DEVELOPMENT OUTCOMES REPORT

NEWLYNE SUBDIVISION DESIGN APPLICATION

BLOCKS 10,11,12 SECTION 67 LYNEHAM

6 JUNE 2025

PURDON

Document Revisions and Quality Control

Version	Effective Date	Description	Prepared by	Reviewed by
A	27/11/2024	Draft for Comments	NH	AJ
B	9/12/2024	Final for Submission	NH	AJ
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Introduction - The proposal and vision

This report has been prepared by Purdon for TP Dynamics in support of the proposed SDA.
For the s205B submission, changes are included in this red font colour.

The Proposal

This SDA proposes the development of a mixed-use precinct that, due to the size, will be a staged delivery. This includes the consolidation and re-subdivision of the existing blocks, 10, 11 and 12 of Section 67, into proposed 36 blocks, consisting of 15 development blocks and 21 common property blocks, with each block proposed to form a 'lot' (as per the Community Titles Act 2001) once registered into the Community Title Schemes. Additionally, this SDA proposes the design and siting of roads, verges, paths, landscaping, road lighting, services, as well as offsite works including utility services, driveways, landscaping, paths, and the re-naturalisation of Sullivan's Creek; a lease variation to add uses to the new subdivided blocks.

The subdivided blocks are purposefully divided to accommodate future residential, retirement living, commercial and community development uses, as well as one future commercial accommodation block, whilst supporting amenity such as large open areas and midblock links within the estate.

Staging & Phasing

The proposed subdivided blocks will be serviced by underground utility services (e.g. water, sewer, stormwater, internet, electricity) which are proposed to be delivered in stages as proposed in the civil drawings drawing 007 – STAGING PLAN. Due to the size of the precinct, the development blocks are proposed to be constructed and delivered in phases as proposed in drawing A012 – INDICATIVE BLOCK DEVELOPMENT PHASES – EXISTING BLOCKS 10 & 11 (buildings, roads and landscape), and incorporated into two separate Community Title Schemes (CTS) (under the Community Title Act), over time.

It is proposed that Community Title #1 will eventually encompass all proposed new blocks that are subdivided from the current Blocks 10 and 11, Section 67, except for "Block G", the proposed future hotel which will stand on its own. Community Title #2 will eventually include all the new blocks subdivided from the current Block 12, Section 67.

Community Titles

The community title schemes will bring the proposed separate blocks (referred to as "lots" under the Community Titles Act 2001) together in a 'community' that has a shared interest or use in common land e.g. roads or amenities. The owners of **all** lots, across both Community Title Schemes, will have access to the use and benefit of all common property lots within each of the registered community title schemes, as these are privately-owned **public** spaces. This will be done in the way of future registered TG&E, as well as being captured into the Community Title Scheme's rules. However, communal services, such as centralised waste management facilities, stormwater capture and irrigation, will be only accessible/used by the lots within that community title scheme.

The separate block subdivided from Block 10, located adjacent to the Swinden Street extension (identified as "Block G") will not form part of any community title scheme and will be a standalone block. This block will have rights of access over the roads and footpaths adjacent to it.

Lease Variation

The Lease Variation proposed will vary the lease uses of proposed blocks, to include residential, retirement living, commercial and community uses under the Crown Lease.

The lease variation proposed varies the lease purposes of the new blocks in existing Blocks 10 and 11, section 67 as follows:

Table 1: Proposed new blocks and associated lease purpose for the proposal.

		NEW BLOCK ID	TYPE	LEASE PURPOSE
COMMUNITY TITLE # 1	Block 10	A	residential use	residential use limited to 54 dwellings
		B	residential use	residential use limited to 97 dwellings
		E*	Retirement	retirement village limited to 170 dwellings supportive housing limited to 20 dwellings
		F	Retirement	retirement village limited to 49 dwellings
		H	Medical/Community	health facility limited to 2000m2 GFA Office limited to 1000m2 GFA Community facility limited to 1000m2 GFA Retail limited to 840m2 GFA (excludes any GFA associated with basement carparking)
		G	Hotel (NOT PART OF COMMUNITY TITLE #1)	commercial accommodation uses to 5000m2 GFA (excludes any GFA associated with basement carparking) Cafe limited to 100m2
		1	Common Property	Minor use Roads
		2	Common Property	Minor use Roads
		3	Common Property	Minor use
		4	Common Property	Minor use
		5*	Common Property	Minor use Roads
		6*	Common Property (split)	Minor use
		7*	Common Property (split)	Minor use Roads
		10 (Note: A	Common Property - Communal services such as Waste collection	Minor Use

	Stratum lease)		
Block 11	C	Retirement	retirement village limited to 70 dwellings
	D	Retirement	retirement village limited to 70 dwellings
	E*	Retirement	retirement village limited to 50 dwellings
	I	Office/Community	Office limited to 1000m2 GFA Community limited to 2606m2 GFA (GFA excludes any GFA associated with basement carparking)
	5*	Common Property	Minor use Roads
	6*	Common Property (split)	Minor use
	7*	Common Property (split)	Minor use Roads
	8	Common Property	Minor use Roads
	9	Common Property	Minor Use
COMMUNITY TITLE # 2 Block 12	J	residential use	residential use limited to 52 dwellings
	K	residential use	residential use limited to 55dwellings
	L	residential use	residential use limited to 46 dwellings
	M	residential use	residential use limited to 55dwellings
	N	residential use	residential use limited to 49dwellings
	O	residential use	residential use limited to 132 dwellings
	11	Common Property	Minor use
	12	Common Property	Minor use
	13	Common Property	Minor use Roads
	14	Common Property	Minor use Roads
	15	Common Property	Minor use Roads
	16	Common Property	Minor use
	17	Common Property	Minor use
	18	Common Property	Minor use
	19	Common Property	Minor use

	20	Common Property - Switching Station	Minor use
	21 (Note: A Stratum lease)	Common Property - Communal services such as Waste collection	Minor use

* The proposed block falls across both existing Block 10 and 11, Section 67, and has been split accordingly.

Note – Block 12, Section 67, while a part of the Subdivision DA from a civil services and planning perspective, will have a separate lease variation DA associated with it in the future. This is due to the proponent not being the registered crown lessee.

NOTE FOR STRATUM BLOCKS

Two stratum blocks are proposed as part of this SDA for the future centralised waste and utility services facilities to be delivered as Common Property lots under the relevant Community Title Scheme. As per the *Surveyors (Surveyor-General) Practice Directions 2023, direction 66, requirements for stratum surveys,* to grant a stratum block, it must be surveyed once the relevant built form is completed. Only once this is completed, can the stratum lease be granted and registered. In this case, the built form of the waste & utility services facility forms part of the individual building DAs for Block F (CP stratum block 10) and block K (CP stratum block 21). This stratum subdivision will always be contained in the first phase of development in each CTS as the CTS requires the waste and utility services to function. Once the building (F and K) is constructed, the stratum block will be surveyed, granted and registered.

This Subdivision DA aims to outline the general location of these common property lots (10 and 21) within the proposed development lots (F and K), such that it is accounted for as part of the whole precinct. The individual building DAs which are separate to this SDA, will propose the area for these common property lot 10, in the Building F DA, and common property lot 21, in the Building K DA.

Site description

This section provides an overview of what the site currently looks like. The purpose of this section is to set the scene, considering any potential constraints, and to describe the site in the context of the surrounding area.

	Applicant response
Block, Section, Suburb	The subject site (Blocks 10, 11, 12 Section 67 Lyneham) is located on the corner of Northbourne Avenue and Barton Highway, in the division of Lyneham, part of the Inner North and City District (under the Territory Plan) (Central Canberra District under the Districts Act 2002).
Block Area	The site is comprised of three blocks: Block 10 Section 67 Lyneham: 35,056 m2 (3.5ha) Block 11 Section 67 Lyneham: 15,347 m2 (1.5ha) Block 12 Section 67 Lyneham: 36,359 m2 (3.6ha) Overall, the total site area is therefore approximately **86,762 m^2 (8.68ha)**.

	There are also upgrades on unleased territory land and other blocks (8, 13) being undertaken. These are off-site works for the purposes of this SDA.
Zone (including overlays)	The subject site is zoned **CZ5 – Mixed Use Zone**. Offsite works on adjacent blocks and Territory Land have different zoning. The Northbourne Avenue verge and Block 8 Section 67 are both zoned TSZ1 – Transport; some parts of Block 13, Section 67 are zoned PRZ2 – Restricted Access Recreation; and Blocks 50 and 55, Section 59 are zoned PRZ1 – Urban Open Space. Overlays: MAAR: Main Avenues and Approach Routes
Current Use	The overall site is currently used as a Golf Course, with the clubhouse contained on the site.
Proposed Use	Subdivision and lease variation (proposed leases of each block described in Table 1 above).
Access, Driveways and Parking	**Access** Three existing vehicular access routes exist into the subject site. The public access routes are the main entrance off the Northbourne Avenue and Swinden Street signalised intersection, and another as a left-in-left-out connection to Northbourne Avenue which aligns with the location of the existing Yowani Country Club golf course clubhouse. A third vehicular access exist as a driveway entry to the northern portion of the site from the Barton Highway to the existing green-keeping premises located there. **Parking:** The subject site currently provides on-site parking on grade to support the golf course use. **Public Transport:** The subject site is well connected via public transport. Swinden Street light rail stop is the closest stop that connects the site to the light rail network. Apart from the bus stop located on Northbourne Avenue, Dickson bus interchange is located approximately 1.5kms from the site (the adjacent Northbourne bus stops to site are currently only used as a light rail replacement bus stop). **Pedestrian Access:** There are existing footpaths/bike path located on along Northbourne Avenue verge. **Cycle Infrastructure:** The site is located adjacent to a shared pedestrian/cycle path network as well as well as a cycling lane along Northbourne Avenue.
Site constraints	**Heritage**: The site is not listed on the ACT Heritage Register. **Topography**: The site is relatively flat but with a gentle slope falling from Northbourne Avenue and from north to south, draining into Sullivans Creek. **Floodway**: Running along the western edge of the site is Sullivans Creek (Block 13, Section 67), which is an existing urban floodway with a concrete lined invert (of varying width) and grass battered sides. This floodway transports stormwater from North Canberra, down through the Lyneham wetlands, Australian National University and into Lake Burley Griffin. In large storm events (1% AEP) water levels push onto the adjacent Yowani golf course and can spill over into Thurbon Road and Southwell Park (which is designed as a large detention basin).

	Boundaries: Northern boundary of site is the Barton Highway, Eastern boundary is Northbourne Avenue, Southern boundary is the Netball centre and Southwell Park sports precinct, and the Western Boundary set by the Sullivans Creek Block.
Environmental values	There are existing plantings on the site including mature trees and screen planting to the street frontages. There are no registered trees on the subject site, however there are several regulated trees, mostly of poor and medium quality rating. As per the previously approved EDP (DA 202240879) sought the removal of tress on site. S165 application has been submitted for the same.
Surrounding Land Uses and Development	The subject site is located adjacent the Lyneham Sports Precinct. South of the site is ACT Netball zoned PRZ2, and adjacent Yowani Golf Course is zoned PRZ2. East of the site, beyond Northbourne Avenue, is the predominantly low-density suburb of Downer.
Additional Comments	The opportunities presented for the development include: • Access – The site is located on Northbourne Avenue and is near the Light Rail network giving the site an Excellent opportunity to create precinct supporting active travel modes. • Gateway Character: The development is one of the first major developments along the Federal Hwy when entering Canberra. The proposed high-quality landscape and building facades (subject to separate DA's) will be one of the first things seen when travelling down the Federal Highway into Canberra City. • Staged Development: The design and creation of blocks providing a logical and sensible staged delivery under two future community title schemes offer a variety of size, shape and accessibility and location opportunities for future occupants, as well as creates shared common property spaces to achieve natural amenities for site. • Urban Renewal: Redevelopment opportunities along an existing Golf Club and Sullivans Creek with Active travel paths, mid-block links back to Northbourne, and various accessible pedestrian pathways throughout site support the ACT Strategic Plan and is consistent with the National Capital Plan. • Landscape: The proposed native batter within the Northbourne Ave building setback provides additional biodiversity opportunities to the site and is consistent with the City and Gateway Urban Design Framework's vision for the Federal Hwy/Northbourne Ave approach. • Growth: Provision of a Mixed-use development in a unique central location close to existing amenities including restaurants and supermarkets (Dickson), higher educational facilities (ACU, UC, ANU), sporting precincts (golf, netball, tennis, hockey and Southwell Park). • Enhancement the character of the area and integrate high quality landscaping in the public realm.

Additional detail

History of the proposal

The proposed development has undergone significant updates to its design and planning compared to the previously approved EDP (DA 202240879) for the subject site, especially in response to the concerns raised by government stakeholders and changes to the uses of lots within the proposed development.

Compared to the EDP (DA 202240879), the proposed subdivision component now integrates the Community Title Schemes, revises the block boundaries, and adds proposed purposes of the development and common property blocks to align with the planned functions such as retirement, residential, commercial, community and hotel use purposes.

Key road updates throughout the proposed precinct removes the Swinden St extension between Northbourne and Thurbon Road and modifies the existing Northbourne Ave's entry points to site (just after the Swinden St extension and to the Northbourne Avenue Left-in-left-out slip lane) to allow for safe movements and access of waste and emergency service vehicles, as well as compliance.

Additionally, due to the revised road layout and the proposed subdivision blocks with its development uses, parking and driveway layouts have been revised to deconflict with mid-block links and proposed pedestrian routes around site with new traffic generation amounts also incorporated through a new Traffic Impact Assessment (aligning to the proposed block purposes/uses). This includes adjustments to the on-site on-grade car parking driveway locations, and modelling for impacts to existing ACT Government Road infrastructure (especially the Northbourne Avenue/Swinden St signalised intersection).

Changes to underground civil services across site reflect updates to the ownership of the services, construction methodology, and functionality of the water, sewer, stormwater, electricity and communication underground infrastructure.

Waste management has been restructured to accommodate retirement living and improve collection logistics, with consideration of pedestrian movements and safety throughout site, as well as reflecting the effective use of the two Community Title Schemes.

Sullivans Creek will see enhanced and progressed design development, especially for flood and scour protection, and re-naturalisation landscaping concepts and design, alongside clear delineation of custodianship of the Sullivans Creek and offsite works, compared to the rest of the private development.

Further information can be found as supplementary information in the form of a Developer Letter to EPSDD, dated 02/10/24, outlining the history of the EDP (DA 202240879), and the reasoning for this SDA.

Proposed staging

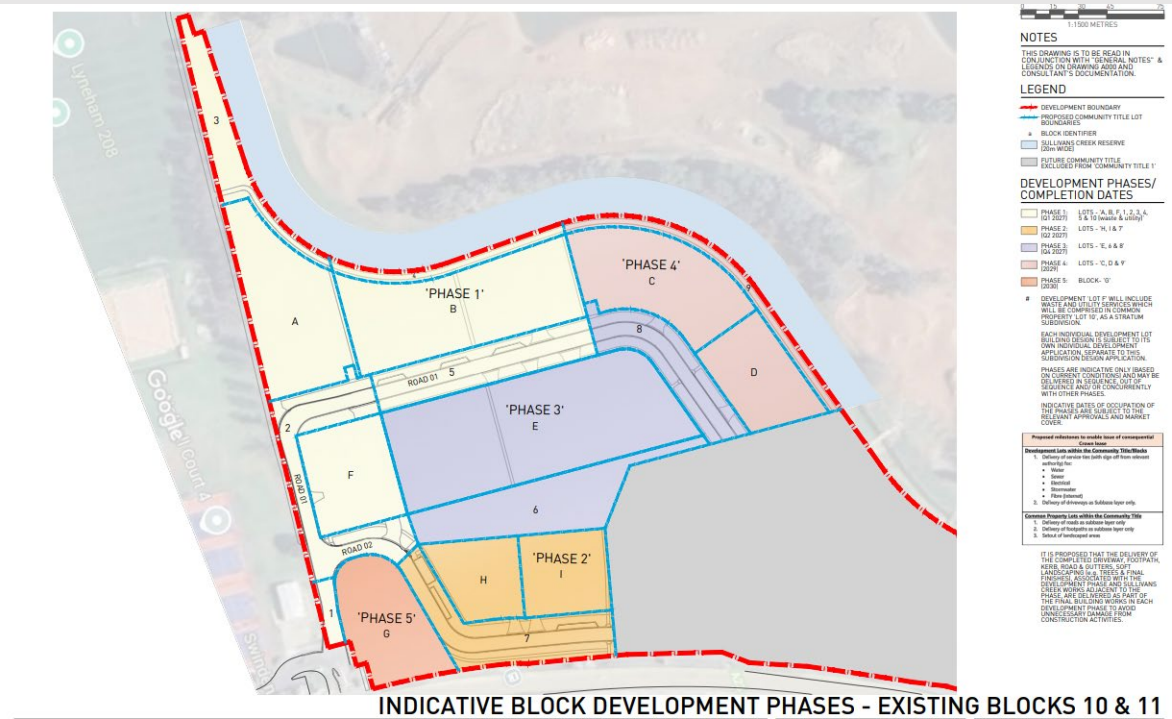
There are three distinct activities within the proposal:

- Subdivision of land and civil works: The design and delivery of civil work infrastructure stages (represented within the Indesco Civil Documentation, and Phasing Plan A012)
- Community Title Schemes: This incorporates the two CTS, bringing in development and common property lots. Separate process
- The construction delivery phases of the development. This is outside of the scope of this proposal and will be subject to the separate individual building DA processes.

As mentioned in the above sections, two separate community title schemes are ultimately proposed for the development. Each proposed block in this SDA will ultimately form a Community Title Lot. These comprise of either

- Development lots (development on site is subject to a future DA)
- Common property lots (development is subject to this SDA, and comprises infrastructure and landscaping required to support development lots)

Phases are proposed that combine a set of development lot(s) and common property lot(s). This enables logical construction and operation as the development is built sequentially. These groupings, the phases, are described in drawing A012 (below).



INDICATIVE BLOCK DEVELOPMENT PHASES - EXISTING BLOCKS 10 & 11

The staging is proposed to occur as follows:

- Existing blocks are surrendered and blocks as proposed are approved in their place (initially, this is blocks 10&11(CT #1)).
- A holding lease is granted over the area to enable work by the proponent.
- Resulting blocks are sequentially granted leases, based on proposed milestone requirements (below).
- Once milestone development requirements are met, the LVC for the change of use is paid and the leases are granted to the proponent.
- Construction of the relevant buildings on each development lot and corresponding infrastructure on common property lots can then be completed.

- To ensure logical, connected development, leases (both development blocks and common property blocks) are granted in phases, as described in drawing A012 (for CT #1), and holding lease is re-granted to reflect resulting area.
- This process continues for the area of each future Community Title until all blocks are registered and the development works are complete.

See below table outlining the proposed milestone requirements to enable crown leases and subsequent community title registration:

Delivery Milestones to enable issue of Consequential Crown Lease	**Delivery Milestones to enable Community Title Registration**
Development Blocks 1. Delivery of service ties (with sign off from relevant authority) for: • Water • Sewer • Electrical • Stormwater • Fibre (Internet) 2. Delivery of Driveways as Subbase layer only. **Common Property Blocks** 1. Delivery of footpaths as subbase layer only 2. Setout of landscaped areas	Additional to the Delivery Milestones to enable Consequential Crown Lease: **Development Blocks** The delivery of final: • Driveway and footpaths • Landscaping • Building construction completed to 'lock up' stage **Common Property Blocks** The delivery of final: • Road, kerb and gutters • Footpaths • Sullivans Creek works Adjacent to the development blocks • Soft and hard Landscaping works

At this DA stage, the described process is indicative only and subject to further development, refinement, and details. Throughout the approval process, input will be required from the proponent and relevant Government entities including Leasing, Land Titles, Surveyor-Generals Office, and Deed Management.

Please note, the Community Title Scheme staging does not form part of this Subdivision DA application, but development reasoning, history and staging intent has been provided in this DOR for information. The intent is to engage with the relevant authorities to establish the Community Title Scheme staging separately to this SDA.

Dual Community Title Schemes - Discussion
The consideration for two Community Title Schemes has been driven by the complexities of the Community Title Act 2001 (‘**CT Act’**), the constraints surrounding the ability to change the proposed development of a lot to adapt to future market and demographic changes.

To further detail future stages of development, including Lot O in the proposed subdivision, as intentioned by the proponent, please see below:

- Due to the size of this development, construction has been planned to commence from the South, and progress north, with the final buildings to be built, being the ones closest to the Barton Hwy.
- When we register stage 1 of the Community Title Scheme ('**CTS**') (likely comprising Development Lots A and F along with adjacent common property lots) a **Lot Entitlement Schedule ('LES')** will be registered identifying the Lot Entitlements for **all of** the present and future Lots to be included within the CTS.
- At this current time, we expect that Lot O will comprise of approximately 113 units which will give rise to a specific Lot Entitlement.
- We currently expect that Lot O will be among the last of the buildings to be built in this precinct. As such, development of Lot O may not take place until circa 4 to 7 years after stage 1 of the CTS is registered, depending on market conditions.
- During this period, demographics or economic circumstances may change resulting in a need for fewer, or larger units or the use of the Lot O for community use such as medical centre or similar.
- Implementing any changes to adapt to these circumstances would have the potential to affect the appropriate Lot Entitlement for Lot O at the time that we introduce it into the CTS.
- We understand that at the time that a lot is introduced to the CTS as part of the progressive development of the CTS we will be required to confirm, and provide evidence, that the LES is not affected by the inclusion of the lot into the CTS.
- We understand that the building and development covenant in the Crown lease for a lot must be completed prior to its introduction to the CTS, consequently there is a risk that any adverse effect on the LES may not become apparent until after the building(s) has been constructed on Lot O and we seek to introduce the lot into the CTS.
- Pursuant to section 23 of the CT Act all of those with a registered interest in the CTS are required to provide their consent to a change to the LES and there is no guarantee that the required consent will be forthcoming.

Dual community title schemes over the site enables greater certainty as to the uses, yield and consequently the Lot Entitlements to apply to each Lot at the time that each CT Scheme is registered. This is on the basis that CTS 2 would not be registered for approximately 18 months after works commence on the blocks falling within CTS 2 (to allow for construction of the buildings and common property in stage 1 of CTS 2) at which time the development strategy for all of the lots in CTS 2 would be fully evolved and finalised.

To ensure that the 2 Schemes do not result in lesser outcomes for owners and occupiers, we propose granting mutual easements to each CTS to enable the owners and occupier of each CTS to use and enjoy relevant services, roads and open spaces in the other CTS.

There would also be a cost recovery provision entitling each CTS to contribute proportionally to the costs of the maintenance and upkeep of the relevant services, roads and open spaces in the other CTS. The end result would be that the owners and occupiers would enjoy similar rights and entitlements and pay similar contributions under a dual CT development as under a single CT development. These arrangements could be documented in TG&E's that could be registered on prior to the registration of the first CTS.

Lot G is located close to the lots that would form part of CTS 1. However, given that it may not be developed until Lot O is being developed, the risks outlined above would apply to this lot. As it is some distance from CTS 2 it could not be included in that CTS. We therefore propose excluding

this lot from the CT Schemes entirely and developing this as a 'Block' independently of the CT Schemes. This block can be serviced independently from the services within the CTS.

Previous consultation

The development of the precinct has undergone extensive planning and consultation. This Subdivision DA is a component of a series of actions including (but not limited to):

- City and Gateway Strategy process
- National Capital Plan Amendment
- Territory Plan Variation
- National Capital Design Review
- Subdivision DA(s)
- Subdivision Design Application Development Application
- Separate Parcel DAs

As part of the NCP variation and TPV processes, the proposal underwent extensive engagement with relevant entities and community stakeholders.

The advice received has also included engagement with TCCS (roads, stormwater and waste), CRA, Icon Water, the Deed Management Team, and DA Leasing with advice sought and received relating to the staging, formation and key elements required for the Subdivision and Lease variation pertaining to the Community Title Scheme for the site.

Continued engagement with key entities had continued through the preparation, submission and assessment of this proposal with the aim to align with their expectations of the development.

Statutory considerations

The *Planning Act 2023* sets some mandatory considerations that need to be made during the DA process for certain or all development types.

While many of these will be considered by the Territory Planning Authority during the assessment and decision-making process, below are some key considerations that an applicant needs to also make during the design process.

If the site of the proposed development adjoins another zone—whether the development proposal achieves an appropriate transition between the zones.

Applicant response

The site is zoned CZ5 and adjoins PRZ1 and PRZ2 zones. The proposed subdivision design provides landscaping, roads and other buffer areas to transition the future high-intensity mixed use commercial/residential character to low-intensity open space and sporting facilities.

The suitability of the proposed development in the context of the site and the site surrounds, including the permissible uses for those areas.

Applicant response

The proposed development is suitable for the context, this proposal will ensure good connections, suitable siting and setbacks on future buildings, landscape and road connections and create a character consistent with the desired future character of the Northbourne Corridor and Approach

Route, consistent with both the District Strategies of the Territory and the National Capital Plan (NCA).

The interaction of the proposed development with any other adjoining or adjacent development proposals for which a development application has been submitted or development approval given.

Applicant response

The proposal is preceded by many previous DAs and concurrent DAs in the area, both related and unrelated to the project. A summary of the DAs in Section 67 are listed below with a response to each:

202240640 - Conditionally Approved

PROPOSAL FOR ALTERATIONS AND ADDITIONS TO EXISTING COMMERCIAL DEVELOPMENT - construction of new maintenance shed, new access road and verge crossing, golf course layout adjustments including extensive landscaping, tree removal, tree planting, bulk earthworks and associated works. New verge crossing to Barton Highway subject to NCA Works Approval.

This DA re-arranged the golf course on site to remove key facilities away from the subject site to support the proposed estate redevelopment.

202240879 - Conditionally Approved

PROPOSAL FOR SIGNAGE AND LEASE VARIATION - Installation of a new flagpole sign, Lease Variation for the subdivision of the block and associated works.

This DA created the subject blocks and separated the golf course from the site in to support the proposed estate redevelopment.

202241122 - Conditionally Approved

PROPOSAL FOR COMMERCIAL DEVELOPMENT - Construction of a new 5 storey commercial building, 2 storey basement car parking, landscaping and associated works.

This DA proposed a building in what is now proposed as Lot H. This SDA proposal will support the operation of the building, including all servicing and access. Amendments may be sought to this DA in the future to integrate its design with this SDA.

