prohibited' under both).

B2 Local Centre

There are two LEPs containing the B2 Local Centre zone. These are:

Former Queanbeyan SI LEPs	Former Palerang SI LEPs
Queanbeyan LEP 2012	Palerang LEP 2014

Under *Queanbeyan LEP 2012*, the B2 zone applies to the proposed town centre at Googong, while under *Palerang LEP 2014* it applies to much of the commercial areas of Bungendore and Braidwood with frontage to a main street.

Residential accommodation in B2 Zone

In respect of residential type land uses, **hostels, multi dwelling housing, residential flat buildings** and **seniors housing** are all 'permissible with consent' under Queanbeyan but are 'prohibited' under Palerang. B2 zone in Queanbeyan is the Googong whilst the B2 in Palerang is located in Bungendore and Braidwood.

It is recommended that all these uses be made 'prohibited' in the zone, but, with an amendment to Schedule One to provide for these uses specifically at Googong if required.

Home business, home based child care and home occupation (sex services) in B2 Zone

Home business, home based child care and **home occupation (sex services)** are 'prohibited' under the Queanbeyan LEP but 'permissible with consent' under the Palerang LEP. They are not considered to be an inappropriate use for the zone provided consent is required to address any local impacts.

It is recommended these uses be 'permitted with consent' under the comprehensive LEP in this zone.

Sex service premises in B2 Zone

Sex service premises are 'prohibited' in this zone under the Queanbeyan LEP but are 'permissible with consent' under Palerang. Home occupation (sex services) has been permitted in this zone however stand-alone brothels would not be considered desirable or necessary.

It is recommended **sex service premises** be 'prohibited' under both LEPs in this zone.

Veterinary hospitals in B2 Zone

Conversely **veterinary hospitals** are 'permissible with consent' under the Queanbeyan LEP but 'prohibited' under the Palerang LEP. This is not considered to be an inappropriate use in a commercial zone.

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It is recommended **veterinary hospitals** be 'permissible with consent' in this zone under both LEPs.

Home industries in B2 Zone

Home industries are 'permissible with consent' under Palerang but are 'prohibited' under Queanbeyan. They are considered an appropriate use in the zone with consent.

It is recommended **home industries** be 'permissible with consent' under both LEPs.

Vehicle repair stations in B2 Zone

Vehicle repair stations are 'prohibited' under Palerang but are 'permissible with consent' under Queanbeyan. They are considered an appropriate use in the zone with consent.

It is recommended **vehicle repair stations** be made 'permissible with consent' under both plans.

Water recycling facilities and water treatment facilities in B2 Zone

Water recycling facilities and **water treatment facilities** are both 'permissible with consent' under Palerang but 'prohibited' under Queanbeyan in this zone. These uses are also regulated under the *Infrastructure SEPP*.

It is recommended **water recycling facilities** and **water treatment facilities** be 'prohibited' under both LEPs in this zone and regulated by the *Infrastructure SEPP*.

Environmental facilities in B2 Zone

Environmental facilities are currently 'prohibited' under the Palerang LEP for this zone but are 'permissible with consent' under the Queanbeyan LEP. They are considered to be an unlikely use in the zone.

Environmental facilities should be made 'prohibited' under both LEPs for this zone.

B4 Mixed Use

There are three LEPs containing the B4 Mixed Use Zone within the amalgamated council area. These are:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Queanbeyan (South Tralee) LEP 2012

Former Palerang SI LEPs

Palerang LEP 2014

In the case of Queanbeyan LEP 2012 this zone covers an area in Crawford Street north of the CBD and the areas containing the existing fast food outlets, while for Queanbeyan (South Tralee) LEP 2012 it covers an area adjoining the future commercial area. For Palerang LEP 2014 it applies to an area adjoining the B2 Local Centre areas both at Bungendore and at Braidwood.

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Residential accommodation in B4 Zone

Attached dwellings, dwelling houses, secondary dwellings and semi-detached dwellings are all 'permitted with consent' under the Palerang LEP but are 'prohibited' under the Queanbeyan and South Tralee LEPs.

It is recommended these be made 'permissible with consent' for both Queanbeyan and South Tralee. These are not considered to be inappropriate use having regard to the other residential type uses already permissible in the zone.

Conversely, **hostels and residential flat buildings** are both 'permitted with consent' under the Queanbeyan and South Tralee plans but are 'prohibited' under the Palerang LEP.

It is recommended these also be made 'permissible with consent' under the Palerang LEP. These are not considered to be inappropriate use having regard to the other residential type uses already permissible in the zone.

Home based child care, home business, home occupations and home occupation (sex services) in B4 Zone

Home based child care, and home occupation (sex services) are all dealt with differently in this zone under each LEP.

It is recommended **home business and home occupations** be 'permissible without consent' and that **home-based childcare and home occupation (sex services)** be permissible with consent.

Tourist and visitor accommodation in B4 Zone

Bed and breakfast accommodation is 'prohibited' under both Queanbeyan LEPs but is 'permissible with consent' for this zone under the Palerang LEP.

It is recommended **bed and breakfast accommodation** be made 'permissible with consent' under all these LEPs as it is not considered to be an inappropriate use for the zone where there is an existing dwelling.

Similarly, **farm stay accommodation** is 'prohibited' under both Queanbeyan LEPs but is 'permissible with consent' for this zone under the Palerang LEP.

It is recommended this use be made 'prohibited' under all these LEPs recognising it is unlikely any farms are located within this zone.

Further it is recommended all **tourist and visitor accommodation** uses be 'permissible with consent' as they are not considered to be an inappropriate use in the zone.

Amusement centres in B4 Zone

Amusement centres are 'prohibited' under both Queanbeyan LEPs but are 'permissible with consent' for this zone under the Palerang LEP.

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It is recommended **amusement centres** be made 'permissible with consent' under all these LEPs as this is not considered to be an inappropriate use for this zone.

Home industries in B4 Zone

Similarly, **home industries** are 'prohibited' under both Queanbeyan LEPs but are 'permissible with consent' for this zone under Palerang LEP. Again this is not considered an inappropriate use in the zone with consent.

It is recommended **home industries** be made 'permissible with consent' for this zone under all these LEPs.

Water recycling facilities and water storage facilities in B4 Zone

Water recycling facilities and **water storage facilities** are both 'permissible with consent' under Palerang but 'prohibited' under the Queanbeyan LEPs in this zone. These uses are also regulated under the *Infrastructure SEPP*.

It is recommended both **water recycling facilities** and **water storage facilities** uses be made 'prohibited' and regulated by the Infrastructure SEPP.

Electricity generating works in B4 Zone

Electricity generating works are 'prohibited' under both Queanbeyan LEPs but are 'permissible with consent' for this zone under Palerang LEP. These uses are also regulated under the *Infrastructure SEPP*.

It is recommended **electricity generating works** be made 'permissible with consent'.

Roads in B4 Zone

Roads are 'permissible with consent' under all plans except South Tralee where they are 'permissible without consent'. It is considered appropriate that any road works should require consent.

Roads should be 'permissible with consent' under all plans.

Recreation areas in B4 Zone

Recreation areas are 'permissible with consent' under the Palerang LEP but 'prohibited' in this zone under the Queanbeyan and South Tralee LEPs. Given the nature of the zone it is appropriate for playgrounds, sporting facilities and parks to be permissible subject to development consent in order to allow local impacts to be assessed.

It is recommended **recreation areas** be made 'permissible with consent'.

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Recreation facilities (outdoor) in B4 Zone

Recreation facilities (outdoor) are currently shown as 'permissible with consent' under Palerang but 'prohibited' in this zone under the Queanbeyan and South Tralee LEPs. It is appropriate that proposals for any uses can be considered but that any development require consent to address local impacts.

It is recommended **recreation facilities (outdoor)** be made 'permissible with consent'.

Environmental protection works in B4 Zone

Environmental protection works are 'permissible without consent' under the Queanbeyan LEP but require consent under the Palerang LEP. It is appropriate works be allowed with the consent of council to ensure they are carried out correctly.

Environmental protection works should be 'permissible with consent' in this zone for all LEPs.

Mortuaries in B4 Zone

Mortuaries are 'prohibited' under both Queanbeyan LEPs but are 'permissible with consent' for this zone under the Palerang LEP. Mortuaries may promote land use conflict in a semi-residential zone and can be accommodated elsewhere.

It is recommended this use be made 'prohibited' under all these LEPs for this zone.

Industrial Zones

IN2 Light Industrial

There are two LEPs containing the IN2 Light Industrial Zone within the amalgamated council area. These are:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Former Palerang SI LEPs

Palerang LEP 2014

In the case of both LEPs this applies to areas which adjoin residential zoned land.

Aquaculture in IN2 Zone

In respect of agricultural uses, most are prohibited under both LEPs in this zone with the exception of **aquaculture** which is 'permissible with consent' under the Palerang LEP.

Whilst considered to be unlikely land use, it is not considered to be an inappropriate use and should be 'permissible with consent' under a combined LEP.

Home based child care, home business, home occupations and home occupation (sex services) IN2 Zone

In respect of residential type uses, all are prohibited under both LEPs in this zone. However, **home based child care, home business, home occupations** and **home occupation (sex services)** are all 'prohibited' under Queanbeyan but are 'permissible with consent' under Palerang (noting **home**

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occupation can be done without consent). This recognises there are some existing dwellings in the IN2 zone under Palerang, even though they are no longer a permissible or desirable use in the zone. This allows these land uses to be undertaken in those dwellings where they exist.

It is recommended **home business** and **home occupations** be 'permissible without consent' and that **home-based childcare** and **home occupation (sex services)** be 'permissible with consent'.

Business, retail and food and drink premises IN2 Zone

In respect of commercial type land uses, there are many differences between the LEPs for this zone. **Business premises** are 'permissible with consent' under Queanbeyan but are 'prohibited' under the Palerang LEP. Many existing business premises are located in the IN2 zone in Queanbeyan. In respect of retailing type uses, **take away food and drink premises** are permissible in Queanbeyan but are 'prohibited' under Palerang in this zone.

It is recommended **business premises** and **take away food and drink premises** be made 'permissible with consent' under a combined LEP as this is considered an appropriate use in the zone.

Markets and function centres IN2 Zone

Markets and **function centres** are also 'permissible with consent' in this zone under the Queanbeyan LEP but are 'prohibited' under the Palerang LEP.

It is recommended these uses be made 'prohibited' under both LEPs as they are considered more appropriate in designated commercial or open space areas.

Certain retail premises, restricted premises, sex services premises, vehicle body repair workshops and wholesale supplies IN2 Zone

Landscape material supplies, plant nurseries, restricted premises, sex service premises, service stations, timber yards, rural supplies, vehicle body repair workshops and **wholesale supplies** are 'permissible with consent' under the Palerang LEP but are 'prohibited' in this zone under the Queanbeyan LEP.

It is recommended these be made 'permissible with consent' under both LEPs as they are generally considered suitable uses for this zone provided amenity impacts can be addressed.

Rural Industries IN2 Zone

In respect of rural industries, all are 'prohibited' under the Queanbeyan LEP however **agricultural produce industries** and **sawmill or log processing works** are 'permissible' in this zone under Palerang.

It is considered **sawmill or log processing works** are not suitable in a light industrial zone given the potential for significant off site impacts and should be 'prohibited' under both LEPs.

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Conversely, there is the potential for **agricultural produce industries** to be suitable with appropriate controls and therefore it is recommended these be 'permissible with consent'.

Liquid fuel depots IN2 Zone

In regards to heavy industrial storage, **liquid fuel depots** are 'prohibited' under Queanbeyan but are 'permissible with consent' under Palerang. This is not considered to be an inappropriate use in a light industrial zone with appropriate controls.

It is recommended **liquid fuel depots** be made 'permissible with consent' in this zone under a combined LEP.

Resource recovery facilities IN2 Zone

Resource recovery facilities are 'prohibited' in this zone under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP in this zone.

It is recommended **resource recovery facilities** be made 'prohibited' in this zone given the potential for offsite impacts. However they should be made permissible in the IN1 General Zone to ensure there is some opportunity for this land use.

Water supply systems IN2 Zone

Water supply systems are also 'prohibited' in this zone under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP in this zone. **Water supply systems** are also regulated under the ISEPP.

It is recommended **water supply systems** be made 'permissible with consent' in this zone.

Sewerage systems IN2 Zone

Water recycling facilities are also 'prohibited' in this zone under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP. **Water recycling facilities** are also regulated under the ISEPP.

It is recommended **water recycling facilities** be made 'prohibited' in this zone.

Freight transport facilities, passenger transport facilities, transport depots and truck depots IN2 Zone

In respect of other infrastructure type uses, **freight transport facilities, passenger transport facilities, transport depots** and **truck depots** are all 'permissible with consent' under the Palerang LEP but are 'prohibited' under the Queanbeyan LEP.

These are not considered to be inappropriate uses for the zone provided amenity impacts can be addressed. Accordingly it is recommended all be made 'permissible with consent' under a combined LEP.

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Health consulting rooms, child care centres, information and education facilities and respite day care centres IN2 Zone

In respect of other community infrastructure, **health consulting rooms, child care centres, information and education facilities** and **respite day care centres** are 'permissible with consent' under the Queanbeyan LEP but are 'prohibited' under the Palerang LEP.

These are not considered to be inappropriate uses for the zone provided amenity impacts can be addressed. Accordingly it is recommended all be made 'permissible with consent' under a combined LEP.

Recreation areas, recreation facilities (outdoor) and recreation facilities (major) IN2 Zone

In respect of recreational type land uses, **recreation areas, recreation facilities (outdoor)** and **recreation facilities (major)** are all prohibited under the Palerang LEP but are 'permissible with consent' under the Queanbeyan LEP.

It is recommended these be uses be 'prohibited' under the Queanbeyan LEP. Land containing these uses should have a recreation zoning. **Recreational facilities (indoor)** will remain permissible in the zone regardless.

Research stations IN2 Zone

Research stations are prohibited under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP.

It is recommended **research stations** be 'permitted with consent' under the comprehensive LEP.

Environmental protection works IN2 Zone

Environmental protection works are 'permitted without consent' under the Queanbeyan LEP and 'permissible with consent' under the Palerang LEP. **Environmental protection works** may be required in this zone but should only be undertaken with consent to ensure it is carried out appropriately

It is recommended **environmental protection works** be 'permitted with consent' under the comprehensive LEP.

Recreational Zones

RE1 Public Recreation Zone

There are two LEPs containing the RE1 Public Recreation Zone within the amalgamated council area. These are:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Former Palerang SI LEPs

Palerang LEP 2014

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Extensive agriculture in the RE1 Zone

In respect of agricultural type uses, all are 'prohibited' under Queanbeyan LEP, however **extensive agriculture** is 'permissible without consent' under the Palerang LEP. **Extensive agriculture** is a commercial activity whilst this zoning is intended to apply to publicly owned land. However at the same time it is recognised that the grazing of stock on public land used for recreation is a means of bushfire management. As it is public land, permission is required for the grazing of stock, for instance from Council and this is considered sufficient. Also stock are usually only placed on the land for short periods.

It is recommended this use should be 'permissible without consent' under a combined plan.

Camping grounds in the RE1 Zone

Camping grounds are 'permissible with consent' under the Queanbeyan LEP in this zone whereas it is 'prohibited' under the Palerang LEP.

It is recommended **camping grounds** be 'permissible with consent' under both LEPs. This zone is for publicly owned land and any development would require owners (ie, Council) consent and would need to be consistent with a management plan for that site.

Restaurants or cafes' in the RE1 Zone

Restaurants or cafes' are 'permissible with consent' under the Queanbeyan LEP in this zone whereas they are 'prohibited' under the Palerang LEP.

It is recommended **restaurants or cafes'** be 'permissible with consent' under both LEPs. This is publicly owned land and any development would require owners consent (ie, Council consent) and would need to be consistent with a management plan for that site.

Entertainment facilities in the RE1 Zone

Conversely, **entertainment facilities** are 'permissible with consent' under the Palerang LEP in this zone whereas they are 'prohibited' under the Queanbeyan LEP.

It is recommended **entertainment facilities** be 'permissible with consent' under both LEPs. Again, this is publicly owned land and any development would require owners consent and would need to be consistent with a management plan.

Water recycling facilities and waste or resource transfer stations in the RE1 Zone

Both **water recycling facilities** and **waste or resource transfer stations** are 'prohibited' in this zone under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP. These uses are also regulated by the State Government's *Infrastructure SEPP*.

It is recommended these uses be prohibited in both LEPs as they are best regulated in accordance with the *Infrastructure SEPP*.

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Car parks in the RE1 Zone

Car parks are 'permissible with consent' under the Queanbeyan LEP but are 'prohibited' under Palerang LEP in this zone.

It is recommended **car parks** be made 'permissible with consent' under both LEPs. Again, this is publicly owned land and any development would require owners consent and would need to be consistent with a management plan.

Child care centres, respite day care centres and education and information facilities in the RE1 Zone

Child care centres, respite day care centres and education and information facilities are 'permissible with consent' under Queanbeyan but are 'prohibited' under Palerang in this zone.

It is recommended **all** be 'permissible with consent' under both LEPs. Again, this is publicly owned land and any development would require owners consent and would need to be consistent with a management plan.

Information and education facilities in the RE1 Zone

Conversely, **information and education facilities** are 'permissible with consent' under Palerang but are 'prohibited' under Queanbeyan in this zone.

It is recommended **information and education facilities** be 'permissible with consent' under both LEPs. Again, this is publicly owned land and any development would require owners consent and would need to be consistent with a management plan. Consideration will also be given to adding an objective to the zone regarding allowing this and other community type uses.

Business identification signs in the RE1 Zone

Business identification signs are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP.

It is recommended **business identification signs** be 'permissible with consent' under each LEP. Again, this is publicly owned land and any development would require owners consent and would need to be consistent with a management plan.

Water recreation structures in the RE1 Zone

Finally, **water recreation structures** are 'permissible with consent' under the Queanbeyan LEP but are 'prohibited' in Palerang.

It is recommended **water recreation structures** be 'permissible with consent' under each LEP. Again, this is publicly owned land and any development would require owners consent and would need to be consistent with a management plan.

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RE2 Private Recreation Zone

This zone is contained in all LEPs applying to the newly amalgamated council area. That is:

Former Queanbeyan SI LEPs	Former Palerang SI LEPs
Queanbeyan LEP 2012	Palerang LEP 2014
Queanbeyan (South Tralee) LEP 2012	
Queanbeyan (Poplars) LEP 2013	

All agricultural type uses are consistent between the respective plans.

All residential type uses are consistent between the respective plans.

Restaurants or cafes' and take away food and drink premises in the RE2 Zone

In respect of retailing type uses, **restaurants or cafes'** and **take away food and drink premises** are both 'permissible with consent' under the Poplars and Palerang LEPs but are 'prohibited' under the Queanbeyan and South Tralee LEPs.

It is recommended both uses be made 'permitted with consent' under a combined LEP noting a development application would be required in any event.

Markets in the RE2 Zone

Markets are 'permissible with consent' in this zone under all the respective Queanbeyan LEPs but are 'prohibited' under the Palerang LEP.

It is recommended **markets** be made 'permissible with consent' under all the LEPs.

Shops in the RE2 Zone

Conversely, **shops** are 'permissible with consent' under Palerang but are 'prohibited' under Queanbeyan in this zone.

It is recommended **shops** be 'prohibited' under all LEPs as this use is best placed in commercial zones. **Kiosks** are already permissible in the zone and these would allow for sale of goods relating to any activity being undertaken on the site as well as food and drink refreshments.

Entertainment facilities in the RE2 Zone

Entertainment facilities are 'permissible with consent' under all LEPs except the Poplars LEP. Such uses may be appropriate for private recreational land subject to consent.

It is recommended **entertainment facilities** be 'permissible with consent' in all LEPs.

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Function centres in the RE2 Zone

Function centres are 'prohibited' under all the respective Queanbeyan LEPs but are 'permissible with consent' under the Palerang LEP for this zone. Such uses may be appropriate for private recreational land with consent.

It is recommended **function centres** be 'permissible with consent' in this zone under all the plans.

Water recycling facilities in the RE2 Zone

Water recycling facilities are 'prohibited' under all the respective Queanbeyan LEPs but are 'permissible with consent' under the Palerang LEP for this zone. Such a use may be desirable for private recreational developments (eg, golf course) but should require consent.

It is recommended **water recycling facilities** be 'permissible with consent' in this zone.

Car parks in the RE2 Zone

Car parks are 'permissible with consent' under all the Queanbeyan LEPs but are 'prohibited' under Palerang LEP in this zone. There is no reason to clearly preclude this use but it should require consent.

It is recommended **car parks** be 'permissible with consent' under all LEPs.

Child care centres and respite day care centres in the RE2 Zone

Child care centres and **respite day care centres** are 'permissible with consent' under all the Queanbeyan LEPs but are 'prohibited' under the Palerang LEP in this zone. There is no reason to clearly preclude this use but it should require consent.

It is recommended **child care centres** and **respite day care centres** be 'permissible with consent' under both LEPs.

Recreation facilities (major) in the RE2 Zone

Recreation facilities (major) are 'permissible with consent' under the Palerang LEP but are 'prohibited' under the respective Queanbeyan LEPs. Such a use is considered unlikely and would need to be considered from a strategic perspective before considering any development.

It is recommended these be 'prohibited' for this zone under all the LEPs.

Water recreation structures in the RE2 Zone

Conversely, **water recreation structures** are 'permissible' under the respective Queanbeyan LEPs but are 'prohibited' under the Palerang LEP.

It is recommended **water recreation structures** be 'prohibited' under a combined LEP as they are unlikely to occur in this zone in any event.

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Camping grounds in the RE2 Zone

Camping grounds are 'permissible with consent' under the Queanbeyan and South Tralee LEPs but 'prohibited' under the Palerang and Poplars LEPs in this zone.

It is recommended **camping grounds** be 'permissible with consent' under the comprehensive LEP.

Caravan parks in the RE2 Zone

Caravan parks are 'permissible with consent' under the Queanbeyan, South Tralee and Palerang LEPs but 'prohibited' under the Poplars LEP in this zone.

It is recommended **caravan parks** be 'permissible with consent' under the comprehensive LEP.

Environmental Zones

E2 Environmental Conservation Zone

This zone is contained in all LEPs applying to the newly amalgamated council area. That is:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Queanbeyan (South Tralee) LEP 2012

Queanbeyan (Poplars) LEP 2013

Former Palerang SI LEPs

Palerang LEP 2014

This zone represents the highest level of environmental protection for privately owned land.

For Queanbeyan LEP 2012 this zoning applies to lands along the Eastern Escarpment, adjoining Queanbeyan River, on Mt Jerrabomberra and to land to the south and east of Jerrabomberra Park, over much of Gale precinct, to land south of Gale precinct as well as to land along the eastern boundary of Googong, the higher lands of Royalla as well as the higher lands of Tralee Station and lands further south adjoining the ACT border.

For Queanbeyan (South Tralee) LEP 2012 this zoning applies to the higher lands to the south and east of the area while for Queanbeyan (Poplars) LEP 2013 this zoning applies to the western half of the site.

For Palerang LEP 2014 this zoning applies to a site in Wamboin, sites north of Lake George, a site at Warri, two sites in Bungendore, sites to the south of Captains Flat, sites at Majors Creek and sites adjoining Mongarlowe.

Extensive agriculture in the E2 Zone

In respect of agricultural type uses, **extensive agriculture** is 'permitted without consent' under the Queanbeyan LEP but is 'prohibited' under the remaining LEPs.

It is recommended this use should be 'permitted without consent' for this zone under all LEPs to ensure grazing can occur on private lands if suitable.

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Home business and home occupations in the E2 Zone

Home businesses and **home occupations** are 'prohibited' under the Queanbeyan, South Tralee and Poplars LEPs and 'permissible without consent' under the Palerang LEP.

Whilst residential uses are 'prohibited' under all the plans for this zone, it is recommended **home businesses** and **home occupations** be 'permissible with consent' under all LEPs to allow this use to occur where there are existing dwellings.

Home based child care is 'permissible without consent' under the Queanbeyan LEP, it is 'permissible with consent' under the Palerang LEP, and, is 'prohibited' under both the Poplars and South Tralee LEPs for this zone.

Whilst residential uses are 'prohibited' under all the plans for this zone, it is recommended **home based child care** be 'permissible with consent' under all LEPs to allow this use to occur where there are existing dwellings.

Bed and breakfast accommodation and farm stay accommodation in the E2 Zone

Similar to previous, **bed and breakfast accommodation** and **farm stay accommodation** should be 'permissible with consent' under all plans to accommodate these uses in any existing dwellings.

Community facilities in the E2 Zone

Community facilities are 'prohibited' under the respective Queanbeyan LEPs but are 'permissible with consent' under the Palerang LEP. Generally it is considered there are more appropriate zones for any community facilities.

It is recommended **community facilities** be 'prohibited' under all LEPs.

Information and educational facilities and research stations in the E2 Zone

Both **information and educational facilities** and **research stations** are 'permissible with consent' under the Queanbeyan and Poplars plans but are 'prohibited' under the South Tralee and Palerang LEPs. Generally it is considered there are more appropriate zones for these uses.

It is recommended both be made 'prohibited' under all LEPs.

Building identification signs and business identification signs in the E2 Zone

Building identification signs and **business identification signs** are 'permissible with consent' under Palerang but are 'prohibited' under the respective Queanbeyan LEPs. It is not inappropriate that any existing businesses in the zone be allowed to display this form of signage.

It is recommended **building identification signs** and **business identification signs** be 'permissible with consent' under all the LEPs.

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Flood mitigation works in the E2 Zone

Flood mitigation works may be required in this zone but should only be undertaken with consent to ensure it is carried out appropriately. When carried out by or on behalf of a public authority, the Infrastructure SEPP provides that flood mitigation work may be undertaken without consent on any land.

Flood mitigation works should be 'permissible with consent' under the comprehensive LEP for this zone.

Environmental protection works in the E2 Zone

Environmental protection works may be required in this zone but should only be undertaken with consent to ensure it is carried out appropriately.

Environmental protection works should be 'permissible with consent' under all the LEPs for this zone.

E3 Environmental Management Zone

There are two LEPs containing the E3 Environmental Management Zone within the amalgamated council area. These are:

Former Queanbeyan SI LEPs

Queanbeyan LEP 2012

Former Palerang SI LEPs

Palerang LEP 2014

For Queanbeyan LEP 2012 this zoning applies to scattered areas to the south of Jumping Creek, to the east of Gale precinct, south of Tempe Crescent, to lands adjoining the Cooma Road Quarry as well as to land west and south of Googong and parts of Royalla.

For Palerang LEP 2014 this zoning applies to areas of Lake George and east of Wamboin.

Aquaculture, intensive plant agriculture (except turf farming) and animal boarding or training establishments in the E3 Zone

In respect of agricultural type uses, **aquaculture, intensive plant agriculture (except turf farming)** and **animal boarding or training establishments** are all 'prohibited' under the Queanbeyan plan but are 'permissible with consent' under the Palerang LEP. This may be appropriate uses in the zones with suitable controls.

It is recommended these uses all be made 'permissible with consent' in this zone.

Dual occupancies and rural workers dwellings in the E3 Zone

In respect of residential uses, **dual occupancies** and **rural workers dwellings** are both 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP.

Council staff are continuing to consider the suitability of dual occupancy developments in this zone.

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Home based child care and home businesses in the E3 Zone

The respective LEPs identify each of these uses differently at this time. These are not considered to be inappropriate uses subject to consent.

Home based child care and **home businesses** should be 'permissible with consent' under both LEPs.

Tourist and visitor accommodation in the E3 Zone

In respect of **tourist and visitor accommodation**, all uses (except **serviced apartments**) are permissible under the Palerang LEP but only **bed and breakfast** is permissible under the Queanbeyan LEP.

It is recommended **tourist and visitor accommodation** (except 'serviced apartments' and 'hotel and motel accommodation') be 'permissible with consent' as these are not considered to be inappropriate uses with consent.

Camping grounds and eco-tourist facilities in the E3 Zone

Camping grounds and **eco-tourist facilities** are 'permissible with consent' under Palerang LEP but 'prohibited' under the Queanbeyan LEP for this zone. These are not considered to be inappropriate uses with consent in the zone.

It is recommended both uses be 'permissible with consent' under both LEPs.

Water recycling facilities in the E3 Zone

Water recycling facilities are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP for this zone. Also regulated under the *Infrastructure SEPP*.

It is recommended **water recycling facilities** be 'prohibited' in this zone and regulated in accordance with the *Infrastructure SEPP*.

Water storage facilities and water reticulation systems in the E3 Zone

Water storage facilities and **water reticulation systems** should be 'permissible with consent' under both LEPs noting the land is generally unserviced and that *Infrastructure SEPP* does not provide for either use in this zone.

Community facilities in the E3 Zone

Community facilities are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP.

It is recommended **community facilities** be 'permissible with consent' under all LEPs noting they can only be run by public or non-for-profit organisations.

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Information and educational facilities and research stations in the E3 Zone

Both **information and educational facilities** and **research stations** are 'permissible with consent' under the Queanbeyan LEP but are 'prohibited' under Palerang. Not an inappropriate use with consent.

It is recommended **information and educational facilities** and **research stations** be 'permissible with consent' under a combined LEP.

Building identification signs and business identification signs in the E3 Zone

Building identification signs and **business identification signs** are 'permissible with consent' under Palerang but are 'prohibited' under the Queanbeyan LEP. Not considered inappropriate that a business be allowed to display this form of signage.

It is recommended **building identification signs** and **business identification signs** be made 'permissible with consent' under all the LEPs.

Environmental protection works in the E3 Zone

Environmental protection works may be required in this zone but should only be undertaken with consent to ensure it is carried out appropriately.

Environmental protection works should be 'permissible with consent' under all the LEPs for this zone.

E4 Environmental Living Zone

There are two LEPs containing the E4 Environmental Living Zone within the amalgamated council area. These are:

Former Queanbeyan SI LEPs	Former Palerang SI LEPs
Queanbeyan LEP 2012	Palerang LEP 2014

For Queanbeyan LEP 2012 this zoning applies to the Ridgeway, to Greenleigh, to Jumping Creek, to Talpa and land north of Googong, to Fernleigh Park, to Mt Campbell and to Royalla.

For Palerang LEP 2014 this applies to Wamboin and Bywong as well as to Carwoola, Royalla and areas to the west and south of Braidwood, sites at Araluen and sites adjoining Mongarlowe and Nerriga.

Intensive plant agriculture in the E4 Zone

In respect of intensive plant uses, **horticulture** and **viticulture** are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP. Note turf farming is 'prohibited' under the Palerang LEP.

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It is recommended these uses be 'permissible with consent' under both LEPs, particularly given the number of wineries already operating in this zone.

Animal boarding or training establishments in the E4 Zone

Animal boarding or training establishments are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP.

It is recommended this use be 'permissible with consent' under a combined LEP, given there are animal training facilities already occurring in this zone. It is recommended that an appropriate local clause be inserted into the LEP to manage the potential impacts of boarding facilities on the amenity of the surrounding area.

Dual occupancies in the E4 Zone

In respect of residential uses, **dual occupancies** are 'prohibited' under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP.

Council staff are continuing to consider the suitability of dual occupancy developments in this zone.

Home based child care and home businesses in the E4 Zone

Home based child care and **home businesses** are not inappropriate uses provided consent is sought for any development.

Home based child care and **home businesses** should be 'permissible with consent' under both LEPs.

Cellar door premises and roadside stalls in the E4 Zone

Cellar door premises and **roadside stalls** are not inappropriate uses provided consent is sought for any development.

Cellar door premises and **roadside stalls** should be 'permissible with consent'.

Restaurants or cafes in the E4 Zone

Restaurants or cafes are permissible in the E4 zone under the Palerang LEP but 'prohibited' under the Queanbeyan LEP.

It is recommended **Restaurants or cafes** be 'permitted with consent' but that an appropriate local clause be inserted into the LEP to prevent amenity impacts on neighbours.

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Neighbourhood shops in the E4 Zone

Neighbourhood shops are 'permissible with consent' under the Palerang LEP but are 'prohibited' under Queanbeyan. These should be 'prohibited' under a combined LEP as they are not considered appropriate or necessary in the zone.

Neighbourhood shops should be 'prohibited' under a combined LEP.

Garden centres and landscape material supplies in the E4 Zone

Garden centres and **landscape material supplies** are 'permissible with consent' under the Queanbeyan LEP but are 'prohibited' in Palerang. These should be 'prohibited' under a combined LEP as they are not considered appropriate or necessary in the zone and could promote land use conflict.

Garden centres and **landscape material supplies** should be 'prohibited' under a combined LEP.

Function centres in the E4 Zone

Function centres are 'permissible with consent' under the Palerang LEP but are 'prohibited' under the Queanbeyan LEP.

It is recommended function centres be made permissible with consent under a combined plan but that an appropriate local clause be inserted into the LEP to prevent amenity impacts on neighbours.

Water recycling facilities in the E4 Zone

Water recycling facilities are 'prohibited' in this zone under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP. This use is also regulated by the *Infrastructure SEPP*.

It is recommended this use be made prohibited' under a combined LEP and regulated consistent with the *Infrastructure SEPP*.

Waste or resource transfer stations in the E4 Zone

Waste or resource transfer stations are 'prohibited' in this zone under the Queanbeyan LEP but are 'permissible with consent' under the Palerang LEP. These uses are also regulated by the *Infrastructure SEPP*.

It is recommended this use be made prohibited' under a combined LEP and regulated consistent with the *Infrastructure SEPP*.

Water storage facilities and water reticulation systems in the E4 Zone

Conversely, **water storage facilities** and **water reticulation systems** should be 'permissible with consent' under both LEPs noting the land is generally unserviced and that *Infrastructure SEPP* does not provide for either use in this zone.

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It is recommended this use be made 'permissible with consent' under a combined LEP and regulated consistent with the *Infrastructure SEPP*.

Emergency service facilities and places of public worship in the E4 Zone

In respect of other community infrastructure type uses, **emergency service facilities** and **places of public worship** are 'permissible with consent' under the Palerang LEP but are 'prohibited' under the Queanbeyan LEP.

It is recommended both these uses be 'permissible with consent' under a combined LEP.

Research stations in the E4 Zone

Conversely **research stations** are 'permissible with consent' under the Queanbeyan LEP but are 'prohibited' under Palerang.

It is recommended **research stations** be 'prohibited' under both LEPs in this zone as other zones are more appropriate for this use.

Recreation areas in the E4 Zone

Finally, **recreation areas** are 'permissible with consent' in this zone under the Palerang LEP but are 'prohibited' under the Queanbeyan LEP.

It is recommended this use be 'permissible with consent' under both LEPs recognising such a use would likely only be carried out by a public authority in any event.

Environmental protection works in the E4 Zone

Environmental protection works may be required in this zone but should only be undertaken with consent to ensure it is carried out appropriately.

Environmental protection works should be 'permissible with consent' under all the LEPs for this zone.

Special Purpose Zones

It is recommended all existing Special Purpose zones be carried forward from the respective plans. Further, it is recommended all uses currently permitted require consent consistent with the draft zoning table set out below.

SP2 Infrastructure Zone

'Permitted without consent' - Nil

'Permitted with consent' - Environmental Protection Works, Roads, Community Facilities, The use shown on the land zoning map including any development that is ordinarily incidental or ancillary to development for that purpose.

'Prohibited' - Any development not specified in item 2 or 3

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Comparison of Local Provisions

Many of the clauses in the respective LEPs are similar given they are all based on the Standard Instrument LEP issued by the State Government. However, each of the LEPs has also introduced local clauses where relevant to further inform various development outcomes either in specific circumstances or more generally through the LEP.

Inconsistent provisions and recommended approaches to resolving these are discussed below.

Part 3 Exempt and complying development

Clause 3.1 Exempt Development & Clause 3.2 Complying Development

These are compulsory clauses in accordance with the Standard Instrument LEP that allow councils to include additional forms of development as exempt and/or complying development where not currently provided for under the *Exempt and Complying SEPP*.

It is recommended all exempt matters set out under any existing LEP be carried forward into a combined LEP where not currently provided for under the *Exempt and Complying SEPP*.

Clause 3.3 Environmentally Sensitive Areas (Areas excluded from exempt and/or complying development)

This clause allows councils to nominate particular areas that should not be subject to exempt or complying development due to environmental concerns. Both Queanbeyan LEP 2012 and Palerang LEP 2014 have different provisions in respect of identifying areas where exempt and/or complying development cannot be undertaken. In the case of the Queanbeyan LEP 2012, complying development cannot be undertaken in a scenic protection area. Conversely, under Palerang LEP 2012, neither exempt nor complying development can be undertaken in an E2 zone, within the flood planning area or within 40metres of the bank of a waterway.

It is recommended a combined LEP:

1. Continue with the restriction on complying development in scenic protection areas in Queanbeyan noting it can potentially be expanded to cover the former Palerang area in the future if desirable,
2. Expand the restriction on exempt or complying development in E2 zones to cover the new combined Queanbeyan-Palerang area,
3. Expand the restriction on undertaking exempt or complying development within 40 metres of the bank of a waterway to cover the new combined Queanbeyan-Palerang area, and
4. Remove the restriction on undertaking exempt or complying development within the flood planning area to cover the new combined Queanbeyan-Palerang area.

Part 4 Principal development standards

Clause 4.1 Minimum Subdivision Lot Size

Each LEP has adopted this clause but the three Queanbeyan LEPs include different objectives to the Palerang LEP. It is recommended that the respective objectives be combined and rationalised to read as follows:

- a) to ensure that lot sizes and dimensions are appropriate having regard to the objectives of this Plan and the relevant zone and the likely future use of the land,

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- b) to create lots that are compatible with the existing predominant lot pattern or desired future character of the locality and to minimise any likely impact of subdivision and development on the amenity of neighbouring properties,
- c) to ensure that lot sizes and dimensions allow dwellings to be sited to protect significant natural or cultural features and to avoid the threat of natural hazards (including bush fire, soil instability and flooding).
- d) to ensure lots created do not adversely impact on the functions and safety of main roads, and
- e) to ensure that lots created allow for an adequate water supply, can be provided with effective means of disposal of domestic waste and can be adequately serviced.

Clauses 4.1AA and 4.2B (Queanbeyan) and clause 4.2C (Palerang) - Minimum Lot Sizes for Community and Strata Subdivisions

By virtue of the drafting of clause '4.1 Minimum Subdivision Lot Size' (which states minimum lot sizes on LEP maps do not apply to community or strata title subdivisions), it is necessary to introduce local controls that ensure these types of subdivisions meet minimum lot sizes in certain zones, particularly rural and environmental zones where inappropriate subdivision and fragmentation may occur.

At this time both LEPs contain clause 4.1AA which requires community title subdivisions to create lots that meet the minimum lot size for certain residential, rural and environmental zones. Both plans also contain clauses that requires strata subdivisions to create lots that meet the minimum lot size for certain residential, rural and environmental zones.

Matters for further consideration

Is there a provision in Palerang LEP that allows strata subdivision in the E4 Zone below lot size?

Should the requirement to meet the minimum lot size be the average lot size for some rural and environmental zones?

Should the LEP be drafted to cover both community title and strata under one clause and separate urban and rural situations?

Clause 4.1A Queanbeyan LEP 2012 - Exceptions to Minimum Lot Size

This clause seeks to protect subdivision entitlements where a previous entitlement may have been extinguished by virtue of road widening or a minor realignment of boundaries. No similar clause exists in the Palerang LEP.

It is recommended a similar clause be carried forward into a combined LEP.

Clause 4.1B (QLEP 2012) Minimum lot sizes for medium density housing and 4.1D (PLEP 2014) Minimum lot sizes for dual occupancies.

Both clauses in this instance seek to ensure that any land proposed for medium density type housing has a minimum area before this can occur.

It is recommended a similar clause be contained in a new combined LEP however will need to distinguish the respective standards by locality.

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Clause 4.1C Subdivision using average lot size (QLEP 2012) and clause 4.1A Lot Averaging subdivision of land in Zone E4 (PLEP 2014)

Both plans contain provisions that allow for averaging of subdivision in broadacre rural and some environmental zones. This applies to all lands within the former Palerang area that were part of Yarrowlumla Shire and to those parts of the former Queanbeyan area that were previously part of Yarrowlumla Shire.

Traditionally most LEPs in the State have a minimum lot size requirement where there is a proposal to subdivide land and erect a dwelling house (for example 80 hectares). Under both the Queanbeyan and Palerang comprehensive plans however, there are provisions that allow for 'averaging' whereby lots of varying sizes can be created provided the 'average' lot size is met across all lots.

Averaging can be undertaken in two main ways:

- One option is to allow for relatively small lots to be created where this is then balanced against the creation of a large single allotment, provided that the average area of all is not less than the average lot size set out on the lot size map. For example, rather than subdividing a 800ha lot into ten lots of 80ha each (as would occur where there is only a 80 ha minimum lot size requirement) a parcel could instead be subdivided into nine 8ha lots and one parcel of 728ha. This large parcel cannot then be further subdivided. An advantage of this approach is that it potentially keeps a larger area of land in primary production which is unlikely to occur with an 80ha minimum lot size. This is the current approach set out in both the Queanbeyan and Palerang LEPs for their respective broad acre rural lands.
- The second option is to still have an average of 80ha but to only allow limited deviation from the average lot size (say to create lots between 50ha and 150ha). This is the approach set out in Yass Valley LEP for its broad acre rural lands. It is also the approach set out in the Queanbeyan and Palerang LEPs for their respective rural residential areas (ie, with a 6ha average in the E4 zone).

The advantages and disadvantages of each are discussed in the table below.

Option One		Option Two	
Advantages	Disadvantages	Advantages	Disadvantages
<ul style="list-style-type: none"> • Keeps most land in large potentially productive rural holding. • Can also be used to protect large areas with environmental values. • Provides an option for farmers to generate some alternative income. 	<ul style="list-style-type: none"> • Creates small 'lifestyle' lots near genuine rural producers. This can lead to significant land use conflict. • Potentially allows subdivision entitlements where these would otherwise be unlikely to be realised due to topographical and environmental constraints. 	<ul style="list-style-type: none"> • Lots created are still relatively large lots. • Less potential for rural lifestyle purchasers to be located near genuine producers. • Allows subdivision to accommodate topographical and geological features such as creeks or environmentally sensitive land. 	<ul style="list-style-type: none"> • Can result in rural lands being progressively subdivided into non-productive parcels. • Larger areas of land are acquired to meet demands for hobby farming. • More difficult to plan subdivision around infrastructure such as locating near sealed roads to reduce

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|---|---|---|--------------------------|
| • Allows lots to be sited near infrastructure such as sealed roads. | • Difficult to administer from a legal perspective to ensure large parcels are not subsequently resubdivided. | • Simpler to administer from a legal and operational perspective. | maintenance liabilities. |
|---|---|---|--------------------------|

Both LEPs, whilst having similar policy intent, contain different legal drafting in respect of the application of 'averaging' under each plan. This is a reflection of the difficulty of administering lot averaging in rural areas where significant record keeping is required to ensure previously subdivided land is not re-subdivided again. Under the Yass Valley approach this is not an issue as no lots area created that can be further subdivided in any case.

The policy issues to be resolved in respect of averaging subdivision and rural lots sizes are considered to be difficult issues that will require significant time and resourcing to resolve. Accordingly it is recommended these matters be held in abeyance until after the new LEP is made, and the current provisions in each instrument be carried forward into the new combined plan.

Clause 4.1D Variation to Minimum Lot Size

This is a clause contained in the QLEP and South Tralee LEPs. It seeks to allow further subdivision potential within areas close to neighbourhood centres at Googong and South Tralee.

A similar clause will need to be included in a combined LEP and will need to be given locality specific application by reference to a local clauses map.

Clause 4.2 Rural Subdivision

This is a standard clause and will be carried forward into a combined LEP.

Clause 4.2A Erection of dwelling houses and secondary dwellings on land in certain rural and environmental protection zones (QLEP 2012) and Clause 4.2A Erection of dwelling houses and on land in certain rural, residential and environmental protection zones (PLEP 2014)

These clauses essentially seek to have the same effect, which is to establish controls in respect of what land dwellings can be erected upon. In the case of the Queanbeyan LEP, the clause also provides controls in respect of secondary dwellings.

Matter for consideration

Should the references to the residential and commercial zones from Palerang LEP be included? These can all be varied under clause 4.6 if necessary. Other option is to add them to combined LEP however may trigger numerous 4.6 variations in former Queanbeyan area.

Also do we keep references to secondary dwellings in combined clause?

Clause 4.2B (PLEP 2014) Replacement of lawfully erected dwelling houses in land in Zone B2 and Zone IN2

This clause seeks to ensure that in the event an existing dwelling exists within either of these zones it can be replaced with a new dwelling (given dwellings are otherwise prohibited in the zone). This will be carried forward into the new combined plan.

Clause 4.2D Erection of Rural Worker's Dwellings on land in Zone RU1 and Zone E3

This is an existing clause in *Palerang LEP 2014* and will be carried forward into a combined LEP.

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Clause 4.3 Height of buildings

This is a standard clause and will be carried forward into a combined LEP.

Clause 4.4 Floor space ratio

This is a standard clause and will be carried forward into a combined LEP.

Clause 4.5 Calculation of floor space ratio and site area

This is a standard clause and will be carried forward into a combined LEP.

Clause 4.6 Exceptions to development standards

This is a compulsory clause as per the Standard Instrument LEP. The only difference in the application of this clause between the LEPs is the QLEP and QLEP (South Tralee), which do not provide for any variation to clauses relating to arrangements for designated State public infrastructure and public utility infrastructure. This can be carried forward into a combined LEP.

Part 5 Miscellaneous provisions

Clause 5.1 Relevant acquisition authority

This is a compulsory clause as per the Standard Instrument LEP. There are no differences in application between the LEPs.

Clause 5.2 Classification and reclassification of public land

This is a compulsory clause as per the Standard Instrument LEP. There are no differences in application between the LEPs.

Clause 5.3 Development near zone boundaries

Under the Palerang LEP this clause applies to commercial zones only. It is proposed that the comprehensive LEP adopt the same approach as the Palerang LEP.

Clause 5.4 Controls relating to miscellaneous permissible uses

This is a compulsory clause as per the Standard Instrument LEP. The differences in the application of this clause between the LEPs are detailed below.

Comparison of Development Standards

Land Use	QLEP	PLEP	QLEP (South Tralee)	Recommendation
Industrial retail outlets	If development for the purposes of an industrial retail outlet is permitted under this Plan, the retail floor area must not exceed: - 30% of the gross floor area of the industry or rural industry located on the same land as the retail outlet, or	If development for the purposes of an industrial retail outlet is permitted under this Plan, the retail floor area must not exceed: - 67% of the gross floor area of the industry or rural industry located on the same land as the	If development for the purposes of an industrial retail outlet is permitted under this Plan, the retail floor area must not exceed: - 43% of the gross floor area of the industry or rural industry located on the same land as the retail outlet, or - 400 square metres,	If development for the purposes of an industrial retail outlet is permitted under this Plan, the retail floor area must not exceed: - 50% of the gross floor area of the industry or rural industry located on the same land as the retail outlet, or

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	- 400 square metres, whichever is the lesser.	retail outlet, or - 150 square metres, whichever is the lesser.	whichever is the lesser.	300 square metres, whichever is the lesser.
Farm stay accommodation	If development for the purposes of farm stay accommodation is permitted under this Plan, the accommodation that is provided to guests must consist of no more than 3 bedrooms .	If development for the purposes of farm stay accommodation is permitted under this Plan, the accommodation that is provided to guests must consist of no more than 5 bedrooms .	Same as QLEP	It is recommended the PLEP development standard be adopted.
Kiosks	If development for the purposes of a kiosk is permitted under this Plan, the gross floor area must not exceed 40 square metres .	If development for the purposes of a kiosk is permitted under this Plan, the gross floor area must not exceed 20 square metres .	Same as QLEP	It is recommended the PLEP development standard be adopted.
Roadside stalls	If development for the purposes of a roadside stall is permitted under this Plan, the gross floor area must not exceed 8 square metres .	If development for the purposes of a roadside stall is permitted under this Plan, the gross floor area must not exceed 10 square metres .	Same as QLEP	It is recommended the PLEP development standard be adopted.
Secondary dwellings	If development for the purposes of a secondary dwelling is permitted under this Plan, the total floor area of the dwelling (excluding any area used for parking) must not exceed whichever of the following is the greater: - 60 square metres,	If development for the purposes of a secondary dwelling is permitted under this Plan, the total floor area of the dwelling (excluding any area used for parking) must not exceed whichever of the following is the greater:	If development for the purposes of a secondary dwelling is permitted under this Plan, the total floor area of the dwelling (excluding any area used for parking) must not exceed whichever of the following is the greater: - 60 square metres,	It is recommended that the PLEP development standard be adopted.

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- 30% of the total floor area of the principal dwelling.
- 60 square metres,
- 33% of the total floor area of the principal dwelling.
- 43% of the total floor area of the principal dwelling.

Clause 5.6 Architectural roof features

This is optional clause under the Standard Instrument LEP which was not adopted in any of QPRCs current LEPs. It is proposed that this clause not be adopted in the comprehensive LEP.

Clause 5.7 Development below mean high water mark

This clause does not apply to the Queanbeyan-Palerang LGA and will not be adopted in the comprehensive LEP.

Clause 5.10 Heritage conservation

This is a compulsory clause as per the Standard Instrument LEP. There are no differences in application between the LEPs.

Clause 5.11 Bush fire hazard reduction

This is a compulsory clause as per the Standard Instrument LEP. There are no differences in application between the LEPs.

Clause 5.12 Infrastructure development and use of existing buildings of the crown

This is a compulsory clause as per the Standard Instrument LEP. There are no differences in application between the LEPs.

Clause 5.13 Eco-tourist facilities

This is a compulsory clause where eco-tourist facilities are permitted with consent under an LEP. Accordingly, this clause only applies under the PLEP and QLEP (Poplars). It is proposed that the comprehensive LEP adopt this clause.

Clause 5.14 Siding Spring Observatory – maintaining dark sky

This clause does not apply to the Queanbeyan-Palerang LGA and will not be adopted in the comprehensive LEP.

Clause 5.15 Defence communications facility

This clause does not apply to the Queanbeyan-Palerang LGA and will not be adopted in the comprehensive LEP.

Part 6 Urban Release Areas (QLEP 2012 & QLEP (South Tralee) 2012)

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 a designated urban release area.

This clause applies to the 'Googong' and 'South Tralee' urban release areas. It is proposed that the comprehensive LEP adopt this clause.

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Clause 6.2 Public utility infrastructure

This clause requires 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 proposed development is available or that adequate arrangements have been made to make that infrastructure available when it is required.

This clause applies to the 'Googong' and 'South Tralee' urban release areas. It is proposed that the comprehensive LEP adopt this clause.

Clause 6.3 Development control plan

This clause ensures that development on land in an urban release area occurs in a logical and cost-effective manner, in accordance with a staging plan and only after a development control plan that includes specific controls has been prepared for the land.

This clause applies to the 'Googong' and 'South Tralee' urban release areas. It is proposed that the comprehensive LEP adopt this clause

Clause 6.4 Relationship between part and remainder of plan

This clause applies to the 'Googong' and 'South Tralee' urban release areas. It is proposed that the comprehensive LEP adopt this clause

Clause 6.5 Development near Googong Dam foreshores (QLEP 2012)

This clause applies to the 'Googong' and 'South Tralee' urban release areas. It is proposed that the comprehensive LEP adopt this clause

Clause 6.6 Access to Jumping Creek (QLEP 2012)

This clause requires that any future access to Jumping Creek be provided from the proposed Ellerton Drive Extension. Need to retain clause however move to Part 7 as Land-Use Planning staff are in the process of removing the area known as 'Jumping Creek' from the QLEP Urban Release Area Map (at DPE's request).

Part 7 Additional Local Provisions

Clause 7.1 Earthworks

This clause is common to each of QPRCs LEPs. The application of this clause is the same across the LEPs with the exception of an additional sub-clause in the QLEP requiring council to consider the potential impacts of earthworks on heritage items, archaeological sites and heritage conservation areas. It is proposed that the QLEP version of this clause be adopted in the comprehensive LEP.

Clause 7.2 Flood planning

This clause applies to the QLEP and PLEP. It is proposed this clause be adopted in the comprehensive LEP.

Clause 7.3 Terrestrial biodiversity

This clause applies to the QLEP and PLEP. It is proposed this clause be adopted in the comprehensive LEP.

Clause 6.4 Drinking water catchments (PLEP)

This clause applies under the PLEP only. The purpose of the clause is to protect drinking water catchments by minimising the adverse impacts of development on the quality and quantity of water entering the Sydney, Googong and Captains Flat drinking water catchments. It is proposed this clause be adopted in the comprehensive LEP.

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Clause 7.4 Riparian land and watercourses

This clause applies to the QLEP, PLEP and QLEP (Poplars). The purpose of this clause is to protect and maintain the water quality, habitat values and ecology of watercourses and riparian areas. It is proposed this clause be adopted in the comprehensive LEP.

Clause 7.5 Scenic protection (QLEP)

This clause applies to the QLEP. The purpose of the clause is to recognise and protect land with significant amenity values in the LGA. Land to which the clause applies is identified on the 'Scenic Protection' map.

This clause and the associated map are proposed to be applied to land in the former Palerang LGA and will therefore be adopted in the comprehensive LEP.

Clause 7.5 Land in the vicinity of proposed arterial roads (QLEP South Tralee)

This clause applies to the QLEP (South Tralee). The purpose of this clause is to minimise any visual or acoustic impacts on development in the vicinity of a proposed arterial road and ensure development does not impede the future use of land identified on the associated 'Local Clauses' map as an arterial road.

It is proposed this clause be adopted in the comprehensive LEP. The 'Local Clauses' map will continue to apply so as to illustrate the areas to which the clause will apply.

Clause 6.6 Salinity (PLEP)

This clause applies to the PLEP. The purpose of this clause is to ensure land subject to salinity is appropriately managed and development does not cause adverse impacts to the landscape. The clause will be retained.

Clause 6.7 Highly erodible soils (PLEP)

This clause applies to the PLEP. The purpose of this clause is to ensure land subject to erodible soils is appropriately managed and development does not cause adverse impacts to the landscape. The clause will be retained.

Clause 6.7 Slopes over 18 degrees (PLEP)

This clause applies to the PLEP. The purpose of this clause is to ensure land subject to steep land is appropriately managed and development does not cause adverse impacts to the landscape. The clause will be retained.

Clause 6.7 Land adjoining Hume Industrial Area and Goulburn/ Bombala Railway Line (QLEP (Poplars) & QLEP (South Tralee))

This clause is included in the QLEP (Poplars) and QLEP (South Tralee). The clause applies to land identified on the associated 'Visual and Acoustic Buffer' map and stipulates that the visual, noise and emissions impacts of nearby land uses are to be assessed by the consent authority prior to issuing development consent for development on land to which the clause applies.

It is recommended this clause be included in the comprehensive LEP and continue to apply.

Clause 7.6 Airspace operations

This clause applies to the QLEP and PLEP. It is proposed this clause be adopted in the comprehensive LEP.

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Clause 7.7 Development in areas subject to aircraft noise

This clause is common to each of QPRCs Standard Instrument LEPs with the exception of QLEP (South Tralee) 2012. The primary objectives of the clause are to prevent adverse impacts on the operations of Canberra Airport and prevent certain development (particularly residential development) from being located in areas subject to aircraft noise.

QLEP (Sth Tralee) includes an additional requirement that all development must meet the noise levels set out in the relevant Australian Standard irrespective of its location in respect of any ANEF contour. Under the remaining LEPs this is only required where located between the ANEF 20 and 25 contours.

It is recommended the respective clauses be carried forward and given effect under a new combined plan.

Clause 7.8 Active street frontages (QLEP)

This clause only applies to certain areas of the Queanbeyan CBD. The clause aims to promote uses that attract pedestrian traffic along street frontages in the B3 Commercial Core zone.

It is recommended this clause be included in the comprehensive LEP and continue to apply to the areas identified on the QLEP 2012 Active Street Frontages Map.

Clause 7.9 Essential services

This clause is common to the QLEP, PLEP and QLEP (Poplars). It stipulates that development consent must not be granted unless the consent authority is satisfied that essential services are available or adequate arrangements have been made to make them available for the development.

It is recommended this clause be included under a new combined LEP.

Clause 6.10 Development in areas near national parks and nature reserves (PLEP)

This clause provides for the protection of aesthetic, conservation, recreational and scientific values of national parks and nature reserves. It is recommended this clause be included under a new combined LEP.

Clause 7.10 Development near Cooma Road Quarry (QLEP)

This clause provides for the protection of the operational environment of the Cooma Road Quarry. It is recommended this clause be included under a new combined LEP.

Clause 7.11 Development near HMAS Harman (QLEP)

This clause provides for the protection of the operational environment of the HMAS Harman defence facility. It is recommended this clause be included under a new combined LEP.

Clause 6.12 Short-term rental accommodation (PLEP)

The objective of this clause is to ensure that residential accommodation may be used as tourist and visitor accommodation for a short term (maximum period of 45 consecutive days in any 12 month period) without requiring development consent.

It is recommended this clause be included in the comprehensive LEP and its application be extended to the former Queanbeyan component of the LGA.

Clause 6.13 Location of sex services premises (PLEP)

This clause aims to minimise land use conflicts and adverse amenity impacts by providing a reasonable level of separation between sex services premises, specified land uses and places regularly frequented by children.

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It is recommended this clause be included under a new combined LEP.

Schedule 1 Additional permitted uses

Additional permitted uses under all plans will be carried forward into a new combined LEP.

Schedule 2 Exempt development

All existing exempt development under the respective LEPs will be carried forward into a new combined LEP.

Schedule 3 Complying development

All existing complying development under the respective LEPs will be carried forward into a new combined LEP.

Schedule 4 Classification and reclassification of public land

It is not intended to reclassify any new public land as part of the development of the new combined LEP.

Schedule 5 Environmental heritage

All existing complying development under the respective LEPs will be carried forward into a new combined LEP.

SUMMARY

Queanbeyan LEP (South Tralee) 2012

The clauses contained in this LEP (with one key exception) are generally Standard Instrument clauses that can be carried into any new combined LEP. The LEP shares a common local clause with The Poplars LEP in respect of noise and visual impacts from the Hume Industrial Area and the Goulburn-Bombala Railway Line, and this clause can be carried forward into a combined plan. The plan also contains a clause in respect of dealing with development near the proposed Dunns Creek arterial alignment that can be carried into a combined LEP.

The key exception is the clause dealing with aircraft noise impacts (clause 7.3). This differs from the standard model clause that is contained in the remaining plans (and most throughout the State). The key difference is it reflects the State Government's policy position of no new noise sensitive development within the ANEF 20 (though this is only given effect by the zoning map – not the clause itself). The clause then goes on to require all development at South Tralee to meet the indoor noise standards set out in Table 3.3 of the Australian Standard *AS2021-2000 Acoustics- Aircraft noise-Building siting and construction*. Ordinarily, this is only required when development is proposed between the ANEF 20 and ANEF 25 contours.

It will be possible to accommodate this clause, however two will require a separate clauses under a combined LEP, one for the South Tralee/Jerrabomberra) area and another for the remainder of the LGA.

Queanbeyan LEP (Poplars) 2013

The clauses contained in this LEP are all generally Standard Instrument clauses that can be carried into any new combined LEP. As noted the LEP shares a common local clause with the South Tralee LEP in respect of noise and visual impacts from the Hume Industrial Area and the Goulburn-Bombala Railway Line, and this clause can be carried forward into a combined plan.

5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps Attachment 1 - QPRC Local Environmental Plan Program August 2018 - Background Paper (Continued)

The key matter for consideration in respect of this LEP will be how to accommodate the B1 zone at the Poplars. As noted earlier in this paper, **Group homes, seniors housing and serviced apartments** are all 'permissible with consent' in the B1 zone under the Queanbeyan and South Tralee LEPs but are 'prohibited' under the Poplars LEP due to potential aircraft noise concerns from Canberra Airport. The Poplars is located between the ANEF 20 and 25 contours. Given the State Government's position in respect of not allowing any noise sensitive uses between the ANEF 20 and 25 contours, it is recommended all three uses be made 'prohibited' under all three LEPs.

In the event there is an argument these uses should continue to be permissible in the B1 zone at South Tralee (or elsewhere), this could potentially be accommodated by making an amendment to Schedule 1.

Queanbeyan LEP 2012 and Palerang LEP 2014

The majority of clauses contained in these LEPs are generally Standard Instrument clauses and model clauses that can be carried forward into a new combined LEP. Both LEPs contain specific local clauses relevant to particular local circumstances, however a combined LEP can be drafted that includes all of these (supported with appropriate mapping in some cases).