202241152 - Conditionally Approved

PROPOSAL FOR A NEW CLUB AND SIGNAGE - demolition of existing sewer line and sewer manholes, construction of a new two-storey Golf Club, a new non-illuminated signage, two new driveway access, car parking area, landscaping and associated works.

This DA proposes the new clubhouse premises for the Yowani club, supporting the decommissioning and demolition of the club house that is on the subject site.

202341313 – Conditionally Approved

PROPOSAL FOR MIXED USE DEVELOPMENT - construction of a 6 storey mixed use building comprising of a ground floor commercial tenancy, 56 residential units, 2 levels of basement carparking, landscaping and associated works.

This DA proposed a building in what is now proposed as Lot F. This SDA proposal will support the operation of the building, including all servicing and access. Amendments may be sought to this DA in the future to integrate its design with this SDA. Notably, this building is proposed to contain the shared waste area for community title scheme 1 (CTS 1).

202341415 – Conditionally Approved

PROPOSAL FOR ESTATE DEVELOPMENT PLAN - Estate Development Plan for the creation of 15 development blocks and 7 communal blocks over three stages totalling 22 blocks, to be contained within a community title scheme, construction of a new public Road 00 at the intersection of Northbourne Avenue and Swinden Street, internal access roads (within community title blocks), associated service utilities, tree removals, earthworks, verge landscaping and associated works. The proposal also includes ongoing provisions for consideration and inclusion into the Lyneham Precinct Map and Code.

This is the former EDP, made under the Planning and Development Act 2007, which was conditionally approved. This SDA proposes a highly similar design to the approved EDP, but with key changes to the subdivision layout, community title scheme, services and landscaping. This SDA submission should be considered separately from this previous approval.

202341720 – Conditionally Approved

PROPOSAL FOR MULTI UNIT RESIDENTIAL DEVELOPMENT - Construction of two six-storey apartment buildings comprising of 72 residential apartments, two levels of basement carparking, a wall signage, internal pedestrian links, landscaping and associated site works.

This DA proposed a building in the south of what is now proposed as Lot A. This SDA proposal will support the operation of the building, including all servicing and access. Amendments will be sought to this DA in the future to integrate it with this SDA.

202341726 - Conditionally Approved

PROPOSAL FOR MULTI UNIT RESIDENTIAL DEVELOPMENT - Construction of two six-storey buildings and 10 two-storey townhouses comprising a total of 97 dwellings, two levels of basement car parking, internal pedestrian links, landscaping and associated site works.

This DA proposed a building in the north of what is now proposed as Lot B. This SDA proposal will support the operation of the building, including all servicing and access. Amendments will be sought to this DA in the future to integrate it with this SDA.

202342316 - Conditionally Approved

PROPOSAL FOR DEMOLITION - demolition of the existing buildings, services, hard stand driveway area and nominated landscaping, tree removal and associated works.

This DA proposed demolition of structures on site to support the proposed estate redevelopment.

Design Response – Urban Design Guide

I confirm that I, Angela Jones of Purdon Planning was primarily responsible for designing the development proposal and/or completing the below **design response**.

I am an appropriately qualified person as a Registered Planner with the Planning Institute of Australia and can confirm that the development is consistent with the themes and design elements of the design guide(s)

Signature:

Date: 28/11/2024

- Note: a digital or wet signature will be accepted for the design response

<table>
<tr><th>Theme</th><th>Design Element</th><th>Design response</th></tr>
<tr><td><u>COUNTRY AND PLACE</u></td><td>1.1 <u>NGUNNAWAL CULTURAL RESONANCE</u>

a. Governance, process, and engagement

b. Buildings, spaces, and landscape character

c. Wayfinding and navigation</td><td>a. Various areas of the precinct have had preliminary conversations from Ngunnawal representatives, following their proposed guiding design principles for the subject site. Referring to Design for Country means that a system must be top priority within a landscape framework as sets up everything essential that is needed for life. Life is the land and the land is life.
- Look: Look at the system
- Live: Live within the system
- Learn: Learn to let the system design for you
These principles align with the intent for our development, by providing a good mix of living, working and amenity opportunities. Throughout the detailed design process, further consultation with the Traditional Custodians of Country is intended, especially for the design of the landscape within the precinct.

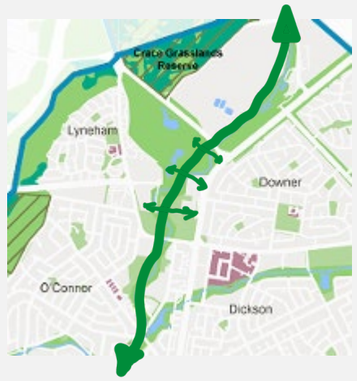
b. The design of open spaces (especially central park), the building layouts, and the network of interconnecting pedestrian pathways is key to the precinct. This ensures easy, safe, clear and accessible access for pedestrians into key hubs in areas with community amenities (such as parks, seating areas, etc.). The central park, and open spaces along Sullivans creek ensures people have a mix of opportunities to dwell, linger, look, live and learn within the precinct, and they feel comfortable and safe doing so. A significant number of native planting areas are proposed throughout site, including along the Northbourne Avenue landscaped native batter (which also aligns with the City and Gateway Urban design framework), and the Sullivan’s creek re-naturalisation, as well as pockets throughout the precinct. The intent for native plants is to attract an array of native insects, birds and fauna to the precinct, and provide a robust natural batter for the flood prone Sullivan’s Creek. The lush exotics throughout the precinct plan to brighten up the open spaces and give a variety of seasonal colour. This mix hopes to put nature right outside the door of people who live. Refer landscape planting palette LD200 that demonstrates the range of planting provided, and First Nations context:
<table>
<tr><td>INDIGENOUS</td><td></td><td></td></tr>
<tr><td>Poa labillardieri</td><td>Tussock Grass</td><td>Fibre for string making</td></tr>
<tr><td>Callistemon citrinus</td><td>Bottlebrush</td><td>Edible nectar</td></tr>
<tr><td>Banksia marginata</td><td>Silver Banksia</td><td>Tea, tools</td></tr>
<tr><td>Xanthorrhoea glauca</td><td>Grass Tree</td><td>Resin, tool making</td></tr>
</table>

c. Throughout the detailed design process, and to align with the intended green star community framework, way finding and educational opportunity signage will be provided to promote access throughout the precinct, and highlight the history, sense of place, design intent and process within certain spaces, especially for Sullivan’s Creek re-naturalisation and the central park areas. Carefully considered public art and spaces for this have also been thought about and will be confirmed throughout the detailed design process. Refer landscape drawing LD204 demonstrating the proposed wayfinding surface material treatments and LD302 that demonstrates the large-scale art/wayfinding proposed in the landscape design, with the path and concentric circle motifs.</td></tr>
<tr><td><u>URBAN STRUCTURE AND NATURAL SYSTEMS</u></td><td>2.1 <u>OPEN SPACE NETWORK</u>

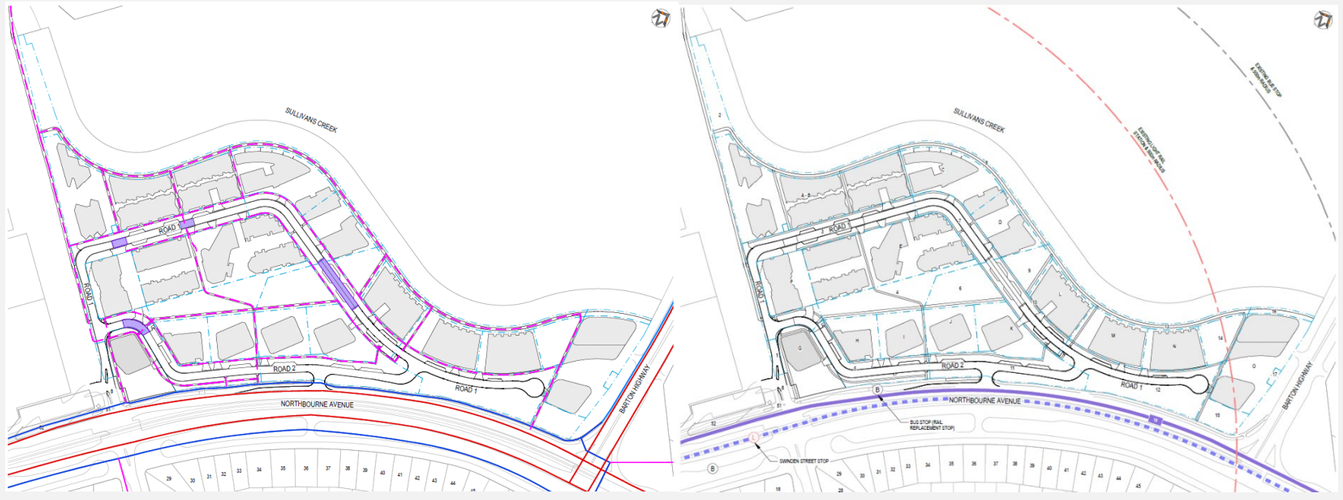
a. Natural systems

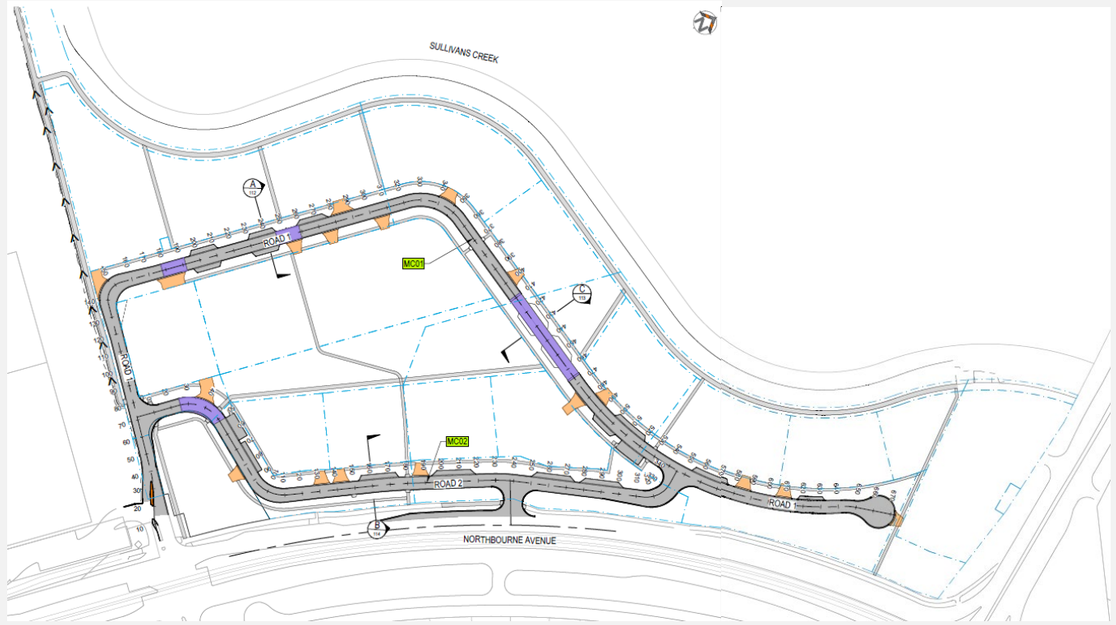
b. Type, Size, quality, function and connectivity

c. Topography and views</td><td>a. The existing site, currently a developed golf course for over 60 years, will undergo a significant landscape transformation. A key design element of the estate is the naturalisation of Sullivan’s Creek, transforming it from a concrete open drain into a diverse ecological connection, both for ecology and people. This naturalisation will help improve water quality downstream, including improvements to Lake Burley Griffin, support biodiversity, and creates an urban cooling effect for residents of the proposed estate. Refer landscape drawing LD308 for the details of the proposed naturalisation. In addition to the naturalisation of Sullivan’s Creek, the proposed development will incorporate extensive planting, including streetscape landscaping, a central park exceeding 8,000m² of open space (excluding the open areas on development blocks subject to separate DAs), and a native vegetation strip within the 24m building setback along the Northbourne Avenue corridor. These green elements aim to create a cohesive and ecologically rich environment. The Biodiversity Sensitive Urban Design (BSUD) response submitted as part of the proposal, highlights the landscape strategy which will actively promote greater biodiversity. This approach balances urban development with ecological sustainability, fostering a resilient and enriched natural system network across the estate.</td></tr>
</table>

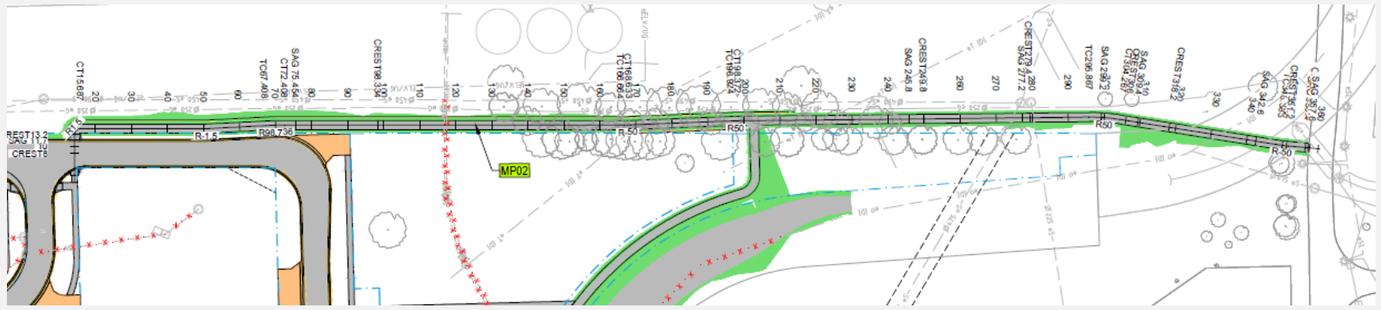
Theme	Design Element	Design response
		b. The estate contains a central park area providing for the main recreation and biodiversity values. To maximise permeability, connecting paths, parks and accessways are provided to existing movement and blue-green networks. See below annotated excerpt from the Inner North District Strategy – blue-green network map:  The park has been strategically located to maximise connectivity with future buildings, ensuring it is easily accessible for future residents and workers within the estate. This placement promotes activation and passive surveillance, enhancing the park's safety and fostering a sense of community. The proposal prioritises pedestrian activity, creating strong connections between key amenities such as the park, the light rail station, and residential and commercial spaces. This is achieved through a network of mid-block links traversing the park in both East-West and North-South directions, facilitating easy movement and interaction. Adjacent to the Sullivan's Creek active travel path, breakout spaces and flat areas have been designed to provide opportunities for future residents and visitors to enjoy the western aspect in the afternoon, overlooking the golf course. Smaller feature gardens will be strategically placed throughout the precinct, offering a welcoming sense of entry to the precinct, and enhancing biodiversity. c. Although the site is topographically flat, key views into the city, adjacent sports precincts, and across the site have been strategically considered in the subdivision of blocks, the overall layout, the orientation of open spaces, and the indicative siting of buildings. As the site sits on an Approach Route, the treatment of the Northbourne Avenue interface is carefully considered to guide views along the avenue. The design of the Northbourne corridor aligns with the City and Gateway Urban Design Framework, with additional enhancements including a native vegetative batter and a staggered arrangement of gum trees, reinforcing the avenue's identity and creating a cohesive and visually appealing streetscape. Pedestrian links across the precinct, typically located at block boundaries, are oriented to maintain clear sightlines towards the golf course and Sullivan's Creek. The Central Park, extending unobstructed from South to North, capitalises on these sightlines, establishing a strong visual and physical connection to the surrounding natural assets. The orientation of residential buildings is intentionally designed to maximise views of the golf course and Central Park, leveraging it as the key visual and recreational amenities. This integrated approach to topography and views enhances both the aesthetic and functional qualities of the development, creating a harmonious interface between the natural and built environments.

Theme	Design Element	Design response
URBAN STRUCTURE AND NATURAL SYSTEMS	2.2 NATURAL SYSTEMS a. Connectivity and access b. Water Management c. Restoring ecology	a. The proposed shared path capitalises on the enhanced biodiversity and cooling microclimate provided by the naturalisation of Sullivan's Creek, offering an appealing North-South connection for active travel. This transformation reimagines Sullivan's Creek from a concrete and grass swale into a diverse ecological and social corridor. The naturalisation supports improved water quality downstream, including benefits for Lake Burley Griffin, strengthens biodiversity, and provides for greater urban cooling, contributing to a more sustainable and liveable estate. For further details, refer to landscape drawing **LD308**. Beyond the creek's naturalisation, the estate integrates extensive planting strategies, including streetscape landscaping, a central park exceeding 8,000m² of open space (excluding area where the park 'bleeds' into development blocks that are subject to separate DAs), and a native vegetation strip within the 24m setback along the Northbourne Avenue corridor. These elements establish a cohesive, ecologically rich environment that enhances both environmental and social outcomes. Refer landscape drawing **LD309.** The western batter of Sullivan's Creek is designed to accommodate breakout spaces, seating and picnic spots along the active travel path, offering opportunities for rest and recreation in a natural setting. Similarly, the Central Park has been designed with a variety of seating and slow-down areas, catering to both private moments and communal connections, ensuring it serves as a multifunctional and inclusive space for all users. Refer landscape creek detail drawing **LD308.** b. The water management strategy for Sullivan's Creek incorporates heavy planting and rough surface treatments, such as large rocks and boulders, to achieve multiple objectives. These measures are designed to reduce water velocity, improve water quality, and naturally capture minor vegetation litter (such as leaves and twigs), reducing reliance on the existing Gross Pollutant Trap (GPT). Additionally, these features stabilise the creek's batter, ensuring that during large flood events, water can flow freely without significant erosion risks or damage to the landscape. This approach maintains the channel's functionality during heavy rain and flash flooding events while eliminating safety concerns for future tenants and visitors. By combining ecological restoration with engineering solutions, the design ensures both environmental sustainability and resilience to extreme weather conditions. Refer landscape creek detail drawing **LD308** and civil floodway drawings **025-039.** c. The naturalisation of Sullivan's Creek is a cornerstone of the estate's ecological strategy, aiming to restore native habitats, enhance biodiversity, and improve water quality. The planting strategy for the creek will include a diverse range of species suited to edge, margin, and water zones, creating a robust and thriving ecosystem. This transformation not only revitalises the creek as a natural asset but also establishes it as a vital ecological corridor supporting the movement of species and promoting genetic diversity. Refer landscape proposed biodiversity drawing **LD310.** The estate development is underpinned by key ecological values. The use of native plant species across the site will help establish sustainable habitats, improving biodiversity and enhancing habitat connectivity throughout green spaces, streetscapes, and the creek. By integrating ecological corridors, the estate supports a functional, interconnected ecosystem that encourages species movement and overall ecosystem health. Diverse habitats will be created to protect local species, while invasive species will be managed through ongoing maintenance to ensure the integrity of the environment. The community title scheme enables closer planting of trees with maintenance and landscaping being part of the Community Title Scheme, rather than falling onto the ACT Government to manage. This allows for appropriate funding allocation to ensure the precinct's landscape is maintained to a high calibre and can be adjusted seasonally if desired. Strong consideration has been given to cultural and ecological landscape values, embedding a connection to Country through thoughtful design, plant species selection, and the use of locally significant materials. This approach strengthens cultural ties and honours the site's natural heritage. Furthermore, the development seeks to promote climate resilience by incorporating a variety of plant species that enhance adaptability to changing climate conditions. Streetscapes and open spaces are designed to deliver ecosystem services, providing future residents and visitors with access to natural environments, opportunities for recreation, and spaces for community interaction. Refer overall landscape masterplan drawing **LD302.**

Theme	Design Element	Design response
		Additionally, the proposal intends to drive community-focused programs, which also forms part of the Green Star community initiatives, encouraging active participation in ecological stewardship. Proposed activities include community gardening and the use of the Central Park's open lawn for events such as markets, yoga sessions, and social gatherings. These initiatives align with the estate's broader vision of creating a harmonious relationship between ecology, culture, and community while supporting a sustainable and resilient urban environment.
URBAN STRUCTURE AND NATURAL SYSTEMS	2.3 URBAN STRUCTURE a. Hierarchy of centres b. Precinct structure and layout c. Diversity of lot sizes	a. The proposed estate functions as part of the Northbourne Avenue Corridor, outside of but complementary to the centre hierarchy, and acts as a key activity node, being the first CZ5 land on the corridor, after the Barton/Federal Highway intersection. The site's restrictions and allowances on certain uses and floor areas (as per the District Policy), maintains the function and hierarchy of adjacent local centres, like Lyneham, North Lyneham, Downer and the Dickson group centre. The site's commercial uses primarily provide for residents and workers, not dissimilar to a local centre (CZ4 zone). Additionally, to further support these key centres, the estates intent to deliver high-density residential development, aligning with the broader objectives of infill and improved amenities as detailed in the Inner North and City District Strategy and Policy. This estate fulfils objectives of urban infill while integrating significant green and blue infrastructure to promote active travel, including extensive walking and cycling networks. These pathways are designed to facilitate movement within the development and provide strong connections to key external points, such as the Sullivans Creek corridor, Northbourne Avenue corridor and the existing light rail station, supporting sustainable transport options and reducing reliance on private vehicles. Refer civil active travel network and public transport network drawings **015** and **014** (also below)**.**  b. The estate is structured around green spaces, linked with a series of accessways and roads that prioritise pedestrian movement through the site, activation of the ground floor in key areas, and dedicated active travel infrastructure. Blocks are dimensioned and arranged considering walkability, environmental conditions and overshadowing of public spaces. Refer civil road layout plans **011** and **010** (note the direction of North)**:**

Theme	Design Element	Design response
		 The subdivision design also incorporates mid-block links strategically placed along the blocks and defined open spaces providing high quality pedestrian access across the site in both East-West and North-South directions. These links improve connectivity and encourage active movement, creating a walkable and accessible estate. Additionally, wide streets are planned throughout the development to maximise sunlight penetration, enhancing the overall amenity of the site and internal street. This approach not only improves natural lighting but also supports canopy growth, further delivering high-quality streetscape landscaping, contributing to a visually appealing and environmentally responsive urban environment. c. The proposed subdivision has been carefully planned to include 15 blocks of varying sizes, each with a use and vision tailored to their specific locations within the estate. Each block responds to its proximity to adjacent green spaces and amenities, ensuring optimal integration with the surrounding environment, especially where the on-block interfaces are known (e.g. for buildings have a DA submitted). The subdivision layout also considers orientation of block design, to maximise solar access and comfort for future development on the site. Refer to the civil block details plan **008** and **009** and development intentions plans. Additionally, a lease variation application will be submitted as part of this submission, which proposes the block uses to have a healthy mix of residential, retirement, commercial and community uses, and opportunity for a new hotel, providing for a diversity of living, working and recreational opportunities. Refer to details of the Lease Variation in the attached Cover Report and valuer's documentation.
SITE AND LAND USE	3.1 CONTEXT AND CHARACTER a. Griffin legacy b. The Canberra Character	a. The proposal reinforces the geometry of Northbourne Avenue, a distinctive element of the Griffin Plan. The estate is a prime example of urban consolidation and densification, removing the need for greenfield land supports the vision for Canberra as a city in the landscape. Additionally, developing the land adjacent to Northbourne Avenue with a native landscaping batter aligns with the contemporary Griffin Legacy and the City Gateway Framework, while maintaining consistency with existing developments along the corridor. This approach creates a substantial landscaped verge that transitions seamlessly into the first row of buildings facing Northbourne Avenue and, ultimately, into the Central Park, enhancing the visual and ecological continuity of the precinct.

Theme	Design Element	Design response
	c. Land use and zoning d. Urban growth and densification e. Precinct amenity	b. The proposal responds to the changing character of Northbourne Avenue as a high-density mixed-use zone with predominantly 5-8 storey buildings envisioned as part of future development. The proposed extensive landscaping further integrates the future built form into the heavily established landscapes of the Inner North district. The existing local landscape is mostly poor quality, dominated by invasive and weed species, such as pine trees, a result of the site's use as a golf course for over 60 years. The proposed development aims to revitalise the area by introducing a diverse mix of native and carefully selected exotic plant species. This approach will significantly enhance the ecological and aesthetic quality of the landscape, creating a more sustainable and visually appealing environment for the estate, in line with the garden city characteristic of Canberra. Refer to landscape palette **LD200** and planting typology plan **LD304.** c. The intended use of the site is to support mixed uses including residential, commercial and community uses. As part of Inner North and City District Policy, a key policy outcome state: *10. Develop economic and mixed-use hubs at and nearby light rail stops along the Northbourne Avenue corridor based on sustainable urban development principles.* This proposed submission intends to subdivide the blocks into 15 development blocks whose intended uses will support development of mixed-use hubs, especially as it sits along the light rail corridor (residential, retirement, community, commercial, retail and hotel). The proposed layout positions the majority of residential buildings (part of future DAs) away from the busy Northbourne Avenue to minimise noise impact while maximising solar access and providing enhanced views by orienting most units towards the golf course. The retirement village is centrally located within the development, offering convenient access to amenities such as the central park—ideal for community activities like yoga and gardening clubs— and the light rail stop. Future buildings closer to Northbourne are positioned in a manner to mitigate traffic noise impacts. These buildings are designated for community and commercial uses, with some residential components introduced as a distinct point of difference, ensuring diverse functionality and housing choice while contributing to the corridor's vibrancy and character. Refer civil estate development plans **005** and **006.** d. With the Inner North and City District Strategy highlighting the need for additional housing along with ACT's 70% infill target, this development proposes repurposing the currently unused golf course land for a diverse range of uses, including housing for the retired/elderly. By significantly limiting urban sprawl and reducing the demand for further greenfield development, the project aligns with broader urban sustainability goals. The proposal prioritises higher-density housing near the Swinden Street light rail stop, supported by well-designed active travel connections to facilitate accessible movement between future residential units and the station. In addition to addressing housing needs, the development incorporates high-quality landscaped corridors, enhanced tree canopy coverage, a substantial central park, and feature gardens. These elements aim to reduce urban heat, improve water-sensitive urban design (WSUD) outcomes, and create a sustainable, liveable precinct. The estate's broader vision of transformation of the site from its previous use as a golf course, car park, and clubhouse into a vibrant and inclusive residential community underscores the commitment to providing much-needed housing opportunities, particularly for the elderly, while improving environmental and social sustainability. Refer indicative development plans for demonstration of future density on site. e. The proposal targets the use of transit and walkability as paramount to its function. With the Dickson group centre within a 15-minute walk or less than 10-minute light rail/walk, future residents have easy access to everyday and weekly shopping and other essentials, with the City Centre less than a 15-minute light rail journey away for working, occasional shopping/entertainment/recreation. On site future amenities like open spaces, health facilities and community spaces provide ease of access for residents. Within walking distance, the precinct offers access to a range of sporting facilities, including the newly redeveloped Yowani Golf Course, tennis and netball courts, Southwell Park (which caters to soccer, cricket, and football), and nearby hockey fields, which also offer a variety of different eating and drinking establishments. The inclusion of mixed-use spaces within the estate, with proposed community-oriented purposes such as medical centres, childcare facilities, gyms, and a small convenience store, ensures residents have easy access to essential amenities. This reduces the need for driving and enhances the convenience and practicality of living within the development.