QUEANBEYAN-PALERANG REGIONAL COUNCIL

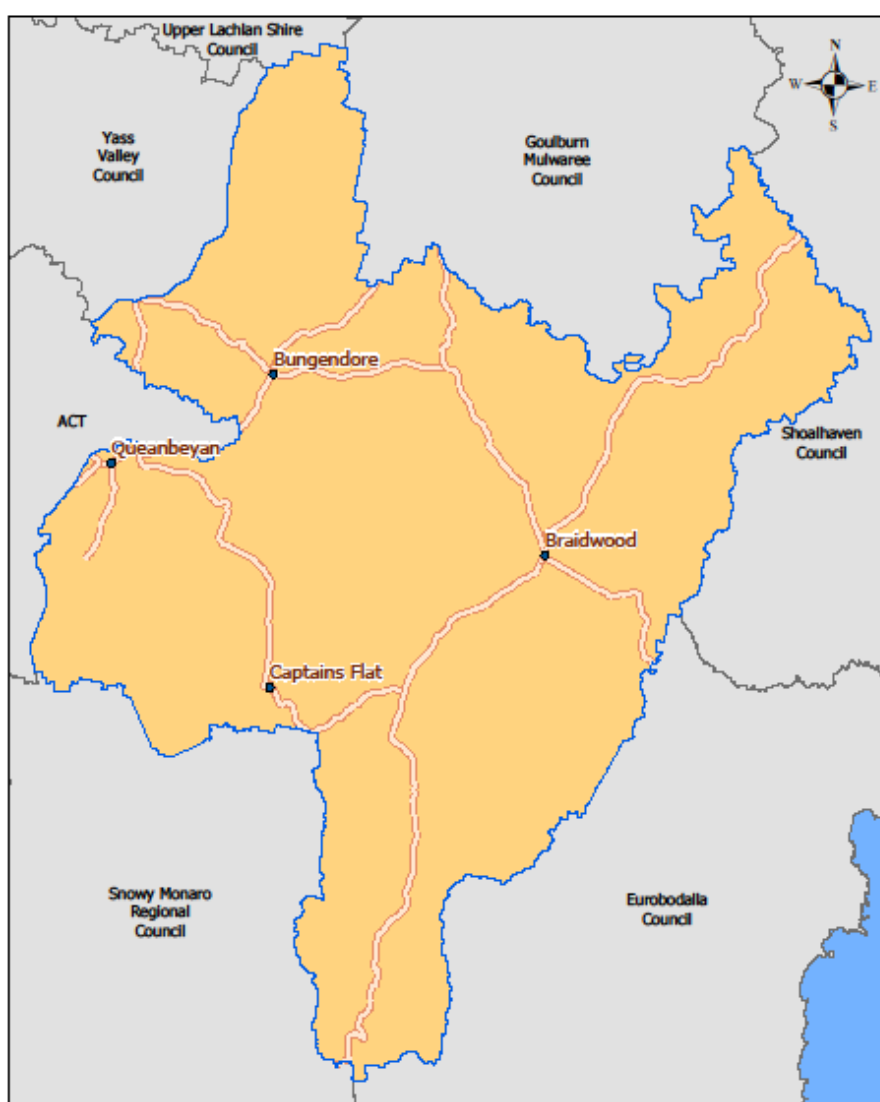
Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

- | | |
|--------------|--|
| ITEM 5.5 | COMPREHENSIVE LOCAL ENVIRONMENTAL PLAN -
PROGRESS, ISSUES, NEXT STEPS |
| ATTACHMENT 2 | QPRC DRAFT COMPREHENSIVE LEP PLANNING PROPOSAL
29 AUGUST 2018 |



Planning Proposal
Comprehensive Local Environmental Plan
Queanbeyan-Palerang Regional Council
August 2018



Ref: SF161118
C1863495
C1863495

**5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps
Attachment 2 - QPRC Draft Comprehensive LEP Planning Proposal 29 August
2018 (Continued)**

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Introduction

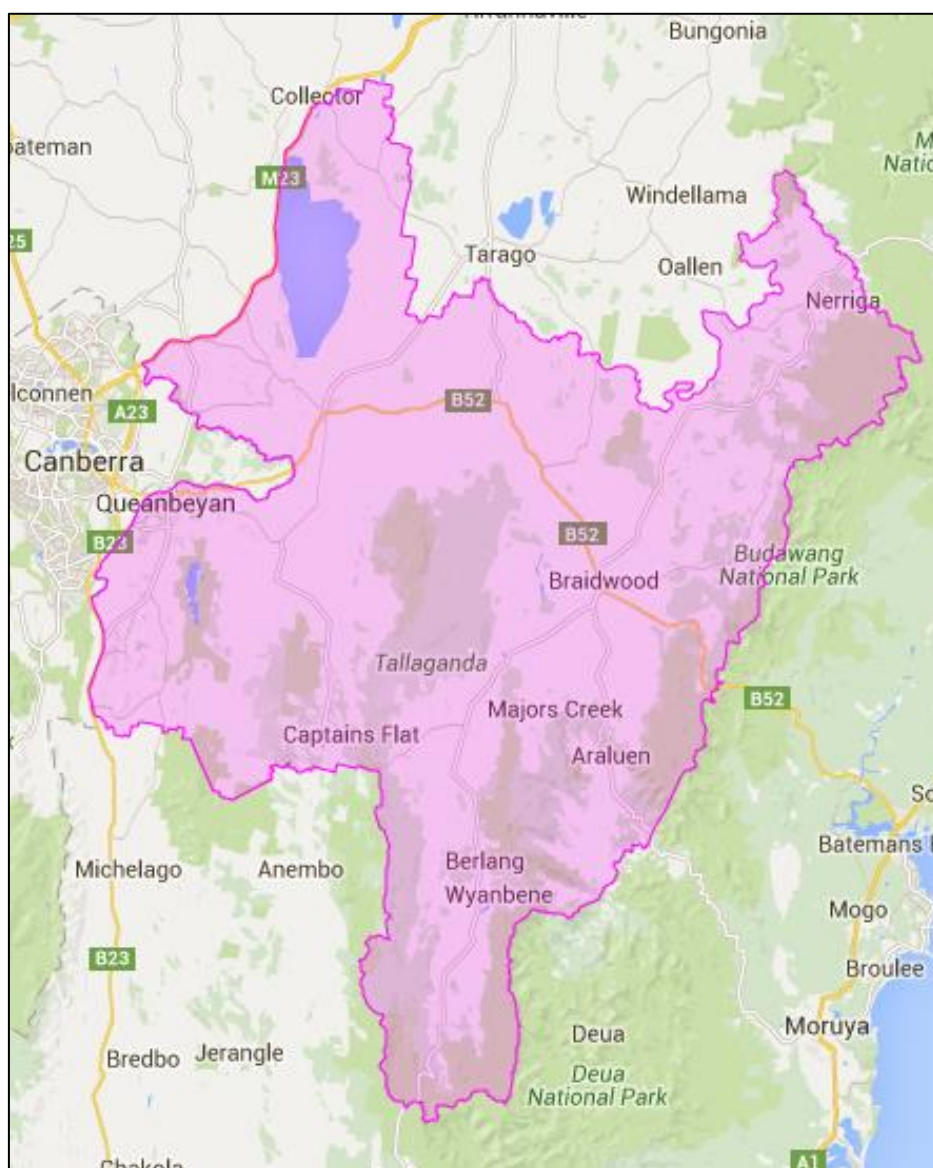
Purpose

The purpose of this planning proposal is to prepare a new comprehensive Local Environmental Plan (LEP) for the Queanbeyan-Palerang Regional Council area under the *NSW Environmental Planning and Assessment Act 1979*.

The former Queanbeyan City Council and Palerang Council were merged into a single local government area in 2016. As a consequence, Council now needs to combine the respective local environmental plans (LEPs) that applied to the former areas into one comprehensive plan.

The planning proposal seeks to primarily address existing inconsistencies between *Queanbeyan LEP 2012* and *Palerang LEP 2014* in order for the two plans to be combined into a single comprehensive planning instrument. These inconsistencies are largely in respect of permissible development in the land use tables under the two plans, but also include differences in various provisions in some instances.

Figure 1: Map of Queanbeyan-Palerang Regional Council local government area



5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps Attachment 2 - QPRC Draft Comprehensive LEP Planning Proposal 29 August 2018 (Continued)

As a general approach, Council will be seeking to minimise the number of new policy matters in the proposed comprehensive plan, and seek to transfer existing provisions with as little planning/policy change as possible. Where certain zones or provisions are unique to a particular plan, Council intends to wholly carry forward those provisions into the new plan. It is only where there is some difference in common provisions between the various instruments that changes will be made. Council has now prepared a background paper comparing the respective planning instruments applying to the LGA, the differences between LEPs and Council's intended approach to addressing these. The background paper has been attached to this planning proposal.

As noted, the NSW Government announced the merger of the former Queanbeyan City and Palerang Councils on 12 May 2016. On 12 October 2016, the new Council adopted the following Interim Policy:

Where the former Palerang or Queanbeyan City Councils had an adopted policy on the same matter, those policies apply to their respective Local Government Areas;

Where one of the former Councils had an adopted policy on a given matter, and the other did not, the adopted policy apply to the whole of the new Queanbeyan-Palerang Regional Council Local Government Area.

The proposed approach is considered consistent with that resolution.

Whilst Council is seeking to minimise introducing new policy matters as part of the merger of the two plans, it has given a commitment to the community to also resolve two outstanding planning matters, given commitments made by the former Palerang Council to its community prior to the merger. There are:

1. Addressing representations from some land owners in the Bywong and Wamboin E4 Environmental Living zone (rural residential areas) seeking to change that zoning. This may require some existing areas currently zoned E4 Environmental Living to be converted to an alternative zone, and
2. Addressing a number of requests for additional settlement or subdivision on rural lands which are not currently permissible under the planning instruments. This may result in changes to existing Lot Size Maps in some locations.

Council is currently carrying out a number of strategic planning exercises in respect of both matters. Where possible Council will include any amendments relating to these matters in the draft LEP however, it is not intended to delay the LEP whilst these matters are resolved.

Council has begun to prepare a draft plan and accompanying GIS layers, however the final contents of these will be determined by ongoing Council research, community feedback and engagement with public authorities. Accordingly, Council notes there will likely be a need to refine the planning proposal at a future date when final draft versions of the plan and GIS layers are prepared.

Current Local Environmental Plans

There are currently seven LEPs in force in the Queanbeyan-Palerang LGA. These are:

- *Palerang Local Environmental Plan 2014*
- *Queanbeyan Local Environmental Plan (Poplars) 2013*
- *Queanbeyan Local Environmental Plan (South Tralee) 2012*
- *Queanbeyan Local Environmental Plan 2012*
- *Yarrowlumla Local Environmental Plan 2002*
- *Queanbeyan Local Environmental Plan 1998*
- *Queanbeyan Local Environmental Plan 1991*

5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps Attachment 2 - QPRC Draft Comprehensive LEP Planning Proposal 29 August 2018 (Continued)

Council is seeking to have all these instruments combined into a single comprehensive plan. However, this will depend on the progress of a number of other planning proposals currently applying to land covered by these various instruments. Some may be removed in the interim as a consequence of these other planning proposals being completed. Again, this will be confirmed by any future updates to this planning proposal.

Part 1 - Objectives or Intended Outcomes

The objective of the planning proposal is to provide for a single comprehensive planning instrument for the Queanbeyan-Palerang Local Government Area (LGA), and, to establish common provisions in respect of land use zone permissibilities and other clauses.

Part 2 - Explanation of Provisions

Consolidating Planning Instruments Applying to Queanbeyan-Palerang

As noted, Council is seeking to consolidate the various planning instruments applying to the LGA whilst minimising the number of new policy issues to be resolved.

This will require various inconsistencies in permissibilities between Land Use Zones to be addressed, and, respective provisions in each plan transferred to a new combined LEP. Council has prepared a background paper to accompany this planning proposal that sets out these changes and Council's intended approach to dealing with each.

Depending on the outcomes of other planning proposals currently being progressed by the Council, all land within the LGA is intended to be covered by this one plan. However, this is to be finally determined as the planning proposal progresses.

Part 3 - Justification

Section A - Need for the planning proposal

The planning proposal is required to initiate the preparation of a new comprehensive LEP.

1) Is the planning proposal a result of any strategic study or report?

As noted Council has produced a background document comparing the permissibility of zones and local provisions under the respective LEPs applying to the LGA. This has been endorsed by the Council as the agreed approach to rationalising the plans.

2) Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal is the only means of delivering a new comprehensive LEP for the new local government area.

Section B - Relationship to strategic planning framework

3) Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including any exhibited draft plans or strategies)?

The *South East and Tablelands Regional Plan 2036* is the relevant regional strategy. The planning proposal is considered to be consistent with the Strategy. An extract of the planning narrative from the Strategy is shown at Appendix A.

**5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps
Attachment 2 - QPRC Draft Comprehensive LEP Planning Proposal 29 August
2018 (Continued)**

4) Is the planning proposal consistent with a council's local strategy, or other local strategic plan?

The planning proposal is not considered to be inconsistent with any of Council's local strategies.

5) Is the planning proposal consistent with applicable State Environmental Planning Policies?

The planning proposal is not considered to be inconsistent with any SEPPs at this time. Council will have regard to the content of all SEPPs as the draft plan evolves to ensure consistency.

6) Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1 directions)?

The planning proposal is not considered to be inconsistent with any s9.1 directions. Council will have regard to the content of all 9.1 directions as the draft plan evolves to ensure consistency.

Section C - Environmental, social and economic impact

7) Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. As noted it is anticipated there will be few new policy changes introduced in the new combined plan. It is not intended to identify any new land for development or to change any provisions that would increase impacts on the environment.

It is intended to consult the Office of Environment & Heritage and other public authorities whilst preparing the new LEP.

8) Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Not at this time.

9) Has the planning proposal adequately addressed any social and economic effects?

No. As noted it is anticipated there will be few new policy changes introduced in the new combined plan.

Section D - State and Commonwealth interests

10) Is there adequate public infrastructure for the planning proposal?

Yes. There should be no additional impacts in any infrastructure as a consequence of the proposed combined plan.

11) What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

Council intends to consult with relevant State and Commonwealth authorities during the preparation of the planning proposal.

Part 4 – Mapping

The respective maps under the existing LEPs will need to be combined into a single set of GIS layers and possibly LEP maps. Any maps will be prepared consistent with the Department of Planning and Environment's relevant guidelines and in consultation with the Department's GIS unit. Council is currently discussing the option of not preparing LEP pdfs using only GIS layers with the eBusiness section of the NSW Department of Planning and Environment.

Part 5 - Community Consultation

It is intended to publicly exhibit the draft plan for a period of **28** days.

Council intends to consult with the following agencies in respect of the planning proposal:

- NSW Premier and Cabinet
- Office of Environment and Heritage
- NSW Rural Fire Service
- NSW Department of Primary Industries
- NSW Office of Water
- ACT Government
- National Capital Authority

Part 6 - Project Timeline

It is anticipated the planning proposal will take up to **12** months to finalise. An indicative project timeline is provided below.

Action	Timeframe
Agency consultation	October – November 2018
Public exhibition 28 days	February 2019
Report to Council	March 2019
PC Opinion/Maps	April – May 2019
Forwarded to DPE/Made by delegate	June 2019

Appendix A - NSW South East and Tablelands Regional Plan Local Government Narrative for QPRC — page 63

<http://www.planning.nsw.gov.au/~media/Files/DPE/Plans-and-policies/south-east-and-tableland-regional-plan-2017-07.ashx>

Queanbeyan-Palerang

Queanbeyan-Palerang Local Government Area is home to historic towns and villages, productive rural activities, modern urban centres and high quality natural environments. It is adjacent to the ACT and is influenced by the activities of the ACT and Australian governments.

The rural character of Bungendore and Braidwood contrast with the largely suburban character of Queanbeyan. Proximity to Canberra means many residents live in NSW while travelling to the ACT for work. Queanbeyan-Palerang Regional Council has formalised its relationship with the ACT to facilitate joint efforts such as an integrated transport strategy.

Natural areas include pristine streams and forests containing a diversity of flora and fauna, high-value grasslands and woodlands, and important biodiversity corridors linking to the ACT and beyond. High wind paths suit wind farms for renewable energy generation. The increasing interest in solar power generation is similar to that underway in the ACT, as well, interest in wind power continues.

Employment in public administration, defence, transport, professional, scientific and technical services is expected to continue, particularly given the relationship with Canberra. Traditional industries include sheep and cattle grazing, stone fruit production and newer niche rural industries such as viticulture, organic farming, olive production, truffle growing and alpaca breeding.

Queanbeyan-Palerang Local Government Area is expected to require an additional 12,050 dwellings to accommodate 25,050 more people by 2036. Residential growth areas include Googong and Bungendore, and the proposed South Jerrabomberra. The availability of water will continue to influence the amount and location of additional urban development, particularly in areas such as Bungendore.

Priorities

- Work with the ACT Government to improve road and active transport connectivity and public transport integration; manage water, sewage, waste and renewable energy on a regional scale; plan and collaborate on major contiguous developments; plan for infrastructure requirements to support population growth; and support major events.
- Protect and enhance the area's high environmental value lands, waterways and water catchments.

Economy and employment

- Continue to identify opportunities for economic growth flowing from the activities of the ACT, NSW and Australian governments.
- Diversify the agriculture industry, including opportunities for value-added activities and access to national and international markets.
- Encourage small-scale intensive animal production where this can be done without compromising the Sydney Drinking Water Catchment.
- Leverage the area's existing expertise in renewable energy to foster innovative economic development opportunities.

Housing

- Coordinate the delivery of infrastructure for new release areas.
- Provide further opportunities for residential development where it is supported by a strategic approach to housing.
- Limit proposals for rural residential development to areas identified through an appropriate strategic planning process.
- Work with stakeholders to secure suitable services, including water, to support residential development in approved locations.
- Improve the attractiveness and amenity of main streets in towns and villages while retaining the rural ambience.

Queanbeyan-Palerang Local Environmental Plan 2018

under the
Environmental Planning and Assessment Act 1979

I, the Minister for Planning, pursuant to section 3.20 of the *Environmental Planning and Assessment Act 1979*, adopt the mandatory provisions of the *Standard Instrument (Local Environmental Plans) Order 2006* and prescribe matters required or permitted by that Order so as to make a local environmental plan as follows:

Minister for Planning

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**5.5 Comprehensive Local Environmental Plan - Progress, Issues, Next Steps
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C17007994

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

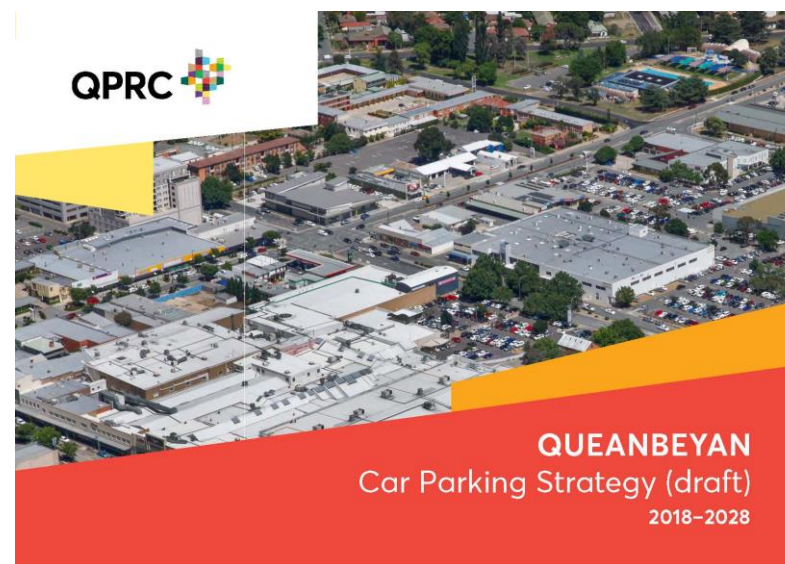
Planning and Strategy Committee of the Whole Meeting
Attachment

12 SEPTEMBER 2018

ITEM 5.6 QUEANBEYAN CBD CAR PARKING STRATEGY

ATTACHMENT 1 EXECUTIVE SUMMARY OF CONSULTATION REPORT -
QUEANBEYAN CAR PARKING STRATEGY

Community Consultation Report Queanbeyan CBD Car Parking Strategy



Ref: SF120536

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Executive summary of consultation report:

The draft Queanbeyan CBD Car Parking Strategy was on public exhibition from 20 July – 20 August 2018. The exhibition period was advertised on Council's online engagement hub, social media, Council's weekly e-newsletter, an email to CBD businesses, and in Council's advertisements in the Queanbeyan Age, Braidwood Times and Bungendore Weekly.

Council received 14 submissions on the draft Queanbeyan CBD Car Parking Strategy, with a range of themes raised in the submission. A summary of the matters raised are:

- Pleased with overall increase in parking
- Concerned with relocation of long-term car parks to perimeter of the CBD
- Encouraging Council to consider electric vehicle charging stations and other future-thinking technology
- Concerned that pay parking may be introduced
- Ensuring adequate disabled and motorbike parking spaces
- Time limits for current and future car parks need to be considered

Full submissions and staff responses have been provided below.

Participation in engagement:

During the exhibition period, 14 submissions were received. Council's online engagement hub shows that 194 people visited the Queanbeyan CBD Car Parking page, with 56 downloads of the document occurring. The majority of visitors visited the page directly, while 35 came from posts on Facebook.

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Comments received:

Submitter:	Submission:	Staff response	Recommendation
1	<p>In general, I find this plan very encouraging. I note that the reference to the NSW SE regional plan does make mention of linking Canberra and Queanbeyan by Light Rail, although no specific route(s) or development timeline is mentioned. Has this been factored into this parking strategy? In particular, were such a LR link to run [say] from the railway station down Crawford St and terminate near its intersection with Monaro St, is there any provision for a high capacity park and ride facility near that terminus? The only candidate I can see in this plan is the untimed parking on the roof of the proposed 5 storey carpark planned for Morissett St - ie area 5. This would, however, only provide 100 parking spaces. I doubt this would be enough. Would it be possible to increase the size of that facility [eg add more storeys] to cater for this future park and ride requirement. Alternatively [or as well], maybe the Crawford St multi-storey [area 2] made larger to also cater for this need. Another idea may also be to look at the private carparks in areas 3 and 6 [ie Woolworths and Riverside Plaza carparks] and consider encouraging multi-level carpark developments there as well. If any or all of these multistorey carparks were to be expanded to add more untimed parking to support LR commuters, it might also be an idea to equip those untimed areas with electric vehicle charging points as well.</p>	<p>It is too early to predict where the light rail line may enter and terminate in QBN. However, QPRC continues to advocate for a commuter rail service from BGD-QBN-CBR on the existing rail line. In that circumstance, additional park'n'ride would be investigated at or near the QBN station. The proposed new carparks include provision for EVC facilities.</p>	
2	<p>I fully support the expansion of car parking in the CBD. However, I am concerned that the number of untimed car parks is being reduced and/or shifted to less attractive locations on the fringe of the CBD. One of the things that impresses visitors to Queanbeyan is the ready availability of free parking and I believe it is in the interests of businesses to ensure that to remain the case.</p>	<p>The Strategy recommends the untimed car parking be moved to the perimeter of the CBD and shorter-term timed parking be closer to the shops in the CBD. This will encourage office workers who require all-day parking to park on the perimeter of the CBD, freeing up carparks closer to the shops for customers to use.</p> <p>Council intends to introduce smart parking technology which will make it very clear to visitors where parking spots are available.</p>	<p>During the implementation of the Car Parking Strategy, a thorough communication and education plan be developed to inform residents of the reasoning behind the changes.</p>

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Submitter:	Submission:	Staff response	Recommendation
3	It is already extremely hard as it is to get an all-day parking space, how are full time employees meant to park? What go out & move their car every hour?	<p>Many CBD timed spaces are already occupied by employees, restricting car park turnover for traders. Employees of businesses in the CBD will be encouraged to park in untimed carparks which will be located at the perimeter of the CBD, allowing carparks closer to businesses and shops to be used for short-term timed parking.</p> <p>This is a well-used method to ensure the high use carparks are regularly turned over.</p>	During the implementation of the Car Parking Strategy, a thorough communication and education plan be developed to inform residents of the reasoning behind the changes.
4	I am all for increasing parking as no matter how much people are encouraged to use public transport it will always be a case that car use is the much better and timely method of transport especially here in Queanbeyan and surrounds. There are workers who come from the surrounding areas, including the ACT whose only option will always be driving their own vehicle to work. Without untimed parking options like we have now then these people are more out of pocket financially and it makes it harder for businesses to attract potential employees as without an affordable option to park their cars they will look elsewhere. So please keep untimed options as high as possible as you have suggested.	Council is committed to maintaining untimed, free public carparks.	
5	Has the Council thought about the shift to electric vehicles (being planned through the ACT zero emissions strategy) and what this means for providing charging stations for these vehicles in car parks? ACT expects electric vehicles to be the same cost as petrol vehicles by 2025 and hence a large increase in demand and uptake of the former after that year.	As part of our plans to introduce smart city technology into the Queanbeyan CBD we will be looking at electric vehicle charging (ECV) stations.	

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Submitter:	Submission:	Staff response	Recommendation
6	<p>Two points to consider. Wide enough disabled spaces to ensure that more modern wheelchairs and associated devices can have equal access. Plus current standards are out of date. - Secondly. Have you considered the uptake of electric vehicles and self-drive vehicles within the next decade? It might be worth making some plans and perhaps some room for infrastructure like charging points, pickup and drop off for self-drive etc. No point in building 20th century infrastructure in the 21st century. One last thing. Please don't go silly if you are going to charge for any of these spaces.</p>	<p>All carparks, including disabled carparks, will be designed to meet the relevant standards.</p> <p>As part of our plans to introduce smart city technology into the Queanbeyan CBD we will be looking at electric vehicle charging (ECV) stations.</p>	
7	<p>I didn't see any mention of an increase in the number motorcycle parking spots. I hope that consideration is given to the increasing popularity of motorcycles and scooters as a mode of transport??</p>	<p>This will be considered in the redevelopment of current carparks and the development of new car parks.</p>	<p>Motorbike parking to be considered in development of new car parks</p>
8	<p>Due to a lack of hydrotherapy in Queanbeyan, people with mobility issues need to have access to parking at the Aquatic Centre, 3 carparks is inadequate. This a high use facility for aged and mobility impaired people. From experience there is a lack of disability parking in areas where people can access social areas. I suggest planning contact RMS and seek information on the number of mobility parking permits issued in 2620/19 postal codes. Increasingly private pay parking areas have mobility impaired spaces, mobility impaired drivers are forced to use these as they cannot park away from their intended destination. Thus they are a captive client base unable to substitute long stay non-paying parking. If there is to be a parking App for Queanbeyan, perhaps signage advising the App details would be appropriate. The parking cities such as Albury is an excellent model for Queanbeyan. My concern for subsurface parking is the impact of flooding as the majority of Queanbeyan CBD is at the base of three sets of high ground, with natural water courses as covered drains.</p>	<p>Comments regarding parking at the Queanbeyan Aquatic Centre will be provided to the relevant Service Manager for follow-up.</p> <p>Any app that is provided for car parking will be promoted widely within QPRC and to our visitors. Council will also be placing signage around the CBD to advise on the location of free carparks.</p> <p>Any underground car parks would be require a development application which would assess the flood risk associated with the development.</p>	<p>Aquatic Centre parking to be assessed</p>

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Submitter:	Submission:	Staff response	Recommendation
9	<p>I would like to highlight the lack of disabled parking on Monaro street. I am unaware of any disabled spaces available along this street. The disabled parking that I am aware of is too far away from the services provided on Monaro street. My disabled wife recently had an incident on a visit to the ANZ bank where she fell in the street as the gutters are too high. This fall was due to no disabled access at all along this street. This incident highlighted this dangerous and impractical issue. It is imperative that this issue is addressed and implemented as part of this parking strategy. I am providing this feedback for not only the welfare of my wife but for any potential incidents for other disabled residents in the community.</p>	<p>Comments noted.</p> <p>Due to the current configuration of Monaro St (two lanes and high gutters) we are unable to provide disabled car parking. Council has long-term plans to upgrade Monaro St, which would lead to an area that would accommodate disabled car parks. Disabled car parks are available in Crawford St, both between Rutledge and Monaro and Monaro and Morisset Sts.</p>	<p>Provision of disabled car parks in Monaro St to be considered as part of redevelopment project</p>

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

<p>10</p>	<p>To whom it may concern, Development Engineering welcomes the CBD parking strategy which provides greater clarity for both developers and assessors of development that are proposed within the Queanbeyan CBD. Overall, development engineering supports the direction of the parking strategy particularly as a staged project. A number of recent developments are likely to cause significant impact on CBD parking which will not have been felt to date, including the introduction of a Cinema above Kmart and proposed function centre at the Royal Hotel. These two developments are potentially very significant consumers of parking and continuing study and data collection should be maintained to gain a greater understanding of the challenges and opportunities of addressing CBD Parking. Development Engineering asks and cautions development within flood prone areas of the CBD. In particular consideration be given to the location of basement car parks that are located within the flood planning area or 1%AEP as well as the appropriateness of development in this area which may cause the greater hazard in surrounding areas as a result. The Queanbeyan CBD is located on a floodplain which emanates from the Queanbeyan River. Apart from flood control generally prohibiting or advising against the construction of basement car parks within flood prone areas, issues arising from groundwater management can become very costly and result in the requirement of specialised construction techniques. However development within flood prone areas can be a significant opportunity to create flood storage areas, which can result in positive outcomes from a flood mitigation perspective. QPRC also has significant underground assets in the areas where proposed basement car parks are to be located, including large diameter stormwater pipes and trunk sewer mains. The requirement for relocation of services should also be considered in the cost of basement car parks which is already stated in the strategy to have a 60% premium of conventional car parks. Whilst there is mention of rail connectivity with cross border light rail, there does not appear to be a significant focus improving public transport means between Queanbeyan and its surrounds. Snowy-Monaro has been seeking to revitalise towns along the Queanbeyan to Cooma railway line which would likely benefit Queanbeyan. A significant portion of the Queanbeyan workforce originates from the surrounding regions including Canberra, Goulburn, Bungendore and Braidwood. These significant movements should be greater recognised and will hopefully be considered in more detailed studies of the parking requirements within the CBD. Over the three years Council has not collected Section 94 (7.11) contributions for CBD parking for developments that have been found to intensify parking requirements and do not have any parking on site. It has largely been argued by applicants that the \$10.5k/space charge would pose a significant burden on development and these fees have been waived on repeated occasions almost creating a precedence. Increasing the contribution by double is unlikely to achieve anything due to this precedence, thus a more comprehensive plan for CBD parking contributions</p>	<p>Comments noted.</p> <p>Any underground car parks would be require a development application which would assess the flood risk associated with the development.</p> <p>Council is yet to confirm its position of car parking contributions.</p> <p>QPRC continues to advocate for a commuter rail service from Bungendore-Queanbeyan-Canberra on the existing rail line. In that circumstance, additional parking would be investigated at or near the QBN station.</p>	
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5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Submitter:	Submission:	Staff response	Recommendation
	needs to be implemented or an annual levy introduced that reduces up front cost during development application but collects an ongoing fee towards CBD parking and improvements.		
11	Currently from my observation all the parking in the main street is 30 minutes. This does nothing to revitalise the area. I can't park there for a haircut, a lunch or to see my solicitor. Given there is so little shopping in the main street it make no sense to me. An hour is workable. 30 minutes is frustratingly useless most of the time.	The Car Parking Strategy recommends that untimed carparks be moved to the perimeter of the CBD, therefore freeing up more short-term (1-2 hour) parking spaces closer to the CBD. The Car Parking Strategy generally deals with off-street car parks.	Monaro St parking limits to be considered
12	Hi I fully support retaining the free parking arrangements that differentiate Qbn from Canberra. I also support the improved pedestrian linkages between carparks/green areas/retail areas. I am concerned about the unintended impact that short stay parking may have on Rutledge St and Isabella St - there are already parking pressures for the 2 schools (st Gregs and Qbn public) and the short stay parking may push commercial parkers into this precinct? I am also concerned about the unintended impact of timed parking in the CBD on residential streets near qbyn park and the park itself. The solution to this would not be timed parking surrounding the park as many recreational users of the park spend 3 or more hours per visit, so timed parking would interfere with sport and recreational activities that we should be encouraging. I think there should be more 3 hour parks in the CBD and less 2 hour parks. 2 hours puts unnecessary pressure on shoppers/diners. Monitoring of timed carparks should have a grace period of at least 15 minutes before a penalty is applied, at least for the first 6-12 months to enable residents time to adjust to the new arrangements. I support the overall increase in the number of carparks but note a number of these carparks may be leased. I only support these leases if the end result is an overall increase to the number of publicly available CBD carparks. Leased carparks should be on higher levels of decked carparks with public parking on the lower levels. Bike paths to connect the park, CBD and river should be two-way pedestrian footpaths (for adult and child use) not road based bike paths. Finally, could you please put a pedestrian crossing on Rutledge St (near the library) for the parents and children at the surrounding schools, preschool and daycare! Many thanks for the opportunity to comment.	Comments noted As a result of a review of pedestrian facilities in key areas of the CBD, the crossing point on Rutledge Street near the library was upgraded in 2016 to include a pedestrian refuge. The pedestrian facilities in Queanbeyan's CBD were reviewed in 2017-18 as part of the Integration Transport Strategy. This resulted in a new Queanbeyan PAMP and Bike Plan that is currently on public exhibition for feedback. This review acknowledged the pedestrian refuge at Rutledge St and did not identify the need for enhanced treatments at this site.	Consider timed v untimed parking near recreation areas Consider mix of 1, 2 and 3 hr timed parking spaces Consider pedestrian crossings along public domain and carpark corridors, and near schools

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

<p>13</p>	<p>Finance Neutrality. Construction and operating costs should be neutral to the Ratepayers. Construction cost principal and interest, and the development's operational costs should be covered by income from the development, ie parking fees, advertising, sub-letting (kiosks), EV charging, and so on. Operational costs should be fully calculated to include direct and indirect costs. Principle payback period should be under 20 years. As this is a substantial infrastructure project, I presume it is part of a bigger commercial centre strategic development around that location. While I say that from the perspective that it should be, Council should also be cognisant of the significant disruptive changes in shopping trends and personal mobility that are happening. What is the Need, after considering disruptive technologies to Automotive? The progress of autonomous driving vehicles is a material factor that needs to be considered. General Motors recently announced that it is moving directly to autonomous drive capsules, while Google, Uber, Apple, Tesla, BMW, General Motors, Ford, et al are spending billions of dollars in this race. It is no longer whether we will have widespread autonomous drive vehicle usage, but simply when. By all conservative accounts this will be in less than 10 years. This becomes a critical consideration in the matter of allocating public resources to building a large parking space. No doubt Council will have figures to support its construction based on today's usage numbers, projections, and paradigms. However, the nature of point a to point b transportation is changing rapidly as automakers (to whom you must project Apple, Google, and Uber, to mention a few well financed newcomers) shift from vehicle sellers to ride providers. This in part is a driver for their rushing autonomous vehicle introduction. In that new world, parking lot capacities will be minimal if not altogether redundant, because autonomous vehicles, especially as ride-share vehicles, have no need to park at point of drop-off / pick-up. With or without a passenger, they will move on to their next task, just cruise the streets, or move on to a parking space that is away from the action and cheaper. What is the Need, after considering disruptive technologies to Consumer Shopping? If Council looks to the strong trends in overseas consumer shopping, it will see that bricks and mortar regional and locality centres are waning and being replaced by home delivery services. This applies to all manner of consumer goods from food and pharmaceuticals, to clothing and home appliances. Today, I know for a fact that Woolworths is doing daily deliveries to Bungendore and Braidwood, even though both towns have a local market. In speaking with one of the delivery drivers, he told me their service has been markedly escalating in recent months. With the shortage of personal time and a delivery charge as low as \$1.00 for Seniors, it isn't hard to understand the attraction. So, Council needs to look at this proposed project with eyes positioned in the future, verses projecting trends from the past. The proposition of shopping from home, or a phone, and having it delivered effortlessly is seriously compelling for consumers. The other thing to vector into this consideration is the push of all the leading delivery companies – DHL, FedEx, UPS,</p>	<p>The draft Car Parking Strategy has a 10-year horizon and Council understands that travel preferences and options will change throughout that period. We also know that during that period, Queanbeyan's population will grow by 15,000 and Canberra will also substantially grow. Council's aim is to bring more business and activity to the CBD which will require additional and better planned car parks. As the Strategy progresses, Council will monitor trends and developing technologies and make adjustments as required. Council is yet to finalise its position on financing the debt required to develop the carparks, and recovering costs of operation and maintenance.</p>	
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5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Submitter:	Submission:	Staff response	Recommendation
	<p>TNT, etc – for autonomous delivery vehicles. The economics are sooo compelling for the merchants and the delivery companies that this will happen. It shouldn't at all be considered Sci-Fi speculation. What to Build? These technology changes are going to be very disruptive to car parking investment paybacks, and best purpose land utilisation. I won't in this comment say to Council build or don't build. What I will say from my long-time role in automotive technology, is these considerations are real and will come to Queanbeyan in the coming decade. If the council elects to build a parking structure, then I suggest its design is adaptable for other purposes in the future, such as a residential or office conversion.</p> <p>Here are some links to support my submission https://www.gm.com/mol/selfdriving.html GM "Imagine not sitting in traffic for what feels like half your life. And imagine a crowded city not filled with congested roads and parking lots and structures but with efficiently moving traffic and more space. Nearly one of three cars on city streets at any given time is simply looking for parking. Our technology will create better use of time and space. For everyone."</p> <p>https://www.theregister.co.uk/2018/05/09/first_autonomous_vehicles/ https://youtu.be/aaOB-ErYq6Y https://corporate.ford.com/innovation/autonomous-2021.html https://youtu.be/_Zd1ByhigPU https://youtu.be/47OFb8786ko?t=701 https://youtu.be/47OFb8786ko</p> <p>I don't know if Council is considering in its parking strategies, systems such as those that are included in the following link.</p> <p>If not there could be merit in doing so from the perspective of cost, autonomous vehicle future, land space utilisation, and cost effective redeployment of the infrastructure.</p> <p>https://www.alibaba.com//products/smart_parking_tower.html?IndexArea=product_en&page=2</p> <p>This type of technology has been big in cities like New York, London, and Shanghai for decades, and is now within the economic reach of smaller cities now.</p>		

5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

<p>14</p>	<p>From 2015-2017, I managed the legislative signage requirements for parking in QCC/QPRC and received complaints and feedback about parking with regards to access, availability and safety. In this time I implemented a number of significant changes to parking in CBD and managed the education, transition and evaluation of these changes. I have also undertaken investigation of the current speeds in Qbyn CBD and requirements to implement pedestrian friendly lower speed limits. I've also investigated and managed road safety in the CBD including around pedestrian crossing, car parks, bus interchange and linkages.</p> <p>My submission includes:</p> <p>Please give consideration to short term parking near churches. Queanbeyan has a number of significant and large churches in the CBD and I've had feedback from the churches they struggle to provide short-term parking, particularly for elderly around their churches because parking is taken up by long-term day parking. The lack of parking is particularly an issue for them when conducting funerals. Parking issues experienced by churches have been noted on Lowe Street & Rutledge Street. It's also recommended to increase the number mobility parking spaces near churches.</p> <p>Pg 15 states 'It is noted the effectiveness of time restricted parking will be enhanced by effective enforcement'. I have a recent concrete example to reinforce this statement and it illustrates the behaviour of our motorists in Queanbeyan CBD. Morisset car park has timed parking and I was recently in the car park wearing high-vis vest conducting a safety analysis of proposed parking changes. I was holding a clip board and making notes. I observed 5 people run out of Morisset House to move their vehicles and one even stopped and yelled at me asking was it OK to move their car to another spot within the car park. I realised the people had mistaken me for a parking ranger – and my presence and perceived activity had notably changed their parking behaviour. Any behavioural change in parking will require education, engineering and enforcement but also effective management of the prohibiting factors and encouragement/incentives for the desired behaviour.</p> <p>Please give consideration to establishing free long-term motorcycle parking within CBD as another strategy to address relocation of long-term car parking to outer perimeter of CBD. Motorcycles take up considerably less room than other vehicles, they can reduce congestion, have lower emissions and still enabling long-term usage conveniently within CBD.</p> <p>Also, please give consideration to establishing more bicycle parking and end-of-trip facilities to also encourage cycling into CBD particularly for 'last mile' connectivity.</p>	<p>Comments noted</p> <p>Council will review timed on-street car parking around the CBD as this Strategy progresses and will liaise with groups such as local churches.</p> <p>As part of our plans to introduce smart city technology into the Queanbeyan CBD we will be looking at electric vehicle charging (ECV) stations.</p> <p>Motorbike parking – see submission 7</p> <p>Parking apps – prior to the roll out of any application, education will be undertaken with the community regarding safety considerations.</p> <p>Increasing pedestrian safety is part of Council's overall plans for the Queanbeyan CBD</p> <p>Council resolved at its November 2017 meeting to remove any reference to at grade parking being established at the Queanbeyan Showground.</p>	
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5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

	<p>Page 15/Page17 & Page 26 refer to Smart Apps potential to be used for drivers to locate available car parking spaces. Can I recommend this strategy needs to be carefully implemented and considered, balancing the road safety impact of distraction. It is illegal for drivers to touch their mobile phones while driving (drivers can only use phones if it is hands-free) and for L & P platers it is illegal for them to use their phone at all while driving. Research has shown that distraction is an increasing factor in road trauma and a higher risk when driving in a pedestrian activated area. Research has also shown that distraction of any kind (looking at a screen/diverting attention from road/taking a phone call even hands free) increases the likelihood of crash as it is decreasing driver attention and ability to respond to road environment. Please investigate the potential to sync the technology with in-car systems to eliminate the mobile phone usage risks and would recommend including road safety warning about distraction when using smart apps/parking technology. The strategy refers to establishing pedestrians as a priority in the CBD and pedestrian activation to achieve this. It was good to read on Page 17 to achieve pedestrian priority the quality and safety of pedestrian links is paramount. Lowering of speed limits and implementation of HPAA has merit, but this cannot be achieved by solely placing signs. Other treatments to slow vehicles and identify the location as a pedestrian area are required and this also includes safely locating pedestrian crossing points. It is not recommended to place crossing points at roundabouts but instead use signalised crossing points where available and mid-block crossing points with good sight distances. Please give consideration to usage of parallel parking in areas and streets that will be classified as HPAA, as reversing vehicles are very dangerous for pedestrians and create a high crash risk. Page 41 Attachment 3 notes Crawford Street & Collett St as classified for increased pedestrian priority with treatments. Please give consideration to similar classification/treatments to Morisset St, Monaro Street and parts of Antill Street (from Crawford to Collett St)</p> <p>Page 24/Page 49 Collett Street Car Park – please give consideration to expanding the vehicular access to this car park to also be from Carinya Street – this would provide enhanced access to a perimeter car park, potentially reduce congestion in Morisset/Collet Street and also enhance ability for larger vehicles to access this car park without entering significant CBD streets. This access would also provide a significant link to other nearby facilities such as Riverside Oval.</p> <p>Page 19 – Influencers – an influencer on current car parking behaviour is the country living expectation of ‘parking right out the front’ of the required property/service. Some work will be needed to alter this belief/expectation in Queanbeyan.</p>		
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5.6 Queanbeyan CBD Car Parking Strategy

Attachment 1 - Executive Summary of consultation report - Queanbeyan Car Parking Strategy (Continued)

Submitter:	Submission:	Staff response	Recommendation
	<p>Page 20 – Behaviours – I have spent time attempting to promote and encourage the use of perimeter parking for long-term parking of CBD employees like the Showground and Collett Street. The feedback I've received on the inhibitors for this behaviour is perception the parking is not safe, the perception the walk to and from the perimeter parking is not safe, the perception the parking is too inconvenient and too long away from workplace and concern vehicles in perimeter parking are vulnerable to vandalism/theft.</p> <p>Page 7 Park and Ride – please give consideration to implementing Electronic Vehicle Charging points at Park and Ride facilities to encourage their usage and reduce environmental impacts</p> <p>Page 30 – Staging – please give consideration to bringing forward the staging of park and ride facilities. These are the facilities that will require the biggest behaviour change and I would suggest the earlier they are implemented the more time Council has to encourage and promote their usage and also to try and capture new residents (such as Googongians) using park and rides before they establish CBD parking behaviours.</p> <p>Page 25/Page 50 – Showground – the strategy only has the Showground parking increasing by 8 spaces. The Showground is in prime position to serve as a perimeter parking area – it's already established and requires little new behaviour change to implement and it's relatively close to CBD for employees such as Council and NSW Government. The area is already used for free long-term parking so it has established behaviour and it would be easier and cheaper to expand this parking than establishing a new long term parking area and creating totally new behaviour. Please give consideration to expanding the Showground parking by more than 8 spaces. And 8 space increase will not be enough to sufficiently encourage the long-term usage of this parking area as perimeter parking.</p>		

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting
Attachment

12 SEPTEMBER 2018

ITEM 5.6 QUEANBEYAN CBD CAR PARKING STRATEGY

ATTACHMENT 2 DRAFT QUEANBEYAN CAR PARKING STRATEGY 2018-2028 -
AS EXHIBITED



QUEANBEYAN Car Parking Strategy (draft) 2018-2028

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

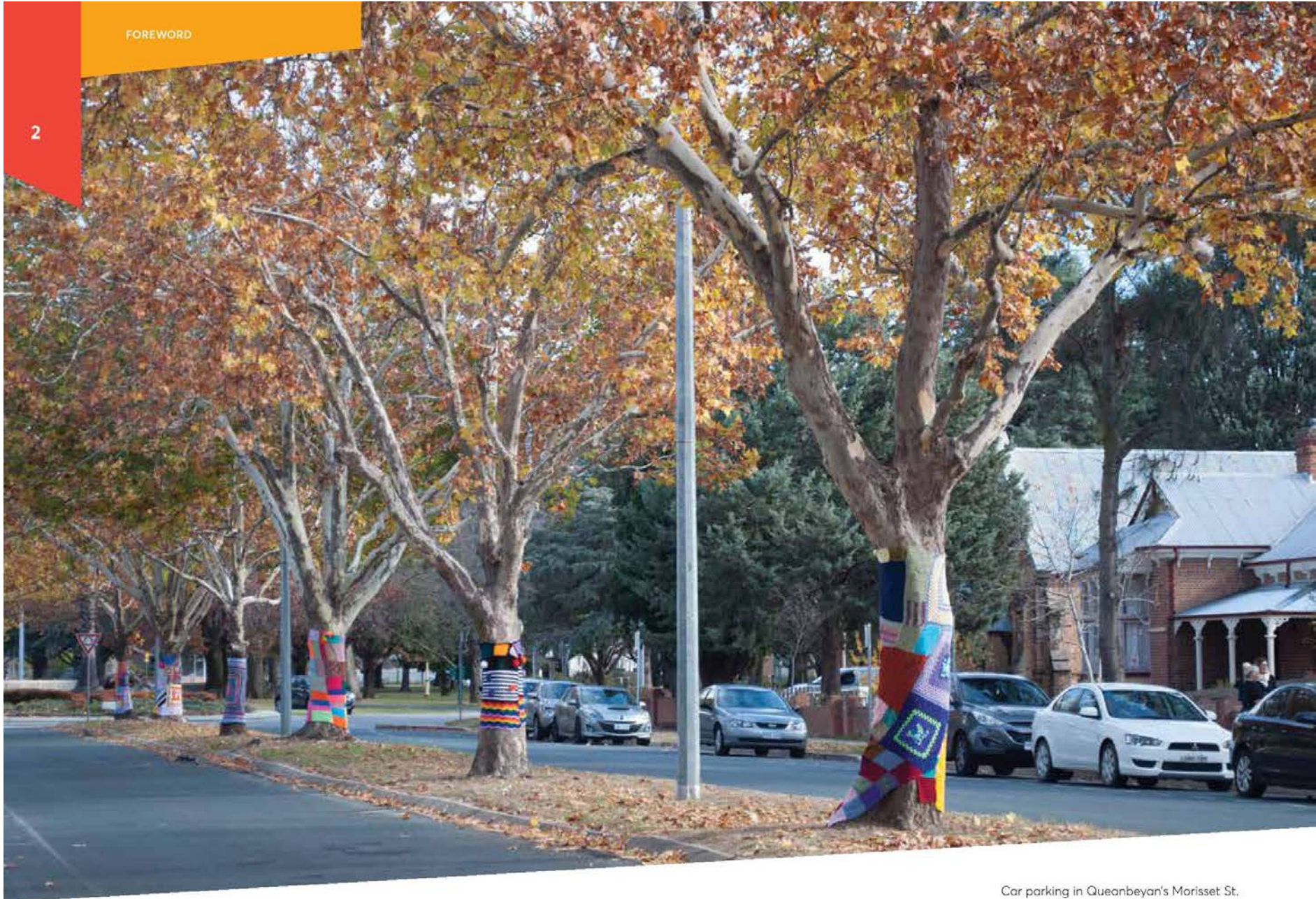


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Car parking in Queanbeyan's Morisset St.

Foreword

Council considered a draft Queanbeyan Car Parking Strategy at its meeting on 22 November 2017, resolving to defer its exhibition for community comment until it could be viewed in the context of the revision of the Queanbeyan CBD Masterplan. Retitled the 'Queanbeyan CBD Spatial Business Plan', the revised plan draws on the 2009 Masterplan, the 2017 CBD Transformation Strategy and Digital Economy and Smart Communities Strategy. Council has considered reports in the past year on the CBD transformation, most recently on the six stages of works proposed over the next decade. Those works comprise car parking, laneway connectors, public domain, cycle and pedestrian links and installation of smart city infrastructure such as CBD wifi, cctv, lighting, and parking, and electric vehicle charging.

Council resolved in part at that November 2017 meeting to:

- > include 'smart parking' principles and infrastructure in the design of redeveloped car parks.
- > include the smart parking and construction estimates of those car parks in revised development contribution plans and voluntary planning agreements, and car space leasing agreements.
- > consider in the revision of the Car Parking DCP, options to share car spaces for different uses outside core hours, mechanisms to free up high turnover public car spaces, and reduction of car space requirements for expansion of current developed uses or residential apartments close to public transport nodes

- > consider commissioning reports on the:
 - feasibility of aggregating car spaces into Morisset and Crawford car parks and subsequent offsets on demand for new commercial space/year
 - impact of higher or lower s94 contributions in different development types
 - impact of more timed parking on patronage and business
 - likelihood of employees utilising untimed car parks on CBD perimeter

Since then, Council has also decided in March 2018 to commence a smart parking trial in the Morisset car park, installing smart parking and electroboards to guide the public to available car spaces in the Queanbeyan CBD, and to improve turnover of car spaces by increasing the surveillance of CBD car parks to ensure timed car spaces are not over-stayed.

Then, in considering the staging of the CBD transformation, Council also resolved at its May 2018 meeting to retain more at-grade car spaces at the Lowe car park and to seek expressions of interest, at the appropriate time, to construct and operate a multistorey parking facility in Morisset car park.



Executive Summary

Queanbeyan has a mix of on-street and off-street parking to support business, community and recreational purposes. A single car space may be used several times – either as a timed high-turnover space in premium locations; or as a retail/commercial use during business hours, then a recreational or entertainment use out of hours. Off-street car parks are provided by Council and the private sector – the larger examples surround supermarkets and malls. A survey has indicated though, the total off-street car spaces provided by the private sector are less than would be assessed under modern car parking codes. Yet the 2009 CBD Masterplan found the demand did not exceed supply. That's not unusual, as the city has been shaped over many years when car parking was not required, or concessions on parking may have been granted over other years to incentivise development and investment in the city.

The advent of Smart Cities, the ambitions of the CBD Transformation Strategy and the expectations of the Integrated Transport Strategy may change the traditional approach to provision and management of car parking. Much traffic congestion is subject to motorists circling the CBD seeking a car space for work or patronage in the lifestyle or retail precinct for example. With the introduction of wayfinding and parking apps and smart parking infrastructure, finding (by the motorist) and managing (by the Council) car spaces will become more efficient. Park and ride facilities, public transport to the CBD and untimed parking at car parks on the perimeter of the CBD, should give certainty to access of car spaces for employees and commuters, and improves the movement through the CBD.

That, in turn, relieves pressure on timed car parks, so they may be utilised by shoppers and patrons – who tend to use those spaces by no more than 3 hours, and wish to access and walk to retail shops and cafes.

And then, if some car parks were recycled into public domain such as green corridors and civic plazas; and those spaces were connected to other green spaces such as parks and the river by laneways to and through those car parks – the movement of people past business in different hours during the day and night, may activate different trading hours and patronage levels. Slowing down the signposted speeds in the CBD to 40kph encourages high pedestrian activity

areas (HPAA) improving safe pedestrian percolation between car parks, across streets and into business or place of employment. Preliminary findings from the 2018 Business and Retail Needs Survey has supported that notion.

The Queanbeyan Car Parking Strategy draws on recent plans to activate the CBD, and take advantage of the current economic climate by accessing grants and low interest loans to recycle and aggregate parking infrastructure. The key principles of the Plan (p21) are:

- > Be a point of difference – country living/city benefits
- > People access, not parking supply, drives business activity
- > Prioritise short stay, high turnover parking over long stay, low turnover parking
- > Parking must be smart and support overarching transport objectives

The key proposals (p23) are:

- > Multistorey timed car parks in the Morisset and Crawford car parks
- > Private basement timed parking associated with site redevelopments at Lowe and Rutledge car parks
- > Utilising existing reserves car parking or new release areas as sites for park and ride untimed car park facilities
- > Progressively extending smart parking infrastructure and wayfinding apps into the timed CBD car parks

The NSW Government recognises Queanbeyan as a regional city under the 'hub and spoke' approach to its Regional Transport Strategy. Integration of public domain and connecting to alternate and public transport links is supported. The opportunity to borrow in a low-interest fixed term environment with a government appetite to support transformation and infrastructure initiatives by grant, should not be overlooked.

5.6 Queanbeyan CBD Car Parking Strategy Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

The Queanbeyan CBD Transformation Strategy promoted the attraction of new residents and workers into the CBD as a key driver of economic activity. To assist that ambition, amendments may be needed to planning policies to incentivise those private investments. In addition, the rethinking and resurfacing of Monaro Street and reduction of speed limits to improve pedestrian movements in the CBD following construction of the Ellerton Drive Extension, is expected to increase the amenity of the CBD to workers and residents, and in turn patronage to CBD retail and service providers. The permeability of pedestrians between blocks and through corridors connecting green spaces and car parks, should also improve and subsequently increase the economic and recreational activation of the CBD.

Converting car parks into public domain, provides the opportunity for Monaro Street properties to open up a second frontage, potentially convert one building into two tenancies, and assist activating the CBD with a fresh mix of business.

To get those residents, workers and patrons into the CBD requires well-considered road and other (eg cycle, public transport) links into the centre being explored in the Integrated Transport Strategy, supported by an ease in identifying vehicle and bicycle parking and storage with smart parking technology. It also requires new residential and commercial developments providing appropriate car spaces on site, or aggregating by their development contributions into the decked or basement car parks proposed in the Car Parking Strategy.

The Strategy proposes to utilise a mix of debt, grants, development contributions and agreements, and property leasing (p26) to fund the redevelopment of some CBD car parks into secure, smart undercover parking and in other cases, convert part of the car parks into public domain or corridors connecting the CBD green spaces. The estimates of those works will be published in the Financial Plan and Development Contributions Plan.

Free timed and untimed public car parking continues to be supported in this Strategy.

The increased remote surveillance of timed car parks should be preceded by an education program, as the visual presence of parking rangers will reduce, and monitoring (and infringements) of overstay in timed car spaces will occur remotely using smart parking technology.

When the Ellerton Drive Extension is constructed, and motorist behaviours and counts entering the CBD are established, a review of car parking turnover of timed and untimed spaces should be undertaken.

The Queanbeyan River is the focal point of the CBD.



Introduction

The Queanbeyan Car Parking Strategy 2018–2028 sets out a series of principles and opportunities for parking in the city and CBD. These findings broadly align with previous studies, including the 2009 CBD Masterplan, 2015 Cinema and Car Parking Strategy and 2017 QCBD Transformation Strategy. The draft Integrated Transport Strategy will also influence the final thinking on the Car Parking Strategy. The emphasis for the future of parking in QCBD should be to better utilise existing supply through applying a demand management approach while increasing public transport patronage; and repurpose car parking assets for public domain and commercial purposes, in line with the principles of the 2016 Property Strategy and the 2017 QCBD Transformation Strategy.

Figure 1 illustrates the CBD Council and private off-street Parking Areas.

Figure 1



Goals

The Queanbeyan Car Parking Strategy draws on and synthesises the ambitions of several previous strategies and plans:

- > 2009 CBD Masterplan
- > 2015 Cinema and Car Parking Strategy
- > 2017 QCBD Transformation Strategy

Their common goals form the basis of this updated Car Parking Strategy:

1. Provide an appropriate level of supply for both short and long stay parking; ideally within 400 metres of the CBD centre
2. Ensure off-street parking is concealed via active frontages, sub-grade, roof or higher level parking, in new or site redevelopments
3. Improve legibility for road users and pedestrians, weather protection, direct and convenient pedestrian linkages and overall appearance
4. Rationalise major entry and exit points to car parks.
5. Utilise public off-street car parking for park and ride and complementary retail or community uses
6. Utilise a single car space twice through business and out of hours uses



Background

A number of off-street car spaces are provided by Council and private interests to support business and community activity. The 2012 Queanbeyan DCP outlines the rates of car spaces required per m² of CBD development, and the contribution rates for spaces unable to be provided on site for developments (Extract: Attachment 1).

The table to the right calculates the theoretical total car parking required for each floor type based on Table 1 of clause 2.2.6 of Queanbeyan Development Control Plan 2012.

The Tables below summarise current supply and demand. Attachment 2 tabulates the public and private car spaces by Areas 1–9.

Public Administration Building	1 car park space per 100 m ² Office Space
Commercial premises	within the CBD – 1 car park space per 60 m ² of GFA
Retail (Shop)	within the CBD – 1 car park space per 60 m ² of GFA
Retail (other)	within the CBD – 1 car park space per 20 m ² of GFA (if total area>1,000m ²)

Table 1: Current car spaces current – off-street

	Council	Timed	Untimed	Disabled	Turnover %	Overstay %	PIN pa
Grade	1,084	384	700	35	NA	NA	320
Basement/undercroft	0						
Deck/Multistorey	0						

Table 2: Retail and commercial floor plate – supply (actual) v demand (car parking code)

	Public			Council spaces	Private				Cont'n
	Floorplate m ²	Code	Actual:	Actual: Grade	Floorplate m ²	Code	Actual: Grade	Actual: Basement	s94 \$/space
Public	39,569	416	160	1,183					
Commercial					57,820	964	360		\$10,490
Retail					85,510	3256	975	120	
TOTAL	39,569	416	160	1,183	143,330	4220	1,335	120	
Difference				+927				-2,765	

5.6 Queanbeyan CBD Car Parking Strategy
 Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

Table 3: Modelled CBD Vehicle Movements – pre and post EDE (2018 estimate)

	Monaro	Crawford	Lowe	Rutledge	Morisset
Pre-EDE	23,000	11,735	7,760	9,435	8,445
Post-EDE	19,600	8,925	7,590	6,855	8,915

Figure 2 illustrates the location of council and private car parks in QCBD and the number of spaces available. The table below summarises the council off-street car spaces.

Table 4

Area	TOTAL	Untimed	Timed					Designated parking			
			15m	1hr	2hr	3hr	Disabled	Motor bikes	Long Veh. >6m	Other users	
1 Erin Street	85	65	20								
11 Aquatic Centre	77	53	21					3			5
4 Collett Street	260	246						14	12		
2 Crawford Street	149	149									
5 Morisset Street	212	22	5	38	98	40	10	4	3	4	
8 Lowe Street	172	52	5	108			7			5	
9 Rutledge Street	185	184						1			14
7 Farrer Place	21		19					2			2 5
10 Show ground	22	22									
TOTAL	1183										

Figure 2



Queanbeyan Car Parking Strategy 2018-2028

BACKGROUND

10

Council rangers regularly patrol public off-street car parks in Council and private ownership under public parking agreements, two-three times a week. A small number of infringements are issued (eg 160 notices in six months), as the patrols focus on the following offences:

- > Stand vehicle in area when area closed to the public
- > Stop in disabled parking area without current permit displayed
- > No stopping and no parking
- > Stop in loading zone
- > Stop on path/strip in built up area

As a consequence, the timed car parks are not adequately demand managed and may give the perception to patrons/customers there are insufficient public off-street car spaces as they may be occupied for longer periods by staff or other users. Table 2 suggests there is adequate public car parking provided by Council.

The 2017 QCBD Transformation Strategy reinforced the CBD precincts proposed in the 2009 Masterplan – Civic, Lifestyle, and Retail.

PRECINCT IDENTITY: RETAIL PRECINCT (SEE FIGURE 3, PAGE 11)

The Retail Precinct will be the compact business and commercial core of the CBD:

OUTCOME:

- > A commercial retail area that is thriving with increased retail spend
- > A strong retail identity
- > A retail experience and mix that provides for the needs and tastes of people attracted to the CBD
- > A commercial retail area that is accessible

PRECINCT IDENTITY: LIFESTYLE PRECINCT

The Lifestyle Precinct will attract and support new residents to the CBD with residential, dining and entertainment amenity and provide opportunity for a night time economy to develop.

OUTCOME:

- > A medium density precinct attractive to inner-city residential living
- > Supporting retail, food and beverage industry, reflecting the lifestyle character to the precinct
- > A range of experiences and mixed-use activities fostering resident engagement in the CBD

PRECINCT IDENTITY: CULTURAL/CIVIC PRECINCT

The Cultural/Civic Precinct includes the anchor buildings of The Q, Bicentennial Hall, Library and a number of heritage cottages.

Successful revitalisation requires attraction magnets for people to gather and activities to occur — all providing a point of difference and high value amenity

OUTCOME:

- > An active entertainment and cultural activity destination
- > Stimulating public spaces attracting pedestrians to gather
- > Supporting gallery, performance and conference activity

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

Figure 3



BACKGROUND

Figure 4
Parking Distribution

The off-street car parks are distributed around the CBD, with an average walking distance to the retail core of 350m. The QCBD 'perimeter' car parks are untimed and placed to accommodate employee parking:

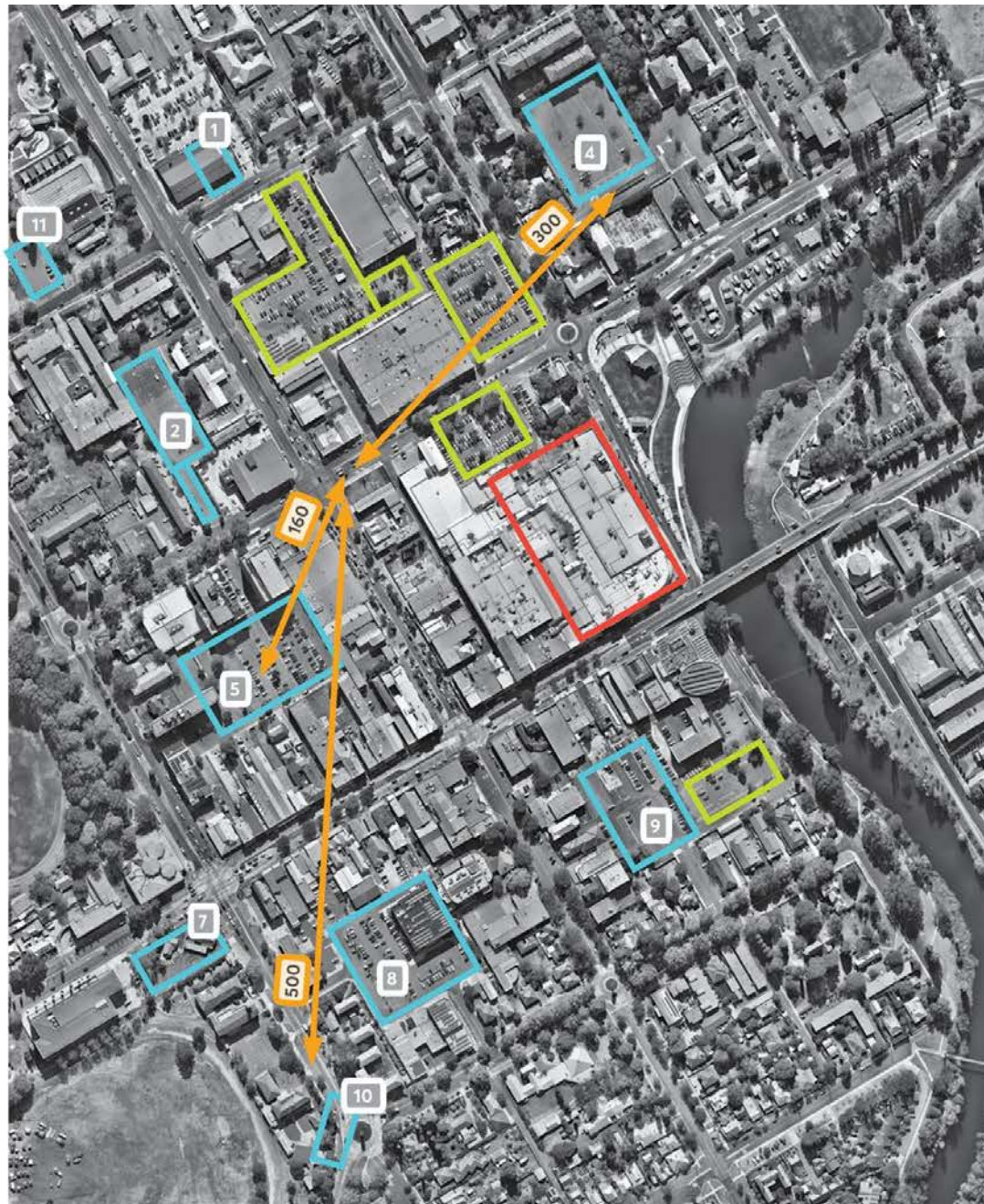
- > 1 – Erin Street
- > 11 – Aquatic Centre
- > 7 – Farrer Place
- > 10 – Showground

The Collett Street carpark (4) is the bus interchange site, placed to provide commuter parking.

Timed parking to improve carspace turnover and access to parking by patrons may be continued or expanded into:

- > 2 – Crawford Street
- > 5 – Morisset Street
- > 8 – Lowe Street
- > 9 – Rutledge Street

Council Carpark – Grade
Private Carpark – Grade
Private Carpark – Undercroft



Parking demand is created by popular events at Queen Elizabeth II Park.

Strategic Context

Surface (grade) level car parking breaks up the urban environment, increases distances between shops and services, prevents integrated development and generally presents an unattractive landscape. It is not economically or practically feasible to continue to provide surface level car parks in the CBD.

Clearly, an alternative approach is required that meets the reasonable needs for additional car parking to service new development. A strategic multistorey or basement car park network combined with better management of all on and off-street parking should be considered to enhance the city's urban form and improve its viability.

The primary aim is to convert or recycle car park assets into public domain or augment other uses ancillary to the car park (eg park and ride, child care, mini-market). The following section summarises key findings, objectives and actions from adopted strategies, relating to parking and pedestrian movement.