Theme	Design Element	Design response
ACCESS AND MOVEMENT	4.1 CITY WIDE MOVEMENT NETWORK a. Contextual movement network alignment b. Community proximity to transit infrastructure c. Diverse transport modes	a. The structure of proposed streets is configured to serve the future population of the estate, providing low-speed place-based streets suitable for a range of users, from heavier waste vehicles, cars, bicycles and pedestrians. A path connecting Thurbon Road to Northbourne Avenue (and the Light Rail), through Southwell Park, is proposed to improve network connectivity and minimise car use on an already busy ACT road network. See civil drawing **201**:  b. The street network serves the estate, and is designed to connect to Northbourne Avenue, whilst providing a substantial car-free zone in the centre of the site and promoting pedestrian connections to existing public transport and active travel networks. With residential and retirement living opportunities proposed for future development, it is believed that the existing Swinden St light rail stop will be highly used by occupants of the precinct. Therefore, designing for logical pavements that connect units with the existing light rail stop was a key consideration, that hopefully minimises traffic impacts to the already busy Northbourne corridor when compared to other developments. See civil road hierarchy plan **090**. c. Throughout the precinct, priority is given to pedestrians by routing roads around, not through, open spaces and green connections, and when paths cross, priority (and notification) is given to pedestrians through pavement treatments, low speed zones and narrowing of the streets. Active travel connections are proposed to be bolstered and integrated in and around the precinct, including the logical provision of end-of-trip facilities (bike storage/racks) around key site amenities/meeting points. The location of the end-of-trip facilities have not been identified exactly within the SDA but will be formed through the Detailed Design process to reflect the building uses, and the staged delivery of the precinct.
ACCESS AND MOVEMENT	4.2 BALANCING MOVEMENT AND PLACE DRIVERS a. User needs b. Movement, network hierarchy and function c. Local framework of places	a. With the future buildings on site featuring an active ground floor interface, the proximity of the light rail stops at Swinden Street, and the many existing connections to key cycle routes, the precinct prioritises pedestrian and active travel users through the provision of footpaths and active travel paths, signage and priority crossings. With the site being relatively flat, there has been a good opportunity to do ‘step-less’ and accessibility friendly pedestrian travel across site. This has been a key consideration for precinct noting the large retirement village proposed, such that occupants have the ease of mobility around site and to public amenities including the existing light rail stop. b. With Northbourne Avenue’s primary function as a movement corridor, the proposed streets function as places for people, although still serving movement functions for services and vehicles. Whilst commercial buildings are proposed to address Northbourne, the primary interfaces address local streets and parks to align with the function of the existing and proposed movement networks. Streets are minimised inside the precinct to create car-free spaces for people, where private residential open spaces interface to create a sense of community and safety. On-grade parking has been designed to be in close proximity to the potential front doors of buildings (subject to separate DAs), with the intent to provide sufficient loading/drop off zones to aid with people moving in, deliveries, and future maintenance works, rather than long term parking options. All long term and visitor parking will be within the basements of buildings (subject to separate DAs). Refer to the TIA for

Theme	Design Element	Design response
		more information, and responses to the relevant Specifications. Refer to indicative development plans for how place and movement drivers are balanced in the future building form. c. The structure of proposed streets and the active ground floor interface of the planned buildings, along with the planned pathways throughout site aims to promote pedestrian activity throughout site from units to new active travel, and existing public transport infrastructure. These paths also connect and aim to draw people towards the open spaces such as the central park, or the Sullivan's creek landscaped areas. The proposed large open spaces have been designed to ensure residents can safely enjoy open spaces. A community manager is intended (as per Green Star Community requirements) who can utilise these open spaces to host community markets, sports/wellness (e.g. yoga on the lawn), and community-based group activities (e.g. community gardens).
ACCESS AND MOVEMENT	4.3 PEDESTRIAN FOCUSED STREETS a. Safe, inclusive and legible streets b. Permeability and ease of movement c. Comfort, convenience and amenity d. Attractive, active and distinct	a. Best practice CPTED principles are engaged throughout the entire site, considering adequate and compliant street lighting and selective pedestrian pathway and central park pathways aims to deter unwanted behaviours and give occupants clear lines of site in key pedestrian areas, public spaces, and entry/exit/pinch points. Arrangement and configuration of blocks ensure safe sightlines along streets and space for safe parking of vehicles and bicycles. Open/park spaces, and the planned playground, are also clearly visible from key street angles to provide surveillance. Refer to development intentions plan, which best demonstrate how blocks inform building and their interaction with sightlines along open spaces. Please note that the landscape lighting design has not been developed as part of this SDA, as it will be formed under the landscaping detailed design package. b. Numerous pedestrian connections weave through the site, servicing arrangement of the proposed blocks and allowing for visual connectivity. The connections are designed in a manner which minimises dead ends and pinch points, complying with the minimum open space widths required for mid-block links, outlined in the Inner North and City District Policy (refer response to requirement 102). Connections are given priority over vehicles where possible, with clear indication of arrival through change of pavement surfaces along with narrowing of roads where appropriate. These crossings include adequate lighting and sightlines to mitigate potential conflicts. Multiple connections throughout the site encourages easy pedestrian travel in all directions and connects back to existing infrastructure in logical locations. Refer civil active travel plan **014**. c. Consolidation of services like waste (combined waste facility under a community title scheme), driveways and substations create more open, attractive and pedestrian-friendly spaces. The considered alignment of reticulated services supports large canopy trees in deep soil zones along the streets and open spaces. Logically placed street furniture on expected high-traffic pedestrian areas, such as along Sullivan's Creek active travel path, central park, or near community use buildings, allows people within the development to dwell, relax and enjoy the natural amenities. Refer civil waste collection plan **130.**

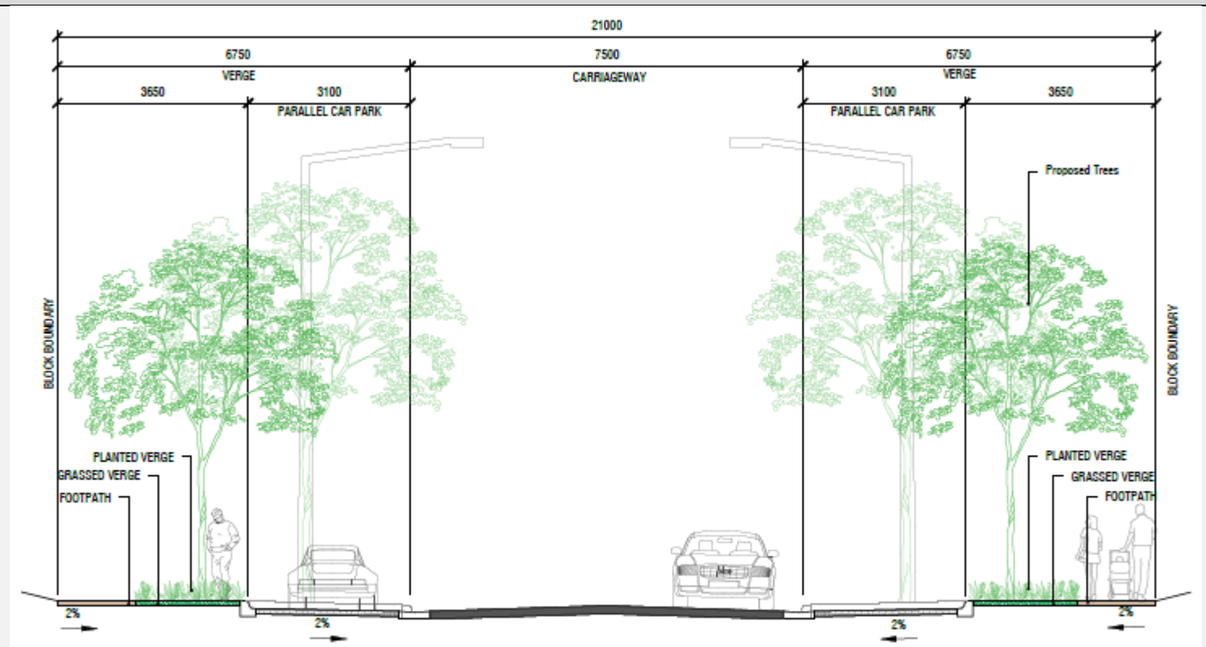
Theme	Design Element	Design response
		 d. The proposed central park area is designed as a programmable space that is shaded, green, accessible and provides a dynamic and adaptable area to hold events, installations and further a sense of community. The Sullivans creek active travel path and civil grading of the creek's re-naturalisation has also been designed to encourage people to sit along the path's landscaped apron and view the golf course, with street furniture and elements of nature play also incorporated to provide an alternative area away from the central park to relax.
ACCESS AND MOVEMENT	4.4 ACTIVE TRAVEL a. Safe, inclusive and legible active travel network b. Comfortable and convenient active travel routes	a. Connections to the active travel network are generally landscaped, attractive, clear, and safe to encourage active travel use. This is achieved through the Sullivan's Creek connection, providing a unique and interesting backbone to the proposed active travel pathways around the site. The design of the footpaths achieves widths compliant with ACT Government design standards for their intended use. Clear connections from existing routes are made possible with considered block layout (both for the development and common property lots), and the proposed pathway layout throughout the precinct, with wide mid-block links that connects to existing cycle paths along Northbourne Avenue, as well as

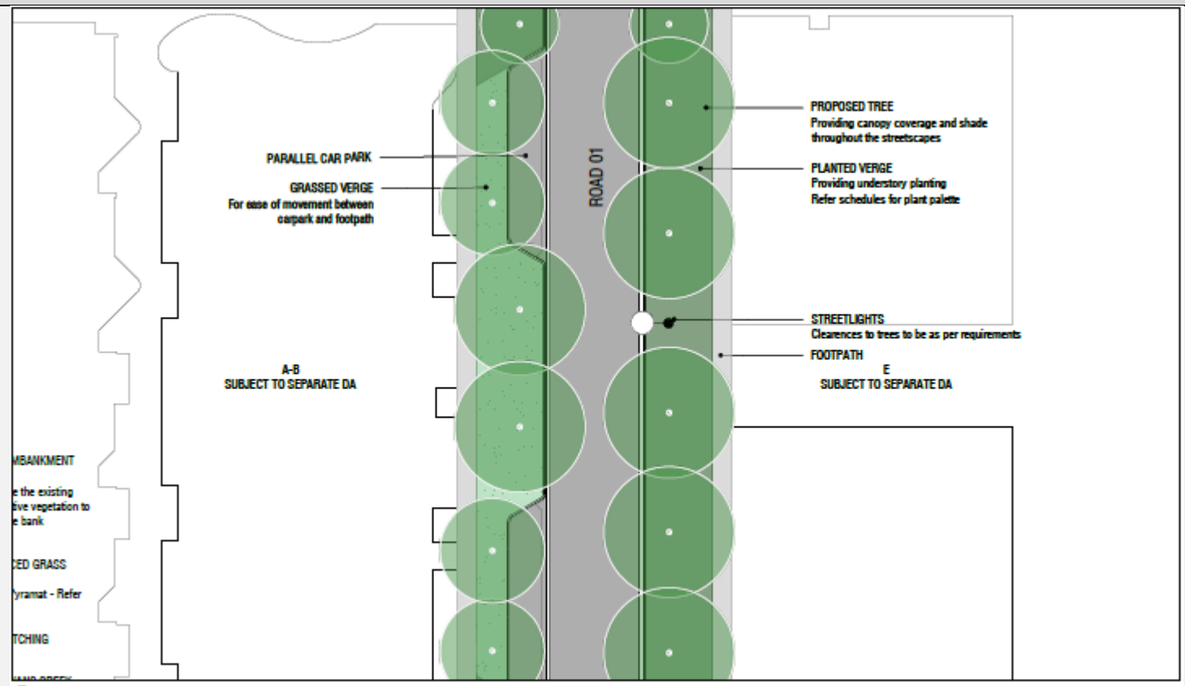
Theme	Design Element	Design response
	c. Supporting infrastructure for active travel	proposes a new link path from Northbourne Ave to Thurbon road (i.e. hockey centre, tennis courts, and the new proposed Yowani Country Club golf course club house) along the north of Southwell park/south border of our development. Passive surveillance and lighting are utilised throughout the site to create safe connections through wide open spaces and visibility from the proposed road network. Active travel paths and links proposed are separated from areas if high vehicle movement-based places, like Northbourne Avenue, through physical and visual separation. b. Active travel provisions are suitably routed and designed, depending on their placement in the network. Sullivans Creek and the Northbourne Ave to Thurbon Road paths are the largest with cross-block connections to the Northbourne active travel path being numerous but smaller in width. As per the landscape design set, significant amounts of trees are proposed to provide adequate canopy cover as trees mature, whilst de-conflicting with authority easements for utility services (such as Icon Water's sewer trunk main that follows the Sullivans Creek active travel path). Refer civil active travel plan **014**. c. Active-travel-based amenities will be provided throughout the site, including bicycle parking spaces. These are planned to be in areas expected to have high-pedestrian activity, and places of meeting (such as near the central park, or community use buildings). End-of-trip facilities within buildings are subject to separate DA's and do not form part of this SDA.
ACCESS AND MOVEMENT	4.5 PUBLIC TRANSPORT a. Public transport infrastructure separation b. Inclusive and accessible public transport infrastructure c. Servicing key destinations and populations d. Transport modal change	While no new public transportation infrastructure is proposed within the development, the design prioritises convenient, inclusive and safe pedestrian routes that connect future users to the existing Swinden Street light rail stop, and the light-rail replacement bus stop, on the eastern side of the proposed development. These pathways are designed with accessibility in mind, incorporating features such as raised crossings, pram ramps, and step-free access to ensure ease of movement for all users. This approach encourages occupants to utilise public transport, aligning with sustainable transport objectives and enhancing connectivity within the precinct. Refer civil active travel plan **014**.
ACCESS AND MOVEMENT	4.6 VEHICLE ACCESS AND PARKING a. On-street parking b. Parking access and entries c. Flexible parking structures d. Underground parking e. Parking and accessibility f. Surface parking areas g. Electrification and zero emission vehicles h. Access to buildings and parking	a. A small number of on-street parallel parking bays are included on both proposed private roads 1 & 2. They are proposed to be short-term spaces for loading/unloading, visitors and maintenance vehicles, rather than long term parking. Having dedicated parking areas for occupants and visitors within the basements of buildings, over on-street parking, help to reduce non-permeable and heat absorbing surfaces generally throughout the estate and improve streetscape appearance and pedestrian safety (visibility) throughout the estate. Refer to the microclimate assessment for the specific impacts of the streets and hardscape. Driveways are consolidated where possible and integrated into the design of footpaths, where the footpath surface treatment will continue across the driveway as priority. Having larger block sizes throughout the development also minimises the number of driveways. Note, the driveway locations are consistent with the latest design strategy for individual blocks (under separate DA processes) and are indicative for development blocks in the north of site, pending separate building DAs. Refer civil driveway plans **142-145** for indicative driveways. d. Parking is to be provided in basements for the individual buildings (subject to separate DAs) due to requirements of the National Capital Plan and the District Policy. Basements and car parking are designed in line with the Lyneham Precinct Code requirements, and as such will be minimised throughout the estate due to its proximity to services and light rail. Refer civil parking plan **140** through **145.** e. As above.

Theme	Design Element	Design response
	i. On site access j. Green accessways on lots	f. Similar to the response to Part C, adequate disabled parking will be located within basements (subject to the individual building DAs), with a few on-grade disabled carparking spaces allocated in key areas, such as around the Central Park common space. Inclusive infrastructure to support this has been considered in the design which will include compliant tactiles, clear line marking and sufficient adjacent space. Refer civil parking plan **140** through **145.** g. Due to the building car parking requirements being captured within basement car parks, large surface car parking areas are not proposed. This also discourages the public from doing a park-and-ride style arrangement within the precinct, with the Swinden St Light rail stop within the precinct, and existing on-grade parking facilities to the south of site near Southwell Park and the netball courts. Refer civil parking plan **140** through **145.** h. Provisions for EV chargers will be designed into the individual buildings and has been considered in the electrical maximum demand calculations at a precinct wide scale, however, do not form part of this SDA. Connection back to the grid and provisions are made to support electrification. i. See b. Buildings are not proposed. Buildings will be proposed in separate individual DAs. Refer to development intentions plans for detail. j. Mid-block links and cross site connections are designed throughout the precinct, as dedicated pedestrian zones away from high vehicular traffic areas (e.g. Community Title 1's waste facility within lot F). These links are purposely designed as open-air pedestrian areas, and also serve as solar access and passive visual surveillance throughout the precinct and provides multiple viewing portals back out onto the golf course. Refer civil active travel network and public transport network drawings **015** and **014.** k. Accessways are generally proposed on block to provide future flexibility and are subject to separate DA(s). Nonetheless, larger spaces between blocks, such as to the north of Building A, North of Building B, and through Blocks I/J are designed central park, are designed with consideration of planting space to "green" pedestrian laneways. On block designs that are subject to separate DA's will consider the green access ways near driveways. The streetscape throughout the precinct has a significant amount of space for wide landscaped verges to increase visual amenity and canopy cover to minimize the urban heat island effect. Refer civil active travel network and public transport network drawings **015** and **014;** and landscape masterplan **LD303**.
PUBLIC SPACE AND AMENITY	5.1 QUALITY OF PUBLIC SPACES AND PLACES a. Solar access and orientation b. Accessibility c. Active travel infrastructure **d.** Building interface	a. The large central park space is oriented north-south on the site to enable maximum sunlight to gain into the space, with building blocks along Sullivan's Creek to the north-west providing protection from prevailing winds, whilst the buildings to the east allows penetration of easterly winds providing cool summer breezes. The large central park space is oriented north-south on the site to enable maximum sunlight to gain into the space, with building blocks along Sullivan's Creek to the north-west providing protection from prevailing winds, whilst the building to the east allows penetration of easterly winds providing cool summer breezes. Setbacks between buildings are planned (and subject to separate DA's) to allow compliance with solar access requirements, but to also allow sun and visual amenity (i.e. outlook onto the golf course) into the middle of the development. The park is open and large, providing extensive deep soil zones for the establishment of large shade trees with significant canopy cover. The open spaces along with maximising the landscape within the street verges aims to minimise the urban heat island affect. Refer landscape masterplan **LD303** showing 69% canopy cover, and development intentions plans. b. The entire site is relatively flat, with a significant number of footpaths in various directions, allowing excellent accessibility to the open common property from all parts of the precinct, including from building front doors. Refer civil active travel network plan **015.** c. The estate celebrates active travel, integrating a trunk active travel path into the naturalisation of Sullivan's Creek and interlinking with mid-block links and smaller pedestrian pathways throughout the precinct. Bike parking and places to sit/relax will be integrated thoughtfully into the overall design of the landscape, promoting its use, and is positioned to not obscure or block paths of travel. Throughout the proposed central park layout and along Sullivan's creek, there will be various areas and options for precinct occupiers to relax and linger within nature, such as benches, tables, and flat tree-sheltered areas for picnics. Refer civil active travel network plan **015.**

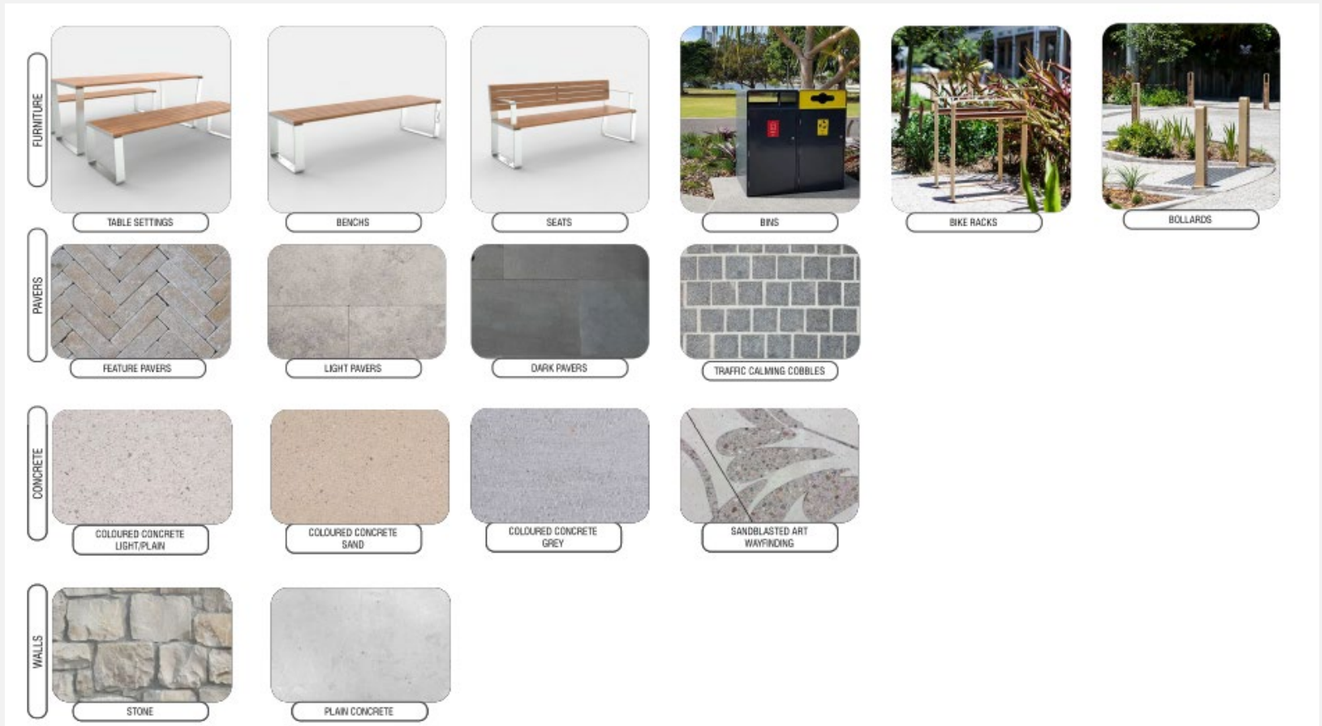
Theme	Design Element	Design response
		c. Buildings are not proposed as part of this SDA and are subject to separate DAs. Nonetheless, the estate provides open spaces adjacent to buildings creating opportunities for thoughtful interfaces in future DAs. Site grades have been considered for both over-land water shedding, accessibility, and interfaces between the individual buildings (subject to separate DAs) and the proposed precinct infrastructure to minimise ramps into buildings and interface issues. This has been actively managed through a precinct-wide masterplan, with the facade outlines of buildings seen within the proposed SDA, which allows for careful interface design for the precinct and individual building designs (subject to separate and future DAs). Refer development intentions plans.
PUBLIC SPACE AND AMENITY	5.2 FUNCTIONALITY a. Flexibility, adaptability and activation capacity b. Responsive design and programming c. Pedestrian comfort, urban amenities and conveniences	a. The large, open spaces of the central park are designed to be adaptable to different events, programs and interventions. This capability enables a better sense of community and could cement the estate as a key destination for a diversity of events. Adequate street furniture and areas for public art have also been considered. In the central park space, large, flat, open areas are proposed to allow for future events (especially for the proposed retirement village offering). This aligns with the precinct's green star commitment, where a community manager is intended, who can utilise these open spaces to host community markets, active/sports classes (e.g. yoga on the lawn), and community-based groups activities (e.g. community gardens). b. Various areas of the precinct have had input from Ngunnawal People, including the plant palette for the Northbourne Avenue landscaped native batter (which also aligns with the City and Gateway Urban design framework), and the Sullivan's creek re-naturalisation. Planting choices throughout the precinct are carefully considered, with a mix of both natives and exotics planned. The natives hope to attract an array of native insects, birds and fauna to the precinct, and provide a robust natural batter for the Sullivan's Creek re-naturalisation works, and lush exotics throughout the precinct plan to brighten up the open spaces and give seasonal colour. Refer landscape palette **LD200** and typology plan **LD204**. c. A range of urban amenities are proposed, from playgrounds, furniture and bicycle parking, contributing to urban convenience and a safer, more liveable open spaces. Integration of furniture with the canopy cover of trees, especially within the Central Park areas or within the proposed open space in the south-west of the precinct, and co-location with buildings with future amenity planned (such as blocks F, H, and) are considered. Refer landscape masterplan **LD303.**
PUBLIC SPACE AND AMENITY	5.3 TREES, LANDSCAPING AND NATURAL FEATURES *a.* Boosting tree canopy and coverage *b.* Local planting and vegetation species *c.* Positive engagement with nature d. Biodiversity habitats	a. The overall intent of the SDA aims to maximise canopy coverage, targeting a 69% canopy coverage across the subdivision site (when excluding the development blocks, but still over 30% when including the area of vacant development lots). The overall intent of the SDA aims to maximise canopy coverage, targeting a 69% canopy coverage across the subdivision site (when excluding the development blocks, but still over 30% when including the area of vacant development block). Refer landscape masterplan **LD303** for canopy metrics. As the estate will undergo a staged delivery, few common property blocks will be delivered and are likely to have lower coverage, but will continue to increase as more common property blocks are delivered in line with the development blocks (and note, future Development Applications for individual buildings will also include deep root planting and tree canopies that are not included in this SDA), ultimately increasing the overall tree canopy and site coverage. A lot of the existing trees on site are considered weed species (i.e. pine trees) in moderate to low quality. It is proposed to keep the good quality native trees, and where possible, relocate them if they clash with proposed services, and plant a significant number of new, high-quality trees throughout the precinct to suit the proposed street and open space areas. b. Tree locations have been distributed throughout streets and open spaces to optimise shading and pedestrian comfort across the estate. The tree selection process has prioritised both ornamental and functional qualities, incorporating a diverse mix of small to large deciduous and evergreen species. This mix ensures year-round visual interest, with deciduous trees providing vibrant autumn colours and allowing increased sunlight penetration during winter, while evergreen species offer consistent greenery and shade, reducing urban heat island effects. This diverse selection not only improves the beauty and identity of the Yowani Estate, but also delivers environmental benefits, such as improved air quality, support for local wildlife habitats, and sustainable biodiversity. Additionally, planting has been prioritised throughout the development and will include a range of planting locations, summarised as below: - Feature Planting: The feature planting at will create distinctive garden beds with unique shapes, colours, and textures, offering visual identity and wayfinding through mounded beds and feature rocks.