2009 CBD MASTERPLAN

(From CBD masterplan Vol 2 p33)

Car parks currently take up a large area of prime land within the CBD rendering such land as unfriendly, harsh environments. It appears that the current supply of parking exceeds the demand for parking, with ample spare spaces generally available at any one time at certain locations within the CBD. This is demonstrated by the Collett Street car park on the eastern fringe of the CBD which has low utilisation rates.

This represents an opportunity to rationalise the supply of parking, although there appears to be a prevailing view that unlimited short and long term parking is vital to a successful, vibrant local economy. Inadequacies of the public car parks often include a lack of legibility for road users and pedestrians, weather protection, direct and convenient pedestrian linkages and overall appearance.

Long term parking areas (for commuters or long stay parking) should be clearly identified and located within less active areas of the CBD.

- > In any redevelopment of key CBD public car parks, public parking provision should generally be retained with convenient, active and direct pedestrian connections to the surrounding primary street network.
- > Wherever possible, major entry and exit points to car parks should be rationalised and occur on the periphery of the centre to discourage through vehicle movements.
- > Protect short-stay parking opportunities along Monaro Street, Crawford Street and other on-street locations

(From CBD masterplan Vol 2 p46)

KEY DESIGN OBJECTIVES

Permeability:

- > Improve access within the CBD by the provision of strategically placed mid-block site links.
- > Ensure any through site linkages have active frontages wherever possible.
- > Rationalise vehicular entries along primary street frontages. Where existing ensure minimise conflict through civic design.

Pedestrian:

- > Encourage the activation of streets and public spaces through pedestrian circulation at street level.
- > Maintain important views and vistas throughout the CBD.
- > Way finding signage at key points in the city to encourage pedestrian activity.
- > Improve access through the creation of sight lines between activity nodes within the CBD.

Parking:

- > Plan for an appropriate level of supply for both short and long stay parking within the CBD through a detailed investigation.
- > Ensure a component of short stay parking is retained along key main street locations and the primary street network.
- > Enhance the function, appearance and usability of the existing public car parks.
- > Ensure on-site parking does not dominate or present to the streetscape, rather it should be located below the development, or concealed via active frontages, sub-grade, roof or higher level parking.

2015 QUEANBEYAN CINEMA AND CAR PARKING STRATEGY

The car parking within the Morisset Precinct should be managed with preferential treatment to meet the needs of short stay visitors and customers to the precinct through provision of a balanced combination of two hour and one hour time restricted parking controls during commercial trading hours. It is noted that the effectiveness of these time restrictions will be enhanced by effective enforcement.

An important component of this strategic package of works is the provision of parking areas which are suitable to meet the all-day parking needs of businesses within the Monaro Street precinct and the Morisset Street car park area. They would strongly serve to promote and activate retail sites along Monaro Street and to further activate retail frontages addressing the car park itself.

A range of suitable long stay parking options are to be explored to allow the entire Morisset Street car park to be devoted entirely to the short stay retail/customer parking needs. Ideally, these long stay car parking areas should be within 400 metres of the location of employment and allow a safe path of travel at all times.

One location that has been identified for further investigation is at the rear of the showground along the Cooma Street frontage where there may be an opportunity to provide a more efficient formal layout of parking. This parking area is inefficient and is under 5 minutes walk from the proposed cinema site. Other opportunities for offsite all day parking to service the Morisset Street Precinct include the provision

of additional parking in a parking structure located on the Morisset Street North parking area owned by council.

The Strategy also included the following principles:

- > Activation of the rear of Monaro Street properties by improved design of the car parks and adopting Council's "active" frontage development guidelines to these new frontages facing these new car parks
- > Relocating all long stay (all day) parking away from these core shopper parking areas to open up parking for visitors and the community wishing to enjoy the life, shopping, entertainment, culture, community and business life in the city centre. Parallel with this relocation of all day parking out of the core area is the need to ensure approximately 200 short stay parking spaces are available in each of the core
- > Undertake the preparation of separate masterplans for the other two superblocks (car parks) ie the Q Car park + the Rutledge Street Car park

2017 QCBD TRANSFORMATION STRATEGY

Much of the CBD congestion emanates from drivers circulating in the CBD looking for parking spaces. Installation of 'smart parking' technology into car parks, vehicle count sensors into street lighting poles and use of parking apps could be explored to ease the congestion.

Many of Council's public car parks are fully occupied during business hours by employees and owners, limiting access by shoppers and visitors, then are left mostly vacant out of hours. Options to share car spaces for different uses outside core hours should be explored and mechanisms to free up high turnover public car spaces.

Parking must support the precincts and encourage more people to spend more time in the CBD.

Connections between precincts should be easy to encourage pedestrian and vehicle mobility. Parking provision should be considered in terms of the whole CBD requirements and its place in precinct planning and identity.



5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

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STRATEGIC CONTEXT

The following actions were recommended:

- > Implement options to utilise a single car space twice through business and out of hours uses
- > Explore options to utilise public off-street car parking for park and ride and complimentary retail or community uses
- > Revise parking requirements for expansion of existing buildings and uses
- > Consolidate public off-street parking into decks near retail core

- > Connect the car parks through pedestrian laneways
- > Timed parking in high demand areas to increase turnover
- > Explore employer lease parking options
- > Utilise traffic modelling post Ellerton Drive Extension construction to assess traffic volume and car parking demand

The relationship of the QCBD Transformation Strategy with the Car Parking Strategy is illustrated below:



2017 DIGITAL ECONOMY AND SMART COMMUNITY STRATEGY

Strengthening the economy and capitalising on new opportunities is a strong motivator. Key digital economy objectives included leveraging digital/remote/flexible working to reduce commuting, and catalyse city/town transformation; and using technology to streamline business with Council, including applications and regulatory requirements.

The actions to pursue include Smart Parking:

- > Examine smart parking solutions to make it easier to find a space, promote commercial turnover, and encourage activation

2018 INTEGRATED TRANSPORT STRATEGY

The renewal of the the CBD is fundamentally dependent upon the creation of a vibrant, attractive and safe public realm where walking and cycling are the preferred modes of transport. This requires the following key interventions

- > Pedestrian-based environment. Within the CBD, pedestrians should have absolute priority for movement along and across streets
- > Links between CBD attractors. All major land uses within the CBD should be effectively linked by high amenity, high priority pedestrian links. The quality and safety of these links is critical to supporting high levels of pedestrian activity in the centre, as many people will still choose to drive to the centre and should not be discouraged from doing so.
- > Improvements to the bus network so that it provides a higher frequency, legible service for residents to access the CBD throughout the day, evenings and

weekends, including the aspects of accessibility and effective integration with land-use attractors in the CBD.

- > High standard of vehicle access to consolidated car parks, which service the central business area, noting that in most cases cars will have less priority than other modes of transport, but should still be afforded access.
- > End of trip facilities for bicycles (both recreational and commuter) will provide the right conditions to promote cycling as an attractive form of transport.
- > Ensure that existing and future ring roads operate to minimise through traffic in the CBD (maximise 'place' function of CBD transport networks).

Attachment 3 illustrates the proposed green corridors converted from off-street car parks, with proposed pedestrian linkages, and smart city initiatives.

SOUTH EAST AND TABLELANDS REGIONAL STRATEGY

The NSW Government released its Regional Strategy in mid-2017. It will guide the NSW Government's land-use planning priorities and decisions over the next 10 years but has applications beyond land-use planning matters. It is described as being "an overarching framework to guide more detailed land use plans, development proposals and infrastructure funding decisions". Its key directions include:

- > Leverage access to the global gateway of Canberra Airport
- > Enhance strategic transport links to support economic growth
- > Promote business activities in urban centres
- > Strengthen cross-border connectivity





NSW FUTURE TRANSPORT STRATEGY 2056

The Strategy proposes that the most effective way of providing better transport to more potential customers in regional NSW is through the development of a 'hub and spoke' network model radiating out from regional cities rather than a network just focused on Sydney. This will capitalise on the role that regional cities and centres play as hubs for employment and services such as retail, health, education and cultural activities. Initiatives for investigation include:

- > Creating places for people – support principles of centre development, amenity enhancements, transport network connectivity, time of day management, walking and opportunities to dwell in city centres to support local identity and placemaking
- > Local connectivity – improving local public transport, walking and cycling connectivity between railway station, airport, key land uses (health, education, retail, employment) and town centres
- > Movement corridors – planning, design and management of major roads to be sensitive to centres and surrounding land use and planning for future bypasses using the movement and place principles, with whole-of-government multi-modal road and corridor planning, including 'last mile' connectivity and freight access for industry

The Strategy also provides for initiatives that may reduce demand for car parking in regional cities such as Queanbeyan:

- > Alignment of fares in Regional NSW with those in metropolitan Sydney. This will increase equity between regions, improve social inclusion, and affordability which will encourage greater patronage of services
- > Integrate cycling and walking programs for regional cities and centres to complete missing links, create integrated transport networks and encourage sustainable travel
- > Introduce a service provider-neutral Transport Taxi Subsidy Scheme for people with disabilities across regional NSW
- > Establish public transport pricing and regulatory cross-border MoUs between State governments
- > Extension of interstate light rail systems to support population growth from Canberra to Queanbeyan

Influencers

Influencers on Queanbeyan's parking supply currently include:

- > Private vehicle is the preferred mode for transport. Average vehicle movements for households is 10 per day, including two movements for travel to work, of which 23,000 vehicles travel to or through the CBD for retail, work, education, recreation or professional services
- > Minimal CBD development necessitating new or upgraded car parking
- > Queanbeyan focused on provision of free parking as a point of difference to ACT, with some timed parking (on and off-street)
- > Parking policies being applied to the city have generally remained unchanged for many years and have focused on providing parking supply to meet unrestricted growth in demand
- > Differences in rear or front to kerb on-street parking between precincts
- > Proposals to establish a ring of 'park and ride' sites in Queanbeyan urban area
- > Prospect of a City Deal with ACT Government to integrate bus networks and ticketing across the border, including commuter routes
- > Discussions with government to trial a commuter rail service between Bungendore, HQJOQ, Queanbeyan and Kingston stations
- > Council's Property Strategy and Policy, promoting the recycling of assets (such as car parks) for commercial or community return such as public domain works.

The QCBD Transformation Strategy proposed a Parking Strategy will review the current parking regime, and local concerns that parking restriction and parking patrol times are affecting business opportunities and economic activity. The Strategy will explore options for employee and patron parking, free timed parking and dual use parking to support economic activity and the needs of visitors and shoppers. The Parking Strategy will work in unison with the objectives of the Property Strategy and Integrated Transport Strategy to deliver a holistic approach to people and traffic movements in the CBD transformation.

The 2012 QDCP and Contributions Plan understates and under-recovers the real costs of car parking spaces, with the level currently set at \$10.49k per space compared to a cost of \$25k for an at-grade car space. On this basis, it is less expensive for developers to contribute rather than provide their own commercial parking on site.

Residential redevelopments on CBD sites must provide car parking on site in accord with the car parking code, however it is proposed some smaller commercial car parking demand may be aggregated into a central car park such as Morisset Street, by acquisition of car spaces or contribution to that car park.



Behaviours

Queanbeyan has a mix of on-street and off-street parking to support business, community and recreational purposes. A single car space may be used several times – either as a timed high-turnover space in premium locations; or as a retail/commercial use during business hours, then a recreational or entertainment use out of hours. Perceptions of lack of availability of car spaces is often tempered by the 'same' or 'preferred' spot (ie in front of shop or place of employment) being available when required by an individual. Car park surveys indicate many vacant spaces are available for use in car parks during each business hour of the working week, and there is not an undersupply of spaces. That view was reinforced by the APP report and CBD Masterplan assessment.

The advent of Smart Cities, the ambitions of the CBD Transformation Strategy and the expectations of the Transport Strategy may change the traditional approach to provision and management of car parking. Much traffic congestion is subject to motorists circling the CBD seeking a car space for work or patronage in the lifestyle or retail precinct for example. With the introduction of wayfinding signage and parking apps, and smart parking infrastructure, finding (by the motorist) and managing (by the Council) sites will become more efficient, as the timed car spaces can be monitored remotely. Park and ride facilities, public transport to the CBD and untimed parking at car parks on the perimeter of the CBD, should give certainty to access of car spaces for employees and commuters, and improves their movement through the CBD. Attachment 3 illustrates examples of potential smart infrastructure.

That, in turn, relieves pressure on timed car parks, so they may be utilised by shoppers and patrons – who tend to use those spaces by no more than three hours, and wish to access and walk to retail shops and cafes. On-street parking will continue to be one hour or less, and physically patrolled.

To change perceptions and behaviours to park at CBD perimeter untimed car parks (for employees) and walk to place of employment; or park in a timed (and regulated) car park (for patrons) near the retail core; may be challenging and require the support of business – for example, CBD employees (including Council staff) should be encouraged to park at the perimeter car parks. Encouraging employees then to walk the 300–500m (refer Figure 4) to the retail core may also be a challenge.

The increased remote surveillance of timed car parks should be preceded by an education program, as the visual presence of parking rangers will reduce, and monitoring (and infringements) of overstay in timed car spaces will occur remotely using smart parking technology.

The proposed assignment of the Morisset, Crawford, Rutledge and Lowe sites as timed off-street car parks with smart parking facilities near the CBD retail and lifestyle precincts, supported by interactive street signboards advising the number of free spaces, together with the improvement to CBD amenity and slowing of CBD traffic speeds to 40kph, should improve safety and confidence for pedestrians to walks between the CBD blocks, car parks and businesses. Parking apps may also be acquired to enable motorists and visitors to identify parking sites preparing for their journey into the CBD.

As more residential accommodation is anticipated in the CBD, those patrons are more likely to use their own car spaces and walk to the main street and lifestyle precinct for example, minimising pressure on CBD off-street car parks. Aggregating off-street parking into the decked car parks in Morisset and Crawford Streets, relieves in part the assessed under-provision of car spaces (Table 2) in the retail and lifestyle precincts (refer Figure 2).

The security of undercover car parks and public domain should be considered to deter their use as 'overnight garages' or sleeping places.

Principles

The principles proposed to improve parking in Queanbeyan are:

1. Be a point of difference – country living/city benefits
 - a. Large car parks should be undercover, secure, smart spaces; enabling pedestrian connections and public domain
 - b. Use car spaces twice to benefit business and patrons (in and outside business hours)
 - c. Revise parking requirements for expansion of existing buildings and uses
 - d. Easy access to long vehicle parking and increased level of disabled parking
 - e. Consistency with rear or front to kerb on-street parking
2. People access, not parking supply, drives business activity
 - a. Good parking policy is about managing demand including untimed for employees, and timed spaces for patron turnover
 - b. Future increases in supply should be moderate and focused on customer and business needs
 - c. Turnover should be improved through progressive relocation of all day parking outwards from the centre
 - d. It is important to better utilise current supply
3. Prioritise short stay, high turnover parking over long stay, low turnover parking
 - a. Consolidate public off-street parking into decks near retail core
 - b. Utilise on-street parking for short stay use only
 - c. Explore options to utilise public off street car parking for park and ride, and complementary retail or community uses
 - d. Explore options to self-regulate via free period, then pay parking
 - e. Explore employer lease parking options
 - f. Introduce parking smarts
4. Parking must be smart and support overarching transport objectives
 - a. Promote use of public transport, or point-to-point services such as taxi/Uber, to CBD to reduce parking demand
 - b. Incentivise increased provision of parking by private sector operators
 - c. Intercept cars before entering city centre for parking
 - d. Introduce smart parking and apps
 - e. Consider in the revision of the Car parking DCP, options to share car spaces for different uses outside core hours, mechanisms to free up high turnover public car spaces, and reduction of car space requirements for expansion of current developed uses or residential apartments close to public transport nodes
 - f. Development contribution rates should reflect the real cost of providing car spaces, to discourage undersupply by private development



The Queanbeyan Showground.

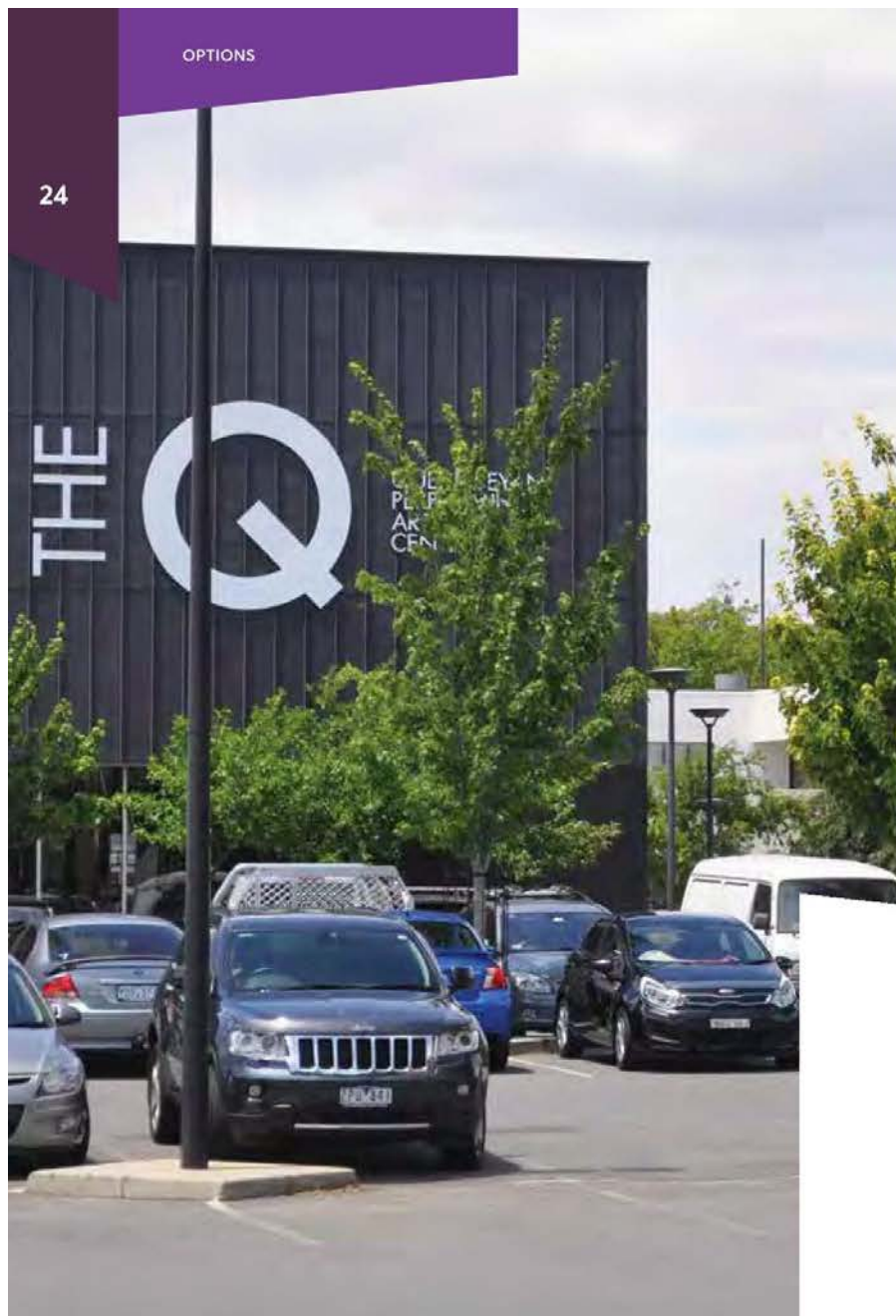
Options

In broad terms, the Strategy proposes basement car parking in Lowe St (subject to private developments proceeding), and multistorey (decked) parking in Morisset and Crawford Streets. This causes aggregation of commercial parking at Morisset for nett spaces potentially lost from Rutledge/Lowe car park, to activate patronage/retail into the Monaro and Crawford Street precinct.

In line with the CBD Masterplan and Transformation Strategy, it is proposed the Queanbeyan Car Parking Strategy incorporate the following actions and upgrades for consideration in the Financial Plan:

1. Morisset Street car park – Area 5 (map 1): *Current 212; Potential ~500*
 - > redevelopment into mixed use commercial development. This may include weekend markets and potential relocation of library to the commercial ground floor in longer term
 - > 4–5 decks of car parking including provision for leased/purchased parking from other CBD sites; with wider spaces at grade
 - > retain vehicular movement for loading and access to private car parking, with appropriate Level 1 height to enable movement of loading vehicles
 - > shared public domain including piazza
 - > vehicular access from Morisset Street; loading access onto Crawford Street (in longer term)
 - > pedestrian connections from car park to Monaro, Crawford, Lowe and Morisset Streets
 - > untimed car spaces on top deck
 - > two hour timed parking for unleased spaces (business hours: 0830–1730).
2. Crawford Street car park – Area 2 (map 2): *Current 149; Potential ~220*
 - > expansion to 2–3 decks, including provision for leased/purchased parking from adjacent redeveloped Crawford/Morisset Street sites
 - > vehicular access from Morisset Street
 - > untimed car spaces on top deck
 - > three hour timed parking for unleased spaces (business hours: 0830–1730).
3. Lowe Street car park – Area 8 (map 3): *Current 172; Potential ~140*
 - > vehicular access from Lowe Street for Monaro Street frontage properties
 - > retention of some at grade car spaces behind The Q and along proposed service lanes exiting onto Lowe Street and Crawford Street
 - > potential decked car park, and construction of basement car parking (subject to private developments proceeding on Rutledge Street frontage)
 - > vehicular access from Rutledge Street
 - > two hour timed parking (business hours: 0830–1730).
4. Rutledge Street car park – Area 9 (map 4): *Current 195; Potential ~100*
 - > decked or basement car parking designed to enable shared space and continuation of a public domain ‘civic square’ from Lowe car park to River
 - > service lane access from Crawford Street for Monaro Street frontage properties
 - > vehicular access from Rutledge Street
 - > three hour timed parking (business hours: 0830–1730).

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)



5. Collett Street car park– Area 4 (map 5): *Current 260; Potential ~260*
 - > at grade car park, bus interchange and park'n'ride site
 - > long vehicle parking
 - > untimed employee, commuter and recreation parking.
6. Queanbeyan Showground (map 6): *Current 22; Potential ~25*
 - > overflow at-grade parking at eastern perimeter
 - > long vehicle and RV parking.
7. Park and Ride car parks (map 7):
 - > utilise existing or proposed public reserve car parks; negotiate car parks in new release areas; incentivise adjacent business shared space
 - > facilitate expanding and formalise car park near Queanbeyan rail station, should the commuter rail pilot progress to implementation
 - > untimed commuter and recreation parking.
8. Smart City (map 8):
 - > include 'smart parking' principles, apps and infrastructure in the design of redeveloped car parks, public domain and DCP.
9. VIC car park: *Current 21; Potential ~21*: 2 hour timed and long vehicle/RV parking.
10. Pedestrian connections:
 - > Acquire mid-block easements or corridors as pedestrian laneways connecting
 - Lowe and Morisset car parks;
 - Showground to Lowe and Rutledge car parks
 - Queanbeyan Town Park to Morisset and Riverside car parks
 - Rutledge and Riverside car parks.
11. Establish program to encourage employees (via Queanbeyan Business Chamber and QPRC staff) to park at CBD perimeter (eg bus interchange or Showground).

The Q is located in the Lowe carpark area.

OPTIONS SUMMARY

Table 5

Area	Council Public Car parks	Current		Potential		Estimate#
		Timed	Untimed	Timed	Untimed	CSP*Unit rate
1	Erin Street	20	65		85	
11	Aquatic Centre	24	53	15	62	
4	Collett Street	14	246		310	50*25: \$0.125m
2	Crawford Street		149	100	120	100*35: \$3.5m
5	Morisset Street	190	22	400	100	400*35: \$14m
8	Lowe Street	118	54	90	40	130*40: \$5m
9	Rutledge Street	15	170	100		50*40: \$2m
7	Farrer Place	21			21	
10	Showground		22		30	
TOTALS		402	781	705	768	

based on ACT Cost of Building Work Determination 2015: BCA Class 7 rates of construction (excluding land) for new car spaces:

- > Basement car park: \$1350/m² (at 30m²/space), equates to \$40k/car space
- > Decked/Multistorey car park: \$1210/m² (at 30m²/space), equates to \$35k/car space
- > Ground car park: \$850/m² (at 30m²/space), equates to \$25k/car space



PARKING MANAGEMENT

Council employs four rangers whose responsibility (in part) includes managing the free Council car parks and private car parks under Local Parking Agreements. The patrols are undertaken on a frequency of 2-3 times per week, based on the level of service described in the adopted Service and Programs Framework.

Changes to frequency of patrols or extension to and policing of timed car parking, would be prefaced by a visible education/warning parking program.

Smart parking (sensor controlled parking and wayfinding) has been explored in conjunction with the 2017 Digital Economy and Smart Community Strategy and the lodgement for grants with the Federal Government. Smart parking enables better traffic flow, less congestion and maximum use of parking spaces.

Features may include:

- > Overhead guidance indicators for off-street parking that works with vehicle detection sensors to identify available spaces and then guides customers to them with large, clear, digital signage and LED lighting
- > In-ground vehicle detection sensor technology guides drivers to available spaces, improving traffic flow; facilitates simple, ticketless, barrier free payment systems; and provides information on overstays for infringement enforcement
- > SmartApps reduces driving around, looking for a space by finding the best available space for each driver and directing them to it, and identifies disabled, parent & child and other special spaces
- > Flexible Internet of Things building block that allows operators to deploy smart parking sensing, and a single 'street furniture' device installed throughout the city that can accommodate a wide range of additional services such as public broadband, safety video surveillance, air quality, lighting control, and more.





Many parks and recreational spaces are within close proximity of the Queanbeyan CBD.

Financial

Redeveloping existing at-grade car parks into decked or basement versions comes at a cost. The ACT Cost of Building Work Determination 2015: BCA Class 7 indicates the following rates of construction (excluding land):

- > **Basement car park:** \$1350/m² (at 30m²/space), equates to \$40k/car space
- > **Decked car park:** \$1210/m² (at 30m²/space), equates to \$35k/car space
- > **Ground car park:** \$850/m² (at 30m²/space), equates to \$25k/car space

In contrast, the former QCC s94 Contributions Plan levies a contribution of \$10,490/car space. An option is proposed to disclose the cost of construction benchmarked against the ACT Determination each year, and establish a policy position to discount the rate per car space to incentivise investment.

A basement car park can be constructed at a 60% premium to an at-grade car park (40% for multi-level), but opens the opportunity to repurpose the car spaces for other (commercial or public domain) uses.

A number of commercial operators offer financial models to introduce smarts into CBD infrastructure, based around a smart lightpole, with modest capital outlay from councils. The smarts include lighting, parking, CCTV, Wi-Fi and other sensors.

Some regional centres have introduced paid parking schemes in an endeavour to optimise the availability and turnover of car parking, both on and off-street, particularly for short stay users. It is also a positive mechanism for optimising efficiency and effectiveness of parking restrictions, and can provide a catalyst for a shift toward greater public transport use. Ideally therefore, should it be contemplated in the future, the introduction of paid parking would be in combination with public transport improvements, which assists in moving people from peripheral car park locations to destinations within the CBD.

Should it be contemplated, it is recommended parking in timed car parks be free for the first period (ie 2 or 3 hours), then pay thereafter. This would discourage all-day and overnight parkers.

Proceeds from paid parking schemes are ring-fenced and used by some councils for maintenance and renewal of car parking, debt servicing for new or upgraded

car parks, or as contributions to CBD beautification and recycling of car park assets into public domain.

Similarly, other councils have moved all-day parking to more remote car parks at the edge of the city centre and introduced a shuttle bus. Accumulated funds are placed in a parking improvement fund and used to improve pedestrian, cyclist and parking facilities within the City Centre.

Improving access to and turnover of car spaces, together with shared or dual use car spaces, is expected to minimise demand for new spaces in the financial plan.

It is proposed to fund the redevelopment of the car parks outlined in **Options** above:

1. Revise car parking DCP to
 - a. Accommodate additional uses (eg administrative, public, recreation)
 - b. Recognise ACT benchmark cost of at-grade, deck and basement car spaces; and adjust s94 contributions by phasing to ~\$30k
 - c. Establish a policy position to discount the rate per car space to incentivise investment
2. Borrow for the design and construction of multistorey or basement car park at Lowe and Rutledge (*estimate \$7m*)
3. Borrow for the design and construction of multistorey car park at Morisset (*estimate \$14m*)
 - a. Offset debt servicing costs with lease of cold shell commercial plate at ground floor (*estimate \$60k*)
 - b. Lease some undercover car spaces (eg employers) (*estimate \$2k pa/csp*)
 - c. Collect and assign s94 development contributions for shortfall in private CBD commercial developments
 - d. Negotiate planning agreement (capital or recurrent contributions) with adjacent Monaro property owners for shared zone (public plaza, weekend/event parking), noting loading-only access to be retained

5.6 Queanbeyan CBD Car Parking Strategy Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

4. Borrow for the design and construction of multistorey car park at Crawford (estimate \$4m)
 - a. Negotiate planning agreement (capital or recurrent contributions) or joint venture with adjacent Crawford property owners to develop the car park or occupy spaces for their commercial redevelopments
 - b. Lease some undercover car spaces (eg employers) (estimate \$2k pa/csp)
5. Alternatively, seek EOI to construct and operate multistorey car park at Morisset and Crawford to commercial car park operators
6. Consider option for general rate special rate variation applied to Queanbeyan business category to offset car park debt servicing, and shortage of private car parking
7. Seek grants and joint procurement deals to offset cost of introduction of smart parking infrastructure and apps
8. Utilise smart parking apps to assist targeted patrols and reduce man-hour patrols
9. Borrow for the design and construction of park and ride car parks (estimate \$1.5m)
 - a. Supported by government grants
 - b. Supported by adjacent business sharing car spaces
 - c. Negotiate provision of park and ride car parks in new release areas in planning agreements
10. Accommodate surfacing/resurfacing at-grade car parks in asset works schedules
11. Recognise higher costs of car parks maintenance in asset management plans; and continue to use classifiers to monitor car park utilisation and turnover

FINANCIAL SUMMARY

Table 6

Council Public Car parks (-\$2017)	Funding		Servicing pa*	Financing pa	
	Debt (\$m)	Grant (\$m)	Debt (\$,000)	S94 (\$,000)	Lease (\$,000)
Collett Street/PnR – Area 4	2.5	1.5	183		
Crawford Street – Area 2	4.0		294	90	10
Morisset Street – Area 5	14.0		1,030	150	90
Lowe Street – Area 8	0		0		
Rutledge Street – Area 9	2.0		147		
Showground					
TOTALS	27.75	1.5	-1,665	240	100
Increase csp	290				

*loan@4% fixed/20 yrs





Staging

The recycling of car spaces into public domain and corridors, and the construction of upgraded and additional undercover, secure and smart car parks should be staged over 10 years. Indicative periods for design, approvals and construction of car parks (as outlined in the QCBD Transformation stages) for inclusion in the financial plan are outlined below:

Stage 2 (2018–20) – Lowe car park (in conjunction with Council head office and smart hub, and adjacent redevelopment of cottages on Rutledge Street)

Stage 3 (2019–21) – Morisset car park

Stage 4 (2021–22) – Rutledge car park

Stage 5 (2020–23) – Monaro Street

Stage 6 (2023–25) – Crawford car park

Stage 7 (2020–28) – park and ride facilities

The sequencing of Stages may adjust pending grant or redevelopment opportunities on those sites.

Social and Economic Impact

While the Plan proposes creation of additional (25%) timed and untimed car spaces near the retail and lifestyle core and CBD perimeter respectively, and the conversion of some of the existing car spaces into new public domain to connect green spaces and create places for people to congregate and interact, the increase of car spaces will not fully offset the current (Code-based) shortfall. Parking surveys suggest the actual v perceived shortfall is different.

The Strategy is aimed at recycling assets into public domain, turning over high-demand spaces for patron use, connecting car parks by pedestrian corridors, and aggregating car spaces into more efficient, safe and smart facilities as decked or basement car parks. That aggregation into Morisset and Crawford car parks for example, places patrons at the centre of the retail and lifestyle core identified in the CBD Masterplan.

However, the feasibility of aggregating car spaces at a relatively high cost (ie as some car spaces are lost to public domain and replaced as decked or basement car spaces

at \$35k and \$40k respectively), should be assessed against the likely annual demand for new commercial space generated by new or redevelopments in the CBD.

Then, should the s94 contributions increase progressively from \$10k to \$30k for example, will that incentivise developers to provide commercial-based car spaces on their own sites rather than pay a contribution to a central CBD facility such as the Morisset or Crawford car parks, or dampen new investment interest? Council may choose to phase the increase or discount those contributions in certain development scenarios.

And finally, will the availability of additional (and more frequently turned over) car spaces in timed car parks increase patronage and business as expected. In part, business may need to modify business hours and their offer to accommodate returning commuters, shoppers or visitors to the CBD (Refer 2018 Business and Retail Needs Survey). Typically, the potential social and economic impact may be assessed during the construction and operational phases applying an assessment rating tool such as below:

Figure 5

Rating Level	Description
Significant Negative	Impacts with serious, long term and possibly irreversible effects leading to serious damage, degradation or deterioration of the environment. Requires a major re-scope of concept, design, location, justification, or requires major commitment to extensive management of strategies to mitigate the effect.
Moderate Negative	Impacts may be short, medium or long term in duration and most likely to respond to management actions.
Slight Negative	Impacts have minimal effect, could be short term, can be mitigated and would not cause substantial detrimental effects. May be confined to a small area.
Neutral	No discernible or predictable positive or negative impact.
Slight Positive	Impacts have minimal effect, could be short term. May be confined to a small area.
Moderate Positive	Impacts may be short, medium or long term in duration. Positive outcome may be in terms of new opportunities and outcomes of enhancement or improvement.
Significant Positive	Impacts resulting in substantial and long term improvements or enhancements to the existing environment.

Source: Adapted from the Strategic Merit Test, National Guidance for Transport System Management in Australia (2nd Edition)



From similar car parking and public domain works in large centres, the impacts (positive and negative) are typically:

- > The level of amenity in the CBD will be significantly enhanced through the proposed redevelopment
- > More people will be attracted to the CBD from within the local community and from further afield. By attracting more people, businesses located in the area around the developed public domain and secure car parking will benefit through increased trade
- > Additional visitation resulting from increased car parking provision, attendance at events held in the CBD, and visitors to the city for recreational (non-event) purposes will have significant benefits for local retailers
- > The key impacts on property owners are expected to be increases in the value of property
- > Increased pedestrian activity in the area in period of expected peak usage will lead to higher levels of passive surveillance, improving safety and security
- > The improved permeability through the CBD between car parks and green spaces will encourage passive transport
- > The proposed changes will allow a mix of uses and community space and would facilitate a higher level of social cohesion, community engagement and activity
- > During the construction phase of the proposed redevelopment, access to car parking will be restricted. This will have negative impact on businesses in the immediate area, including retailers adjoining the site, during this period
- > However, alternative car parking provision in the area is reported to be underutilised, and with the addition of temporary park on the site of the former administration building and with appropriate signage, the temporary impacts on local businesses can be mitigated to some extent;

- > The increased parking provision and increased vehicle traffic associated with the redevelopment is not expected to adversely affect surrounding intersections within the vicinity of the site
- > During the delivery stage, there may be potential for adverse impacts on amenity by way of noise, dust and construction related traffic. A detailed Construction Management Plan should be prepared to minimise and manage impacts
- > In order to avoid the public domain and timed car parks becoming a venue for anti-social activity, the design will need to provide measures to ensure the park environment is safe at all hours and for all users. These impacts can be managed by providing adequate lighting and implementing recommendations identified in the Safer by Design Report. The proposed smart infrastructure (lighting, CCTV) will assist.

Where the impacts are negative, they are generally constrained to the construction and implementation phase, or can be sufficiently mitigated through appropriate design and management measures.

Attachments

ATTACHMENT 1 – 2012 QUEANBEYAN DCP EXTRACT

Extract from amended Queanbeyan Development Control Plan 2012 2.2.6 Controls for Car Parking

Objectives

- 1) To ensure the appropriate number of car spaces is provided for the development types.
- 2) To ensure the appropriate design of car parking spaces and areas.

Controls

- a) Car parking is to be provided for all development in accordance with Table 1. An assessment will be undertaken of development types that are not explicitly listed.
- b) In finalising the parking numbers required the total number is to be rounded up to the next whole number.
- c) In addition to providing the number of required car parking spaces as detailed in Table 1, all car parking shall be designed in accordance with the Australian Standard AS 2890 Parking Facilities.
- d) All car parking shall include the provision of car parking for delivery and service vehicles in accordance with Australian Standard AS 2890.2 -2002 and car parking for persons with disabilities in accordance with the Australian Standard AS 2890.

Monaro St, Queanbeyan

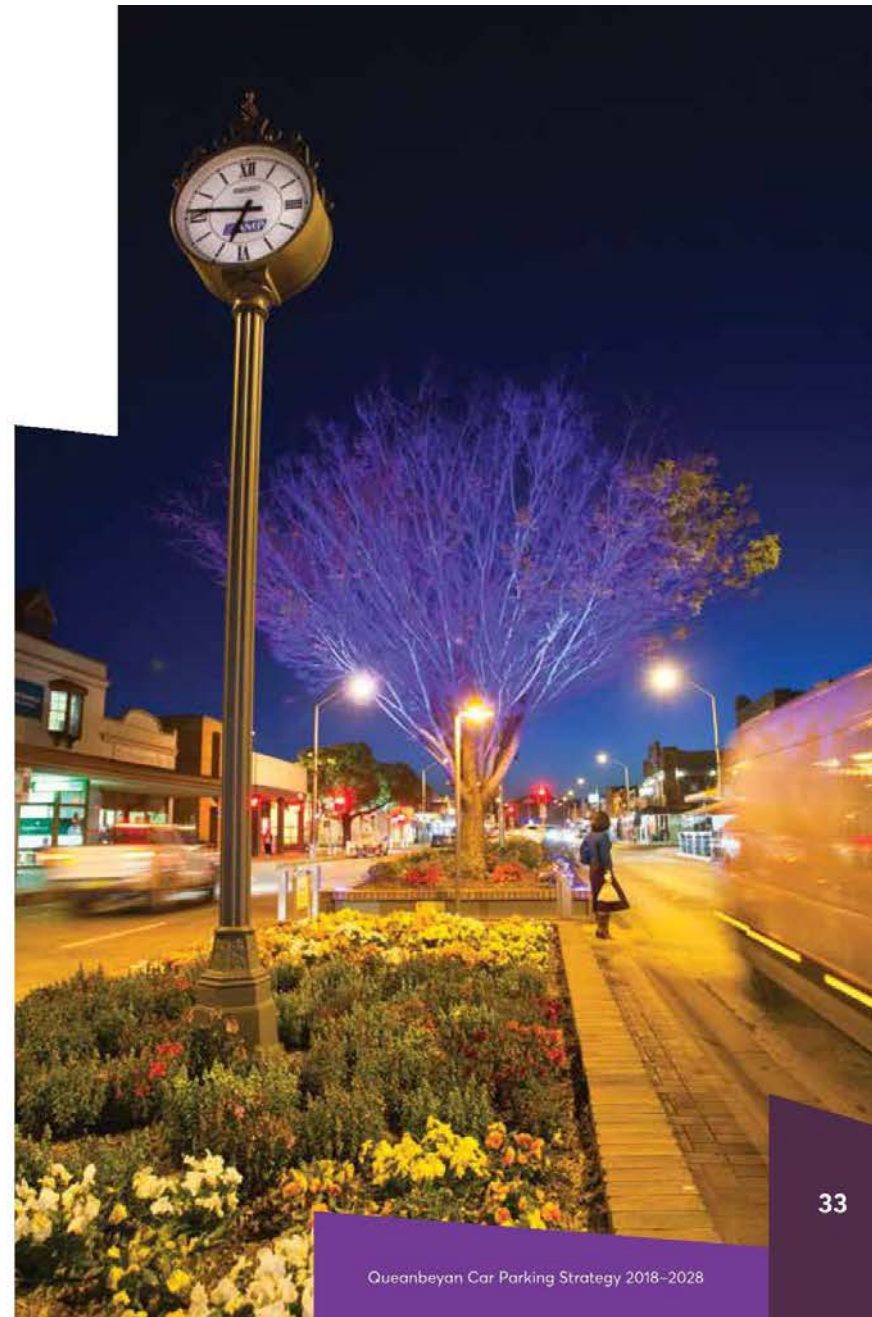


Table 7: Required Car Parking

Land use	Parking Requirement
Shops and commercial uses	
Bulky goods premises	3 car parks per 100 m ² of GFA.
Commercial premises	Within in the CBD – 1 space per 60m ² of GFA. Outside of the CBD – 1 space per 60m ² of GFA.
Food and drink premises (not including takeaway Food and drink premises)	Whichever is the greater of: 15 spaces per 100m ² GFA of restaurant, or 1 space per 3 seats.
Funeral Home	4 spaces per 100m ² of GFA plus 1 per 4 seats (chapel).
Office premises	1 space per 60m ² < 120m ² 1 space per 40m ² (120m ² to 1000m ²) 1 space per 20m ² >1000m ²
Public Administration Building	1 per 100m ² Office Area
Retail premises	1 space per 60m ² < 120m ² 1 space per 40m ² (120m ² to 1000m ²) 1 space per 20m ² >1000m ²
Shop	Within in the CBD – 1 space per 60m ² of GFA. Outside of the CBD – 1 space per 60m ² of GFA.
Service stations	Requirements are additive: 6 spaces per work bay 5 spaces per 100m ² of GFA (if restaurant is present, then greater of: 15 spaces per 100m ² of GFA, or 1 space per 3 seats.
Take-away food and drink premises	Within in the CBD – 1 space per 60m ² of GFA. Outside of the CBD – Developments with on-site seating: 12 spaces per 100m ² of GFA. Developments with on-site seating: 12 spaces per 100m ² of GFA plus greater of – 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal). Developments with on-site seating and drive through facilities: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars.

ATTACHMENT 2 – CAR SPACES BY AREA – QCBD

Theoretical Car Parking Requirements in Queanbeyan B3 Commercial Zone – September 2017 (based on the amendments to Table 1 Clause 2.2.6 currently being exhibited)

Public Administration Building	1 car park space per 100 m ² Office Space
Commercial premises	within the CBD – 1 car park space per 60 m ² of GFA
Retail (Shop)	within the CBD – 1 car park space per 60 m ² of GFA
Retail (Shop)	within the CBD – 1 car park space per 20 m ² of GFA (if total area > 1,000m ²)

Figure 6



Queanbeyan Car Parking Strategy 2018-2028

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

ATTACHMENTS

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Area 1 – Erin Street (north), Collett Street (east), Antill Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 1.	Actual Car Parking 3.				
				Off-Street Parking (Council and Hospital) at Grade 2.	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	13,622.00	136.22	248				
	Retail	710.00	11.83					
	Retail (>1000 m ²)	1,770.00	88.50			145		4
	Commercial	2,750.00	45.83			37		
TOTAL		18,852.00	282.39	248		182		4

1. Other land uses such as motels etc have been assessed as commercial.
2. Includes the Hospital and Ambulance car parks.
3. Actual car parking at grade doesn't include Council car parks at Q1 Aquatic (77 including 4 disabled).

Area 2 – Antill Street (north), Crawford Street (east), Morriset Street (south) and Lowe Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public			149				
	Retail	1,495.00	24.92			12		
	Retail (>1000 m ²)	1,531.00	76.55			41		
	Commercial	8,448.00	140.80			162		
TOTAL		11,474.00	242.27	149		215		

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

Area 3 – Antill Street (north), Collett Street (east), Morriset Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade 4	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public							
	Retail	2,030.00	33.83					
	Retail (>1000 m ²)	21,420.00	1,071.00			459		9
	Commercial	11,300.00	188.33			83		
TOTAL		34,750.00	1293.17			542		9

4. The medical centre has been assessed as Retail >1000m².

Area 4 – Antill Street (north), Carinya Street (west), Morriset Street (south) and Collett Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade 5.	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade 6.	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public			246	14			
	Retail							
	Commercial							
TOTAL				246	14			

5. Doesn't include the Riverside Car Park (7 at grade, 1 disabled).

6. Doesn't include the adjoining private car park (84 at grade, 4 disabled).

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

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Area 5 – Morisset Street (north), Crawford Street (east), Monaro Street (south) and Lowe Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 7.8.9.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	5,580.00	55.80	202	10			
	Retail	4,144.00	69.07			61		1
	Retail (>1000 m ²)	9,308.00	465.40			106		
	Commercial	14,899.00	248.32					
TOTAL		33,931.00	838.58	202	10	167		1

7. Hotels assessed as Retail >1000 m².

8. Motel assessed as Commercial.

9. Restaurant assessed as Retail.

Area 6 – Morisset Street (north), Collett Street (east), Monaro Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 10.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public							
	Retail	4,292.00	71.53					
	Retail (>1000 m ²)	19,883.00	994.15				120	
	Commercial	4,252.00	70.87					
TOTAL		28,427.00	1136.55				120	

10. Restaurants/Cafes assessed as Retail.

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

Area 7 –Farrer Place (north), Farrer Place (south)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public) Basement 11.	Off-Street Parking (Private) Disabled
	Public	10,960.00	109.60	23	2		160	
TOTAL		10,960.00	109.60	23	2		160	

11. This is car parking for the Government Service Centre and the Police Station and Courthouse.

Area 8 – Monaro Street (north), Crawford Street (east), Rutledge Street (south) and Lowe Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 12.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	9,407.00	94.07	153	8			
	Retail	2,671.00	44.52					
	Retail (>1000 m ²)	1,950.00	97.50					
	Commercial	9,446.00	157.43			55		
TOTAL		23,474.00	393.52	153	8	55		

12. Restaurants/Cafes assessed as Retail.

5.6 Queanbeyan CBD Car Parking Strategy
Attachment 2 - Draft Queanbeyan Car Parking Strategy 2018-2028 - as exhibited (Continued)

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Area 9 – Monaro Street (north), Collett Street (east), Rutledge Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 13.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public and Private) Basement	Off-Street Parking (Private) Disabled
	Public	2,005.00	20.05	184	1			
	Retail	1,336.00	22.27					
	Retail (>1000 m ²)	3,700.00	185.00			128		9
	Commercial	6,725.00	112.08			22		1
TOTAL		13,766.00	339.40	184	1	150		10

13. Leagues Club assessed as Retail (>1000m²).

Total Overall Car Parking

Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
			Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public/Private) Basement	Off-Street Parking (Private) Disabled
Public	39,569	415.74	1,148	35	0	160	0
Retail	85,510	3,256.07	0	0	952	120	23
Commercial	57,820	963.67	0	0	359	0	1
TOTAL	182,899	4,635	1,148	35	1,311	280	24

Total Theoretical Car Parking required 4635

Totals for Retails combined.

ATTACHMENT 3 – PROPOSED CBD SMART INFRASTRUCTURE, GREEN CORRIDORS AND PEDESTRIAN LINKAGES



Summary of Master Plan Initiatives:

This diagram summarises the suggested improvements to the public domain, open space and movement network that have evolved throughout the master planning process.

- 1 Strategic development sites (priority investigation areas for possible commercial or residential areas)
- 2 Town square opportunity
- 3 Increased pedestrian priority
- 4 New and improved parklands / edges
- 5 Gateway treatments
 - Primary
 - Secondary
- 6 Consolidate and strengthen civic precinct
- 7 Enhance north- south pedestrian connections
- 8 Enhance east - west pedestrian connections
- 9 Enhanced bus terminus
- 10 Traffic calming, activation, and streetscape enhancement – Crawford Street
- 11 Promotion of alternative route to Morisset and Crawford Street
- 12 Streetscape enhancement and activation – Monaro Street
- 13 Future development to address river setting
- 14 Potential locations for landmark buildings
- 15 Character Buildings / Sites (as identified via master plan process)
- 16 Maintain low-key scale, uses and character
- 17 Consolidate hotel/motel precinct uses
- 18 Retain residential uses, character and prevailing density
- CBD study boundary

QCBD Smart City - Car parks Public Domain and connections

Existing Car parks

Smart, Timed, Decked
Carpark

Untimed Grade Carpark

Developments

Smart Domain

Pedestrian

Cycle/Path



SAMPLE SMART CBD INFRASTRUCTURE

<p>1. IMPROVE LIVEABILITY</p> <p>a. SMART BUILDINGS: Buildings that adopt new technologies which allow them to be safer, more comfortable and productive for occupants and more operationally efficient for owners.</p> <p>b. SMART PRECINCTS: Data at your fingertips: precinct systems operate based on sensors and available data. Systems are interconnected and are data-driven to optimise experiences and enhance liveability.</p> 	<p>2. SUPPORT LOCAL ECONOMIC GROWTH</p> <p>a. FIBRE OPTIC INTERNET: High speed internet connection enable businesses to better embrace e-commerce, and attract new digital-based businesses</p> <p>b. BUSINESS OPTIMISATION: Local restaurants and cafés can provide live information on seating capacity and optimise queues during peak periods, optimise queues during peak periods.</p> 	<p>3. ENHANCE THE ENVIRONMENT</p> <p>a. ELECTRIC VEHICLE CHARGING: Reducing carbon emissions and expenditure on fossil fuels.</p> <p>b. ENVIRONMENTAL MANAGEMENT: Network of sensors to notify areas within precinct requiring attention. For example, soil moisture levels to trigger automated irrigation, noise level monitoring, etc.</p> <p>c. ENERGY MANAGEMENT: Live generation data to manage precinct energy demands. Energy storage systems activated during peak demand and low generation periods.</p> 	<p>4. ENHANCE SAFETY AND SECURITY</p> <p>a. SMART LIGHTING: Autonomous, centralised, sensor-operated lighting that responds to changing lighting and environmental conditions.</p> <p>b. CRIME PREVENTION: High definition CCTV recordings in private businesses can be transmitted to police in emergency events to enable faster response times. Safety and security features such as remote-activated bollards to prevent vehicle-related terrorism incidents.</p> 	<p>5. IMPROVE CONNECTIVITY</p> <p>a. PUBLIC WI-FI: Enable high speed internet connection for the community</p> <p>b. ON-DEMAND TRANSPORT: Infrastructure to support digital interfaces for car/ride sharing and other on-demand transportation</p> <p>c. TRAFFIC OPTIMISATION: Smart traffic signals that respond to instantaneous traffic volumes.</p> <p>d. DIGITAL WAYFINDING: Wayfinding using a more effective way of locating and communicating information about Googong using digital technologies.</p> 	<p>6. ENCOURAGE LEARNING</p> <p>a. DATA DASHBOARDS: Live feed exhibiting data to the public. Examples include live renewable energy generation, weather data, total energy consumption, etc.</p> <p>b. COMMUNITY LEARNING CENTRE: Encouragement of community spaces to facilitate education, community engagement and the exchange of ideas.</p> 	<p>7. EMBRACE OUR CULTURE, HERITAGE AND SPORT</p> <p>a. DIGITAL ART: Interpretive art to make use of data to express, communicate and engage people's attention.</p> <p>b. AUGMENTED REALITY: Augmented reality (AR) enabled areas identifying points of cultural, creative or heritage significance that users can interface with on their smart phones.</p> 
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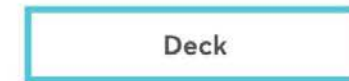
	<p>SMART PATHWAY LIGHTING</p> <ul style="list-style-type: none"> - Sensors to activate lights to change from lower light levels to normal levels only when needed. <p>DIGITAL WAYFINDING</p> <ul style="list-style-type: none"> - Interactive maps 	  
	<p>FLOODLIGHT CONTROL</p> <ul style="list-style-type: none"> - Rather than just having a simple on/off switch that turns on all the lights, a Smart Floodlight Controller gives full control to each user of the park of each light pole as well as a live indication of the cost associated with the use the lights. 	
	<p>DIGITAL WEATHER STATION</p> <ul style="list-style-type: none"> - To provide information for efficient irrigation but also predict and warn residents of severe weather warnings specific to Googong. <p>SMART TOILET POD</p> <ul style="list-style-type: none"> - Motion detector taps and soap dispensers, automatic sliding doors, programmable operational window. <p>SMART BBQS</p> <ul style="list-style-type: none"> - Vandal proof switching off, Programmable operational window of the BBQs, detecting when a BBQ uses less power than normal indicating that one of the elements is faulty, detecting the usage pattern of a BBQ so that decisions can be made to potentially relocate the BBQ to a higher use area. Automatic sliding doors, programmable operational window. 	  
	<p>ELECTRIC VEHICLE CHARGING POINTS</p> <ul style="list-style-type: none"> - Could be completely installed or the infrastructure only ready for future installation by QPRC <p>SMART IRRIGATION CONTROL</p> <ul style="list-style-type: none"> - To allow more efficient irrigation control <p>SMART BINS</p> <ul style="list-style-type: none"> - Sensor bins to allow QPRC to remotely track when bins need emptying. Bigbelly Solar bins automatically compress litter to reduce frequency of emptying and could relay live information to QPRC. 	  



Maps

(Illustrative only – Not to scale)

MAP 1
Morisset Street



MAPS

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MAP 2
Crawford Street

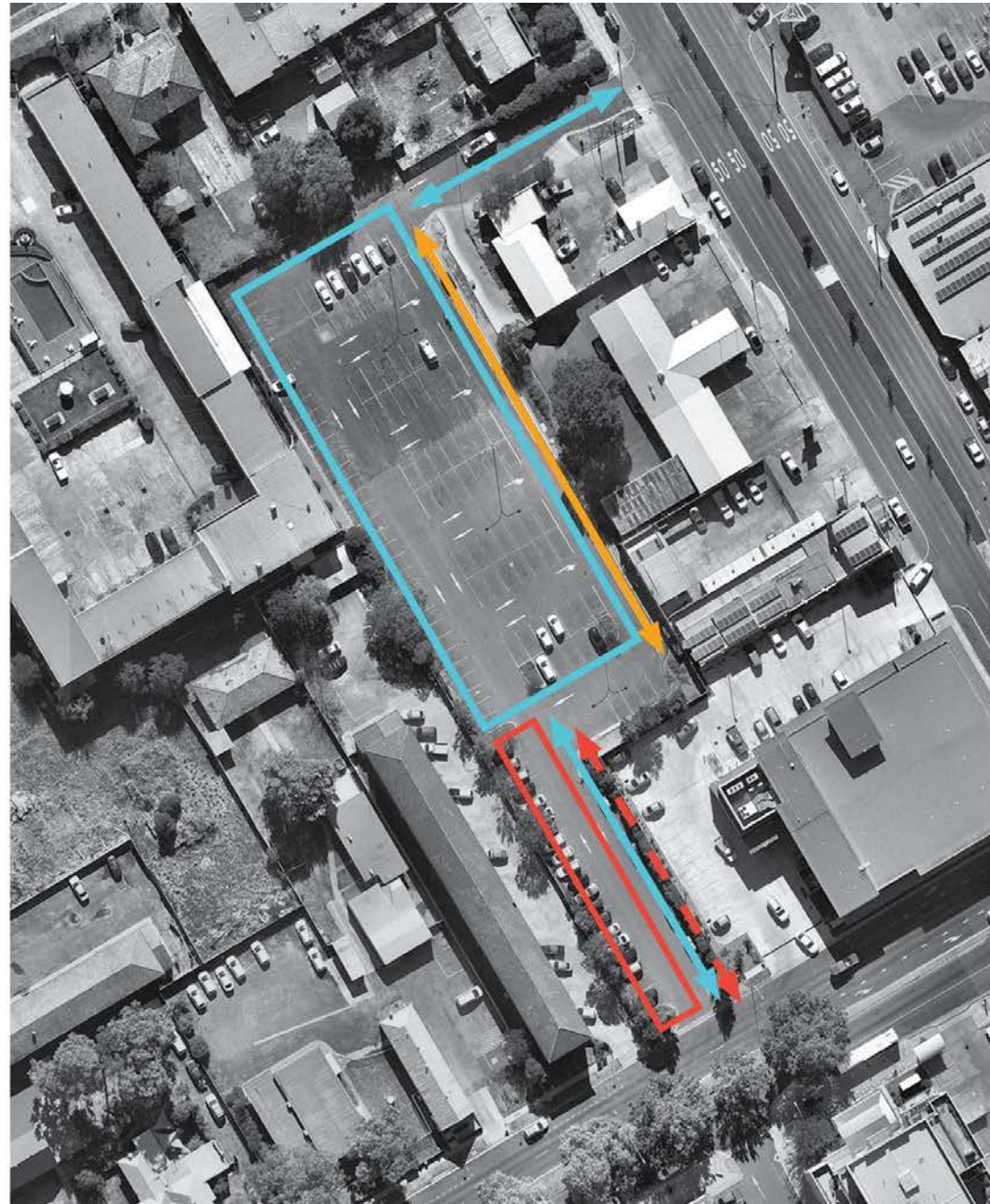
Deck

Grade

Vehicular

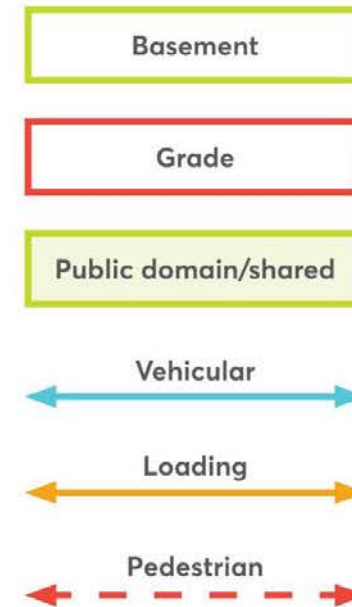
Loading

Pedestrian





MAP 3
Low Street



MAPS

48

MAP 4
Rutledge Street

Basement

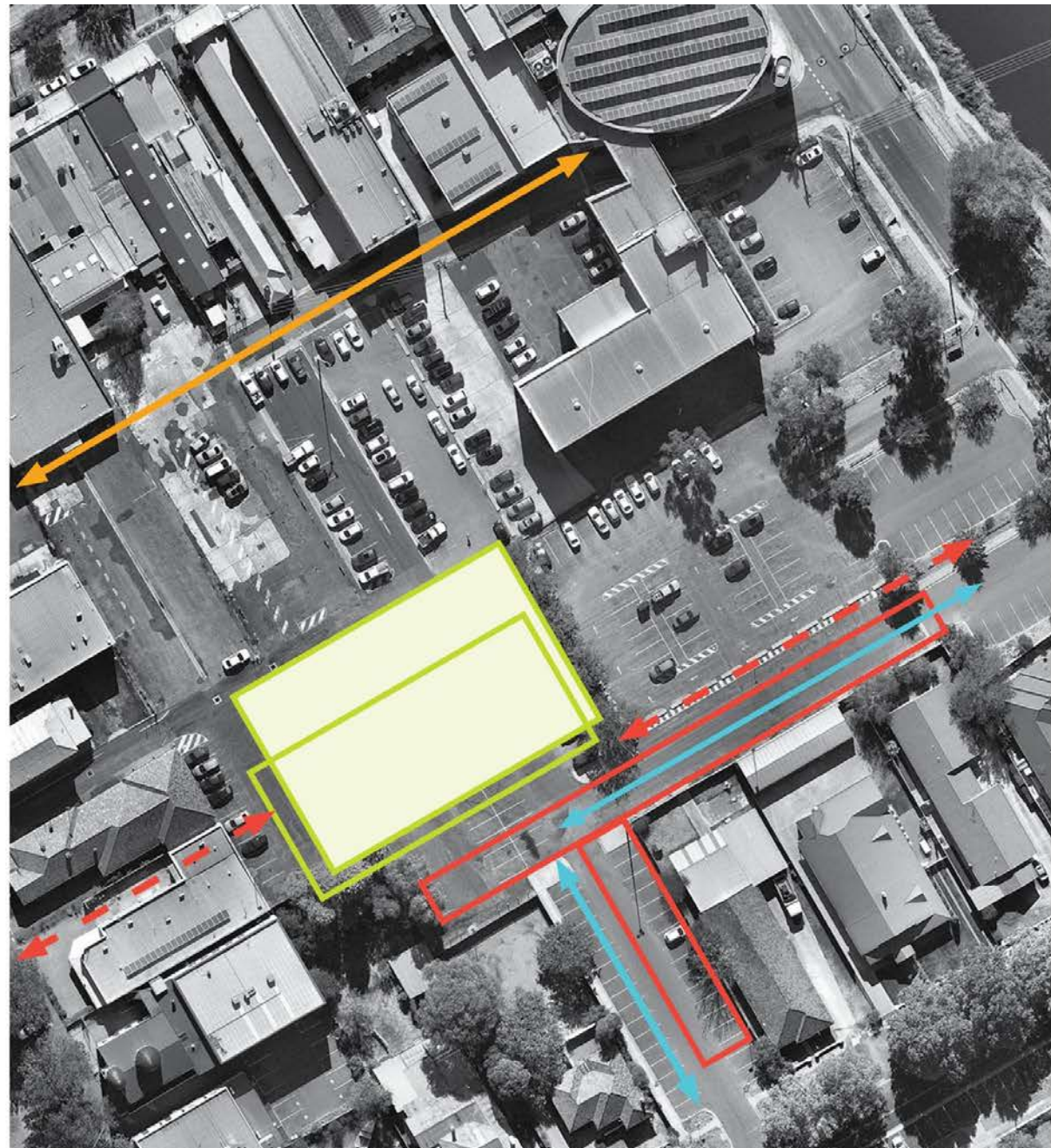
Grade

Public domain/shared

Vehicular

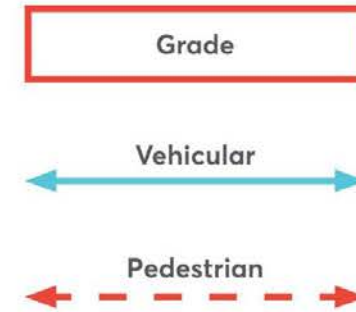
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Pedestrian