Theme	Design Element	Design response
		- Soft Streetscapes: Lush, high-end streetscape plantings will enhance the aesthetic appeal, provide cooling and shade, support local fauna, and ensure clear sightlines and navigation while mitigating heat island effects. - Native Batter: The Northbourne Avenue verge will showcase native shrubs, grasses, and Eucalypt trees, reflecting the Bush Capital's character and providing seasonal colour, shade, and valuable open space with glimpses into the development. - Central Park: A mix of exotic and native plants will be selected for Central Park to create resilient, visually appealing landscapes with seasonal interest, enhancing microclimates and integrating both plant types for optimal harmony. - Sullivans Creek: The landscape design for Sullivans Creek will focus on naturalizing and stabilizing the banks with native vegetation, improving habitat and biodiversity while emulating natural creek patterns. Refer Planting Typology Drawing LD304: c. The estate's landscape strategy has been designed to improve positive engagement with nature while developing a functional and inviting environment for future residents and visitors. Key elements of the strategy include: - Central Park: Acting as the green spine of the development, Central Park serves as a focal point for recreational activities and social interaction. The inclusion of a thoughtfully located play space encourages community engagement and is supported by passive surveillance, enhancing safety and connectivity. - Community Garden: This dedicated sensory area incorporates edible plant species, offering an interactive and educational space that promotes community participation and connection to nature. - Sullivans Creek Naturalisation: The restoration and naturalisation of Sullivans Creek provide opportunities for visual and experiential interaction with the waterway and its associated fauna, enriching the local biodiversity and offering residents a closer connection to the natural environment. - Nature-Based Play Space: A play area designed around natural elements complements the local setting, providing unique educational and exploratory opportunities for children to engage with their surroundings. Pathway Network: A well-connected pathway network weaves through the estate, encouraging active movement while providing access to seating areas, open lawns, and building interfaces. These pathways enhance the accessibility and usability of open spaces, fostering an inclusive and enjoyable outdoor experience for all. This integrated approach to landscaping not only supports environmental sustainability but also creates a dynamic and engaging living environment that harmonises with the natural surroundings. Refer landscape masterplan **LD303.** d. The estate's landscape strategy promotes biodiversity by incorporating a diverse range of native and adaptive plant species, the naturalisation of Sullivans Creek to support local fauna, and the integration of nature-based play and sensory areas. These measures enhance ecological resilience, provide habitats, and strengthen the connection between the built environment and the natural ecosystem. Refer to landscape masterplan **LD303**.
	5.4 GREENING THE STREETS a. Street planting and canopy b. Landscaped building interface c. Optimise services	a. Tree canopy cover across the development is achieved through a thoughtful mix of evergreen and deciduous canopy trees strategically placed throughout streetscapes and verges. Along the Northbourne Avenue verge, the native batter features Eucalyptus species, aligning with the City and Gateway Framework's Informal Park Boulevard character. Internal roads are lined with small to large deciduous trees, planted at standard offsets from the kerb and interspersed with additional trees near parking bays to maximise canopy cover and create a buffer between pedestrians and vehicular traffic. Refer landscape road sections and details **LD306.**

Theme	Design Element	Design response
		 A ROAD 1 TYPICAL SECTION Scale 1:50 @ A1 Tree placement is designed to improve streetscape amenity by providing shade and comfort to roads, footpaths, and adjacent parking areas. Throughout the Yowani Estate, the planting typology features a complementary mix of native and exotic species, creating a visually appealing and ecologically supportive environment. This diverse planting approach promotes habitat creation and biodiversity while serving practical functions such as shading, cooling, screening, and improving the site's identity and aesthetic appeal. Thoughtful planting layouts ensure clear, accessible, and safe movement paths, striking a harmonious balance between greenery, usability, and ecological sustainability.

Theme	Design Element	Design response
		 b. At this stage, approval is sought for the subdivision of the estate, and not for the individual buildings. The subdivision layout has been designed to provide sufficient landscaped aprons between future building interfaces, ensuring a cohesive and well-integrated streetscape. Internal streets and green linkages will feature a balanced mix of hard and soft landscaping elements, harmonising with the streetscape plantings and enhancing the overall visual and functional appeal. Future Development Applications for individual blocks will build upon this landscape strategy by incorporating on-block canopy tree planting and garden beds, integrating with the broader streetscape and open space plantings. Indicative building facades are included in the landscape and civil plans, with integration considered where possible (especially with buildings that currently have DA's and designs in progress). Additionally, deep soil planting is incorporated throughout streetscapes and open spaces to support healthy vegetation growth and contribute to the estate's ecological sustainability. This is reflected in the landscaped plan landscape masterplan **LD303** and Development intentions Plans. c. Services reticulation has been strategically planned for and minimised through a well-resolved subdivision design and building footprint layout. This approach prioritises maximising opportunities for street planting, ensuring that essential infrastructure does not compromise the development's landscaping potential or the quality of the public realm. Refer civil servicing drawings.
PUBLIC SPACE AND AMENITY	5.5 SAFETY AND INCLUSIVITY a. Crime Prevention through Environmental Design (CPTED) b. Inclusive design elements c. Promote gender sensitive urban design principles.	a. Proposed open spaces and development blocks are arranged to promote overlooking and passive surveillance, like in the central park area, which is flanked by a range of residential, community and mixed-use development blocks. These future developments will provide passive surveillance with balconies and windows facing (primarily) east, onto the proposed roads/Sullivan's Creek active travel path or west into the park and proposed roads. The layout of the park's paths, plantings and other features consider connection and clear views from future development blocks. On-grade parking throughout the precinct are also placed in areas as another source of passive surveillance, especially for the central park space. Lighting design for landscaped areas and pathways has also been considered and will be part of the detailed design process to illuminate dark areas and promote safe spaces. Refer development intentions plan.

Theme	Design Element	Design response
	d. Legibility and wayfinding e. Lighting	b. The entire site is relatively flat, with a significant number of footpaths in various directions, allowing excellent accessibility to the open common property from all parts of the precinct, including from building front doors. Inclusive infrastructure to support this has been considered in the design which includes compliant tactiles, dedicated accessible parking spaces as well as accessibility friendly access to the existing Swinden St light rail stop through low-grade ramps where required. Refer civil active travel network and public transport network drawings **015** and **014.** c. Proposed open spaces create welcoming and friendly spaces for women, girls, children and gender diverse people through strong passive surveillance and adherence to CPTED principles as described in the preceding sections. The landscape design prioritises inclusivity by featuring play opportunities such as the playground and nature play within the central park and south-west open space. These open-ended play features encourage the use of the space by all ages, genders and abilities. Outdoor social areas are present throughout the site offering community connection and gathering points. Active travel paths for walking and cycling promote accessibility and movement. Shade, seating and pathways are thoughtfully integrated with the built form to create a cohesive and connected environment. d. The design of open spaces considers view corridors through and out from the site, particular through the site from Northbourne Avenue. The open space system has been re-worked and simplified for this SDA submission to create a legible and accessible layout. Throughout the detailed design process, and to align with the intended green star community framework, wayfinding and educational opportunity signage will be provided to promote access throughout the precinct, the history, design intent and process within certain spaces, especially for Sullivan's Creek naturalisation and the central park areas. Refer landscape masterplan **LD303.** e. A holistic lighting strategy is proposed for the estate to provide wayfinding for vehicles, pedestrians and active travel users, and strengthen CPTED principles, passive overlooking and surveillance throughout all hours of the day.
PUBLIC SPACE AND AMENITY	5.6 ELEMENTS, FURNITURE AND MATERIALS a. Urban furniture b. Public spaces and places material treatment c. Public art	a. A coordinated street furniture approach ensures a consistent character to the open spaces throughout the site. Furniture will be of high quality, made from materials that require low maintenance, and are placed in spaces that encourage its use. A set range of material selection and public furniture design will be incorporated throughout the precinct to ensure a consistent aesthetic as it is delivered over the period of many years. These design principles will flow through into the individual building DAs to continue this consistent aesthetic. Spiire are set to provide landscape design for all works on site to ensure that this is easily achieved. Refer material and furniture design palette **LD204**:

Theme	Design Element	Design response
		 b. The pavement design blends permeable and non-permeable surfaces to balance sustainably, durability and design. Concrete and pavement patterns enhance visual interest, guiding movement and defining spaces. Changes of surfaces along the road aim to indicate vehicle drivers that they are entering different areas of the precinct and to encourage them to go slow, such as to the north of the Central Park. The colour of these non-permeable surfaces aims to minimise the heat island affect by choosing lighter colours over darker tones. Refer materials in **LD204**. c. The landscape design incorporates a variety of opportunities for public art, to enhance the development character and increase its design identity. Concrete and pavement patterns and sculptural bollards create subtle yet impactful artistic elements through the site. Unique furniture throughout the site function as both functional features and design statements. Open spaces offer the community opportunities for art exhibitions as a platform for local creativity. It is envisioned that there will be future engagement initiatives that will invite the community to contribute to the evolving artistic landscape to celebrate the local culture.
BUILT FORM AND BUILDING DESIGN	6.1 RESPOND TO URBAN CONTEXT a. Block permeability b. Scale and massing transitions c. Orientation d. Overshadowing	Although no buildings are proposed as part of this SDA, the layout of the site, blocks and infrastructure provide opportunities or indicate how the future development will respond to element 6. Also to refer to Development Intention Plans prepared by FMB that demonstrate how future buildings may respond to design guidance in their respective, separate DAs. a. The development intentions plans demonstrate how block permeability and connections across blocks area achieved. b. Development intention elevations and perspectives provide a sense of how scale and mass is transitioned across the site, in accordance with the requirements of the National Capital Plan and District Policy c. Indicative building forms demonstrate how prevailing westerly winds are managed with larger building forms and cooling easterly winds in the summer are permitted through to key open areas (refer development intentions plan). Buildings are oriented to mitigate overshadowing to key public open spaces, refer shadow diagrams as part of the development intention plans.

Theme	Design Element	Design response
	e. Setbacks and separation f. Layering uses g. Integrating housing types and choice h. Infill	d. Development intention plans and shadow diagrams demonstrate how buildings can be sited on the proposed blocks whilst mitigating overshadowing between buildings. e. Proposed blocks are provided with space to provide setbacks, considering the uses and floor area/dwelling yield proposed on each land parcel.lot. f. The precinct is set to be mixed use through layering throughout a large portion of the buildings on site, providing multiple uses per block including community, health facilities, aged care, offices, cafés and residential uses. g. A range of heights and building typologies indicated across site provides units, apartments, townhouses, aged care and supportive housing across a range of sizes, heights, locations, and spatial configurations to suit a diverse range of potential residents. This variety provides affordable, accessible options. Additionally, there is a range of commercial and community spaces that provide for key facilities and innovation in the greater region. h. The site is a key infill site in the Territory, identified as a Category 1 Change Area in the District Strategy. It is exceptionally well serviced. It is located next to the Swinden Street light rail stop; a walkable distance from the Dickson Group Centre; a 15-minute commute to the city; and exceptionally well connected to active travel networks. The new estate establishes a character on a previously underdeveloped site, tying-in to the strong, prominent emerging character of Northbourne as a mixed-use medium-rise high-density corridor.
BUILT FORM AND BUILDING DESIGN	6.2 INTEGRATED SERVICES a. Waste collection, loading and delivery areas b. Vehicle access and driveways c. Ground floor services and infrastructure d. Sleeved podium parking and services	a. Consolidated waste collection is proposed in two locations, one for each Community Title Scheme (CTS), refer civil waste management plans **130** through **134**. The consolidation of waste on site allows for pedestrian-friendly building frontages, greater ground floor utilisation and interfacing opportunities with open spaces. The respective individual building DA's will reflect the SDA's consolidated waste collection designs. b. Driveways are consolidated where possible and integrated into the design of footpaths. This creates a better streetscape, with more opportunities for active frontages and open spaces at ground floor. c. Buildings are not proposed as part of this submission, however the SDA accommodates shared servicing requirements in designated blocks in each CTS, like electrical substations. This limits the area required in each building to accommodate services, creating a better interface with the street. d. Above ground car parking is not likely to be developed on site, as per NCP and District Policy requirements. However, it would be a requirement of those regulations to sleeve and cover all above-ground car parking with uses or high-quality facades.
BUILT FORM AND BUILDING DESIGN	6.3 GROUND FLOOR EDGE CONDITIONS a. Residential urban apartment b. Residential suburban townhouse c. Commercial active edges d. Commercial lobby / showroom e. Adaptable	As the SDA does not propose any buildings, and therefore no specific ground floor edge conditions are proposed. However, the development intention plans demonstrate that a wide range of conditions will be integrated into the estate through the separate building DAs. These will include residential urban apartment – notably adjacent the central park and open space areas; commercial active edges – likely on the interior of the site, addressing streets and laneways; Commercial lobby / showrooms – likely facing Northbourne Avenue to provide a formal address, but limit interfacing with the movement corridor; and adaptable units - throughout the site, to provide flexibility with changing markets and demands of the population.
SUSTAINABILITY AND ENVIRONMENT	7.1 NATURAL RESOURCE CAPTURE AND MANAGEMENT a. Water sensitive urban design b. District energy systems and creation	a. WSUD measures are integral to this specific site's function as it is adjacent Sullivans creek and so must mitigate potential flood impacts, water quality impacts and urban heat island effects. A range of WSUD measures are proposed that include stormwater retention/detention and gross pollutant Additionally, WSUD measures proposed aim to bolster biodiversity values and habitats by re-naturalising ageing stormwater infrastructure. Refer **LD308**. b. The estate is set to be all-electric, decoupling reliance on fossil fuels. Electrification measures such as EV charging and green power generation (solar) will be included as part of separate building DAs. The precinct is aiming to achieve a 5 star Green Star Community

Theme	Design Element	Design response
	c. Food access and production	rating, with a large portion of achieving this rating hinging on the use of renewable energy systems, efficient electrical systems, and innovative technology to reduce carbon foot print and maximum electrical demand. c. Urban food culture is encouraged with opportunities for community gardens at a range of scales, promoting fresh, affordable food consumption, and fostering a sense of community, especially valuable for aged care residents.
SUSTAINABILITY AND ENVIRONMENT	7.2 GOVERNMENT MODELS AND PROCESSES a. Circular economy b. Procurement, construction, up-cycling and embodied carbon c. Certification d. Waste management	a. As an infill site, recycling and re-use is an integral design move for the estate. An example of systems proposed within the development include a precinct-wide rainwater capture and re-use system for landscape irrigation, to create self-sufficiency and reduce water consumption. Initiatives in open spaces, like community gardens enable community re-use of materials and waste. The orientation of blocks allows for solar panel installations on buildings (subject to separate DAs) to help offset energy usage for the precinct, in conjunction with building-centric hot water heat pump systems for energy efficiency (i.e. heating the hot water during the day using energy produced by the building's solar panels). Recycled materials throughout construction will also be considered in the significant amount of civil infrastructure (i.e. roads, footpaths, etc.) to minimise the impact to the environment. As part of the detailed design process, re-using the existing concrete invert at the base of Sullivans Creek to be part of the batter scour stability design has been considered (using Hanlon Park in Brisbane as an exemplar). Refer civil sections **025-045** and **LD308**. b. Construction waste will be responsible recycled and re-used where possible (i.e. road base) to reduce embodied carbon in the estate. Consideration for low-emission and recycled materials, especially in the street furniture, will be developed through the detailed design, and will align with initiatives currently underway for the green star community. Elements within each individual building will be subject to separate DA's and are not included within this SDA. c. The estate is targeting a 5-star Green Star Community certification. Key initiatives including minimising the urban heat island effect, promoting healthy and active living through connected footpaths, building a sense of community, construct thermal and energy efficient buildings, increase local energy generation, treatment and reuse of rainwater, and consideration towards waste management and recycling (especially during construction). d. Consolidated waste management facilities through the CTSs allow for future innovation in recycling and circular waste management on-site, especially as part of the on-going strata and community management planned for the precinct.
SUSTAINABILITY AND ENVIRONMENT	7.3 CLIMATE CHANGE RESILIENCE a. Climate change resilience b. Urban heat island effect c. Flood mitigation d. Bushfire mitigation e. Robust, low maintenance materials and planting	a. The precinct has been designed as an interconnected mixed-use community that integrates with the existing public transport Swinden St light rail stop. The mixed-use nature of the precinct creates a shared spare for people to both live and work, without having to travel externally, with access to a variety of different amenity. The landscaping and urban design of the site carefully considers the changing climate. Trees and plantings are selected to provide microclimate benefits to open spaces, with drought tolerant plants prioritised. Permeable surfaces and native vegetation support water management and reduce the risk of failure of the landscape design during extreme weather events. b. The landscaping and urban design of the site carefully considers the changing climate The landscape design addresses urban heat island effect in the development by including shade providing trees, permeable paving and a lush planting palette. Trees and plantings are selected to provide microclimate benefits to open spaces, maximising vegetation cover, reducing unshaded hardscapes such as roads, carparks and paths, choosing light coloured materials with high reflectivity (and low heat absorbance) and utilising water sources, such as the slowing of Sullivans Creek and irrigation to landscaped areas, increasing evaporation and lowering temperatures in the area. Canopy cover will be at least 30% of the estate's area, with a significant amount of permeable surfaces and deep root planting zones. The high percentage of tree canopy cover works to reduce heat absorption and cool the area. Through the proposed estate, hard surfaces are minimised and, where possible, materials are selected to minimise absorption of heat. The use of permeable surfaces promote water filtration and mitigate surface temperatures. c. With the development being adjacent to Sullivans Creek, which is prone to flooding, a flood modelling is a significant concern for the precinct. Flood risk is minimised with the proposed civil design that underpins the naturalisation of Sullivan's Creek, increasing the cross-sectional area, limiting the 1%AEP height to the common boundary between the site and block 13, Section 67. Importantly, building pad designs and high-risk utilities (such as sewer manholes) are designed with sufficient free-board to avoid the 1% AEP flood levels. With the site been very flat, incorporating minor road and land grades allows water shedding away from buildings and towards stormwater infrastructure, the Central Park, and out towards Sullivans Creek.

Theme	Design Element	Design response
		d. The proposed development is located within Central Canberra, Lyneham and is considered to not be within a bushfire prone area as per ACTmapi. Bushfire risk is managed as per civil drawing **170** - Bush Fire Risk Management Plan. Even though the site does not fall within a bushfire prone area, building design and construction will be compliant with the relevant NCC building code requirements specifically FRL and fire attack directions. The streets within the precinct, and especially the intersections, have been widened to allow safe and easy access for emergency vehicles such as fire trucks in the event of a fire, with typical street-accessible fire hydrants. e. The hardscape areas, especially the pavement, will be constructed out of materials that are tried and tested to minimise future maintenance requirements and costs. Treatments will include coloured concrete, pavers, and asphalt, with a broad enough palette to create interest, but minimised enough to allow easy future maintenance and allows the areas to evolve over time, especially as the precinct will be a staged construction over multiple years (refer **LD204**). Endemic plant species are used significantly throughout the landscape including along Northbourne Avenue, Sullivans Creek and pockets throughout the precinct to minimise the maintenance and water consumption requirements.

Design Response – Biodiversity Sensitive Urban Design (BSUD) Guide

I confirm that I, Sam Patmore of PATH Co Pty Ltd, am a suitably qualified person to provide local specialist ecological services for the site described in the Subdivision Design Application (SDA) for the Newlyne Precinct at Yowani (Newlyne Project Developer Pty Ltd and TP Dynamics (ACT) Pty Ltd).

I confirm also that PATH Co has been formally engaged for these services by the development and delivery entities and has also completed an initial survey and visual inspection of the development site, with the initial findings formulating the responses to the BSUD guide criteria in the SDA Design Response Report. These findings for the ecological impacts of the proposed development will be expanded upon and outlined in a comprehensive Ecological Assessment Report (EAR) which will be completed in early 2025.

Signature: 

Date: 5/06/2025

❖ Note: a digital or wet signature will be accepted for the design response

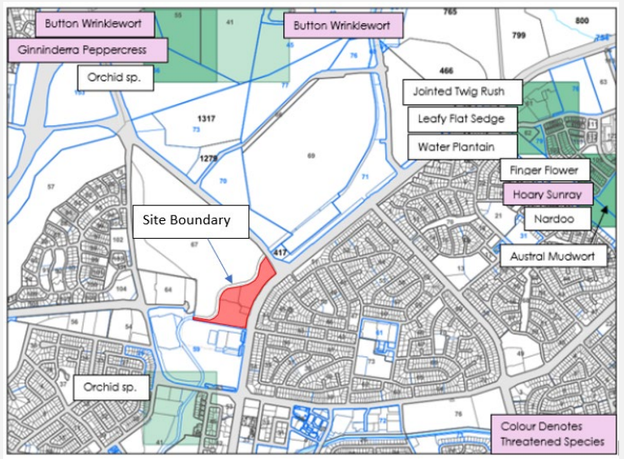
How to apply BSUD

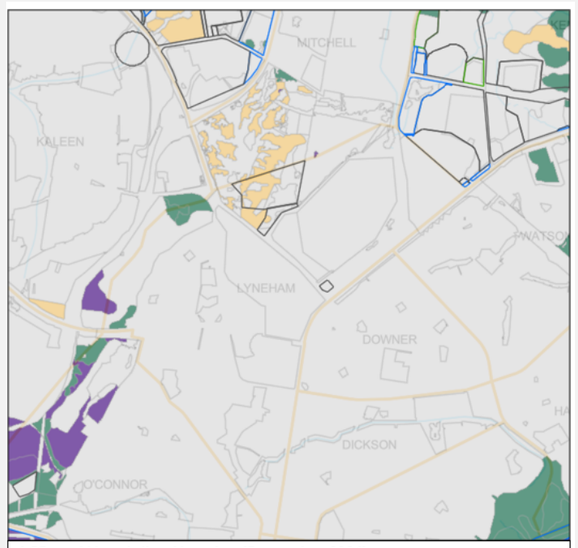
In considering BSUD, an applicant is required to complete the three steps of BSUD implementation. These are explained in detail within the Advisory Note 13 – Biodiversity Sensitive Urban Design Methodology document. The three steps are:

- *Step 1: Identify the biodiversity values that exist (or used to exist) on and surrounding the development site.*
- *Step 2: Identify the relevant biodiversity objectives you are required to achieve on the site.*
- *Step 3: Design the development to achieve site specific biodiversity objectives.*

Steps two and three are supported by the **BSUD Guide**, and the **BSUD Implementation Advice Appendix**.

Steps	Design response
Step 1: Identify biodiversity values Identify the biodiversity values that exist (or used to exist) on and surrounding the development site.	
Step A: Determine habitat and ecosystems <u>Considerations in the response:</u> • *Describe and map the biodiversity values on and around the site, such as which habitat types or ecosystems (woodlands/grasslands, aquatic, riparian) or natural features (such as hollow bearing trees) are present and where.* • *Describe the habitat condition, and identify areas that are in good / moderate / degraded condition (refer to BSUD Guide, or other methods such as PCT zone mapping)* • *Outline the site's historical context. For example, whether it was previously developed, used for grazing, or relatively undisturbed and intact.* • *Assess the site's future potential as habitat. It may include ecological corridors that currently have low biodiversity value but high connectivity significance and are suitable for future restoration.* • *Consider the broader landscape context, for example the position of the site in the catchment. Indicate soil and topography properties.* • *Describe any fauna surveys, or desk study records relevant to the development site.* • *Describe the process you undertook and provide cross-reference to site analysis and relevant policies.*	The proposed development site is currently being used as the Yowani Country Club golf course and associated functions such as the on-grade carpark, club house, motel units and greens keeper shed, with landscaped areas including lawn bowls, putting green and practice fairway. The ecological assessment of the site has included a desktop assessment by Purdon, as well as a recent study to support this subdivision application by PATH Co. A summary of the findings by PATH Co used for the basis of this BSUD report, is provided in the Ecological Assessment Report (EAR; PATH Co, June 2025) included with this submission. Based on the current desktop assessment completed by Purdon and incorporating the history of the club, it is known that the site has been highly modified due to its current development and use as a Golf Course. The existing Club house and golf course was originally built in 1954, with bowling greens built in the late 1960s. The clubhouse went through further redeveloped in 1989. Throughout the site, Pine trees were planted in the early 60s to act as wind break and course landscaping, with an assortment of different trees growing sporadically during this period, including some natives. This previous development involved extensive earthworks and clearing. Because of the site development and the use as a golf course at the landscape scale, the site and surrounding areas are very flat and lacking any notable topographic features. It is likely that this area was already naturally quite flat as it is adjacent to the Sullivans Creek that runs to the west of the development site. As part of the development and (former) use of the site as small golf course, substantial landscape plantings of both native and exotic trees and shrubs were undertaken, although the majority of the occurred as cleared "fairways" of seeded turf varieties. The site has remained as an active golf course and as such, has relatively good landscape maintenance. However, the originally planted pine trees are often in poor to medium quality, with lots of them already dying or in the process of. However, some native trees throughout site are now reaching maturity. Adjacent to the site is the grassed lined stormwater channel with a concrete invert, called Sullivan's Creek. Based on the observed floristic values, the vegetation at the site does not meet the criteria for inclusion as part of any naturally occurring woodland or (derived) native grassland community and is mapped as URB: Urban and Modified vegetation on the ACTmapi vegetation communities layer. The vegetation does not meet the criteria for mapping as part of any listed threatened woodland or grassland ecological community (see Section 3.1 of the EAR). The biodiversity values at the site are primarily associated the existing trees, shrubs and grasses. The trees at the site include a mix of native and exotic trees, primarily the latter, and almost all these trees are likely to have been planted specimens. Note that most of these trees have been approved for removal as part of the conditionally approved EDP DA202341415. These trees provide some arboreal habitat value, although this is limited mainly to foraging habitat and some ecological connectivity. Importantly, only two trees were observed to support hollows, both of which are small split trunk hollos below 3m height and are considered to be of low potential breeding habitat value. Both trees have been previously approved for removal under the earlier EDP. In addition, two trees were observed to support nests, including one (medium-sized) stick nest (Tree 621) and one with a mud nest (Tree 220). These are likely to have been built/used by Magpies/Ravens (Tree 621) or White-winged Choughs (Tree 220). Neither nest appeared to be actively used at the time of the site inspection in early December 2024 (see Section 3.2 of the EAR). As noted below Tree 621 is to be retained while Tree 220 has been previously approved for removal. The existing understorey vegetation is comprised mainly of some limited planted shrubs in well-defined garden bed areas, and highly modified and regularly managed (mown) exotic groundcover, the majority of which (both shrubs and groundcovers) are exotic species.