MAP 5
Collett Street



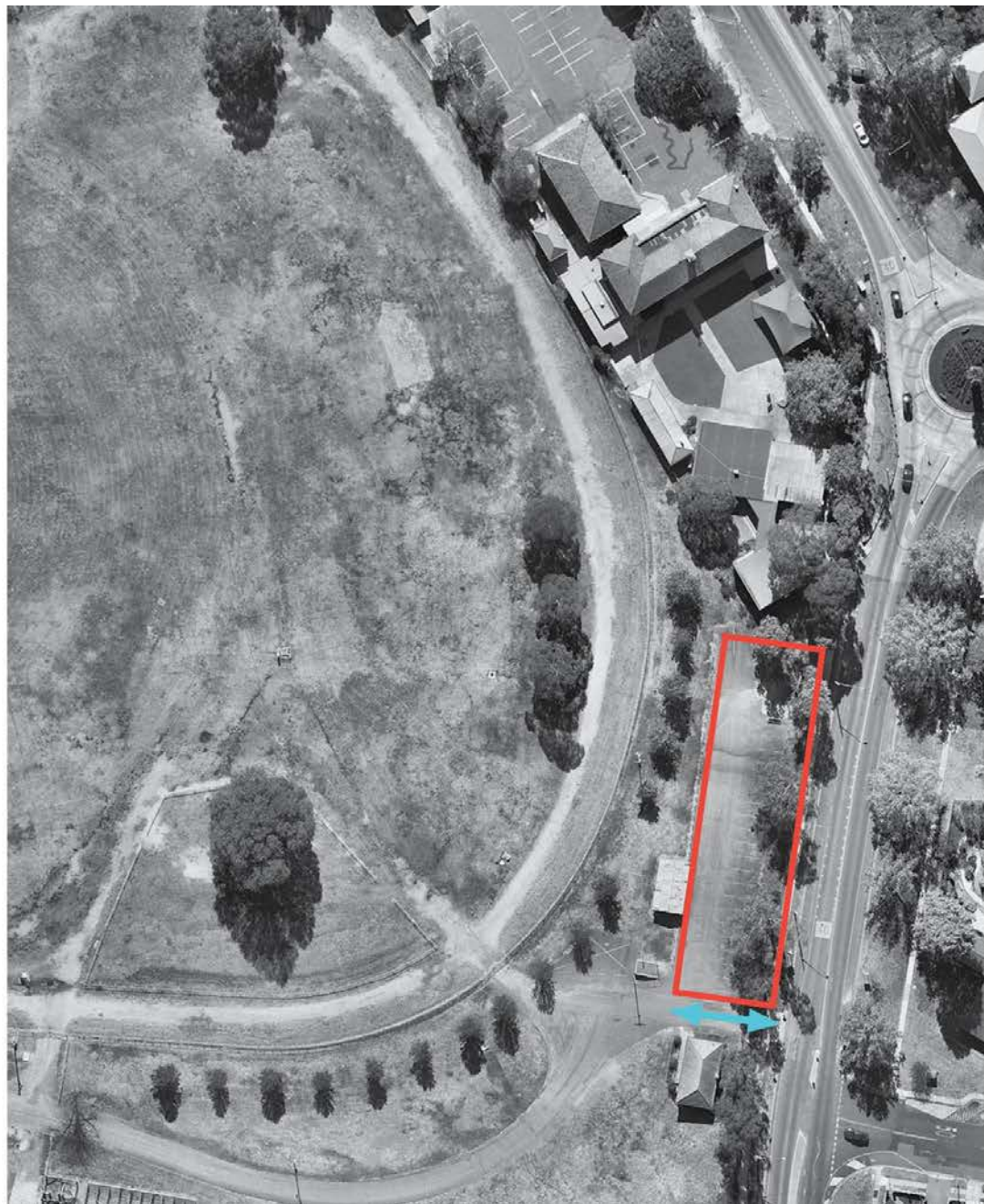
MAPS

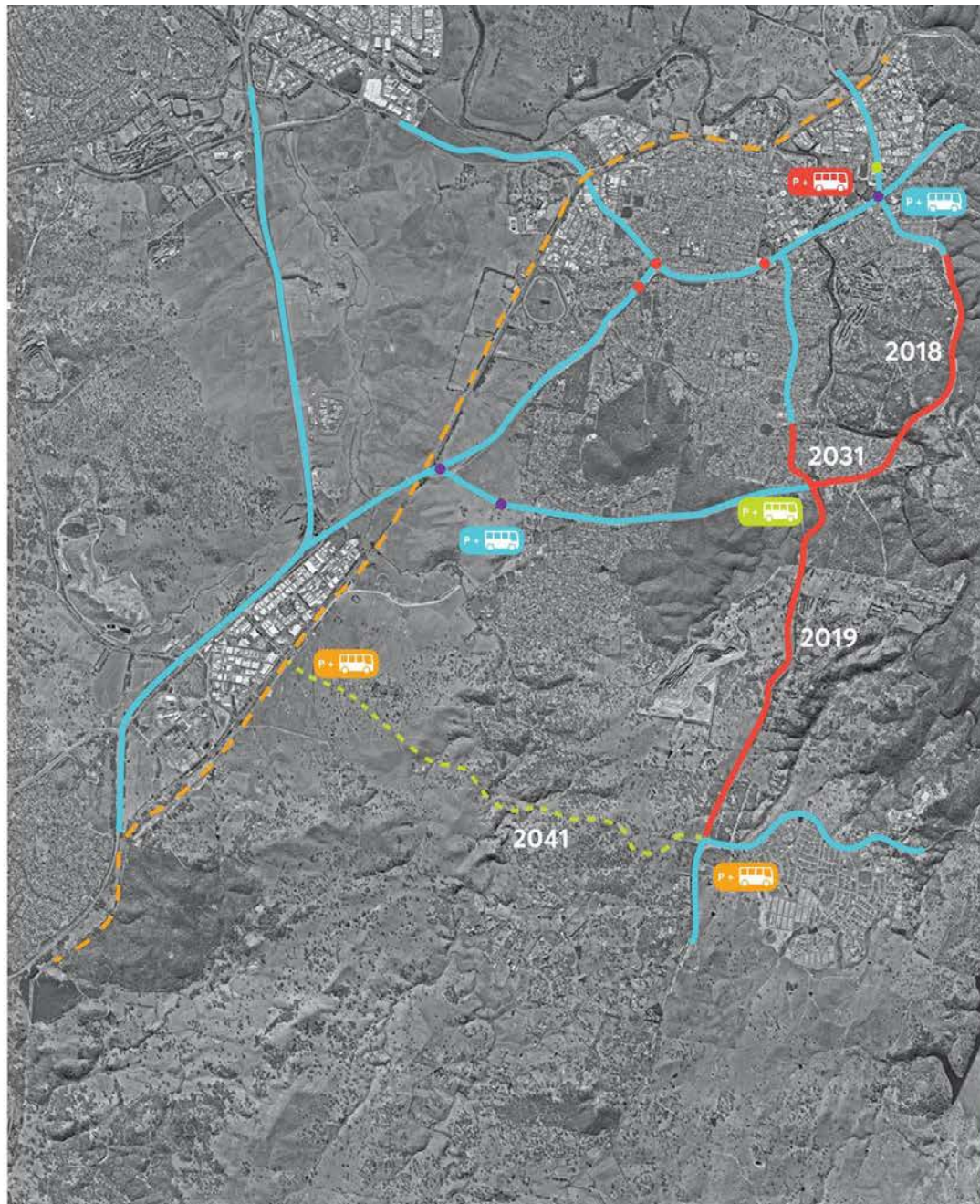
50

MAP 6
Showground

Grade

Vehicular





MAP 7
Park and Ride

-  Council
-  Private
-  Joint
-  Existing
-  Intersection Improvements by 2019
-  Intersection Improvement by 2021
-  Intersection Improvements by 2026
- 2018 Ellerton Drive Extension
- 2031 Old Cooma Rd Stage 3
- 2019 Old Cooma Rd Stage 2
- Arterial Roads
- New/Upgraded Roads
- Railway Line
- Potential Dunns Creek Rd

Queanbeyan Car Parking Strategy 2018-2028

MAPS

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MAP 8 Smart City – timed car parks



Smart Parking



Lighting



Wifi



CCTV



Electric Vehicle
Charger (EVC)

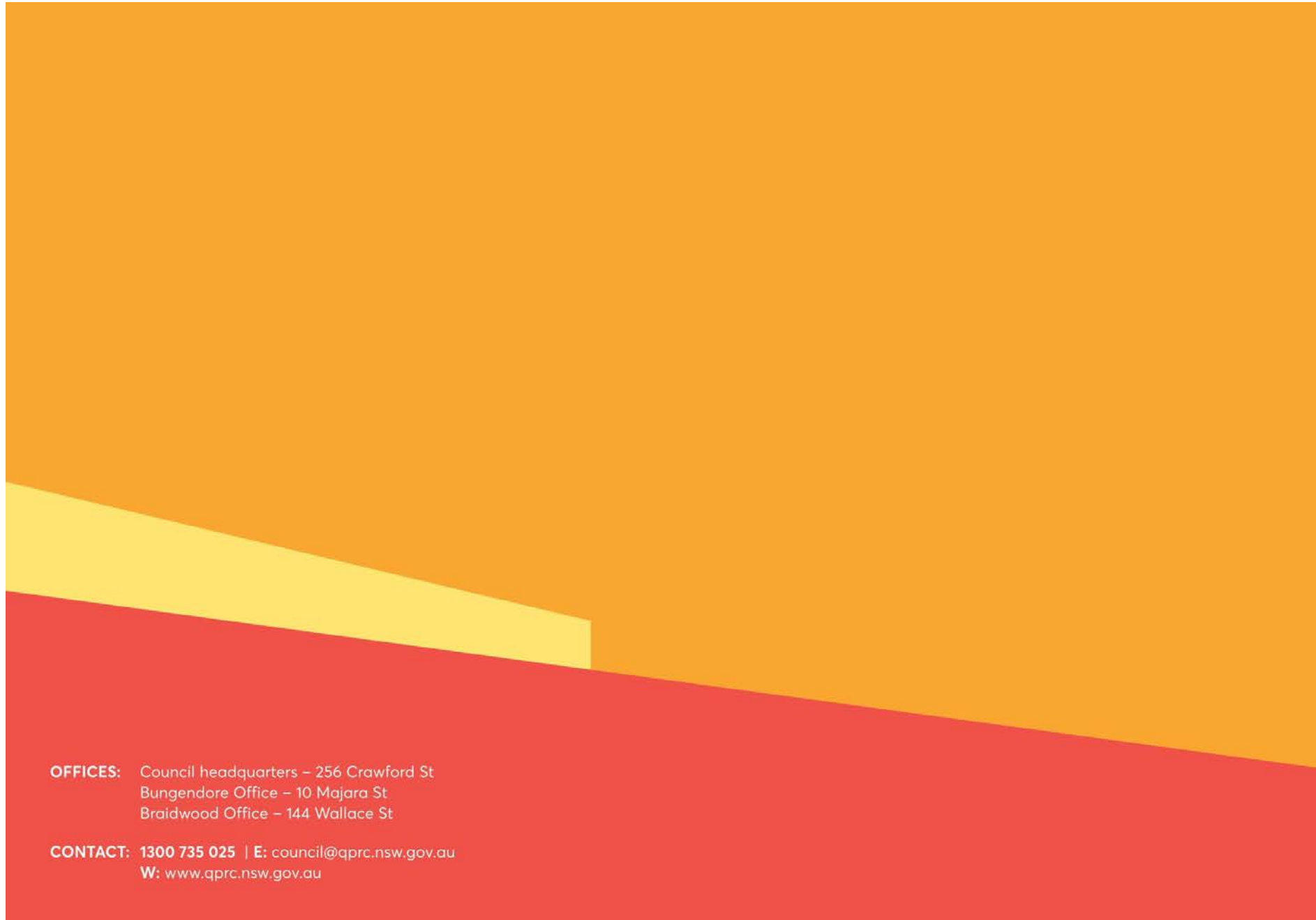
Smart Technology

Pedestrian Linkages





Queen Elizabeth II Park.



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 6.2 SIX MONTHLY OPERATIONAL PLAN UPDATE

ATTACHMENT 1 DELIVERY PROGRAM REPORT - JANUARY-JUNE 2018

2017-18 Operational Plan update January-June 2018

Executive summary

Council is required to report at least every six months on its progress in achieving the actions details in its Delivery Program. Due to the merger, Queanbeyan-Palerang Regional Council was without a Delivery Program in 2017-18, therefore six monthly reports have been provided on the actions contained in the Operational Plan. The actions covered in this report are the operational and capital works projects that were contained in the Operational Plan 2017-18. A number of performance indicators will be reported on in the 2017-18 Annual Report, along with the details provided below. In summary, the six monthly update on the 2017-18 Operational Plan shows:

- 66 projects have been completed
- 54 projects are in progress
- 5 projects have been deferred

Some projects have also been deferred due to other priorities or an assessment of the project determined that it was not required at this time.

Highlights include:

- Completion of the wet play area at the Queanbeyan Aquatic Centre
- Upgrade of Queanbeyan Park playground
- Development of new dog park at Googong
- Delivery of a number of community events, including Christmas Parties, Australia Day, Multicultural Festival, Christmas in July and more.
- Installation of new lights at Seiffert Oval, Margaret Donoghue Oval and the Braidwood Recreation Ground
- Significant progress on the replacement of Back Creek Bridge
- Held the very successful Symphony by the River event at Queen Elizabeth II Park.

The report has been divided into Council's five Strategic Pillars

- Strategic Pillar 1 – Community
- Strategic Pillar 2 - Choice

6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)

- Strategic Pillar 3 - Character
- Strategic Pillar 4 - Connection
- Strategic Pillar 5 - Capability

Community

*A safe harmonious, happy and healthy community
leading fulfilled lives*



Strategic Pillar 1, Community – Key Strategies

- 1.1 Local recreational and sporting facilities reflect the needs and interests of the community
- 1.2 Build on and strengthen community, cultural life and heritage
- 1.3 Strengthen partnerships between Council, ACT Government, Commonwealth, State Agencies and community groups
- 1.4 Residents have access to education, training opportunities and health services
- 1.5 Maintain long term planning approach that caters for diversity and choice in lifestyles

Action progress updates

Action	Status	% complete	Progress comments	Responsible officer
1.1.1.1 Stronger Communities \$9m – Wet play area Queanbeyan Aquatic	Completed	100	The project was completed and opened to the public on 20 January 2018.	Recreation and Culture
1.1.1.1 Fernleigh Park Community Hall refurbishment	Completed	100	Project complete	Transport and Facilities
1.1.1.1 Goal Post renewal program	Completed	100	Three sets of goals replaced	Urban Landscapes
1.1.1.2 Stronger Communities \$9m – Aquatic Centre paint and restore	In Progress	25	Upon testing there were bubbles under the outside surface, caused by water, to over 80% of the covering. This means the surface needs to be replaced. A specialist company is currently developing a sample for the replacement of the pebblecrete surface. Upon receiving the sample the Heritage Committee will be consulted.	Recreation and Culture
1.1.1.2 SRV-Ingleside Park-Upgrade sofffall and shade	Completed	100	Playground upgrade complete, new fence shade and improvements	Urban Landscapes
1.1.1.3 Stronger Communities \$9m - Eastern Pools	In Progress	45	The proposed works are now almost finalised, as part of a wider Ryrie Park project. Development application to be submitted in August, with works to be undertaken in the 2019 pool off season.	Recreation and Culture
1.1.1.3 SRV- Hayley Park East - Replace furniture landscape upgrade	Completed	100	Playground upgrades completed	Urban Landscapes

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
1.1.1.4 SRV- Jane Hodgson Park- Upgrade equipment and soffit	Completed	100	Playground upgrades completed	Urban Landscapes
1.1.1.5 Stronger Communities \$9m - Dog Park Googong	Completed	100	Project completed 30 November 2017	Urban Landscapes
1.1.1.6 Stronger Communities \$9m – Refurbish netball courts Karabar	In Progress	85	New fencing, painting and concrete work complete. Currently designing wheelchair facilities.	Urban Landscapes
1.1.1.7 Stronger Communities \$9m – Seiffert Oval spectator entrance	In Progress	85	New fencing, painting and concrete work complete. Currently designing wheelchair facilities.	Urban Landscapes
1.1.1.8 Stronger Communities \$9m – Braidwood Rec Ground Stage 2	In Progress	25	Design and consultation complete, fisheries application lodged, currently obtaining quotes.	Urban Landscapes
1.1.1.9 Stronger Communities \$9m – Bungendore Rec Ground Stage 1	In Progress	5	Negotiations with property owner underway, Council endorsed site and process. Survey commissioned and design work started	Urban Landscapes
1.1.1.10 Stronger Communities \$9m – Queanbeyan Park central playground	Completed	100	Works complete, playground being used, positive community feedback	Urban Landscapes
1.1.1.11 Stronger Communities \$9m – Glebe Park Playground Queanbeyan	In Progress	100	Works complete, playground being used, positive community feedback	Urban Landscapes
1.1.1.12 Stronger Communities \$9m – Henderson Road Recreation Area	In Progress	75	Shade sails installed, solar light installed	Urban Landscapes
1.1.1.13 Stronger Communities \$9m – Upgraded community facilities Captains Flat	In Progress	90	Tree Planting complete and amenities painted, playground improved and horse trough recommissioned. Community to work with artist on mural	Urban Landscapes
1.1.2.1 Reconciliation Walk	Completed	100	Successful event held with over 2500 participants 29 May 2018.	Community and Education

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
1.1.2.1 Special Heritage Fund 2017-18	In Progress	95	During the period a number of actions were undertaken. These included advertising for applications for Special Heritage Fund Grants, receiving and assessing two applications and reporting on these to Council's meeting of 28 February 2018. As a result Council agreed to fund two applications (Resolution No. 069/18 - 28 February 2018) with one being fully acquitted by the end of the financial year and the other being acquitted up to 40%. In relation to the latter application Council resolved (PLA067/18 - 13 June 2018).	Land-use Planning
1.1.2.1 Season shows – The Q	In Progress	79	The Q 2017 season concluded, and the 2018 season will launch in November.	Recreation and Culture
1.1.2.2 Youth projects	Completed	100	Youth Week and LiquidFest - Successful events completed over 400 attendees for both events. Early Intervention Participation Program achieved set targets from FACS, report submitted to FACS. FACS funded Young Parents Group held weekly - meeting attendance targets each week. School Holiday Programs - September, December /January, April all completed with good attendance, within budget. School programs - all sports programs completed for the year - moving into 2018/2019. Over 60 attendees each week from both QBN High Schools. Drop in - weekly targets achieved all year. Youth Interagency Network Meetings - held bi-monthly - met targets of 6/year New programs - Basketball, Girls Zone, Koori Group ongoing, meeting weekly targets. Boxing program completed.	Community and Education
1.1.2.2 Special Heritage Fund – allocated in 2017	Completed	100	During the period a number of actions were undertaken. Three of these were completed by September 2017 and one was further considered by the Administrator and as result was deemed to be an application for the 2017 -18 period (Minute No 122/17 - 26 April 2017). This was completed at the end of May 2018.	Land-use Planning
1.1.2.2 Queanbeyan River Festival	Not Started	0	As per Council Resolution, The River Festival was removed from the annual calendar or events.	Recreation and Culture
1.1.2.2 Stronger Communities \$9m – Showground Grandstand Queanbeyan	In Progress	85	Upper and lower timber floors restored, roofing iron relaced and sub-floor pest management complete. Further work required in amenities.	Urban Landscapes
1.1.2.3 Rusten House Arts Centre	In Progress	20	Funding in place, DA approved, Architect appointed. Preliminary interior work commenced. Transport and Facilities to project manage building component of project.	Community and Education
1.1.2.3 Braidwood Archaeological Study	In Progress	72	Work on this project during the period included the development of a project plan, the formation of an internal committee, the procurement of a consultant commenced not complete, refinement of project method and plan. Discussions have concluded with the NSW Heritage Branch on the best way to proceed and an amended project brief has been awarded and work has commenced.	Land-use Planning

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
1.1.2.3 Carols in the Park	Completed	100	The Carols in the park event was merged with the QBN Christmas Party on the River.	Recreation and Culture
1.1.2.4 Stronger Communities \$9m – Rusten House Queanbeyan	In Progress	20	Funding in place, DA approved, Architect appointed. Preliminary interior work commenced. Transport and Facilities to project manage building component of project.	Community and Education
1.1.2.4 Australia Day Event	Completed	100	The Australia Day Event(s) are planned and ready to be delivered on Australia Day.	Recreation and Culture
1.1.2.5 Seniors Week	Completed	100	Several events were held during Seniors week across the QPRC region.	Community and Education
1.1.2.5 Queanbeyan Gift	Completed	100	The Queanbeyan Gift was run by external event organisers, and Council provided sponsorship	Recreation and Culture
1.1.2.6 Multicultural Festival	Completed	100	The Multicultural Festival successfully took place on 4 March 2018	Recreation and Culture
1.1.2.7 Oktoberfest	Completed	100	The Oktoberfest was run by external event organisers, and Council provided sponsorship	Recreation and Culture
1.1.2.8 Music By the River	Completed	100	The Music by the River Event successfully took place on 3 March 2018	Recreation and Culture
1.1.2.9 Christmas in July	Completed	100	This event was completed and delivered to the community.	Recreation and Culture
1.1.2.10 Christmas Party – Queanbeyan	Completed	100	This event was completed and delivered.	Recreation and Culture
1.1.2.11 Christmas Party - Bungendore	Completed	100	This event was prepared and ready, however, was cancelled due to forecast heavy rain.	Recreation and Culture
1.1.2.12 Christmas Party - Braidwood	Completed	100	This event was prepared and ready, however, was cancelled due to forecast heavy rain.	Recreation and Culture
1.1.2.14 Events brand creation	Completed	100	Creation of Q-One Events has now been completed.	Recreation and Culture
1.1.4.1 Purchase of E-Books	Completed	100	Monthly and annual purchase targets were met - within budget. New contracts in place for 2018-19	Community and Education
1.1.4.2 Domestic Violence initiatives	Completed	100	Completed the White Ribbon School Event in November 2017, over 250 students attended the lunch held in Bicentennial Hall.	Community and Education
1.1.5.1 Googong LPA Review	In Progress	72	Provisions of this local planning agreement need to be upgraded. These have been subject to a number of meetings with the developers GTPL as well as internally. Responses to the changes proposed by the developers have been forwarded to them and at the end of the financial year the developers responses had not been received although a meeting had been organised with them to discuss them.	Land-use Planning

6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)

Key performance indicators

KPI	Result	Responsible Officer	Comment
Improved net returns from performance programs	24.30%	Service Manager, Recreation and Culture	The Q's net cost to Council reduced by 24.3%. *Note this excludes internal attribution charges which vary from year to year.
Community and Education : Increased community participation in community service programs	5%	Service Manager, Community and Education	Aim for increase in community participation of 5 % p.a. 2017-2018 is the first full year of branch operations. Data will form a baseline for future years.
Libraries : Increased community patronage and borrowings from libraries	5	Service Manager, Community and Education	Aim for growth in community participation of 5% p.a. Library usage is changing and participation will now include programs, events, outreach activities, loans, use of technology and usage of the library as a space. Includes mobile services, and activities across the 3 branches.
Increased community participation in cultural events and exhibitions and utilisation of centres	No data	Service Manager, Recreation and Culture	All events have increased attendance numbers and all community venues had increased hire revenues.
Sporting fields prepared and presented for sports in seasons	100	Service Manager, Urban Landscapes	All sporting facilities prepared on time and to standard.
Improved net result from indoor sports and aquatic centres	-9.60	Service Manager, Recreation and Culture	Indoor Sports and Aquatic Centres net cost to Council increased by 9.6%. *Note this excludes internal attribution charges which vary from year to year.

*A diverse, resilient and smart economy that creates
choice and job opportunities*

Choice



Strategic Pillar 2, Choice – Key Strategies

- 2.1 Continuous progress towards delivery of local economic development including local employment and training opportunities
- 2.2 Encourage local business and industry leadership
- 2.3 The on-going revitalisation of the Queanbeyan CBD, suburban and rural town centres
- 2.4 Creating business opportunities for youth and seniors
- 2.5 Improve presentation of town centres and entrances.

Action progress updates

Action	Status	% complete	Progress comments	Responsible branch
2.1.1.1 Retail Strategy	In Progress	75	A first Draft has been received. Expect completion by the end of October 2018	Business and Innovation
2.1.1.2 Economic Prospectus	Not Started	0	Economic Prospectus was an anticipated component of the BBRF grant which was activated on 2 February 2018. However, budgetary constraints may prevent this from being developed. Awaiting final costings on BBRF associated projects before deciding if there are available funds for a prospectus.	Business and Innovation
2.1.1.3 Economic Development Strategy	In Progress	95	Regional Economic Development Strategy (REDS) community consultations complete. A Draft has been received and is currently being reviewed. Expect completion by the end of October 2018	Business and Innovation
2.1.1.4 QPop and Markets	Ongoing	100	The markets are up and running every Thursday in Crawford St.	Business and Innovation
2.1.2.1 Business Awards	Ongoing	75	Business Awards are ongoing. 2018 Awards are currently open for nominations	Business and Innovation
2.1.2.2 Bungendore and Braidwood Connect	Ongoing	100	Both are ongoing each month. Queanbeyan Connect commenced in March 2018 and is now ongoing on the second Wednesday of each month	Business and Innovation
2.1.2.3 Business Retention and Expansion Survey	Deferred	0	Not proceeding. The Retail Growth Strategy included a significant shopper and business research component from which data can be drawn. Budget transferred to CBD Spatial Business Plan as per third quarter review	Business and Innovation
2.1.3.1 CBD Master Planning	In Progress	25	CBD Community Values work complete. Procurement complete and Hames Sharley appointed to complete the project. A gap analysis has been complete. Expect completion at the end of October 2018.	Business and Innovation
2.1.3.1 Smart Cities Digital Plan	Completed	100	Smart Community and Digital Economy Plan was endorsed at 25 October Council meeting and uploaded to QPRC website	Transport and Facilities

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible branch
2.1.3.1 Stronger Communities \$9m – Town centre improvements Bungendore	In Progress	95	Trees planted, gardens refurbished and paths underway. Furniture installed, just awaiting art work for wayfinding signage	Urban Landscapes
2.1.3.2 Placemaking, Public Art and Laneways Plan and implementation	Not Started	0	Included in the CBD Spatial Business Plan (CBD Masterplan Renew) - Budget transferred to the CBD Spatial Business Plan development as per third quarter review	Business and Innovation
2.1.3.2 Stronger Communities \$9m – Streetscape improvements, Karabar	Completed	100	Works completed late 2017.	Urban Landscapes
2.1.3.3 Stronger Communities \$9m – Streetscape improvements, commercial	Completed	100	Funding complements grant received from NSW Government for works around Karabar commercial area, landscaping works largely complete, awaiting the installation of a light and bollards. Works complete	Urban Landscapes
2.1.3.4 Stronger Communities \$9m – Lascelles street upgrade Braidwood	In Progress	10	Design with Engineers	Urban Landscapes
2.1.4.1 Incubator development	Not Started	0	Grants unlikely to be available - will not proceed	Business and Innovation
2.1.5.1 CBD Christmas Decorations	Completed	100	Ongoing Christmas decoration activities covered for 2017-18 include: QBN – Monaro St median sails and pole units; Decorated tree in QEII park BDR – a community based project with the Lake George Men’s Shed – ply wood cut out Christmas trees in 3 different sizes that were painted background colours of red & green. Community groups schools etc then decorated the trees (120) with QPRC staff then installing them in and around the village. BWD – New festoon lights for the traditional Christmas tree in Ryrrie Park. For 2018-19 plans – to introduce a similar community project as was trialed in Bungendore with the ply wood trees to QBN and Braidwood, working with the Men’s Shed and community groups. For QBN, the current pole units and tree decorations will be renewed and a possible new tree similar to the QBN model will be purchased for Bungendore, budget permitting	Business and Innovation
2.1.5.1 Queanbeyan Town Approaches Projects	In Progress	60	Yass Rd roundabout re-landscaped, new trees at Caltex and all medians given fresh mulch	Urban Landscapes
2.1.5.2 Stronger communities \$9m - Town centre improvements Braidwood	In Progress	24	Community engagement substantially complete, Council workshop 7 February 2018 Design and consultation complete, new bins and BBQ ordered, seats being refurbished	Urban Landscapes

6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)

Action	Status	% complete	Progress comments	Responsible branch
2.1.5.3 Stronger Communities \$9m – Queens Bridge approach enhancement	In Progress	50	Design complete and exhibited. Some trees removed, landscaping commenced near art gallery and trees planted.	Urban Landscapes

Character

A photograph of a street scene in a town. The foreground is dominated by large, mature trees with dense green foliage. In the middle ground, a two-story building with a red roof and yellow walls is visible. A sign on the building reads "Elegant Perky". Several cars are parked along the street. In the background, more buildings and a landscape with rolling hills under a cloudy sky are visible.

A clean, green community that cherishes its natural and physical character

Strategic Pillar 3, Character – Key Strategies

- 3.1 Consider the environmental impacts of future planning
- 3.2 Promote and implement resource and energy conservation and good environmental practice
- 3.3 Establish environmental education programs for community and staff
- 3.4 Provide strategic land supply for residential and economic activities

Action progress updates

Action	Status	% complete	Progress comments	Responsible officer
3.1.1.1 Various planning proposals	In Progress	72	This covers a number of planning proposals other than the Queanbeyan-Palerang Comprehensive LEP. Projects reported on include the planning proposal which updates clauses and schedules in Queanbeyan Local Environmental Plan 2012 and which was notified on 16 February, the rezoning of Lot 3 Majara Street Bungendore which was notified on 22 June, 7 Turallo Terrace which was listed as a heritage item and notified on 1 June, the North Elmslea Planning Proposal which has had its planning proposal basically finalised and which has been referred to and commented on by a number of public authorities, the Bungendore East Planning Proposal which have involved meetings with the Department of Planning and Environment and the proponents and which is also impacted by the lack of secure water. These also include the Sutton Planning Proposal which has had flora and fauna reports completed, the Cemetery Planning Proposal which has included the completion of four background studies and the Federal Highway Caravan Park Planning Proposal which staff are currently surveying to determine what is there and in what state.	Land-use Planning
3.1.1.2 Various Section 94 Plan Reviews	In Progress	70	This include three projects - the South Jerrabomberra Section 94 Plan which was finalised and notified in May(about 50% completed), review of the Queanbeyan Section 94 Contribution Plan (about 10% completed) and a new Section 94 A Plan for Queanbeyan CBD (about 10% completed). Work done so far includes preliminary work with staff reviewing the existing section 94 plans and the issues that need to be addressed in any review. Outside of nominated projects staff have also reviewed Palerang Section 94 Plan No. 11-Off-Street Car parking at Bungendore. This was finalised and notified in April.	Land-use Planning

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
3.1.1.3 Comprehensive LEP for QPRC	In Progress	55	Work on this during the period included the preparation of an issues paper, the preparation of a draft local environmental plan (LEP), research into issues, the preparation of major background papers, the holding of three workshops with Councillors, the preparation of a draft planning proposal and the preparation of three reports and the reporting of them to Council's meetings of 13 December (Items 12.4 and 12.5) and 28 February (Item 12.8). It also includes substantial work on the required LEP maps as well as negotiations on these with the Department of Planning and Environment. In addition work on the associated E4 zones at Bywong and Wamboin as resolved by Council at the meeting of 13 December has involved clarification of the Department of Planning and Environment's requirements as well as those of the Office of Environment and Heritage, drafting of a brief and the identification of suitable consultants.	Land-use Planning
3.1.2.1 Alternate Energy Efficiency implementation under Climate Change Action Plan	In Progress	95	Solar Panels have been installed. The installation of security cages around the inverters is required before the panels can be powered up. This will be completed in September	Transport and Facilities
3.1.2.1 SRV-Riverside - Upgrade lights	In Progress	75	Tender let, geotech and final detail design complete, equipment has arrived, awaiting end of football season to install.	Urban Landscapes
3.1.2.2 Platypus Conservation projects	In Progress	10	Project funds over several years of have been put into reserve for the construction of a Platypus Viewing Platform and education deck. The idea is to incorporate an open burrow like entrance with 3d platypus and audio presentation. Total cost of project is estimated to be \$230,000. Total funds of \$112,849 has been saved in reserve for this project. Grants could be sought to assist in funding this project.	Natural Landscapes and Health
3.1.2.2 Trees for Cars/ National Tree Day	Completed	100	National Tree Day 2017 was held on Sunday 30 July and a small planting was undertaken in Braidwood with the school. Discussions are occurring with NPWS for a community planting in Queanbeyan Nature Reserve. This will involve some community engagement with local high school students to help promote the significant threatened species values of the area.	Natural Landscapes and Health
3.1.2.2 Stronger Communities \$9m - Seiffert Oval Lights Queanbeyan	Completed	100	Lights installed, tested and certified 500LUX	Urban Landscapes
3.1.2.3 Biosecurity Weed Management contract - Crown Land	Completed	100	Grant funded weed spraying on Crown Land. Control of various weed species on Crown Land in Majors Creek and Bendoura completed to protect priority environmental sites.	Natural Landscapes and Health
3.1.2.3 Stronger Communities \$9m – Upgrade lighting Margaret Donohue	Completed	100	Lights complete and tested. Certified 300 LUX	Urban Landscapes
3.1.2.4 Biosecurity Weed Management Contract - LLS Land	In Progress	90	Grant funded weed spraying on LLS land continuing. Most weed planning, control and education activities completed. Final works in progress.	Natural Landscapes and Health

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
3.1.2.5 River Water Sampling Plan	Completed	100	Monthly sampling has been continuing. New sites at Beltana pond and Shoalhaven River to be added to the program.	Natural Landscapes and Health
3.1.2.6 Bushland Maintenance	Completed	100	Ongoing program restricting vehicle access and maintenance of tracks and walkways. Engaged Conservation Volunteers to do planting, path management and fire management activities on Mount Jerrabomberra.	Natural Landscapes and Health
3.1.2.7 Jerrabomberra Lake Cleanout	In Progress	30	There are three proposals we are currently looking at: 1. Quotes for a fountain or aeration device to provide a safe zone for fish came in over budget. Looking for an alternative. 2. Hyperspectral Phytoplakton monitoring in partnership with CSIRO has been installed. 3. Quotes from University of Canberra for sensitive monitoring. The reports will integrate and analyse weather, water quality and blue-green algal data to both identify the major drivers of water quality in the Lake and refine the evaluation of options included in the Reservoir Doctor's (2017) report. UC believe the issues at Lake Jerrabomberra provide an ideal opportunity to undertake a student project that would leverage the capacity of UC and CSIRO in improving our understanding of the processes leading to water quality issues at the lake. Quote came in over budget and working to reduce monitoring. 4. Data loggers have been purchased direct from the manufacturer. 5. Seeking quotes for an aeration sculpture, from the company who did one at Olympic Park.	Natural Landscapes and Health
3.1.2.8 Native Fish Restocking of Queanbeyan River	Completed	100	Early in 2018, Council and NSW Fisheries released 5,000 Golden Perch into the Queanbeyan River and 5,000 Golden perch into Captains Flat Dam.	Natural Landscapes and Health
3.1.2.9 River Rehab - River Drive	In Progress	30	Natural Landscapes and Health Team will be undertaking maintenance work along the river ourselves rather than contractors. This will give Weed Sprayers variation in duties and progress ongoing regular activity. New issues have been identified such as fallen trees in river, works required on Barracks Flat Creek and landscaping in front of caravan park required in 2019.	Natural Landscapes and Health
3.1.3.1 Community events	Completed	100	Enviro Expo appeared at Queanbeyan, Braidwood and Bungendore Shows during financial year. Information report presented to Council in April 2018 which provided an overview of events. Community feedback from the three events was extremely positive with members of the public highlighting how great it was to see Council out and about in the region. The Expos were completed within the budget of \$7,000 plus the staff time in involved.	Customer and Communications
3.1.3.1 Save our Scarlet Robin Weed Management project	Completed	100	Program of controlling blackberry and sweet briar in progress.	Natural Landscapes and Health

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
3.1.3.2 Sustainability workshops (3)	Completed	100	Queanbeyan Show and Bungendore Show complete, Braidwood Show is on Saturday 3 March 2018. Visited all three shows.	Natural Landscapes and Health
3.1.3.3 Smarter Action Squad	Completed	100	Group has been expanded with new members from Bungendore and Braidwood office, meetings and activities progressing.	Natural Landscapes and Health
3.1.4.1 Bungendore Structure Plan review	In Progress	71	Actions on this project include background research into economic, heritage and other matters and the development of a draft Structure Plan discussion paper which is well under way. In addition two internal Council workshops have been held and a third has been organised. However the availability of secure water remains outstanding and further work on this project is limited until this is confirmed.	Land-use Planning

Key performance indicators

KPI	Result	Responsible Officer	Comment
Involvement of community and other stakeholders in environmental studies and structure plans		Service Manager, Land-Use Planning	Environmental studies and Structure Plans are yet to reach the stage of community consultation. However when they reach this stage then community consultation will be undertaken.
CBD, town centres and town entries well prepared and presented for events, holiday periods and seasons	100%	Service Manager, Urban Landscapes	CBDs and entries maintained to high standard
Statutory planning instruments (LEP, DCP) revised on five-yearly cycle	30%	Service Manager, Land-Use Planning	This is an ongoing process and for the period three LEPs were finalised and notified and one DCP. Consequently, the Branch is on track.