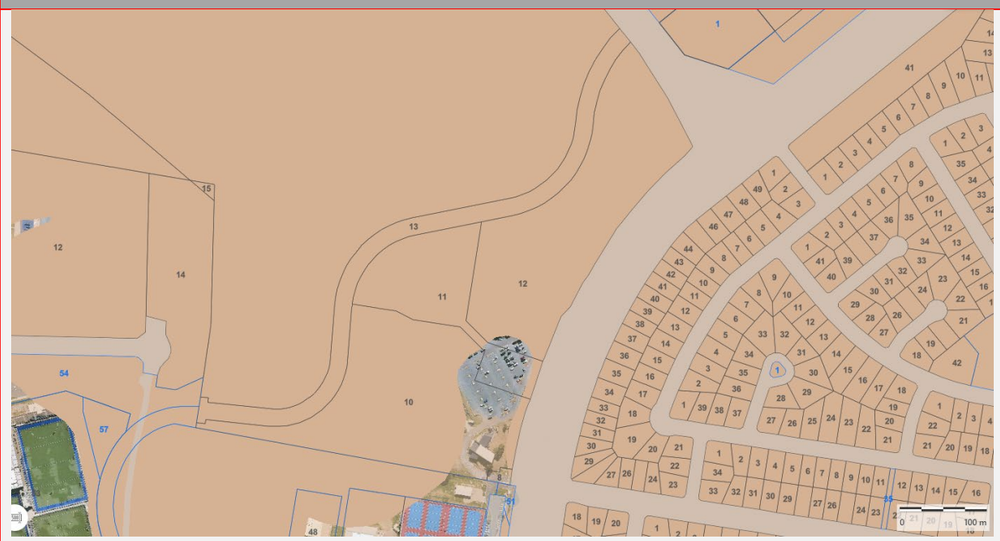
Steps	Design response
	This vegetation is considered to be of only marginal ecological value, providing some limited shelter and foraging habitats, but no notable breeding habitat. Although Sullivan's Creek runs adjacent to the site, it and other water features on site are unnatural and heavily modified from their natural state. There are wetlands identified on the adjacent golf course site, but due to its modified state, there appears to be little aquatic or riparian values on site. Threatened Flora and Fauna:  Threatened Ecological Communities mapping for the locality 

Steps	Design response
	Vegetation map:  Small Native Fish Connected Habitat

Steps	Design response
	 Riaprian Reptiles and Mammals Connected Habitat and Remnant Patches  Amphbians Connected Habitat and Remnant Patches

Steps	Design response
	 Small to Medium Terrestrial Mammals – Connected Habitat and Remnant Patches  Small Woodland Birds Connected Habitat

Steps	Design response
	 Grassland reptiles Connected Habitat and Remnant Patches  Native bees Connected Habitat

Steps	Design response
	
Step B: Assess ecological connectivity Considerations in the response: • *Based on the analysis on step 1a, describe an assessment of ecological connectivity of habitats on the site, with consideration of connectivity to adjacent sites and the wider landscape.* • *This should include identification of core habitats (those which could enable a taxa group to persist within the habitat), and corridor habitats (those which allow a taxa group to travel through a site). Their size and general condition should be identified.* • *Connectivity assessment should be carried out using field data collected in Step 1a, with additional connectivity barrier mapping undertaken on the ground.* • *Known connectivity values can be supplemented and compared with the ACT Ecological Network Dashboard – This resource provides predicted habitat suitability and connectivity of habitats within urban Canberra. These are shown as potential core and connectivity habitat for 7 taxa groups.* • *The Ecological Network Dashboard also shows the Ecological Network, as presented in the Territory Plan.* • *Describe the process used to establish these and provide cross-references to supporting material.*	The (current) fauna habitat values of the site are marginal, and predominantly of low-moderate ecological value. Four of the existing trees at the site were observed to support some habitat features, including - two large Apple Box (E. *bridgesiana*) (Trees 161 and 162) located in the southeastern parts of the site close to the boundary to Northbourne Avenue which support low-value trunk hollows, unlikely to be used by native hollow-dependant arboreal fauna. Both trees are approved to be removed under previous EDP - large Brittle Gum (*E. manninfera*) (Tree 621) located on the northern embankment of Sullivan's Creek in the western half of the site which supports a medium-sized stick next. This tree will be retained - A medium-sized Blakely's Red Gum (*E. blakelyi*) (Tree 220), located in the north of the site which supports a mud nest (likely built/used by White-winged Choughs). This tree is approved to be removed under previous EDP Importantly, none of these features are considered likely to support any listed threatened woodland birds or other threatened arboreal fauna. The subject site also was observed to be lacking any notable groundcover complexity, including a lack of any terrestrial fauna habitat features such as rocky outcrops, fallen logs or other structures. The lack of any suitable breeding habitat for terrestrial fauna, combined with the high level of fragmentation/isolation of the site from any nearby surrounding high quality habitats, including barriers to fauna movements along the entire northern and eastern boundary from the Barton Highway and Northbourne Avenue roads, and generally low level of connectivity to the east and south due to existing developments, indicate that the site is of relatively low value and unlikely to be used regularly or relied upon as important habitat for any native terrestrial fauna (with the possible exception of very small and common animals such as reptiles, rabbits, frogs and insects). The aquatic habitat values of the site are of low value, provided by (and limited to) the existing Sullivans Creek, which in its current state, does not support quality aquatic macrophyte vegetation. The creek maintains a low level of (poor-quality) connectivity to other aquatic habitats, as upstream is a continuation of the concrete-lined stormwater channel, and downstream is an underground stormwater culvert which empties out into the Lyneham wetlands some distance from the proposed site. Accordingly, the fauna groups likely to use the creek for habitat include a small number of common amphibians as well as common waterfowl species (with young Wood Ducks, *Chenonetta jubata*) observed to be foraging within the creek margins)

Steps	Design response
	Overall, the current fauna habitat values of the site are of marginal value and limited mainly to foraging habitat for only common, widespread native fauna species that are already well-adapted to urbanised environments. The site is very unlikely to support any listed threatened fauna species. Importantly, the site's context within the inner central parts of Canberra, combined with the increasing levels of surrounding development, and lack of suitable connectivity as described above, indicates that irrespective of the values within the site, the lack of connectivity to other habitats, and small area of low-moderate habitat value within the site, means that the site would be incapable of supporting any local populations of native fauna in the long-term, irrespective of the extent of native plant landscaping, with the possible exception of some very small common fauna such as reptiles, rabbits, frogs and insects. Most birds would not be overly affected by the subdivision of the site, and in this respect, the provision of the large open areas, combined with the proposed landscape plantings to increase the proportion of native trees, shrubs and groundcover within the site, suggests that the future habitat potential of the site would not be substantially reduced from the current (low-moderate) values of the site for native birds, and rather increase due to the increased landscape value the development is proposing. Consequently, the impacts of the development are considered to be acceptable, and would not be regarded as significant (in the context of significant impact assessment criteria as outlined in the Commonwealth Government's Matters of National Environmental Significance: Significant impact guidelines 1.1 Environment Protection and Biodiversity Conservation Act 1999 (CoA, 2013) or in the ACT Government's Factsheet: Making an EIS Scoping Document or ESO application (ACT Gov, Sep 2023). Note that most of these trees have been approved for removal as part of the conditionally approved EDP DA202341415. For management methodology and details of removal, please refer to the details of that submission. As noted above, according to the ACTmapi habitat fragmentation map (see figure above), the trees and shrubs on site provide some level of riparian connectivity and connectivity for native birds and bees. They also appear to provide connectivity for amphibians. The site is also included in the 'Blue-Green Network' which maps urban ecological corridors in the ACT (see figure below)

Steps	Design response
	
Step C: Assess threats to biodiversity Considerations in the response: • *Consider direct and indirect threats arising from your proposal.* • *Consider the proximity of your proposal to important values on and adjacent to your site.* • *Consider weed/pest incursions, light and noise pollution, as well as threats caused directly by humans such as increased disturbance by increased foot fall or vehicle traffic.*	As mentioned in Step A, the vegetation at the site is highly modified, comprised of mostly planted specimens nearing the end of their useful/safe lifespan, and the site does not appear to support any listed threatened flora species or ecological communities. The site also does not support any important fauna habitat values, with no breeding habitat and only marginal foraging habitat present at the site. This information will be formalised through a site specific BSUD report. It is noted that the majority of the tree removal on site has been previously approved EDP DA202341415. For management methodology and details of removal, please refer to the details of that submission. Based on the site observations, the biodiversity values of the site are considered to be limited to some native vegetation (tree plantings), including some 'mature' native trees (although 'maturity' of a tree, in and of itself, is not a direct measure of biodiversity value, rather it represents potential future value if left for sufficient time to develop hollows). Further, it is also noted that the future use of the site as a medium-high density residential area will result in some light and noise pollution, however given the limited values of the site, there are no biodiversity matters of importance that would be impacted by this. Specifically, the fauna likely to use the site are all common, widespread species already adapted to urbanised environments and there are already existing light and noise impacts from adjacent uses (including notably Barton Highway, Northbourne avenue, and the adjacent sporting facilities including the golf course and netball centre, and the low-density suburbs of Lyneham, and Downer). Given the above, there are no significant or otherwise unacceptable threats to biodiversity from the impacts of development of the site. In addition, there are no protected or otherwise important biodiversity values or natural areas expected to be located adjacent or

Steps	Design response
	nearby to the site that would be affected by the development, such as by weed/pest incursions or noise or light intrusion from the future residential uses, especially as there are already substantial weeds/pests as well as noise/light pollution present in the area. In addition to the above, the local area already experiences very high levels of human activity through its use as a golf course and car park. While the proposed development will increase these levels of human activity, it would not be to the point that any important biodiversity feature would be impacted. Threats to biodiversity as part of this proposal may include: • Site disturbance through grading, civil/infrastructure works, resulting removal of non-regulated vegetation that may be providing connectivity. • Noise, light and air pollution throughout construction.
Step 2: Identify biodiversity objectives Identify the relevant biodiversity objectives you are required to achieve on the site (from legislation, statutory environmental approvals and strategies including this guide).	
Step A: Identify biodiversity objectives Considerations in the response: • *Based on the information gathered in the previous steps, identify biodiversity objectives for the proposal site and the surrounding area.* • *Make reference to the Territory Plan Assessment Outcomes relevant to the BSUD guide. These are the overarching objectives of the proposal, and are supported by other objectives located throughout other action plans and strategies.* • *Reference key local policies and regulatory instruments (such as conservation strategies and action plans). These contain objectives and actions for species and ecosystems. These include, but are not limited to:* – *The ACT Native Grassland Conservation Strategy* – *The ACT Native Woodland Conservation Strategy* – *The ACT Aquatic and Riparian Conservation Strategy* – *ACT Threatened Species Conservation Action Plans* • *Summarise relevant conditions from statutory environmental approvals (such as granted Environmental Impact Statements).*	The biodiversity objectives for the site are minimal and importantly, are commensurate with the low biodiversity values of both the site and its immediate surrounds. Associated within this is the low potential to achieve future biodiversity improvements due to lack of connectivity to any surrounding high-quality habitats, as well as the small site area, limiting opportunities for biodiversity improvements. Given the above, the (limited) biodiversity objectives of the site are as follows: • Retention of existing native trees at the site, such as within the open space area proposed to the north of the development site and adjacent to Northbourne avenue within the proposed native landscaping batter, as well as the protection of existing native trees within the riparian vegetation along the stormwater channel on the western boundary), but with consideration to the civil and batter stabilisation works that will need to be completed along the creek line. • Protect water quality within Sullivans Creek from construction and future use impacts to protect water quality further downstream, including within the Lyneham wetlands, ANU, and Lake Burley Griffin River which the creek eventually drains into, approximately 6km downstream of the site. • Provide a landscape plan that focusses on native tree and shrub plantings to improve native tree, shrub and groundcover species richness, particularly within the central open space area as well as for the re-naturalisation landscape works along Sullivans Creek. Importantly, the overall biodiversity objectives are not required to meet and are not incompatible with any Action Plan (or Recovery Plan) for any threatened species or ecological community, and would not be inconsistent with any objectives for avoiding the continuation of a Key Threatening Process.

Step 3: Integrate biodiversity objectives into design

Based on the information gathered and analysed in steps 1 and 2 above, describe how the proposed design meets the Territory Plan Assessment Outcomes. This section is structured by the Design Themes and Design Elements, as found in the BSUD guide.

Theme and Territory Plan Assessment Outcome	Design elements	Design response

Maintain and enhance nature Territory Plan Assessment outcome: → Loss of native habitat and biodiversity is avoided and/or minimised.	1.1 Urban waterways and catchments *Describe how the proposed design protects and enhances the site's waterbodies, and their specific habitats and niches. Consider catchment scale impacts, water quality, habitats, and ecosystem function.* *Indicate mechanisms for achieving this element (this could include avoidance of higher value areas, employing buffer zones and other riparian / aquatic ecosystems protection mechanisms, and implementing WSUD elements etc).* *Provide cross-reference to site analysis and relevant conservation policies.* *Consider BSUD Guide sub-elements:* *1.1a Natural context* *1.1b Water sensitive urban design* *1.1c Topography and hydrology*	The site contains a waterway adjacent, being the Sullivans Creek. However, its current construction is a concrete invert that is grass lined up the batter. The creek upstream is a continuation of the concrete-lined stormwater channel further upstream, and immediately downstream of the site is an underground stormwater culvert which empties out into the Lyneham wetlands some distance from the proposed site. This development application does not propose any works to the upstream or downstream components of Sullivans Creek. However, the design of the Sullivans creek re-naturalisation aims to widen the base of the creek, slowing the velocity of the water passing through the channel. It will be reinforced with natural materials (i.e. large boulders) which intends to be partially concreted-in-place, to minimise future erosion and scour, yet allowing for macrophyte plants to grow through the gaps. The batter up the sides are proposed to have native planting. The location of the developable land adjacent to the creek requires sufficient WSUD design incorporated to ensure water leaving the developed hardscape areas (roof, roads, pavements, etc.) are treated prior to discharging into the creek. Additional to the WSUD engineering devices, the landscape masterplan to be implemented across the site will provide a network of linked green spaces that also include large areas of permeable surfaces such as garden beds, and elements of permeable pavement to manage storm-water runoff and reduce flood risk. Stormwater management and WSUD will be provided to meet the requirements of the ACT Practice Guidelines for Water Sensitive Urban Design. Water will be treated prior to entering the stormwater system/canals offsite. Please refer to the Indesco WSUD design for further information on this. The overall Masterplan has been designed to consider the topography of the site and minimise cut and fill where possible, but buildings require basements for car parking so these will need to be excavated. Concept erosion and sediment control plans have been developed and included with this application to manage the site and minimise erosion during construction. The Landscape Masterplan provides for substantial vegetation planting, with a focus on utilising native species and includes native vegetation reinstatement both along the creek margins as well as centrally within the SDA area. The Landscape Master Plan demonstrates how the landscape design would be developed to integrate the re-naturalised Sullivans Creek amenity, central park, and the native batter adjacent to Northbourne Ave, into the new development to provide sufficient native tree cover, as well as (foraging and some shelter) habitat for native animals. Aquatic fauna habitats will also be enhanced through the (future) naturalisation of the creek.
	1.2 Grasslands and woodlands *Describe how the proposed design protects and enhances the site's woodland and grasslands, and their specific habitats and niches, such as mature native trees or native dominant understorey.* *Provide cross-reference to site analysis and relevant conservation policies.* *Consider BSUD Guide sub-elements:* *1.2a Natural features* *1.2b Design enhancements*	As described above, the existing vegetation at the site is highly modified comprising a relatively equal mix of native and exotic trees, most of which are planted specimens. The groundcover vegetation is also highly modified resulting from its current development and use as a golf course. The site is considered unlikely to support any listed threatened flora species, and collectively, the vegetation does not form part of natural grassland or woodland vegetation community and would not meet the criteria for being mapped as part of any listed threatened ecological community. The current fauna habitat values of the site are also of marginal value and limited mainly to foraging habitat for (only) common, widespread native fauna species that are already well-adapted to urbanised environments. The site is considered very unlikely to support any listed threatened fauna species and has very little potential to support any important habitats in the future/long-term. Consequently, there are no specific site features of important biodiversity value that are deemed necessary to be retained by the development in order to avoid any significant or unacceptable impacts to native flora or fauna. It is further noted that the majority of the tree removal on site is part of the approved EDP DA202341415. For management methodology and details of removal, please refer to the details of that submission. The Landscape Masterplan includes generous areas to support the residents and also provide habitat for fauna. The Sullivans Creek re-naturalisation works, even though considered off-site works to the development, is a rich future amenity that will feature across parts of the site to provide habitat for frogs, small lizards and other urban fauna. Refer to Landscape Masterplan. There are significant permeable areas throughout the precinct, with the impermeable areas been minimised where possible but include the road network, future building roofs/buildings, and pavements.

	1.3 Natural values and features *Demonstrate how the design avoids or protects higher value areas and features (such as rocky outcrops, coarse woody debris, natural wetlands) not covered within 1.1 and 1.2.* *Include consideration for preserving natural processes such as pollination, tree maturation and seed dispersal.* *Outline the process used to establish these areas (if not done earlier). Provide cross-reference to site properties (hydrology, topography, soil quality) and their analysis in biodiversity context and relevant conservation policies.* *Consider BSUD Guide sub-elements:* *1.3a Existing natural values* *1.3b Natural processes*	The site is considered to have limited existing and future ecological values and has been substantially disturbed due to its current use as a golf course. There are no existing naturally occurring or unmodified ecosystem features of high biodiversity value that are necessary to be protected or provided in order to avoid unacceptable impacts to local biodiversity. Aside from the trees that have already been approved to be removed under previous EDP DA, there are a total of 87 native trees present at the site. The current SDA seeks to retain 72 (or, 83%) of these native trees. The retention of these native trees will contribute to and be further enhanced by the Landscape design by providing some continual tree canopy cover while newly planted areas are developing/maturing. The provision of a large central area incorporating native landscaping treatments, combined with and (partly) connected to Sullivan's Creek, which is to be further enhanced through a future naturalisation project, will ensure that the current (marginal) ecological connectivity provided by the site is retained and improved to the greatest extent possible.
Connect and extend nature. Territory Plan Assessment outcome: → Biodiversity connectivity is maintained across the landscape.	2.1 Ecological connectivity *Describe how the proposed design retains or enhances ecological connectivity. Consideration should include habitat in and adjacent to the site, and existing or potential corridors.* *The BSUD Guide provides guidance on what the likely minimum requirements are for habitat connectivity for key taxa groups and ecosystem types.* *Refer to the Table "Habitat requirements of common ACT ecosystems" in the BSUD Guide Implementation Advice, as well as the ACT Ecological Network Dashboard.* *The BSUD Guide also provides design guidance on specific features to avoid connectivity impacts or improve current connectivity. This includes waterbody crossing design, and guidance on road crossing structures.* *Outline the process used and provide cross-reference to site analysis and relevant conservation policies.* *Consider BSUD Guide sub-elements:* *2.1a Habitats and corridors* *2.1b Corridor features* *2.1c Habitat features* *2.1d Connectivity barriers*	The site does not contain any natural ecological corridors or core habitats, with existing barriers to any other potential habitat areas occurring essentially in all directions around the site. Some limited connectivity in the immediate environs of the site is provided along the existing artificial concrete-lined stormwater channel, Sullivans Creek, to the adjacent Golf Course, which will be increased via the landscaping plan for the Sullivans Creen re-naturalisation, central park, and landscaped setback area along Northbourne Avenue. The Landscape Masterplan identifies the intention for the whole of the site and includes a variety of native species plantings and other features that can improve the habitat potential of the site. These include the re-naturalisation of Sullivans Creek, central park open space, the native batter along Northbourne avenue, and community gardens, gathering spaces, lawn and native grasses. The landscape proposal includes areas of native plant species including trees, shrubs, accent planting and ground covers that will provide food and habitats for pollinators. Refer to the landscape Plant Schedule that identifies the species proposed for the development and which include a range of native species, as well as flowering exotics. The proposal does not include new linear infrastructure that would be a material barrier to important ecological connectivity. It does however propose landscaped verges pathways across site. However, it is anticipated that due to the location and nature of the development, local fauna are unlikely to use these landscaped verges and pathways meaningfully, regularly or relied upon for any native terrestrial fauna (with the possible exception of very small and common animals such as reptiles, rabbits, frogs and insects).
Minimise threats to protect nature Territory Plan Assessment outcome: → Threats to biodiversity such as noise, light pollution, invasive species incursions or establishment, chemical pollution, or site disturbance are avoided or	3.1 Natural resilience *Describe the design features that prevent weed and pest animal incursion and increase drought/ bushfire /climate change resilience (e.g., buffer zones, other physical landscaping features, plant species selection etc.).* *Consider if the design can introduce biodiversity, connectivity or permeability design features into bushfire and flood threat mitigation requirements.*	The landscape plan does not include weed or pest plant species. The proposed species are selected on the basis of their ability to grow in the anticipated microclimate on site (especially the overshadowing of buildings), as well as in the Canberra climate. The site is not in the Bushfire Prone Area. The buildings are designed to be outside the flood risk area as demonstrated by the Flood Risk Assessment included in the Indesco civil design set, along with the re-development and re-naturalisation of Sullivans Creek as well as a minimum 6m setback area is provided along the creek, to the closest boundary of the proposed development blocks (with the future building facades likely to have further setbacks from this boundary).

minimised through good design/planning.	*3.1a Weeds and pests* *3.2b Natural threats*	
	3.2 Protecting the ecological network *Describe how the proposed design establishes ongoing environment protection controls (such as erosion control, or zoning within the site) and addresses human and urban development impacts (such as increased disturbance, noise and light pollution).* *3.2a Human induced threats* *3.2b Restored nature*	As described above, there are no high value or critical habitats for plants, animals or ecological communities present at the site that require protection and incorporation into the design. To further protect the stormwater system, human disturbance will be minimised during construction based on the EPA's requirements for land development in the ACT. A concept Erosion and Sediment Control Plan is included for the development along with the Stormwater Masterplan which shows how water will be managed across the development site. Given the above, there are no significant or otherwise unacceptable threats to biodiversity from the impacts of development of the site. In addition, there are no protected or otherwise important biodiversity values or natural areas expected to be located adjacent or nearby to the site that would be affected by the development, such as by weed/pest incursions or noise or light intrusion from the future residential uses, especially as there are already substantial weeds/pests as well as noise/light pollution present in the area. However, the lighting within the precinct will be designed in accordance with best practice CPTED principles. To the greatest extent possible, this will include avoiding direct light intrusion into the naturalised creek area so that nocturnal fauna that may use this feature (such as frogs) are not substantially impacted by this The increased landscaped areas within the precinct, some of which are intended to be quite dense, which could be used for fauna to shelter. Regarding restored nature, the design of the Sullivans creek re-naturalisation aims to widen the base of the existing concrete invert creek, slowing the velocity of the water passing through the channel. It will be reinforced with natural materials (i.e. large boulders) which intends to be partially concreted-in-place, to minimise future erosion and scour, yet allowing for macrophyte plants to grow through the gaps. The batter up the sides are proposed to have native planting. Please refer to the landscaping plans for indicative design of the re-naturalised Sullivans Creek.
Connect people to nature. This Theme has no associated Territory Plan Assessment Outcome: → This Theme assists in achieving the ACT Urban Design Guide's aspirations relating to urban trees, landscaping, active travel, recreation, public amenity and natural features as well as creating positive engagement with nature.	4.1 Community stewardship *Describe how the proposed design features encourage people to care for their surrounding natural shared spaces.* *Consider BSUD Guide sub-elements:* *4.1a Co-design* *4.1b Stewardship*	In line with the Urban Design Guide, the development will be incorporating a variety of plant species that enhance adaptability to changing climate conditions. Streetscapes and open spaces are designed with large landscaped areas in mind, providing future residents and visitors with access to natural environments, opportunities for recreation, and spaces for community interaction. Refer overall landscape masterplan drawing **LD302.** Additionally, the proposal intends to drive community-focused programs, which also forms part of the Green Star community initiatives, encouraging active participation in ecological stewardship. Proposed activities include community gardening and the use of the Central Park's open lawn for events such as markets, yoga sessions, and social gatherings. These initiatives align with the estate's broader vision of creating a harmonious relationship between ecology, culture, and community while supporting a sustainable and resilient urban environment. The decision to go with a community title scheme arrangement means the development will be privately owned, operated and maintained. The intent for this allows for increased management and funds allocated through the body corporate for community based outcomes and events. There will also be opportunities for the local community to get involved, especially in the dedicated sensory area incorporating edible plant species, offering an interactive and educational space that promotes community participation and connection to nature.
	4.2 Interacting with nature *Describe how the proposed design provides appropriate access to, and opportunities for interactions with the natural environment and cultural heritage, and balances this with the need to protect priority areas from disturbance.* *Consider BSUD Guide sub-elements:* *4.2a Respectful connections* *4.2b Interactive infrastructure*	Various areas of the precinct have had preliminary conversations from Ngunnawal representatives, following their proposed guiding design principles for our precinct. The development refers to the proposed definition to design for country for our precinct, which means that a system has to be top priority within a landscape framework as it gives us everything we need to live. Life is the land and the land is life. - Look: Look at the system - Live: Live within the system - Learn: Learn to let the system design for you These principles align with the intent for our development, by providing a good mix of living, working and amenity opportunities. Throughout the detailed design process, further consultation with the Traditional Custodians of Country intends to be done, especially for the design of the landscape within the precinct.

		The design of open spaces, specifically the central park, and open spaces along Sullivans creek, gives a mix of opportunities to dwell, linger, look, live and learn within the precinct A significant number of native planting areas are proposed throughout site, including along the Northbourne Avenue landscaped native batter and the Sullivan's creek re-naturalisation, as well as pockets throughout the precinct. The intent for native plants is to attract an array of native insects, birds and fauna to the precinct, and provide a robust natural batter for the flood prone Sullivan's Creek. These natives are intended to be mixed with a variety lush exotics throughout the precinct plan to brighten up the open spaces and give a variety of seasonal colour. With the site being relatively flat, there has been a good opportunity to do 'step-less' and accessibility friendly pedestrian travel across site. This has been a key consideration for precinct noting the large retirement village proposed, such that occupants have the ease of mobility around site and to the various meeting points and amenities including the existing light rail stop. The design also incorporates mid-block links strategically placed along proposed blocks and defined open spaces providing high quality pedestrian access across the site in both East-West and North-South directions. These links improve connectivity and encourage active movement, creating a walkable and accessible estate.
	4.3 Environmental education *Describe how the design provides opportunities for the residents to learn about natural environment and cultural heritage.* *Consider BSUD Guide sub-elements:* *4.3a Engagement and learning* *4.3b Instilling natural values*	The Landscape Masterplan would provide a variety of spaces for relaxing, reading, to play and gather or to hold events, welcoming entry points and seating areas along with pathways, gardens, re-naturalised creek, trees and grass. Throughout the detailed design process, and to align with the intended green star community framework, way finding and educational opportunity signage will be provided to promote access throughout the precinct, and highlight the history, sense of place, design intent and process within certain spaces, especially for Sullivan's Creek re-naturalisation and the central park areas. Carefully considered public art and spaces for this have also been thought about and will be confirmed throughout the detailed design process.

Table 1 - Habitat Impact Summary Data

Please use the below table to provide a summary of the Baseline and Proposed changes to habitat communities on the development site. Specify habitat type using ACT Plant Community Type (PCT) codes. Use PCT zone (condition) codes where possible, noting that not all PCTs have zones. This provides a concise habitat summary to aid assessment.

Baseline **Proposed**

Habitat Community (Plant Community Type, or Plant Community Type Zone where applicable)	Total Ha present on site	Ha retained in existing condition	Ha retained and restored	Ha created	Ha lost	Notes
No PCT ID applicable	NA	NA	NA	NA	NA	Note: no naturally occurring vegetation community types occur at the site that accord with any of the established ACT Plant Community Types (PCT) in the ACT Vegetation Types Database. All of the vegetation at the site is regarded as URB Urban and Developed (Modified and Derived)
(URB) Modified Woodland	1.1	0.3	0.3	0.75	0.8	Up to 0.8 of low-quality modified woodland (comprising both native and exotic vegetation) would be removed. At least 0.75ha of predominantly native vegetation would be created through the landscaping plan, including within internal open space areas, as well as along Sullivan's Creek as part of the creek naturalisation
Hollow-bearing Trees	0.01	0.00	0.00	0.02	0.01	2x existing habitat trees will be removed, Trees 161 and 162. Both are regarded as low-quality arboreal habitat based on the type (size/location/condition) of hollow observed. These trees are already approved for removal under the previous SDA DA. Replacement habitat will be provided via the installation of nest boxes at a (nominal) ratio of 3:1 (nest boxes : hollows removed)
(Stick) Nest Trees	0.001	0.001	0.001	0.00	0.00	1x stick nest occurs along the northern side Sullivan's Creek (tree 365). This tree will be retained.
Totals						

Table 2 - Native Tree and Shrub Impact Summary Data

Please use the below table to provide a summary of the proposed impacts to shrubs and trees on the development site

Note, the majority of trees on site have been approved for removal in the conditionally approved EDP DA (DA #202341415). This table only includes the native trees that were excluded from the EDP DA and form part of this SDA submission.

Refer tree management plans and tree assessment materials.

Class	DBH class (cm)	Total number present on site	Total number proposed for retention	Total % proposed for retention	Total number proposed for removal	Total % proposed for removal	Replacement ratios	Number of replacement plants required	Number of replacement plants proposed (Totals only)	Deficit of plants required (Totals Only)
Shrubs	<5	0	0	0.00%	0	0.00%	1:1	-	-	-
Trees (TOTAL)	<5	0	0	0.00%	0	0.00%	1:1	-	-	-
Trees (TOTAL)	5 - 20	17	15	88.23%	2	11.76%	1:3 + relocate as native mulch or at Conservator discretion	**6**	-	-
Trees	21 - 30	32	28	87.5%	4	12.5%	1:8 + relocate as coarse woody debris or at Conservator discretion	**32**	-	-
Trees	31 - 40	29	21	72.41%	8	27.59%	1:13 + relocate as coarse woody debris or at Conservator discretion	**104**	-	-
Trees	41 - 50	4	4	100.00%	0	0.00%	1:40 + relocate as coarse woody debris or at Conservator discretion	**0**	-	-
Trees	50+	5	4	80.00%	1	20.00%	1:90 + reinstate as vertical habitat structure or at Conservator discretion	**90**	-	-
Trees	100+	0	0	0.00%	0	0.00%	1:180 + reinstate as vertical habitat structure or at Conservator discretion	-	-	-
	Totals	87	72	83%	15	17%	-	**232**	-	-

District Policies - Version effective 27/09/2024

Inner North and City District Policy

Assessment Outcomes	As per D03 Inner North and City District Policy, there are no area specific assessment outcomes to consider for the Inner North and City District. Development needs to comply with relevant zone assessment outcomes.	
Assessment Requirements	**D03 Inner North and City District Policy Assessment Requirements** **Lyneham – Yowani Estate**	**Applicants Response**
	90. The size and subdivision pattern of blocks demonstrates that a building with a high quality and interesting façade can be accommodated which addresses the following: a) 'Open space areas', mid-block links' and 'internal pedestrian and bicycle network' b) 'External active travel connections and block boundaries to Northbourne Avenue, Barton Highway, Sullivans Creek and the Swinden Street extension.	The location and layout of the proposed subdivided blocks are strategically designed to support high-quality and visually engaging façades while ensuring integration with key elements such as open space areas, mid-block links, and active travel networks. The blocks have been positioned along Northbourne Avenue, the proposed Central Parkland, and along Sullivans Creek, creating a cohesive urban structure that facilitates visual and physical connectivity across the site. a) Part of the subdivision design strategy was a focused approach to accommodate mid-block links and active travel connections, providing individual addresses for each block and ensuring easy pedestrian and bicycle access. The estate is structured to prioritise open green spaces, with pedestrian-friendly pathways and streets which are designed to allow for sunlight egress and landscaping opportunities. The Central Park offers large adaptable open spaces for community events and programming, supported by a network of links that enable both East-West and North-South pedestrian movements. Internal streets and crossings are designed to emphasise pedestrian priority, with clear arrival points, lighting, and materials that promote safety and minimise vehicle dominance. b) The Sullivans Creek active travel path incorporates landscaped aprons, street furniture, and nature play elements, encouraging passive recreation and connections to surrounding infrastructure. This layout ensures logical, accessible pedestrian and bicycle travel in all directions while maintaining compliance with planning guidelines, delivering a well-connected, inclusive, and active urban precinct. New active travel connections have been strategically designed to integrate with the Northbourne Avenue loop, enhancing accessibility and connectivity across the precinct. Regarding the Swinden Street extension, consultation with TCCS and their subsequent non-endorsement of the proposed street necessitated a revised approach to the subdivision strategy. In response, a shared path has been incorporated along the site where the Swinden Street extension was initially planned. This revised design achieves the intended pedestrian connection while promoting improved active travel outcomes. It reduces the dominance of vehicles in this area, preserves the surrounding greenery, and aligns with broader objectives of creating a more sustainable and pedestrian-focused urban environment. Refer civil active travel network and public transport network drawings **015** and **014**.
	91. The internal road layout for the site complies with all the following: a) Incorporates a parallel access street along the Northbourne Avenue frontage. b) Prioritises pedestrians and cyclists particularly where the 'internal pedestrian and bicycle network' or 'mid-block links' intersect with internal roads.	91. The subdivision proposal complies with: a) A parallel access street along the Northbourne Avenue frontage has been provided, labelled as Road 02 in the SDA documentation set. This road connects is a two-way road that is connected to

	c) Minimises the amount of impervious surfaces within the road reserve in favour of soft landscape areas.	the existing access points into the precinct. See civil drawing **090** Road Hierarchy for further reference. b) The estate is structured to prioritise open green spaces, with pedestrian-friendly pathways and streets which are designed to allow for sunlight egress and landscaping opportunities. The Central Park offers large adaptable open spaces for community events and programming, supported by a network of links that enable both East-West and North-South pedestrian movements. Internal streets and crossings are designed to emphasise pedestrian priority, with clear arrival points, lighting, and material changes that indicate to vehicle drivers that they are entering a different zone/change of circumstance, to promote safety and minimise vehicle dominance. Refer civil active travel network and public transport network drawings **015 and** 014. Also refer UDG response 4.4a-c. c) As the proposed development will be managed under two community title schemes, the private road reserves around the site have been optimised to suit the proposed development blocks that focus on the local amenity (i.e. the adjacent Yowani golf course, the Sullivans Creek active travel path and central park). The roads have been simplified as much as possible whist still providing direct access to each development block, to also allow safe movements of heavy vehicles (such as waste and emergency services vehicles while increasing the landscaping verge. This increased landscaped area allows for the most street trees and garden beds possible to be planted along the verge. Carparks on-grade have been minimised throughout the precinct, and footpaths have been designed to meet pedestrian requirements without increasing the number of impervious surfaces unnecessarily. As shown in the landscape Permeability Plan, there is over 52% of permeable surfaces within the subdivision common property (i.e. excludes the proposed building development blocks which are subject to individual separate DAs).
	92. The number of new and existing vehicular access points from/to the site and to/from Northbourne Avenue is minimised.	92. Three existing vehicular access routes exist into the subject site. The public access routes are the main entrance off the Northbourne Avenue and Swinden Street signalised intersection, and another as a left-in-left-out connection to Northbourne Avenue which aligns with the location of the existing Yowani Country Club golf course clubhouse. A third vehicular access exist as a driveway entry to the northern portion of the site from the Barton Highway to the existing green-keeping premises located there. As part of this subdivision DA, the existing signalised intersection of Northbourne Ave and Swinden street, and the existing Northbourne Avenue Left-in-left-out have been modified to suit the entry requirements into the site. The existing entry off the Barton Hwy to the existing greenskeeper shed is proposed to be removed as part of this proposal. These two accesses will be able to service entry and exit into the estate. See civil drawing **090** Road Hierarchy for further reference.
	93. Vehicular access to individual development, including crossovers and driveways, are designed and constructed to be co-located/shared with adjoining current or future development.	93. Part of the subdivision strategy, it is proposed to divide the private road reserves into a number of smaller blocks (i.e. blocks labelled 1, 2, 5, 7, 8, 13, 14, and 15) which align to the intended Community Title Staging and delivery plans (progressed separately with the relevant authorities) and are designed to provide individual vehicular access to future developments blocks. This layout ensures a clear and functional access strategy, supporting vehicular movement while accommodating the future development within the estate. Development blocks are of various sizes, but all of which are quite large, with the intent promote higher density living to minimise the number of driveways on the proposed development. Note, via the individual building DAs, the opportunity for shared driveways will be considered depending on the building use/density types allow for it.

		Refer to the civil drawings **008** Block Details Plan, **009** Block Details Plan and **090** Road Hierarchy.
	94. The following is to be endorsed by Transport Canberra and City Services (TCCS): a) A transport impact assessment, prepared by a suitably qualified professional. b) Location, nature and number of new and existing external vehicular site access points to/from the site. c) Sullivans Creek active travel connection.	94. a) a TIA completed by Indesco is included in submission b) Northbourne Avenue / Swinden Street signalised intersection & Northbourne Avenue, left-in-left-out (LILO) access included in submission. Refer to item 92 for more detail. C) Sullivan Creek active travel layout and design is included in this submission. Rever to civil and landscape drawing set for details.
	95. For development other than residential use, development is located to comply with all of the following: a) In the south-eastern portion of the site. b) Close to and easily accessible from site access points and the Swindon Street light rail stop. c) After the above two points have occurred, along Northbourne Avenue and the Swinden Street extension, primarily adjoining or near other non-residential development. Note: This does not preclude residential use from occurring in the above areas on the site.	95. a) The southeastern portion of the site is allocated to deliver mixed commercial uses. Please refer to the lease variation component of this DA, as well as the relevant subdivision survey/civil drawings. An example of this compliance is proposed development block G which sits at the corner of Northbourne Avenue and is allocated for commercial accommodation use, adjoining proposed blocks H and I which have proposed commercial/community uses. b) A key design consideration as part of the subdivision was the incorporation of logical and direct pedestrian pathways connecting the future residents to the Swinden Street light rail stop. This approach is undertaken by providing active travel connections from individual blocks which feed into the broader internal street and the shared access pathway along Northbourne Avenue. These connections thereby minimising additional traffic impacts on the already busy Northbourne Avenue corridor, offering a more sustainable and efficient alternative to car-dependent developments. Refer to civil drawings c)Refer to item a and b.
	96. Where non-residential use occurs, it is to be located at ground floor level.	96. Uses in buildings are subject to future DAs.
	97. Total maximum gross floor area across the estate area for: a) Supermarket – 350m2 (this does not include). b) Takeaway food shop, restaurant and drink establishment – 550m2. c) All non-retail commercial use – 2000m2.	97. At this stage, we are seeking approval for Subdivision and lease variation. This has been reflected in the Valuation Report and Lease Variation Policy, where the proposed GFA complies with the prescribed maximum.
	98. Development must demonstrate that a minimum gross floor area of 1500m2 of community use has already and/or will be provided across the Yowani Estate area (including indicative location/s).	98. At this stage, we are seeking approval for Subdivision and lease variation. This has been reflected in the Valuation Report and Lease Variation Policy, where the proposed GFA across the proposed blocks complies with the prescribed minimum.
	99. For multi-unit housing, dwellings numbers across the estate area comply with: a) Minimum – 800 dwellings. b) Maximum – 1000 dwellings	99. This proposal for subdivision is also accompanied with a Lease Variation application. This Subdivision DA proposes a total of 969 dwellings for the entire estate, across a staged delivery (noting the size of the development).
	100. For ‘open space areas’, ‘Sullivans Creek active travel connections’ and ‘mid-block links’ identified in Figure 22, and for the ‘internal pedestrian and bicycle network’, development must comply with all the following: a) Provide safe, efficient, and unimpeded public access to pedestrian and cyclists at all times. b) Identify and provide the recreational and leisure needs of the local community, where these areas intersect with roads and vehicular access ways. c) Demonstrate how priority is given to pedestrians and cyclists through traffic calming measures such as slow speed areas, shared spaces and refuge islands. d) Provide adequate lighting (that does not impact on the amenity of adjoining development) and passive and perceived surveillance at all times.	a) The active travel connection from Northbourne avenue to Sullivan Creek will always be accessible to public providing unimpeded access. This connection is also proposed to be lit with lighting. b) The layout of the proposed subdivision has been strategically allocated to draw occupants of the proposed development towards Sullivans Creek and Central Park and promote the use of active travel initiatives. Mid-block links have been thoughtfully positioned along the edges of proposed blocks I, and J, and through Blocks E and B, creating a well compliant mid-block link between Northbourne Avenue and Sullivan’s Creek via the central park. Additional connections branching from the mid-block link have also been developed to further strengthen pedestrian connectivity.

	e) Be limited to planting area, surface landscaping, buildings and structures that are consistent with active travel pathways or are open and do not limit accessibility. f) Provide adequate irrigation for landscaped areas and high-quality fit- for-purpose paving and finishes. g) Are completed prior to or at the same stage as surrounding residential development.	Refer to overall landscape masterplan, drawing number **302**, which outlines the variety of break-out spots for the public to use along this mid-block link, as well as the Sullivans Creek active travel connections. A further mid-block link is also proposed between Blocks L and M. There are also a variety of additional pathways proposed throughout the precinct. These linkages strengthen pedestrian and cyclist networks, integrating internal access ways with open space areas. Once developed, these spaces will be publicly accessible, promoting a connected, inclusive, and active community environment. c) The estate is structured to prioritise open green spaces, with pedestrian-friendly pathways and streets which are designed to allow for sunlight egress and landscaping opportunities. The Central Park offers large adaptable open spaces supported by a network of pedestrian pathways that enable both East-West and North-South movements. Internal streets and crossings are designed with surface material changes to indicate to vehicle drivers that they are entering the precinct/different areas, as well as highlight areas where high pedestrian activity will be expected, with clear arrival points, lighting, and materials that promote safety and minimise vehicle dominance. d) Compliant lighting is proposed as part of this Subdivision DA, with the coordination of the lighting location to be completed once feedback on the underground services (i.e. Icon Water Sewer Main) has been received. It is intended for the Sullivans Creek Active Travel path to have a well-designed lighting layout, with consideration to best practice CPTED principles. e) The active travel pathways have been designed to allow for open space pedestrian/cycling movements, with landscaping, and surfaces proposed to be in line with adjacent active travel pathways in Lyneham (e.g. such as near the Netball courts and through Southwell Park) f) Two onsite retention tanks are proposed for the development, and capture discharged from the individual building development blocks and roads, with the water treated with WSUD devices before being stored in these Detention/Retention tanks. These tanks are sized with a rate of 3kL/day for irrigation for open space areas. g) Refer to the staging plan as part of the civil pack, drawing number **007**. The subdivision design breaks down the common property block to align with the proposed development blocks will allow for delivery of adjacent common property at the same time developments are completed, (to minimise safety issues if larger packages of common property was handed over, that would then be subject to future construction works directly adjacent to it).
	101. For the 'Sullivans Creek active travel connection' shown in Figure 22, the 'Sullivans Creek active travel connection' complies with all of the following: a) 'Sullivans Creek active travel connection' is either in a location generally in accordance with Figure 22 or allows users of the Sullivans Creek pedestrian and cycle network who enter the estate from the south- west to transit through the area safely and efficiently towards a formal pedestrian and bicycle crossing point across Barton Highway to facilitate their journey north along Sullivans Creek. b) Aligns and connects with the community path system and internal pedestrian and bicycle network through the area. c) Provides unimpeded public pedestrian and bicycle access at all times for the length of the active travel connection shown in Figure 22. d) Exclusively utilises routes that are not also used by vehicles.	101. a. Refer to Civil Drawings Block Plans 008 and 009, that show the design of the Sullivans Creek active travel path to follow adjacent to Sullivans Creek, in a North-south orientation, whilst also linking back to Northbourne Ave/Barton Hwy intersection to the north, and Swinden St/Thurbon road link path to the south. b. Refer to Active Travel Plan C015. This plan shows that the Active travel connection inter-links in logical locations with the mid-block links proposed through the site, as well as the smaller pedestrian routes throughout the subdivision. c. The active travel connection along Sullivan Creek and within the estate will be accessible to public at all times providing unimpeded access and has been designed without being covered/over hung by structures.

	e) Is a landscape corridor which is not less than 5m wide at the narrowest point and contains a shared path for pedestrians and cyclists; and the landscape corridor and path are of adequate width to meet the current and future usage demand. f) Demonstrate that there is adequate and suitable land for an 18-hole golf course to be provided within sections 64 and/or 67 Lyneham.	d. Refer to Road Hierarchy C090 and Active Travel Plan C015. The Sullivans Creek active travel connection is fully within a pedestrian only zone, only crossing a single driveway (of Block O) at the north of site. e. The Sullivans Creek active travel connection is within a 6m setback from the Sullivans Creek Block 13 boundary to the adjacent development block boundaries. Note, Sullivans Creek is proposed to be re-naturalised as part of this subdivision DA and therefore the experienced landscaped corridor will be far greater than 5m. f. Active travel connections have been proposed along Section 67 Block 10, 11 and 12. It does not encroach into other blocks of Section 67 and 64. Refer to the separate DA for the re-development of the Yowani Country Club golf course which shows the new layout to achieve an 18 hole golf course (currently in construction).
	102. For 'mid-block links' shown in Figure 22, 'mid-block links' comply with all the following: a) Are in a location generally in accordance with Figure 22 and align with the community path system through the area. b) Provide unimpeded public pedestrian and bicycle access at all times from Northbourne Avenue to the Sullivans Creek 'external active travel route'. c) Connect with 'internal pedestrian and bicycle network' to provide a safe and efficient pedestrian and bicycle network. d) Have a minimum 10m wide landscape corridor that includes a path of a suitable width to accommodate all likely users. e) Do not permit any vehicular access within or along the mid-block links. f) Development of the 'mid-block links' is endorsed by TCCS.	102. a) Mid-block links have been provided generally in accordance with Figure 22 while making adjustments to suit the proposed SDA and pass through key areas of amenity within the development (such as central park), whilst avoiding high traffic areas (such as the proposed communal waste facility of Community title #1 within the development on Block F) Refer to civil drawing Active Travel Plan C015. b) The mid-block links as well as the smaller pedestrian routes throughout site that link from Northbourne avenue to Sullivan Creek active travel path will be without obstruction and in open-air along its entire length, providing unimpeded access to public at all times,. c) Refer to Active Travel Plan C015. This plan shows that the mid-block links are located in logical places to connect with the active travel connection along Sullivans Creek, as well as the smaller pedestrian routes throughout the subdivision. d) In-line with the comment a), the proposed mid-block links throughout the site in the open-air for the full length. Sufficient spacing where the mid-block links go through proposed blocks, has been coordinated with the relevant building designers where applicable (i.e. block B and E) to ensure compliance to this requirement (but are subject to separate Building DAs). e) The mid-block links are pedestrian priority with the majority falling on pedestrian-only common property spaces. Where they do cross roads, there are proposed surface treatments to indicate 'go-slow zones' to deprioritize vehicle drivers.
	103. An open space needs assessment is undertaken by a 'suitably qualified professional' that: a) Demonstrates that at least one open space area is within accessible walking distances for all residential use development within the site. b) Specifies a minimum 'usable' area of open space across the site that is adequate to accommodate the current and future on-site population. c) Specifies the amount of open space areas to achieve equitable access and adequate space per area for all current and future residential use development. d) Identifies areas, facilities and equipment needed by the local community, including high quality children's play spaces, kick-about area recreation facilities (e.g. BBQ facilities, picnic tables, exercise equipment etc.). Note: Findings of the open space needs assessment are clearly shown on plans and drawings.	103.As a Registered Planner with the Planning Institute of Australia, I am a suitably qualified professional to undertake the open space needs assessment. a) As reflected in the block plan, drawing number **008**, every proposed block in the estate has access to a range of sufficient open spaces within a 300m walk, the most notable being the proposed Central park which is over 8,000m2 (excluding area that falls within development blocks where the park will integrate in with at the ground floor). Additionally refer to landscape drawing **LD302** that demonstrates the overall layout of open spaces on site. b) Approximately 24% of the estate is dedicated for open space. Refer Heat Island Effect and Microclimate Assessment report, pg 23.Refer Heat Island Effect and Microclimate Assessment report, pg. 23.

		c) One generous open space area is provided over the estate (the proposed Central Park on proposed blocks 6, 11 and 12) with one smaller community sensory garden proposed on Block 17, and an open space to the south-west of site on Block 3. There is also wide open spaces within the [proposed naturalisation of Sullivans Creek (which will have a large landscaped apron which will encourage people to break-out on). d) The open spaces identified above will have a variety of different facilities and equipment that the local community can use including tables, chairs, nature play and playground spaces. Refer to the landscape plans **LD203, LD302.**
	104. Development achieves all of the following: a) Has or will achieve a minimum of 30% canopy tree cover across the area measured at mature height; and b) Equitable distribution of canopy tree cover within the site across the private and public realm. Note: existing trees contribute towards the minimum 30% canopy tree cover	104. a) Refer to landscape drawing **LD303** showing 2.65ha of canopy coverage - 69% canopy coverage on common property lots, and 30% coverage when development lots are included and assumed no trees. b) Refer to landscape plan showing the trees that fall across the common property of the development. Development on specified development lots are subject to individual building DAs.
	105. For development subject to the National Capital Plan, Development applications are supported by written documentation demonstrating compliance against the relevant special requirements of the National Capital Plan, namely Part Four (B) – Special Requirements for Territory Land; Section 4.28 City and Gateway Corridor.	105. Refer NCP response.
	106. Dwellings provide a high quality, interesting façade by providing active or passive surveillance through the use of balconies, screened and unscreened windows and access stairs to address the following: a) 'Open space areas', mid-block links' shown in Figure 22 and 'internal pedestrian and bicycle network'. b) Sullivans Creek active travel connection and block boundaries to Northbourne Avenue, Barton Highway, Sullivans Creek and the Swinden Street extension.	106.This submission seeks approval for the subdivision of the Yowani Estate. At this stage no physical buildings are being proposed. Regardless, the subdivision design, best reflected in the architectural Development Intention Plans (DIPs) incorporates active and passive surveillance strategies to enhance safety and visibility throughout the site. These include maintaining clear sightlines along open spaces and ensuring visual connectivity from Northbourne Avenue and internal street. Additionally, buildings are strategically positioned along the Sullivans Creek active travel connection, with mid-block links going through proposed development blocks to enable passive surveillance by residents, further supporting a safe and secure environment. Future DA's which involve building design to comply with this assessment.
	107. Where a building contains multiple dwellings that face the areas listed above, dwellings in a development predominately provide occasional surveillance rather than passive surveillance of those areas.	107. Building design subject to subsequent DAs. Block layout and DIPs support surveillance of open spaces. Refer to UDG response 4.3a.
	108. The height of building is: a) Minimum height of building fronting Northbourne Avenue – 14.5m. b) Minimum number of storeys for a building fronting Sullivans Creek – 2. c) Maximum height of building – 18m. For the above, height of building means the vertical distance between datum ground level at the front boundary to Northbourne Avenue and the highest point or points of the building. Where there is a culvert or other localised earthworks impacting the datum ground level of the front boundary to Northbourne Avenue the datum ground level is normalised five metres either side of a culvert or localised earthworks.	108. Maximum heights described in the DIPs are compliant with this requirement. Refer architectural drawings that indicates the interpreted Northbourne Avenue datum ground level adjacent to the development blocks.