Connection



*A well connected community with quality
Infrastructure which enhances our lifestyle*

Strategic Pillar 4, Connection – Key Strategies

- 4.1 Undertake planning to ensure infrastructure is prepared for future growth
- 4.2 Continue to improve integration of land use and transport
- 4.3 Investigate sustainable transport options
- 4.4 Continue to implement improvements to local road network
- 4.5 Develop sustainable and integrated water and waste management

Action progress updates

Action	Status	% complete	Progress comments	Responsible officer
4.1.1.1 Main Admin Building - Redevelopment	In Progress	3	Following the withdrawal of the major tenant, the site has been finalised as 257 Crawford St. Council has resolved to commission a design consultancy in 2019-20 aiming for construction in 2020-22	Contracts and Projects
4.1.1.1 New cemetery	In Progress	75	'Gateway' process underway, All Environmental studies and assessments complete, planned Public hearing late 2018.	Urban Landscapes
4.1.1.2 Queanbeyan Sewage Treatment Plant Upgrade	In Progress	4	Icon Water has withdrawn from the Project. The following milestones have been completed: <ul style="list-style-type: none"> • An EOI has been submitted to the SSWP for the Project. • Tenders were called for the design, negotiations are underway 	Contracts and Projects
4.1.3.1 SRV - Footpath Grinding	Completed	100	Annual program complete.	Transport and Facilities
4.1.3.2 Stronger Communities \$9m – River path incl. low level footbridge	In Progress	10	Community consultation complete. Flood analysis has been completed. Site investigations have been completed. REF still to be finalised. Design & construct Tender to be called in October	Contracts and Projects
4.1.3.2 SRV - Footpath Replacement	Completed	100	Annual program complete.	Transport and Facilities
4.1.3.3 Bicycle Paths - River Corridor Stage 1	In Progress	95	Path works nearing completion. Waiting for finalisation of bridge design.	Transport and Facilities
4.1.3.4 Fleet purchases	Completed	100	Program complete for this financial year.	Utilities

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
4.1.4.1 Ellerton Drive Extension	In Progress	45	Construction contract has been awarded. Work has commenced onsite. In house noise mitigation inspections have commenced with initial draft reports submitted. Once agreement has been reached with property owners in works will commenced in noise catchment works.	Contracts and Projects
4.1.4.1 Local Roads Operations	Completed	100	Annual local roads operations program complete.	Transport and Facilities
4.1.4.2 Roads to Recovery Program	Completed	100	The Roads to Recovery budget for the 2017-18 financial year has been spent on reconstruction projects on Nerriga Road (Black Bobs Project) and Captains Flat Road (Kearns Parade Project).	Transport and Facilities
4.1.4.3 Main road operations	Completed	100	Annual RMCC contract has been completed on time and within budget.	Transport and Facilities
4.1.4.4 Regional road operations	Completed	100	Regional Road Operations have been completed. All block grant, Repair program and funds have been utilised.	Transport and Facilities
4.1.4.5 State roads operations	Completed	100	Works on the RMCC contract have been completed. Works orders completed for RMS have all been completed successfully.	Transport and Facilities
4.1.4.6 Road Safety Projects	In Progress	75	<ul style="list-style-type: none"> • New Three Year Road Safety Action Plan for QPRC written (including review of QPRC crash stats from 2012-2016) and approved by RMS in July 2017 for 2017-2020 (QPRC was the first Council in our region to have RS action plan and projects fully approved with feedback that it was excellent) • Review of road network resulting in identification of 12 sites that were investigated for black spot funding. Further investigation and work with engineers and targeted consultation resulted in lodging of 3 submissions for black spot funding in July 2017 • Implementation and review of a new pedestrian zebra crossing at Bus Interchange as result of funding gained through Pedestrian Infrastructure Safety Around Schools Nominations • \$50k of funding obtained through CTPIGS Special Infrastructure projects for pedestrian safety upgrades at Bus Interchange. Working with access consultants on design and currently preparing for construction • Speed Project – trailer deployed to 7 sites including first sites in Bungendore, Braidwood and 90km/h country road in Wamboin with speed reductions achieved from 2-9km. Schedule updated for first half of 2018 with 8 sites. Budget for 2017/2018 spent for this project. • Fatigue Project – free travel cups campaign run for Christmas and Australia day supporting Braidwood Driver Reviver. Additional promotion of fatigue with banners (July for snow and Jan for summer traffic), electronic messages at VIC and social media for holiday periods. Budget for 2017/2018 spent for this project. • Motorcycle Project – Joe Rider campaign conducted with local stakeholders in Queanbeyan and extended this year to Bungendore and Braidwood for Motorcycle Awareness Week. Initial discussion for Motorcycle Mapping Night with local stakeholders for first half of 2018. Budget for 2017/2018 spent for this project • Drink Drive – new Plan B promotion run with Oktoberfest obtaining \$4000 worth of funding to give-away taxi vouchers to local resident to travel to and from the event. 	Transport and Facilities

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
			<p>Breath Testing Trailer attended event in Bungendore and currently planning for Breath Testing Trailer and Plan B support messages for Braidwood event. Attended all liquor accord meetings and provided Plan B resources to local licencees. Some budget spent and some still to spend for this project</p> <ul style="list-style-type: none"> • Young Drivers – two workshops conducted with local schools, including first in Braidwood for Parents teaching learner drivers. Changes to Learner and P licencing conditions promoted in community and resources distributed to relevant stakeholders including Aboriginal Specific Road Safety Resources. Planning for 2018 workshop. Some budget spend and some still to spend for this project • Older Drivers – two older driver presentations conducted with local groups, including first in Braidwood. First presentation for Bungendore organised for March 2018 (with CWA) and booked to run two presentation in Seniors Week April 2018. • Schools Zone Safety – 700 road safety kindergarten packs distributed to all schools in LGA. 4 new banners created to be rolled out in schools in 2018 educating road rules for pick up/drop off in school zones. 2 banners on loan were displayed at 4 schools sites in 2017 supported with educational messages in school community. School Speed zones promoted with banner, on webpage, electronic messages and social media. A number of engineering changes implemented in school zones – including 6 changes at Jerrabomberra Public school to improve safety, changes at Queanbeyan South and Googong. Budget for 2017/2018 spent for this project • Kings Highway – coordinated summer campaign – the second year of new ‘Slow Down – your family is counting on it’ Partnership campaign which saw again banners on highway, posters on route and social media messaging. Campaign also extended into ACT and NSW region with petrol pump advertising, in-venue adverts and BOM website. Worked with Police on Media releases. Currently evaluating the summer campaign. • Pedestrian Safety - 40 pedestrian ‘Look’ stickers reviewed and new schedule created for roll-out of phase 2 of ‘Look’ stickers. Identified event to run temporary ‘look’ chalk messaging for 2018. • Bus Safety – supported NSW Bus Safety week in Nov 2017 working with local stakeholders distributing resources, displaying messages at schools, bus interchange and bus depot. Bus Safety messaging providing to all schools in region. Bus safety work including engineering changes worked on for Jerra Public School, Bungendore Public School, Googong and Bus Interchange. • Banners – all banners rebadged with Council’s new logo and banner display time-tabled for projects • Country Road Project – supported the NSW launch of this new campaign that occurred in Queanbeyan. Currently identifying roads for possible Country Road activation. In last 6 months ran coordinated effort on Macs Reef Road to address issues including collecting data, crash review, traffic data review, signage review, deployment of speed trailer, discussion with Police and RMS about enforcement 	

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
			strategies – have seen increased perception by locals on social media of police presence and enforcement on the road. Achieved 3km reduction in 85th speed percentile from speed trailer.	
4.1.4.7 MR92 - Nerriga Rd - resheeting	Completed	100	Council has undertaken the resheeting works on Nerriga Road.	Transport and Facilities
4.1.4.8 MR270 - Captains Flat Rd	Completed	100	The routine capital works on Captains Flat Road for 2017-18 have been completed.	Transport and Facilities
4.1.4.9 MR270 Regional Roads Repair Program Rehab Molonglo River Dr to Douglas Cl	Completed	100	This project is now complete.	Transport and Facilities
4.1.4.10 MR92 Roads to Recovery Construct and seal Nerriga Rd (Grants Rd toward Charleyong)	Completed	100	The budget for this project was removed and reallocated to the Captains Flat Road reconstruction project, due to receiving State Government funding to reconstruct Nerriga Road.	Transport and Facilities
4.1.4.11 MR584 Regional Roads Repair Program Rehabilitation Old Cooma Rd	In Progress	40	Funding for this project is from the RMS Regional Roads Repair Program, which has been split over the 2017-18 and 2018-19 financial years. Council has planned to commence construction in May-June 2018, with the completion to be in early 2018-19. Council is currently undertaking the survey and design for the reconstruction works. Awaiting Environmental approvals before works can commence onsite. Preparing for construction works to commence in October 2018.	Transport and Facilities
4.1.4.12 Back Creek Bridge replacement (MR270)	In Progress	90	The bridge construction works have been completed. Council staff are currently constructing the approaches to the bridge. Works are due to be completed in September 2018.	Transport and Facilities
4.1.5.1 WAMI Community Recycling Facility Shed	In Progress	98	Awaiting certificate of occupancy from Health and Building. Awaiting installation of security cameras from Transport and Facilities. Awaiting EPA formal launch date. Other than those, the project is complete	Utilities
4.1.5.2 Googong Development Project – Water Recycling Plant	In Progress	96	This project relates to engagement of owner's consultant (GHD) for stage C development of the Googong WRP. Stage C of the WRP has been commissioned and is currently under proving operation of the constructing contractor. Handover is expected late August or early September 2018	Utilities
4.1.5.4 Water and sewer telemetry upgrade	In Progress	93	These works are stage 1 of an overall project that are likely to continue into the 19/20 financial year. The microwave IP based backbone of both the former Palerang and Queanbeyan systems have been commissioned. Site rollout of out stations is now underway with the majority of former Palerang Sewage pump stations, the first pilot Queanbeyan SPS site and all Googong sites expected to be commissioned by August 2018.	Utilities
4.1.5.4 Sewer Mains Rehabilitation	Completed	100	This is an ongoing project conducted over multiple financial years through specialised contractor. The 2017-18 tranche of works are complete	Utilities

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
4.1.5.6 Bayside Sewer Pump Station Mechanical Repairs	Deferred	0	The works have been deferred pending a stocktake of priorities.	Utilities
4.1.5.6 Network capital	In Progress	92	First major works in this program (McKeanie St water main replacement) is due for completion early in 2018-19 financial year.	Utilities
4.1.5.8 Jerrabomberra Reservoir Cathodic Protection and Internal Painting	Deferred	0	These works are up for review. The Jerrabomberra reservoir does not enjoy any redundancy and serves to operate as the principal supply point for much of the city of Queanbeyan. Any proposal to temporarily take this reservoir off line for repairs will need a comprehensive plan for maintaining supply. A detailed review is proposed which will be undertaken in the 2018-19 year.	Utilities
4.1.5.8 Braidwood Sewer – Manhole upgrades	In Progress	95	First major round complete. The project is ongoing with additional significant funding in 2018-19	Utilities
4.1.5.10 Braidwood SPS#1 – Upgrade pump set	In Progress	78	Pump sets ordered. Specialist pipework contractor engaged. Level 1 electrical contractor engaged to upgrade to 100A supply. Electrical contractor engaged to provide new VSD enclosure and arrangement. Pumps on 12 week delivery schedule. Expect project completion late October	Utilities
4.1.5.10 Braidwood Water Services Replacement	Completed	100	These are works that are packaged in sections each year. A similar program is planned for 2018-19. 2017-18 tranche are now complete	Utilities
4.1.5.11 Upgrade of Shoalhaven Pump building (Braidwood)	In Progress	54	Tender out and closes mid-August 2018. Expect report to Council say September with works complete by end March 2019	Utilities
4.1.5.12 Queanbeyan Stormwater Network Maintenance	Completed	100	These are routine works.	Utilities
4.1.5.13 Stormwater Improvements	In Progress	30	Works being undertaken by contractor as per program.	Utilities
4.1.5.14 Googong Surface and Ground water monitoring	Completed	100	Works continuing although program has been modified downward as an interim measure in response to delayed commissioning of the recycled water system.	Utilities
4.1.5.15 Ground Water Monitoring	Completed	100	The 2017 study has been completed. The consultant has issued the draft report and Council comment have been returned	Utilities
4.1.5.16 Water and Sewerage Recovery Action Plans	Deferred	0		Utilities
4.1.5.17 Water Supply Operations	Completed	100	These are the routine works associated with managing Council's water supply network. Program is ongoing	Utilities
4.1.5.18 Water/sewer connections	Completed	100	Works progressing as applications come in. Program is ongoing.	Utilities

6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)

Action	Status	% complete	Progress comments	Responsible officer
4.1.5.19 Bungendore Recycled Water s60 management	In Progress	50	This project has commenced. The first s60 risk management workshop was held on 20 June. This involved Council staff, EPA, DPIWater Dept of Health. Soil sampling is set down for 31 July. Aim is for detailed design for STP upgrade by 31 December 2018. Budget Variation proposal to be forthcoming for required capital works thereafter.	Utilities
4.1.5.22 Water/Sewer Pricing and Section 64 policy review/development	In Progress	85	Relates to Palerang systems Integrated Water Cycle Management Plan study. Issues paper complete. Final two PRGs to be conducted. Expected to be held concurrently	Utilities
4.1.5.23 Recycled Water Audit	In Progress	88	Minor matters to be undertaken. Awaiting handover of Stage C of the Googong STP (WRP)	Utilities
4.1.5.24 Braidwood Inflow/Infiltration Study	Completed	100	Study complete. Next tranche is relining funded in the 2018-19 FY	Utilities
4.1.5.25 Bungendore Sewer - SPS#5 refurbishment	Deferred	0	Has been planned as revote to 2018-19 year	Utilities
4.1.5.26 Googong Surface and Ground water monitoring	Completed	100	Ongoing engagement. Program relaxed somewhat in light of delay to recycled system implementation.	Utilities

Capability

A capable organisation that leads a community which is engaged and participative



Key Strategies – Strategic Pillar 5 – Capability

- 5.1 Raise the local profile
- 5.2 Improve and promote Council's image
- 5.3 Encourage community and business leadership
- 5.4 Provide strong local democracy and civic governance
- 5.5 Promote and encourage an engaged community

Action progress updates

Action	Status	% complete	Progress comments	Responsible officer
5.1.1.1 Tourism website	In Progress	75	Wireframes developed and coding commenced. Web content almost complete.	Business and Innovation
5.1.1.2 Visitor guide	Not Started	0	Grant funding unlikely to be available - Will not proceed in 2017/18 but may be developed in 2018-19 pending budget	Business and Innovation
5.1.1.3 Tourism promotion	Completed	100	Videos and still images developed to promote tourism and businesses in the LGA	Business and Innovation
5.1.4.1 Corporate Development Plan	In Progress	70	Work continues on the development of the Organisational Development Strategy (ODS), subsequent plans and interrelated frameworks. The ODS is based on 4 key objectives; building capability, developing capacity, maximising employee engagement and achieving organisational excellence. Building capability - A new LinkedIn company page has been established to develop employer brand and attract new talent pools. To increase collaboration and industry wide relationships, QPRC has been established as the pilot organisation for web based national LGNSW HR meetings in the Southern Region. Developing capacity - a total performance management framework has been endorsed align with a dedicated system to manage talent. Work has commenced on the scoping of this new software and the design of our performance management templates. A number of strategies for Leadership Development are being explored at Executive level. A strategic approach to Learning and Development has been taken with a matrix designed for each role, deploying and online Learning Management System and automation of scheduling with customers being able to select their	Culture and Performance

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

Action	Status	% complete	Progress comments	Responsible officer
			<p>preferred sessions.</p> <p>Maximising Employee Engagement - A draft Employee Engagement Framework has been developed for QPRC along with the launch of an organisational wide cultural survey that will involve all staff and elected members. New organisational Values are being implemented throughout the organisation with our branding progressing through conceptual phase over the next quarter.</p> <p>Achieving Organisational Excellence - With a focus on quality we have implemented software to manage integrated planning requirements and aligning the Delivery Program, Operational Plan, HSEQ KPI's and Service Statements. Participating in the PWC Performance Excellence Program to continue benchmarking with other Council participants with the utilisation of a dedicated regional portal. The implementation of Service Plans that incorporates components from all sources to identify how services are delivered. A service review deep dive completed for the service Transport with recommendations to implement various improvements.</p> <p>With the organisational headcount and full time equivalent data provided at the most recent Executive meeting in July, we are now in a position to commence the workforce analysis and forecasting to produce a detailed ODS over the coming period.</p>	
5.1.4.1 State of the City – End of Term Report	Completed	100	End of Term report finalised and distributed to former councillors in March 2018	Customer and Communications
5.1.4.1 IT Tablet and Phone Purchases	In Progress	90	New Surface Pro and mobile devices are ready to be deployed. About three-quarters of all Service Managers already have a Surface Pro 4/5/iPad Pro. The rest of the group should be completed in August.	Digital
5.1.4.1 Office Renovation	Completed	100	This project was completed during the financial year.	Land-use Planning
5.1.4.2 Hardware Refresh – IT equipment-Budget Income	In Progress	90	The Citrix server farm backend and thin client management server configuration completed. IGEL (thin client) unit's optimisation and configuration testing completed. Citrix Windows 10 pilot group is currently trialling out the new server farm. Pilot testing has been progressing well with good feedback from the users.	Digital

Key performance indicators

KPI	Result	Responsible Officer	Comment
Clear line of sight of strategic directions to services and projects, and into budgets and workforce plans	75	Service Manager, Customer and Communication	

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

KPI	Result	Responsible Officer	Comment
Improvements lead to increased contribution to annual productivity dividend	25	Service Manager, Culture and Performance	Implementation of the LMS has resulted in significant savings in operational time and facilitation costs. This has resulted savings estimated at \$150,000. Review of software licenses and usage has saved \$15,100 annually. The use of google forms has increased productivity and resulted in resource and time savings.
Advancement towards quality assurance accredited systems	100%	Service Manager, Culture and Performance	A Stage 3, Health, Safety, Environment & Quality (HSEQ) Certification Audit was conducted on Council to identify the level of compliance against ISO14001; 2015 Environmental Management Systems, AS4801 OHS Management Systems and ISO9001 Quality Management Systems The audit commenced on 12 June, 2018, the auditor was able to broadly sample aspects of QPRC activities, personnel, services and products. Council received Multi Site Certification on 12 August 2018.
Fit for Future financial benchmarks retained over five-year cycle		Service Manager, Finance	Through adopted Delivery Program Operating performance ratio: 18/19 3.84% 19/20 1.99% 20/21 0.46% Benchmark >0.00% Own Source Operating Revenue 18/19 52.13% 19/20 56.20% 20/21 54.26% Benchmark >60.00% QPRC is still not meeting own source operating revenue benchmark. Debt Service Cover Ratio 18/19 4.85x 19/20 3.11x 20/21 2.62x Benchmark >2.00x Infrastructure Renewals Ratio 18/19 298% 19/20 92% 20/21 79% Benchmark >100%

**6.2 Six monthly Operational Plan update
Attachment 1 - Delivery Program Report - January-June 2018 (Continued)**

KPI	Result	Responsible Officer	Comment
			<p>QPRC is proposing to drop off the renewals effort.</p> <p>Asset Maintenance Ratio 18/19 2.09 19/20 1.49 20/21 1.41 Benchmark >1.00</p> <p>QPRC is reducing spend on maintenance to allow greater efforts in renewals and new assets.</p>
Reduced level of unplanned network and integration failure	99	Service Manager, Digital	Two major unplanned network outages for the month of July' 18 , total of 12 hours lost
Unqualified external and internal audits	100%	Service Manager, Legal and Risk	External audit complete and management action being progressed: internal audit program conducted and audit actions being progressed
Reduced level of staff unplanned absences	121 hours	Service Manager, Workplace	Total organisational sick leave taken for 2017-18 was 29,268.64 hours. This is a decrease of 121.78 hours from 2016-17.
Reduced level of staff turnover	1.5% reduction	Service Manager, Workplace	<p>Permanent employees turnover in 2017/18 was 9.5% compared with 11% in 2016/17. A reduction of 1.5%</p> <p>The above percentage does not include casual employees.</p>

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Planning and Strategy Committee of the Whole Meeting Attachment

12 SEPTEMBER 2018

ITEM 7.1 MINUTES OF ENVIRONMENT AND SUSTAINABILITY
 ADVISORY COMMITTEE

ATTACHMENT 1 MINUTES OF THE ENVIRONMENT AND SUSTAINABILITY
 ADVISORY COMMITTEE (ESAC) 1 AUGUST 2018

**7.1 Minutes of Environment and Sustainability Advisory Committee
Attachment 1 - Minutes of the Environment and Sustainability Advisory
Committee (ESAC) 1 August 2018 (Continued)**

**Report of the Environment and Sustainability Advisory Committee Meeting –
1 August 2018**

Present: Cr Peter Marshall (Chair), Katrina Willis (Community Representative), Gerry Gillespie (Community Representative), Tom Baker (Queanbeyan Landcare)

Also Present: Michael Thompson (Portfolio General Manager), Natasha Abbott (Manager Natural Landscapes and Health), Lauren Andersen (Community Development Officer).

Apologies: Janelle Dennis (Molonglo Catchment Group)

1. **Declarations of Interest**

Nil

2. **Confirmation of report of the previous meeting**

The minutes of the previous meeting were accepted.

3. **Matters arising from previous minutes**

The response received from the EPA regarding the reverse vending recycling facility at Woolworths was provided to members. Following our letter, the network operator TOMRA-Cleanaway is now in negotiation with Woolworths regarding a new location for the RVM.

Committee suggested that Jerrabomberra may also have safety risks. Would like to see a facility at Bungendore and Braidwood. This could be a bulk facility like that in Shropshire Street.

4. **New Member Advertising**

Advertisement for the two community positions is currently underway, closing on 8 August 2018.

5. **Fruit and Nut Grove**

Council is seeking community comments in establishing a community fruit and nut grove with support from Queanbeyan Landcare. The proposed location is in Glebe Park on Thorpe Avenue.

Opportunity for a "Friends of Group" to use the grove as a learning exercise for activities such as harvesting and preserving. Similar proposals for Captains Flat and Bungendore.

Committee made the following suggestions:

- Signage recognising history of market gardens along the river.
- Berries and bush tucker plants should be included.
- Invite other groups to be involved: aboriginal, disability, AXIS, Home, Sustainability Group & Qbn Public School.
- Letterbox drop residences around the neighbourhood for the planting day.

**7.1 Minutes of Environment and Sustainability Advisory Committee
Attachment 1 - Minutes of the Environment and Sustainability Advisory
Committee (ESAC) 1 August 2018 (Continued)**

The Captains Flat project is part of a larger stronger communities fund project. It includes 20 mixed fruit trees. The exact location has not been determined, suggestion is near to the recreational / camping ground precinct. The community will be maintaining the trees.

The Committee noted the information received on the Fruit and Nut Grove and that the proposal is in line with the Queanbeyan River Corridor Plan of Management and is supported.

6. New Waste Strategy

Discussion paper (current state of our waste management activities) is being finalised this week. It will be reviewed by the waste team before finalisation. Once finalised, it will be distributed to the Waste Strategy Working Group for a meeting expected to be held in the first week of September. Once the WSWG is happy, it will go to Council with a recommendation for exhibition during October/early November. Consultation will include a number of drop-in sessions and a focus group. More details will be announced once confirmed.

7. Climate Change Action Plans

Council has allocated \$20,000 in the new budget for revision of the Climate Change Action Plans.

8. National Tree Day

Ms Willis presented a paper to the Committee requesting Council take on a greater role in providing practical support for promoting National Tree Day activities. This year Council did not provide funds for this event despite doing so in previous years.

In the past Council and Landcare have always had a partnership on National Tree Day. This year, MCG in collaboration with Conservation Volunteers Australia, Googong Township and Queanbeyan Landcare group hosted a National Tree Day event along Montgomery Creek adjacent to Googong Township. This was organised independently of Council and they had the resources and plans for a BBQ without the aid of Council.

One event was also held in Braidwood at Hassel Park, which QPRC supported.

Recommendation: (QPRC ESAC 07/18)

That QPRC resolve to:

- **Continue to provide practical support for National Tree Day activities in communities across the local government area each year.**
- **Work with the local environment and other groups to coordinate and plan National Tree Day activities.**
- **Identify sources to top up Council funds to provide practical support for National Tree Day in the local government area.**

**7.1 Minutes of Environment and Sustainability Advisory Committee
Attachment 1 - Minutes of the Environment and Sustainability Advisory
Committee (ESAC) 1 August 2018 (Continued)**

9. Tool Libraries

Ms Willis presented a paper on the creation of tool libraries in QPRC Communities. The idea is to share expensive tools in a similar way that we borrow books from a library. By sharing tools which are seldom used these tools can be made available at limited or no expense. Tool libraries have operated in Australia for more than a decade and information can be sought from those successful groups.

Recommendation: (QPRC ESAC 08/18)

That QPRC resolve to:

- **Request a staff report by 30 November 2018 on the viability and cost to establish tool libraries.**
- **Seek community views on the type of items to include in its tool libraries.**
- **Identify potential funding sources, both within Council and external to fund tool libraries.**

10. Repair Café

Ms Willis presented a paper on introduction of a Repair Café. Free meeting places to repair broken items and share skills. They are organised by and for local residents, and held at a fixed location where tools are available and where they can fix their broken goods with the help of expert volunteers. Repair cafes need skilful volunteers to provide repairs. In Albury-Wodonga, the café operators work closely with the Men's Shed movement. A regular venue that provides enough space, electricity, suitable furniture (e.g. sturdy tables for working) and some storage is also needed.

Recommendation: (QPRC ESAC 09/18)

That QPRC resolves to:

- **Support a 12-months trial of repair cafes for QPRC communities**
 - **2 events in each of 3 centres.**
- **Seek expressions of interest from community groups interested in organising repair cafes in Queanbeyan, Bungendore and Braidwood in 2019**
- **Forward the concept to the Waste Working Group for consideration as part of the new QPRC waste management strategy.**

11. Officers Reports

Shopping Trolleys – At meeting of 27 July 2018 QPRC unanimously resolved as follows

“That Council:

1. *Note the ongoing proliferation of abandoned shopping trolleys across Queanbeyan urban areas, the impact of abandoned shopping trolleys on the visual environment, the danger presented to the natural habitat of the Queanbeyan River (particularly the platypus) and the propensity for improper use by some in the community.*
2. *Explore options to dramatically reduce abandoned shopping trolleys, including the option of retail outlets implementing coin operated shopping trolley systems.*
3. *Increase the Impounded Items Release Fee for shopping trolleys from \$80.00 to \$120.00 in the Fees and Charges from 2018/19.*
4. *Receive a report on the matter within two months.”*

**7.1 Minutes of Environment and Sustainability Advisory Committee
Attachment 1 - Minutes of the Environment and Sustainability Advisory
Committee (ESAC) 1 August 2018 (Continued)**

Following this a meeting has been organised with retailers on Tuesday 14 August 2018 to discuss the issue.

Platypus Viewing – Since the development of the Platypus Awareness and Conservation Strategy in 2012, Council has been setting aside some reserve finances for construction of an informative and interactive viewing platform. The reserve stands at approximately \$118,000 which is only about a third of what is required.

With the introduction of the Smart Cities project, it is suggested we talk to University Canberra and discuss other ideas for platypus viewing to provide a positive experience and reach the maximum amount of people. This may include setting cameras to try to capture some footage. Night cameras, or fixed surveillance cameras. UC students could be involved. Meetings to be held to scope out a project.

12. Members Reports

Mr Gillespie - Advised change in NSW legislation in regard to culling kangaroos. They no longer have to be tagged and left. This allows for composting of kangaroo carcasses. This process will be discussed with NSW Farmers Association workshop in Bungendore on 6 October 2018. The demonstration site will be in Richmond. Also looking at a trial site at Millpost Lane. A trial has been done on Carp which worked well.

Mr Baker - Congratulated Council on the excellent shelter, solar BBQ, fire pit, sandstone blocks and water bubbler down near low level bridge. Makes a nice social area.

Mr Baker – Qbn Landcare writing to Council in regard for a needed Natural Areas Management Team. QPRC is a large area with threatened species, sensitive ecosystems, wetlands. A dedicated team is required to add to the biosecurity and biodiversity team to ensure protection of natural areas. Council should endorse a good proposal extending the service and staff.

MT suggested that Landcare might make any suggestions on how to fund a team.

ACTION: Queanbeyan Landcare to put a proposal to Council on increasing the Natural Areas Team.

ACTION: Landcare to provide a report and issues to be discussed at next meeting.

Ms Willis – Council item no.195/18, on 27 June 2018. Please provide clarification on list of budget areas to be drawn from for loan of \$84,000. What is Council no longer funding?

13. Next Meeting

The next meeting will be held at **3.30pm on 3 October 2018** in the Committee Room at Queanbeyan Council Chambers.

There being no further business, the meeting closed at 5.25pm