	109. Generally a smooth transition of building heights across the estate area is provided with: a) Higher buildings predominately located in close proximity to the Swinden Street light rail stop and secondarily along Northbourne Avenue. b) Lower buildings predominantly located along Sullivans Creek.	109. A building transition is proposed with higher buildings, towards the Swinden Street light rails stop down to lower buildings facing Sullivans Creek, such as townhouses/low rise apartment. The subdivision design allows for this to occur based on the layout where most residential buildings are facing Sullivans Creek, however, buildings will be subject to separate building DAs. Refer to architectural drawings.
	110. For development other than that contained within the setback area to Sullivans Creek, the minimum setback from Sullivans Creek stormwater easement to development provides all of the following: a) Adequate space for development. b) A minimum setback (whichever is greater): i) 6 metres; ii) as recommended by the TCCS endorsed flood risk study.	110. a) All development area is above 1% AEP (modelled with TUFLOW analysis) with climate change factor and a minimum 300mm freeboard. b) Setback of the development blocks has been determined by the precinct flood study and the 1% AEP does not shows any encroachment into the proposed development blocks adjacent to Sullivans Creek. Therefore, a minimum of 6m setback from the Sullivans Creek Block to the Development Block's boundary is proposed. Refer to civil, Planning Control Plan **004.**
	111. The minimum front boundary setback to Barton Highway is 6m and Swinden Street is 4m. The front boundary setback to Northbourne is in the National Capital Plan.	111.Complies. The subdivision parameters have been detailed in the Civil Planning Control Drawing **004**, which forms part of this submission. This policy assessment will be further complied with during future design and siting DA's.
	112. Pedestrian and cyclist access to blocks are clearly separated from vehicular access and be distinguishable through surface materials, level changes, landscaping and/or slow-speed shared pedestrian road zones.	112. Pedestrian and cyclist infrastructure are separated from vehicle traffic throughout the proposed estate, often by landscaped verges and treatments. Refer to Civil Drawing C015 Active Travel Infrastructure plan and the landscape drawing set.
	113. This applies to dwellings on the block and dwellings on adjoining blocks. Transfer of noise between noise sources and habitable rooms, particularly bedrooms, are minimised through the siting, design and layouts of buildings. For the purpose of this specification, noise sources include, but are not limited to, garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, communal open space and circulation areas.	113. Refer to the Noise Management Plan submitted as part of this proposal for the subdivision. Building noise mitigation subject to subsequent design and siting DA's.
	114. Vehicle parking is only permitted in a basement. On grade, podium or other above ground parking is only permitted where the parking area is located away from the Federal Highway and Flemington Road and is suitably screened through use of buildings, communal open space area, private open space and/or landscaping.	114. The proposed subdivision includes provisions for minimal on-grade parking along the estate's internal street, strategically located near the front entrances of proposed blocks. For these car parks along Road 02 parallel with Northbourne Ave), landscape strategies including double row of tree planting has been implemented with other landscape treatments, to provide screening from Northbourne Avenue. These parking spaces are designed primarily for short-term uses such as loading, drop-offs, deliveries, and maintenance activities, rather than serving as long-term parking options. Long-term and visitor parking will be accommodated within the planned basement levels of the buildings, which will be addressed through separate Development Applications. This approach ensures functional and convenient access while maintaining efficient use of space within the estate. Parking on development blocks will be allocated in basements, as part of future DAs, please refer drawing **A003.1.** Refer Parking Plans, drawing number **140** to **145.**

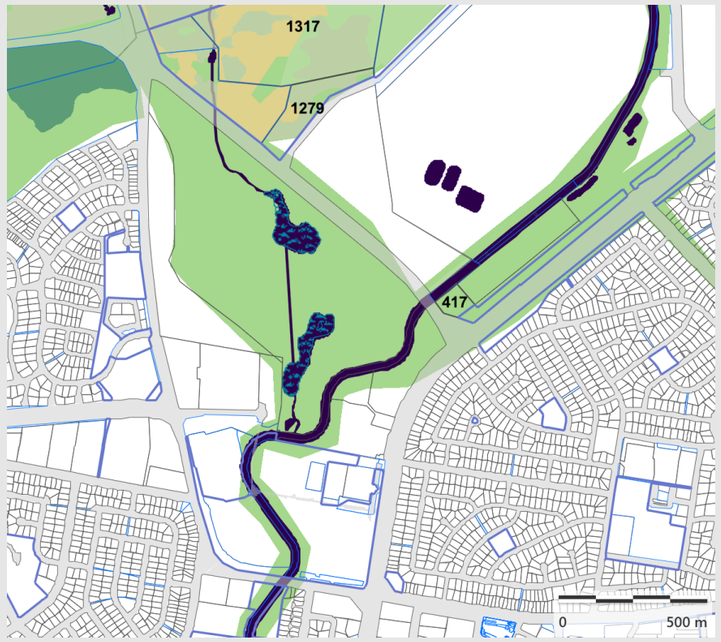
	115. Visitor car parking spaces are conveniently located for visitors to the development and are not allocated to any other purpose, including private spaces for dwellings or workers of the commercial components of the development.	115. Visitor car parking spaces are proposed in basement primarily of the individual buildings (subject to separate DAs), as outlined in the TIA. 40 parallel and 90-degree carparking bays are located within the common property areas throughout the precinct and are more to facilitate loading zones, short term parking and drop offs, rather than long-term parking for visitors. Refer to parking Plans, drawing number **C140** to **C145**. Minimising the on-grade parking aims to discourage the general public from using our precinct to park their car during the day & riding into the city on the tram. Also, the intent was to minimize the number of car parks on street to maximise the tree canopy cover, deep root planting and permeable surfaces amounts to increase throughout the site.
	116. Adequate spaces and areas, suitably screened from public view, are provided for the loading and unloading of service vehicles.	116. On-grade parking has been designed to be in close proximities near the front doors of proposed buildings (subject to future DAs) with the intent to provide sufficient loading/drop off zones to aid with people moving in, deliveries, and future maintenance works, rather than long term parking options. All long term and visitor parking will be on-block within the planned basements of buildings (subject to separate DA). landscape strategies including double row of tree planting has been implemented with other landscape treatments, to provide screening from Northbourne Avenue. Also refer UDG response 4.2b, 4.6a.

Development Outcomes Report – Commercial Zones Policy

Commercial Zones Policy – Assessment Outcomes

Development proposals must demonstrate that they are consistent with the following assessment outcomes.

Theme- Urban Structure and Natural Systems

Assessment Outcomes	Outcomes Response
1. Biodiversity connectivity is maintained across the landscape.	Biodiversity connectivity will be enhanced across the landscape, with the proposed SDA landscaping providing a range of native trees, shrubs and groundcovers, providing connectivity for a wide range of fauna. Proposed Sullivan's Creek naturalisation will provide a key aquatic and riparian corridor connection between northern reserves and catchments of the creek and the downstream through the Inner North open space networks and Lake Burley Griffin.  Blue-green network context showing north-south connection through the subject site (ACTmapi, 2024). Also refer response to Urban Design Guide (UDG) section 2.1b
2. Loss of native habitat and biodiversity is avoided and/or minimised.	Loss of native habitats and biodiversity is minimised as there is no native habitat on site and biodiversity on site is predominantly limited to introduced grass and tree species, providing negligible habitat value. Trees and natural features, especially those along Northbourne Avenue, are retained wherever possible.
3. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	Maintaining and improving the health of the waterways is a key consideration of the proposal. The naturalisation of Sullivan's Creek which includes heavy use of planting and rough surfaces such as large rocks/boulders intends to reduce the water velocity, improve the water quality,

	trap/capture minor vegetation litter (such as leaves/twigs,) and also stabilises the earth to ensure in large flood events, water can still flow freely, and without erosion and wash concerns. Also refer UDG response 2.2.

Theme- Site and Land Use

Assessment Outcomes	**Outcomes Response**
4. The functionality and usability of the development is appropriate for its intended purpose/use.	The intended use of the site is to support mixed uses including residential, commercial and community uses. As part of Inner North and City District Policy, a key policy outcome states: 10. Develop economic and mixed-use hubs at and nearby light rail stops along the Northbourne Avenue corridor based on sustainable urban development principles. This proposed submission intends to subdivide the site whose intended uses will support development of mixed-use hubs, especially as it sits along the light rail corridor. The design elements have been considered throughout a long and extensive design process to provide efficient servicing to the future uses. Refer response to **UDG Section 3.1c**
5. The proposed use and scale of development are appropriate to the site and zone. This includes consideration of appropriate shop sizes in different commercial centres.	The proposed uses in the lease variation component of this DA, take into consideration the limitations of the Inner North and City District Policy so as not to diminish the pre-eminence of the Dickson Group Centre as the main commercial hub in the immediate area, and not detrimentally effect surrounding local centres. In this way, the hierarchy of centres is maintained and the proposed commercial activity on site is for the future residents of the estate. Refer response to **UDG Section 2.3a.**
6. Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised and residential amenity protected. This includes between residential uses and between non-residential and residential uses.	The site does not adjoin any existing residential land. Closest residential land sits across Northbourne Avenue to the east, and therefore impacts are minor, being confined to visual impacts to views and vistas. Large setbacks and open spaces retain visual permeability through the site for when future buildings are developed. This also protects the amenity of surrounding PRZ2 land uses, with the use of landscapes to buffer and transition the change in use across the wider precinct. Refer response to **UDG Section 2.3b.**

Theme- Access and Movement

Assessment Outcomes	**Outcomes Response**
7. The functionality and layout of the development is accessible and adaptable while achieving good connections with the surrounding area. This includes consideration of traffic flow and passive surveillance.	Layout of the proposed subdivision, roads, paths, entries and exits have been designed with safety, accessibility, and ease of connection as paramount. The SDA application considers traffic flow, parking and impacts, including the contextual alignment of the proposed roads within the existing network. Pedestrians are prioritised throughout the proposed estate, with priority crossings across proposed streets, connecting key routes along Northbourne Avenue to proposed active travel links along Sullivan's Creek and through to Thurbon Road. Refer civil drawings **090** through **111** demonstrating road layout, conflict points and mitigation measures, TCDs, and turning templates. Refer response to **UDG Section 2.3b, 3.1e, 4.1a-c, and 4.3a-d**.

8. The development encourages active travel through safe and convenient access to the active travel network.	Key active travel links are proposed as part of this SDA. An E-W link is proposed to connect principal cycle route C1 to the site via Thurbon Road and through to main route shared paths and on-road lanes on Northbourne Avenue The Sullivans Creek active travel path will provide a N-S link from the aforementioned E-W path up to near the Barton Highway/Federal Highway intersection, along the creek, presenting an attractive microclimate and outlook to users of the path, with opportunities for recreation and rest. The Sullivans Creek active travel path will provide a N-S link from the E-W path up to near the Barton Highway/Federal Highway intersection, along the creek, presenting an attractive microclimate and outlook to users of the path, with opportunities for recreation and rest. Refer civil drawing **015** Active Travel Infrastructure and response to **UDG Section 4.4a-c**.
9. Access to, from and within the site permits safe and legible movement while catering for all users (including pedestrians). This includes consideration of vehicle manoeuvrability and access routes.	Internal streets are designed to be friendly and navigable for all road users, considering the requirements of passenger vehicles, waste trucks, service vehicles, active travel users, and pedestrians. The design considers sight lines, traffic control devices (TCDs), pedestrian priority crossings, shared paths, foot paths, parallel parking bays, road width and pavement treatments to ensure that all users are catered for. Refer civil drawings 090 through 111 demonstrating road layout, conflict points and mitigation measures, TCDs, and turning templates. Refer response to **UDG Section 4.3a-d, 4.6a-j.**

Theme- Public Space and Amenity

Assessment Outcomes	**Outcomes Response**
10. The development (including the design of outdoor spaces) achieves reasonable solar access and microclimate conditions to public areas and streets to support their use by the community.	Landscape selection for large, leafy trees on streets, combined with planted verges creates a biophilic streetscape that supports positive microclimate conditions and urban rainwater absorption. Public Park spaces, like the central park and other smaller parks feature a diverse planting palette to provide attractive spaces, with good microclimate effects and biodiversity connections. Refer landscape masterplan and supporting detail drawings that further demonstrate this design strategy. The solar access of the park is considered, with the park running north-south to achieve maximum solar access without overshadowing from neighbouring future buildings. Refer architectural development intentions plans. Refer response to **UDG Section 5.3a-d, .4 a-c.**
11. Private open space and public areas provide sufficient space and facilities for residents and visitors to recreate and relax, as well as providing area for service functions. Spaces are readily accessible for a range of activities.	The large central park area, Sullivan's Creek corridor and smaller pocket parks have a variety of different spaces and landscape conditions to cater to different uses, for recreation and relaxation. Facilities are included like furniture for pedestrians and park users, and bicycle parking area. The subdivision and landscape are configured so every future building has direct or almost near-direct access to parks and open spaces. Refer landscape masterplan **LD302.** Refer response to **UDG Section 2.3b, 5.3c, 7.1c.**
12. Reasonable levels of active ground floor interface and passive surveillance to public spaces and streets is achieved.	The siting and location of open spaces are thoughtfully considered to provide maximum passive surveillance from future buildings balconies, windows and communal open spaces. Refer development intentions plans. The design of the proposed street is intended to directly interface with buildings, with the inclusion of footpaths against the building boundary, creating opportunities for good ground floor interfaces and surveillance. Refer landscape sections **LD306**. Refer response to **UDG Section 5.5a-e, 6.3.**

13. Any advertising or signs are suitable for their context and do not have a detrimental impact on the surrounding area (for instance due to size or light emission).	Signs proposed are for traffic control and wayfinding only and are suitable for their intended purpose and will follow the relevant guidelines and road standards.

Theme- Built Form and Building Design

Assessment Outcomes	**Outcomes Response**
14. The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes and the streetscape. This includes consideration of building envelope and setbacks.	Although no buildings are proposed as part of this SDA, the Development Intention Plans prepared by FMB demonstrate how future buildings may meet the relevant Outcomes and Requirements of the Territory Plan in separate DAs. The development intentions plans demonstrate how block permeability and connections may be achieved and how scale and mass is transitioned across the site, in accordance with the requirements of the National Capital Plan and District Policy. Refer response to **UDG Section 6.1 a-h.**
15. Reasonable solar access to dwellings and private open space within a block and on adjoining blocks is achieved. This includes solar access into main living spaces within a dwelling.	The blocks have been designed to optimise future building layouts, ensuring mostthe majority of dwellings benefit from direct access to open spaces, natural ventilation, and opportunities to maximise solar exposure. As this application seeks approval for the estate's subdivision, future stages of development—comprising detailed Design and Siting Development Applications —will build upon and address this assessment comprehensively. Refer development intention plans and response to **UDG Section 6.1c, d.**
16. Reasonable levels of privacy to dwellings and private open space within a block and on adjoining blocks is achieved.	The block layout has been designed to accommodate appropriately sized building footprints while reserving sufficient area for the integration of various privacy-focused design elements. As this application seeks approval for the estate's subdivision, future stages of development—comprising detailed Design and Siting Development Applications —will build upon and address this assessment comprehensively. Refer development intention plans, and response to **UDG Section 6.1e1**
17. The dwelling mix and the internal size, scale and layout of dwellings in multi-unit housing provide for a comfortable living environment that meets the changing needs of residents. This includes consideration of cross-ventilation and energy efficiency.	The blocks have been designed to optimise future building layouts, ensuring mostthe majority of dwellings benefit from direct access to open spaces, natural ventilation, and opportunities to maximise solar exposure. As this application seeks approval for the estate's subdivision, future stages of development—comprising detailed Design and Siting Development Applications —will build upon and address this assessment comprehensively. Refer development intention plans and response to **UDG Section 6.1b, c, d, e.**

Theme- Sustainability and Environment

Assessment Outcomes	**Outcomes Response**
18. Sufficient planting area, canopy trees, deep soil zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff.	With the site’s proximity to Sullivans Creek, and the extensive works being proposed to naturalise the creek, WSUD measures and consideration of planting areas is integral to the estate design and its function. The development 69% canopy coverage (excluding development blocks).lots). Stormwater runoff is minimised through retention-detention systems. Stormwater quality will be improved through the naturalisation of Sullivan’s Creek that will slow down rainwater, increase absorption and natural filtration with use of reed beds and native trees. An innovative on-site stormwater re-use system is proposed to use stormwater captured on site for irrigation of landscapes and gardens.

	Refer civil plans 050 and 051 – Water Sensitive Urban Design and **020,021,022 –** Stormwater Management. These demonstrates the proposed measures to limit runoff, intercept pollutants, and retain rainwater for the effective on-site re-use of the water. Refer landscape plans that detail the naturalisation of Sullivan's creek. Also refer to response to **Section UDG 7.1a, v, 7.2a, 7.3a, b,c,e.**
19. Urban heat island effects are reduced through limiting impervious surfaces, selection of building materials and provision of canopy trees and plants.	Urban heat island effects are minimised by selection of large canopy trees to shade roads and hard surfaces, minimisation of road areas (widths), limiting impermeable surfaces, and providing cooling effects through the slowing and naturalisation of Sullivans Creek. Also refer to response to **Section UDG response 2.1a, 5.4a, b, and 7.3a,b.**
20. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.	The site is arranged and uses allocated to minimise threats to biodiversity. The most noisy/disruptive uses and activities are proposed in areas of site with little biodiversity value uplift, where sensitive uses, like residential are indicated next to proposed biodiversity corridors and zones, like the central park and Sullivans Creek. Refer development intentions plans. Lighting is balanced to provide adequate safety but also limit negative effects on habitats. Refer indicative lighting locations on overall landscape masterplan **LD302**.
21. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	Generally, cut and fill is minor as the site is flat. Wash and runoff are proposed to be highly managed through construction through various environmental management measures. Refer civil drawings **012**,**013** – Cut and Fill Plan and **150**,**151**, Environmental Management plans.
22. The development considers and addresses site characteristics, including heritage, natural features, topography, infrastructure and utilities.	The proposal addresses key site characteristics, like Sullivans Creek and the established landscape area to Northbourne Avenue. The proposal intends to enhance these existing features with considered landscape strategies. A new landscape batter of double-planted native trees will define the "informal park boulevard" as desired by the City and Gateway Urban Design Framework. A naturalised Sullivans Creek will take best-practice examples, such as Arnolds Creek in outer Melbourne, to inform the enhanced design that prioritises its habitat potential.
23. Environmental risks, including noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.	Environmental risks are managed as follows: Contamination: The subject site is not identified as contaminated on the ACT Register of Contamination. Some contamination has been identified on site and will be managed in accordance with the relevant codes prior to construction commencing for the respective areas. Noise: Development to follow recommendations of the Noise Management Plan. Refer to that document for details. Flooding: Managed with a naturalised Sullivans Creek as per Civil Drawing **025** – Sullivans Creek Floodway Plan. This limits the 1%AEP to within the common boundary of block 13 section 67 with the site as shown in the modelling represented on the plan. Bushfire: Refer civil drawing **170** - Bush Fire Risk Management Plan.

Theme- Parking, Services and Utilities

Assessment Outcomes	**Outcomes Response**
24. The development provides electric vehicle parking and access to charging locations in multi-unit housing and commercial buildings.	EV charges are not proposed in the estate and are to be provided in separate building DAs.
25. The development provides appropriate end-of-trip facilities in buildings, which includes secure bicycle parking and change rooms (including showers, lockers and drying facilities).	Bicycle parking facilities (bike rails) are proposed in open areas. End-of-trip facilities are to be provide in separate building DAs.

26. Vehicle and bicycle parking sufficiently caters for the development while minimising visual impacts from the street or public space. This includes consideration of parking location, dimensions and number of spaces provided.	The proposed subdivision includes provisions for on-grade parking along the estate's internal street, strategically located near the front entrances of proposed blocks. These parking spaces are designed primarily for short-term uses such as loading, drop-offs, deliveries, and maintenance activities, rather than serving as long-term parking options. Long-term and visitor parking will be accommodated within the planned basement levels of the buildings, which will be addressed through separate Development Applications. This approach ensures functional and convenient access while maintaining efficient use of space within the estate. For further details, refer to UDG response 4.2b, 4.6a. The SDA is proposing a precinct-level approach to parking allocation rates. Currently, the site is allocated the following parking specifications from the Planning (Inner North and City District) Technical Specifications 2024: ***Car parking areas – Yowani estate*** ***8.5*** *For multi-unit housing, the maximum parking provision rate is:* *a) Studio or one-bedroom dwelling –1 space maximum.* *b))Two-bedroom dwelling –1.3 spaces maximum.* *c))Three or more bedroom dwelling –1.5 spaces.* *d) Every 8 dwellings –1 visitor space.* *Note: Parking calculations are rounded up to the nearest whole number.* As this is not a specification, it is proposed that the development can better meet this outcome, by proposing to allocate the following parking to development at the precinct: • All 1 bedroom dwellings – 1 car space; • All 2+ bedroom dwellings -2 car spaces • Every 8 dwellings – 1 visitor space. This change is made in response to marketability and is proposed at this stage to better frame and simplify parking calculations for the development. This parking allocation reflects the current proposed buildings on the site (DAs). Acknowledging there is a net increase in parking across the precinct, parking will still be accommodated in the future building's basement, with no impact to the streetscape or basement footprints (site coverage). Increased allocation of parking is not expected to have an impact on traffic. Traffic is generated at the same rates, based on yield (either dwellings or GFA). Refer to traffic report for detail. Additionally, see civil drawings - Parking Plans, drawing number **140** to **145**
27. Waste is appropriately managed on site without having a detrimental impact on building users and the surrounding area.	Waste is proposed to be managed as part of the two proposed community title schemes (CTS). One communal waste area is proposed for each CTS, with large waste management areas and equipment to handle approximately 500 dwellings each. Waste is proposed to be transported by smaller vehicles from each proposed block to the communal waste management area. The details of the waste management in the estate are contained in civil drawings **130** through **134** and Waste Management Plans
28. The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.	Each proposed block is proposed to be appropriately serviced through a Community Title Scheme. Servicing details are contained in civil plans **080** and **081** – Utilities Services Plans.

Commercial Zones Policy – Assessment Requirements

Development proposals are required to meet all relevant assessment requirements – these are mandatory development controls.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
Residential use	• Within the CZ1 zone, residential use is not permitted at the ground floor.	Yes ☐ No ☒	☐	
Internal shopping arcades and malls	• Within the CZ3 zone, internal shopping arcades or malls are not permitted.	Yes ☐ No ☒	☐	
Home business	1. At least 1 worker who genuinely lives on the lease is employed at any one time by the home business operating from the lease. 2. A home business does not, or is unlikely to, cause pollution, create a health hazard, or present danger which is prohibited under any relevant Territory legislation and/or Code of Practice (as may vary from time to time.	Yes ☐ No ☒	☐	
Residential use – CZ4	3. Where residential development is proposed, the total GFA for commercial and/or retail purposes on the site cannot be reduced by more than 50% unless it is demonstrated to the satisfaction of the Territory Planning Authority: • the whole centre is currently not commercially viable; or • the centre will remain commercially viable after the proposed development. Compliance with this requirement is demonstrated by a retail and commercial needs assessment prepared by a suitably qualified person.	Yes ☐ No ☒	☐	
Maximum gross floor area (GFA) – Group centres	4. Group centres: a) Within the CZ1, CZ2 and CZ3 zones for office on any lease: 2000m^2. b) Within the CZ2 zone for retail uses on land that is contiguous with the CZ1 zone: 300m^2. c) Within the CZ2 zone for retail uses: 100m^2. d) Within the CZ3 zone for shop selling food: 300m^2.	Yes ☐ No ☒	☐	
Maximum gross floor area (GFA) – Town centres	5. Town centres: Within the CZ3 zone for supermarket or retail use selling food: 200m^2.	Yes ☐ No ☒	☐	
Maximum gross floor area (GFA) – CZ4 and CZ5	6. CZ4 and CZ5 zones: For retail uses: 1500m^2 per retail tenancy.	Yes ☒ No ☐	☒	The site is zoned CZ5. No retail GFA is proposed as part of this SDA. The intention is to deliver retail uses in future stages as part of building DAs. The lease variations proposed for retail uses limit GFA below the maximum size where applicable. Refer to details of the lease variation.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
Maximum gross floor area (GFA) – CZ6	7. CZ6 zone: For a retail use (but does not apply to shops selling predominantly arts, crafts and/or souvenirs): 250m^2.	Yes ☐ No ☒	☐	
Gas Connections	8. No new gas network connections are allowed to all new or existing Class 1-2 buildings as classified under the National Construction Code including redevelopments.	Yes ☒ No ☐	☒	No gas mains connection is provided as part of the proposal. Servicing details are contained in civil plans **080** and **081** – Utilities Services Plans.

Development Outcomes Report – Parks and Recreation Zones Policy

Parks and Recreation Zones Policy – Assessment Outcomes

Development proposals must demonstrate that they are consistent with the following assessment outcomes.

Theme- Urban Structure and Natural Systems

Assessment Outcomes	Outcomes Response
1. Biodiversity connectivity is maintained across the landscape.	The civil works proposed to naturalise Sullivans Creek (partly in the PRZ2 zone), and the proposed Thurbon Rd path connection (PRZ1) improve biodiversity connection through increased planting and new trees. Also refer Urban Design Guide (UDG) response 2.1b
2. Loss of native habitat and biodiversity is avoided and/or minimised.	The civil works proposed minimise native habitat and biodiversity loss through siting of features.
3. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	The civil works proposed look to improve health of the waterways by providing natural debris traps with boulders and landscaping, natural filtration with plantings and increased permeability. Also refer UDG response 2.2.

Theme- Site and Land Use

Assessment Outcomes	Outcomes Response
4. The functionality and usability of the development is appropriate for its intended purpose/use.	The civil works proposed promote the use of the main proposal on the commercial land. Refer UDG Response 3.1c.
5. The proposed use and scale of development are appropriate to the site and zone.	The civil works proposed do not affect the scale of the development.
6. Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised.	The civil works proposed are likely to have some impact surrounding uses in the construction phase, but this will be mitigated through standard construction procedures and erosion/sediment management.

Theme- Access and Movement

Assessment Outcomes	Outcomes Response
7. The functionality and layout of the development is well connected to the surrounding area. This includes consideration of traffic flow, passive surveillance and active travel.	The civil works proposed improve the functionality of the proposal, creating key links between the development and existing networks. Refer UDG response 2.3b, 3.1e, 4.1a-c, and 4.3a-d.
8. Access to, from and within the site permits safe and legible movement while catering for all users (including pedestrians). This includes consideration of vehicle manoeuvrability and access routes.	The civil works proposed create ways for safe and legible movement. Also refer UDG response 4.4a-c.

Theme- Public Space and Amenity

Assessment Outcomes	Outcomes Response
9. The development achieves reasonable solar access and microclimate conditions to public areas and streets supports their use by the community.	The civil works proposed do not affect solar access, but the naturalisation aims to cool the microclimate via introduced greenery, and slowing water. Also refer UDG response 5.3a-d, .4 a-c.
10. Any advertising or signs are suitable for their context and do not have a detrimental impact on the surrounding area (for instance due to size or light emission).	No signs proposed.

Theme- Built Form and Building Design

Assessment Outcomes	Outcomes Response
11. The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes.	The civil works proposed do not affect the height/bulk/scale of the development.
12. Reasonable solar access and privacy to adjoining dwellings is achieved.	The civil works proposed do not affect dwellings.

Theme- Sustainability and Environment

Assessment Outcomes	Outcomes Response
13. Roofed areas and hard surfaces aim to reduce urban heat island effects and minimise stormwater run-off. This includes consideration of water sensitive urban design measures.	The civil works proposed aim to minimise urban heat island effects by selection of large canopy trees to shade roads and hard surfaces, minimisation of road areas (widths), limiting impermeable surfaces, and providing cooling effects through the slowing and naturalisation of Sullivans Creek. Also refer UDG response 2.1a, 5.4a, b, and 7.3a, b.
14. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.	The civil works proposed limit site disturbance and biodiversity impacts. Refer the civil environmental management plan **150.**
15. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	The civil works proposed limit cut and fill. Refer the civil cut and fill plan **012, 013.**
16. The development considers and addresses site constraints, including heritage, natural features, topography, infrastructure and utilities.	The civil works proposed appropriately identify site constraints and manage them through good design. Refer to the BSUD response.
17. Environmental risks, including natural features, topography, noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.	The civil works proposed are unaffected by environment risks, apart from flooding, which the naturalised Sullivan's creek will manage through its design which includes increased scour protection, cross-sectional design, natural features (boulders) and plantings. This limits the 1%AEP to within the common boundary of block 13 section 67 with the site as shown in the modelling represented on the plan. Refer to landscape plan **LD308**.

Theme- Parking, Services and Utilities

Assessment Outcomes	Outcomes Response
18. The development provides appropriate end-of-trip facilities.	The civil works proposed do not affect end-of-trip facilities.
19. Vehicle and bicycle parking sufficiently caters for the development while minimising visual impacts from the street or public space. This includes consideration of parking location, dimensions and number of spaces provided.	The civil works proposed do not affect vehicle and bicycle parking.
20. Waste is appropriately managed on site without having a detrimental impact on the surrounding area.	The civil works proposed do not affect waste management.
21. The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.	The civil works proposed support the proposed development.

Parks and Recreation Zones Policy – Assessment Requirements

There are no applicable assessment requirements for development proposals in the parks and recreation zones.

Development Outcomes Report – Transport and Services Zones Policy

Transport and Services Zones Policy – Assessment Outcomes

Development proposals must demonstrate that they are consistent with the following assessment outcomes.

Theme- Urban Structure and Natural Systems

Assessment Outcomes	Outcomes Response
1. Biodiversity connectivity is maintained across the landscape.	The minor road works proposed in the zone do not affect biodiversity connectivity
2. Loss of native habitat and biodiversity is avoided and/or minimised.	The minor road works proposed in the zone do not affect native habitat and biodiversity
3. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	The minor road works proposed in the zone do not affect waterways

Theme- Site and Land Use

Assessment Outcomes	Outcomes Response
4. The functionality and usability of the development is appropriate for its intended purpose/use.	The minor road works proposed in the zone support the usability of the land for road use.
5. The proposed use and scale of development are appropriate to the site and zone.	The minor road works proposed in the zone do not affect the use of the land
6. Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised.	The minor road works proposed in the zone do not affect surrounding uses

Theme- Access and Movement

Assessment Outcomes	Outcomes Response
7. The functionality and layout of the development is well connected to the surrounding area. This includes consideration of traffic flow, passive surveillance and active travel.	The minor road works proposed in the zone support the traffic flow and connections to surrounding uses.
8. Access to, from and within the site permits safe and legible movement while catering for all users (including pedestrians). This includes consideration of vehicle manoeuvrability and access routes.	The minor road works proposed in the zone support access to the site.

Theme- Public Space and Amenity

Assessment Outcomes	Outcomes Response
9. The development achieves reasonable solar access and microclimate conditions to public areas and streets to support their use by the community.	The minor road works proposed in the zone do not affect solar access and microclimate conditions
10. Any advertising or signs are suitable for their context and do not have a detrimental impact on the surrounding area (for instance due to size or light emission).	No signs are proposed.

Theme- Built Form and Building Design

Assessment Outcomes	Outcomes Response
11. The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes.	The minor road works proposed in the zone do not affect the bulk and scale of the road.

Theme- Sustainability and Environment

Assessment Outcomes	Outcomes Response
12. Roofed areas and hard surfaces aim to reduce urban heat island effects, minimise stormwater run-off and maintain ecosystem services. This includes consideration of water sensitive urban design measures.	The minor road works proposed in the zone do not affect urban heat island effects/stormwater/ecosystems.
13. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.	The minor road works proposed in the zone do not affect threats to biodiversity.
14. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	The minor road works proposed in the zone do not affect hydrological function
15. The development considers and addresses site constraints, including heritage, natural features, topography, infrastructure and utilities.	The minor road works proposed in the zone are unaffected by site constraints
16. Environmental risks, including natural features, topography, noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.	The minor road works proposed in the zone are unaffected by environmental risks.

Theme- Parking, Services and Utilities

Assessment Outcomes	Outcomes Response
17. The development provides appropriate end-of-trip facilities.	The minor road works proposed in the zone do not affect end-of-trip facilities.
18. Vehicle and bicycle parking sufficiently caters for the development while minimising visual impacts from the street or public space. This includes consideration of parking location, dimensions and number of spaces provided.	The minor road works proposed in the zone do not affect vehicle or bicycle parking
19. Waste is appropriately managed on site without having a detrimental impact on the surrounding area.	The minor road works proposed in the zone do not affect waste management
20. The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.	The minor road works proposed in the zone support the proposed development.

Transport and Services Zones Policy – Assessment Requirements

Development proposals are required to meet all relevant assessment requirements – these are mandatory development controls.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
Gas Connections	1. No new gas network connections are allowed to all new or existing Class 1-2 buildings as classified under the National Construction Code including redevelopments.	Yes ☐ No ☒	☐	No buildings proposed.

Development Outcomes Report – Subdivision Policy

Subdivision Policy – Assessment Outcomes

Development proposals must demonstrate that they are consistent with the following assessment outcomes.

Theme- Country and Place

Assessment Outcomes	Outcomes Response
1. The subdivision design considers and responds appropriately to cultural significance and history or heritage.	This subdivision is appropriate for its site and surrounding areas. There is also no significant cultural heritage found on site.

Theme- Urban Structure and Natural Systems

Assessment Outcomes	Outcomes Response
2. New blocks are of a size and configuration that can accommodate the intended use for the site (for example an appropriately sized and configured site for single dwelling use).	The location and pattern of the proposed subdivided blocks are strategically located to promote interesting façade opportunities. The blocks have their longer edges either facing Northbourne Avenue, Swinden Street extension, proposed central park, or Sullivans Creek. which has been demarcated to support mid-block links as well as active travel connections, allow for subdivided block to have individual addresses along with ease of access. Refer to civil plans **005,006** – Estate Development Plans for block details.
3. The proposed scale and range of uses in the subdivision are appropriate to the context and consistent with the Territory Plan Map, where applicable. This includes consideration of a range of block sizes to promote housing diversity and choice, and to meet a range of housing needs.	Refer Commercial Zones Outcome 5 response.
4. Biodiversity connectivity is maintained across the landscape.	Refer Commercial Zones Policy Outcome 1 response.
5. Loss of native habitat and biodiversity is avoided and/or minimised.	Refer Commercial Zones Policy Outcome 2 response.
6. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	Refer Commercial Zones Policy Outcome 3 response.
7. The subdivision is designed in a way to minimise the need for ongoing site-specific provisions (such as front or side boundary setbacks) to apply to blocks.	The site is subject to specific conditions of the Inner North and City District Policy that were applied to the site following its re-zoning. These planning assessment requirements, along with other relevant Policies, Design Guides and Specifications will guide future development on site without the need for ongoing specific provisions to be proposed as part of this SDA.

Theme- Site and Land Use

Assessment Outcomes	Outcomes Response
8. The functionality and usability of the subdivision is appropriate for its intended purpose/use. This includes limiting future adverse impacts between permissible land uses and on surrounding areas.	Refer Commercial Zones Policy Outcome 4 response.

Theme- Access and Movement

Assessment Outcomes	Outcomes Response
9. Road hierarchy, layout and design (including entry and egress points) enables the distribution of traffic in a legible, convenient and safe manner. This includes providing a high level of internal accessibility for pedestrians, cyclists and public transport.	Layout of the proposed subdivision, roads, paths, entries and exits have been designed with safety, accessibility, and ease of connection as paramount. The SDA application considers traffic flow, parking and impacts, including the contextual alignment of the proposed roads within the existing network. Pedestrians are prioritised throughout the proposed estate, with priority crossings across proposed streets, connecting key routes along Northbourne Avenue to proposed active travel links along Sullivan's Creek and through to Thurbon Road. Refer civil drawings 090 through 111 demonstrating road layout, conflict points and mitigation measures, TCDs, and turning templates. Refer UDG response 2.3b, 3.1e, 4.1a-c, and 4.3a-d.

10. Clear and high-quality movement corridors enable effective external connections for local vehicle, pedestrian and cycle movements, while minimising through traffic from external areas (other than for pedestrians, cyclists and public transport) and 'rat runs.	The proposed estate prioritises high-quality pedestrian and active travel corridors (Thurbon Road active travel path connection, Sullivans Creek active travel route). No through roads are proposed and instead proposed streets serve the residents and workers of the future buildings. Refer civil drawing 015 Active Travel Infrastructure. Refer UDG response 4.1a, 4.2a-c, 4.3a-d.
11. The use of rear lane accessways, cul-de-sac roadways and battle-axe blocks are minimised.	Rear lane accessways and battle-axe blocks are not proposed. There is one proposed cul-de-sac roadway, but this is open and permeable on most sides and is done to minimise road coverage and prevent rat-running on site.

Theme- Public Space and Amenity

Assessment Outcomes	**Outcomes Response**
12. The subdivision design achieves reasonable solar access and microclimate conditions for individual blocks to enable the design of sustainable buildings, and to public areas and streets to support their use by the community.	Refer Commercial Zones Policy Outcome 10 response.
13. Public space provided within a subdivision accommodates a range of uses, users and activities. This includes consideration of recreational opportunities, including facilities for pedestrians and cyclists.	Refer Commercial Zones Policy Outcome 11 response.
14. Public space provides opportunities to link existing or proposed areas of open space and/or providing for shared use of public facilities by adjoining communities.	

Theme- Sustainability and Environment

Assessment Outcomes	**Outcomes Response**
15. Sufficient planting area, canopy trees, deep soil zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff.	Refer Commercial Zones Policy Outcome 18 response.
16. Urban heat island effects are reduced through limiting impervious surfaces, selection of building materials and design of outdoor spaces.	Refer Commercial Zones Policy Outcome 19 response.
17. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.	Refer Commercial Zones Policy Outcome 20 response.
18. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	Refer Commercial Zones Policy Outcome 21 response.
19. The subdivision design considers and addresses site constraints, including natural features and topography.	Refer Commercial Zones Policy Outcome 22 response.
20. Environmental risks including bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered in the design of the subdivision.	Refer Commercial Zones Policy Outcome 23 response.
21. Existing and significant vegetation is preserved where reasonable, and new landscaping responds to and integrates with preserved features where possible.	The proposal addresses existing areas of site vegetation, such as the established landscape area to Northbourne Avenue. The proposal intends to enhance existing features with considered landscape strategies. For example, a new landscape batter of double-planted native trees will define the "informal park boulevard" for Northbourne Avenue as desired by the City and Gateway Urban Design Framework.
22. Residents are provided a reasonable level of protection from known sources of noise, odour and light pollution.	In line with the Commercial Zones Policy Outcome 23 response, future residents will be protected from noise pollution as per the recommendations of the Noise Report. Specific provisions for each building on development lots will be determined on a case basis in separate DAs. There are no known sources of light or odour pollution for this site.

Theme- Parking, Services and Utilities

Assessment Outcomes	**Outcomes Response**

23. Appropriate vehicle and bicycle parking is provided to meet the needs of users that is safe and convenient for users and pedestrians.	Refer Commercial Zones Policy Outcome 26 response.
24. Waste is appropriately managed within the subdivision without having a detrimental impact on the surrounding area.	Refer Commercial Zones Policy Outcome 27 response.
25. The site is appropriately serviced in terms of infrastructure and utility services and the noise and visual amenity impact of these are minimised.	Refer Commercial Zones Policy Outcome 28 response.

Subdivision Policy – Assessment Requirements

Development proposals are required to meet all relevant assessment requirements – these are mandatory development controls.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
Subdivision – Community Facilities Zone	1. Subdivision of a lease developed for Supportive Housing, Community Housing, Retirement Village, including subdivision under *the Unit Titles Act 2001*, is not permitted.	Yes ☐ No ☒	☐	
Subdivision – All zones except Residential Zones	2. Subdivision is only permitted where it is demonstrated that any residual block can accommodate another assessable development designed in accordance with the relevant provisions of this Policy and any district or zone policy.	Yes ☒ No ☐	☐	2. The subdivision proposal ensures all blocks can accommodate assessable development designed in accordance with the Inner North and City District Policy.
Block size – IZ1 Zone	3. The minimum block size for blocks subdivided from existing leases is 2000m² (unless stated otherwise in the lease). 4. The average of all blocks to be created via subdivision of the original lease is to be not less than 5000m² (unless stated otherwise in the lease).	Yes ☐ No ☒	☐	
Subdivision of certain development types	5. Subdivision is not permitted to provide separate title, including subdivision under the *Unit Titles Act 2001*, to: a) A secondary residence in all zones. b) An individual boarding room in all zones. c) Community housing in RZ1 and CFZ. 6. Consolidation of suitable blocks (i.e., adjacent blocks with shared boundaries) are permitted for a co-housing development.	Yes ☐ No ☒	☐	
Subdivision and consolidation of residential blocks, except in RZ1	7. Subdivision or consolidation is only permitted where one or more of the following apply: a) A new dwelling is capable of being accommodated on the block. b) If one dwelling on the land is lawfully constructed, the proposed development demonstrates that any building on a consequent lease is, or can be designed, in accordance with the relevant parts of the Territory Plan. 8. Subdivision or consolidation is only permitted where each of the subdivided blocks have utilities infrastructure.	Yes ☒ No ☐	☐	7. The proposed submission ensures that subdivision into smaller blocks can accommodate new dwellings on it. This is demonstrated through the development intentions plans and the responses to the relevant outcomes and requirements of the Territory Plan that demonstrate that future buildings on the proposed lots This is demonstrated through the development intentions plans and the responses to the relevant outcomes and requirements of the Territory Plan that demonstrate that future buildings on the proposed blocks. 8. As part of the proposed subdivision, blocks have been allocated for roads and services, ensuring all the proposed subdivided blocks have access to utilities infrastructure. 9. Not applicable.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
	9. For blocks that are registered or provisionally registered under the *Heritage Act 2004*, subdivision and consolidation is only permitted where all of the following apply: a) The subdivision or consolidation is not specifically prohibited by a guideline, order or agreement made under the *Heritage Act 2004.* 20. The subdivision or consolidation complies with the relevant requirements relating to community uses. Note: For this requirement, subdivision does not include a minor boundary adjustment, unless that boundary adjustment results in the creation of one or more additional blocks.			
	10. This requirement applies to consolidation of blocks in RZ1, one or more of which is a standard block, but does not apply to the consolidation of: a) A standard block with unleased land. b) One or more standard blocks registered or provisionally registered under the *Heritage Act 2004*. Consolidation complies with all of the following: a) The consolidated block is to be used only for the purpose of supportive housing. b) Not more than 2 blocks are consolidated. c) All blocks proposed to be consolidated have adjoining street frontages. None of the blocks proposed to be consolidated has been previously consolidated.	Yes ☐ No ☒	☐	
	11. In RZ1, subdivision under the *Planning Act 2023* to create one or more additional blocks, is not permitted. 12. In RZ1, subdivision under the *Unit Titles Act 2001* is permitted where one or more of the following applies: a) The development is only for dual occupancy housing on a standard block that meets one or more of the following: i) On a block a minimum of 800m^2 and where one dwelling has a maximum dwelling size* of 120m^2. ii) On a surrendered residential block. b) The development is multi-unit housing (including dual occupancy housing) on a non-standard block. 13. In RZ1, subdivision under the *Unit Titles Act 2001* is only permitted where all dwellings have been lawfully constructed. 14. In all other residential zones, subdivision or consolidation is permitted where new blocks including any residual land can be appropriately developed in accordance with the relevant parts of the Territory Plan.	Yes ☐ No ☒	☐	

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
	*For the purpose of this requirement, *dwelling* size is the floor area measured to the outside face of external walls (including internal walls between the living areas and garage) but excludes the *garage*. NOTES: • Staged development under the *Unit Titles Act 2001* is not permitted for less than five units. • A secondary residence is not permitted to be subdivided, including under the *Unit Titles Act 2001* (see assessment requirement 7a)). This assessment requirement does not apply to minor boundary adjustments unless the adjustment results in the creation of one or more additional blocks.			
Bushfire – All zones	15. Blocks within a bushfire prone area are not developed where the bushfire attack level is greater than BAL 29 for subsequent buildings.	Yes ☐ No ☒	☐	
Gas connections – All zones	16. No gas mains connections are to be provided to new residential blocks.	Yes ☒ No ☐	☒	No gas mains connection is provided as part of the proposal. Servicing details are contained in civil plans 080 and 081 – Utilities Services Plans.

Development Outcomes Report – Lease Variation Policy

Lease Variation Policy – Assessment Outcomes

Development proposals must demonstrate that they are consistent with the following assessment outcomes.

Theme- Site and Land Use

<table>
<tr><th>Assessment Outcomes</th><th>Outcomes Response</th></tr>
<tr><td>26. The functionality and usability of the development is appropriate for its intended purpose/use. This includes limiting future adverse impacts between permissible land uses and on surrounding areas.</td><td>
The intended utilisation of the site is to support mixed development including residential, commercial and community uses.

The lease variation is proposed to vary the uses of the proposed subdivided land parcels as follows:
<table>
<tr><th></th><th></th><th>NEW BLOCK ID</th><th>TYPE</th><th>LEASE PURPOSE</th></tr>
<tr><td rowspan="13">COMMUNITY TITLE # 1</td><td rowspan="13">Block 10</td><td>A</td><td>residential use</td><td>residential use limited to 54 dwellings</td></tr>
<tr><td>B</td><td>residential use</td><td>residential use limited to 97 dwellings</td></tr>
<tr><td>E*</td><td>Retirement</td><td>retirement village limited to 170 dwellings
supportive housing limited to 20 dwellings</td></tr>
<tr><td>F</td><td>Retirement</td><td>retirement village limited to 49 dwellings</td></tr>
<tr><td>H</td><td>Medical/Community</td><td>health facility limited to 2000m2 GFA
Office limited to 1000m2 GFA
Community facility limited to 1000m2 GFA
Retail limited to 840m2 GFA
(excludes any GFA associated with basement carparking)</td></tr>
<tr><td>G</td><td>Hotel
(NOT PART OF COMMUNITY TITLE #1)</td><td>commercial accommodation uses to 5000m2 GFA (excludes any GFA associated with basement carparking)

Cafe limited to 100m2</td></tr>
<tr><td>1</td><td>Common Property</td><td>Minor use
Roads</td></tr>
<tr><td>2</td><td>Common Property</td><td>Minor use
Roads</td></tr>
<tr><td>3</td><td>Common Property</td><td>Minor use</td></tr>
<tr><td>4</td><td>Common Property</td><td>Minor use</td></tr>
<tr><td>5*</td><td>Common Property</td><td>Minor use
Roads</td></tr>
<tr><td>6*</td><td>Common Property (split)</td><td>Minor use</td></tr>
</table>
</td></tr>
</table>

	Block 11	7*	Common Property (split)	Minor use Roads	
		10 (Note: A Stratum lease)	Common Property - Communal services such as Waste collection	Minor Use	
		C	Retirement	retirement village limited to 70 dwellings	
		D	Retirement	retirement village limited to 70 dwellings	
		E*	Retirement	retirement village limited to 50 dwellings	
		I	Office/Community	Office limited to 1000m2 GFA Community limited to 2606m2 GFA (GFA excludes any GFA associated with basement carparking)	
		5*	Common Property	Minor use Roads	
		6*	Common Property (split)	Minor use	
		7*	Common Property (split)	Minor use Roads	
		8	Common Property	Minor use Roads	
		9	Common Property	Minor Use	
	COMMUNITY TITLE # 2 Block 12	J	residential use	residential use limited to 52 dwellings	
		K	residential use	residential use limited to 55dwellings	
		L	residential use	residential use limited to 46 dwellings	
		M	residential use	residential use limited to 55dwellings	
		N	residential use	residential use limited to 49dwellings	
		O	residential use	residential use limited to 132 dwellings	
		11	Common Property	Minor use	
		12	Common Property	Minor use	
		13	Common Property	Minor use Roads	
		14	Common Property	Minor use Roads	
		15	Common Property	Minor use Roads	

16	Common Property	Minor use
17	Common Property	Minor use
18	Common Property	Minor use
19	Common Property	Minor use
20	Common Property - Switching Station	Minor use
21 (Note: A Stratum lease)	Common Property - Communal services such as Waste collection	Minor use

The intended use of the site is to support mixed uses including residential, commercial and community uses.

As part of Inner North and City District Policy, a key policy outcome states:

> 10. Develop economic and mixed-use hubs at and nearby light rail stops along the Northbourne Avenue corridor based on sustainable urban development principles.

This proposed submission intends to subdivide the site whose intended uses will support development of mixed-use hubs, especially as it sits along the light rail corridor. The design elements have been considered throughout a long and extensive design process to provide efficient servicing to the future uses.

The site is arranged and uses allocated to minimise threats to biodiversity. The most noisy/disruptive uses and activities are proposed in areas of site with little biodiversity value uplift, where sensitive uses, like residential are indicated next to proposed biodiversity corridors and zones, like the central park and Sullivans Creek. Refer the above table and development intentions plans.

Also refer UDG Response 3.1c

Theme- Sustainability and Environment

Assessment Outcomes	Outcomes Response
27. Site constraints including bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered.	Refer Commercial Zones Policy Outcome 23 response.

Theme- Parking Services and Utilities

Assessment Outcomes	Outcomes Response
28. The site is capable of being appropriately serviced in terms of infrastructure and utility services.	Refer Commercial Zones Policy Outcome 28 response.

Lease Variation Policy – Assessment Requirements

Development proposals are required to meet all relevant assessment requirements – these are mandatory development controls.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
Circumstances for lease variation	1. A lease is varied only where all of the following are achieved: a) The varied lease is consistent with the Territory Plan including all relevant policies (these consist of district policies and zone policies). b) The land to which the lease applies is suitable for the development or use authorised by the varied lease.	Yes ☒ No ☐	☒	As detailed in the outcomes response, the proposal is compliant with the District Policy and other policies under the Territory Plan and is a suitable way to arrange the tenure of the site noting the uses currently on site.
Additional uses and rights	2. An additional use or right under a lease is increased only where it is demonstrated: 21. Sufficient car parking is capable of being provided for the current uses and additional development. 22. Any potential increase in traffic flow is within the capacity of the surrounding road network. a) Adequate post occupancy waste management and disposal can be provided to the relevant Territory standard. Note: Examples of rights are the maximum gross floor area, the maximum floor area allocated to a particular use, and building heights.	Yes ☒ No ☐	☒	2. a) Parking for each proposed block will be accommodated within the basement levels of future buildings and is therefore not included as part of this Development Application (DA). The lot sizes and dimensions have been designed to ensure adequate space for on-site parking and manoeuvring. b) The increase in traffic movements/flow is within the capacity of the surrounding road network – refer to the Traffic Impact Assessment for detail. c) Waste management is proposed in a communal arrangement on each Community Title Scheme as indicated on waste management drawings and documentation.
Number of dwellings and secondary residences	3. This requirement applies to any of the following: a) Varying a lease to express the number of approved or lawfully erected dwellings or units. b) Varying a lease to change the number of approved or lawfully erected dwellings or units. c) Varying a lease to add a secondary residence where erection of a secondary residence has been approved. The variation to the *lease* is consistent with the following: i) all other requirements of the lease; and ii) the Territory Plan, including all relevant policies.	Yes ☒ No ☐	☒	3. a) applies As detailed in the outcomes response, the lease is consistent with the District Policy and other policies under the Territory Plan
Secondary residences	4. A variation to a lease to authorise a secondary residence is approved only where the block affected by the lease is 500m² or larger.	Yes No ☒	☐	
Easements	5. A proposal to vary a lease to remove, relocate or change easements is consistent with both of the following: a) Is supported by written endorsement from the relevant service provider. 23. Is supported by drawings and information demonstrating that easements are not required or are provided elsewhere on the land.	Yes ☒ No ☐	☒	Endorsement is sought as part of this DA.

Development Outcomes Report – National Capital Plan – Special Requirements for Territory Land

Objectives for City and Gateway Corridor	**Response**
1. Create an identifiable approach, which increases in formality as it gets closer to the city centre and Central National Area, and which clearly signifies the symbolic and functional roles of the National Capital. 2. Encourage a design-led approach to development with a focus on high quality interfaces between built form and urban landscapes. 3. Ensure that buildings and landscape exhibit design excellence in recognition of the corridor's role as a key northern approach route to the city. 4. Create a landscape setting, including deep root plantings, to provide amenity, assist with climate control, and create comfort for pedestrians. 5. Encourage sustainability as a base requirement for all new buildings.	The proposed SDA responds to the requirements and objectives of the City and Gateway Corridor by ensuring high quality landscape design that enables deep root planting, amenities, smooth transition between the built form and landscape features along Northbourne Avenue. Refer to the landscape drawings submitted as part of this application.

Detailed conditions for Planning, design and Development	**Response**
Building Height: Maximum permitted building heights adjacent to the Federal Highway are: - Between Antill/Mouat Streets and Panton Street/Barton Highway – 18 metres (refer Figure 150). Any minor building elements, including roof top plant, should not increase the building height as it presents to public street frontages. No habitable room is permitted above maximum prescribed height limits.	The blocks have been designed to ensure the future buildings are able to respond to the detailed conditions for Planning, Design and Development listed under the NCP.
Building Setback: Minimum required building setbacks to the Federal Highway are to be in accordance with Figures 151 and 152, and as follows: - Between Antill/Mouat Streets and the Barton Highway/Panton Street –on the eastern side or the road, 6 metres from the property boundary closest to the Federal Highway; on the western side of the road, 24 metres from the property boundary closest to the Federal Highway.	The blocks have been designed to ensure the future buildings are able to respond to the detailed conditions for Planning, Design and Development listed under the NCP. The future development blocks are located 24m from the closest boundary to the Federal Highway. Refer to the plans submitted as part of this application.