

# **Changes to Territory Plan provisions proposed by Draft Variation 348**

A comparison between current and proposed  
changes to Territory Plan provisions

**December 2016**

For public consultation only

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# Current Territory Plan Provisions and proposed changes

*Note: This is not draft variation 348. This is a comparison between current and proposed changes to Territory Plan provisions proposed under DV348 Active Living. It is only for easy understanding of the changes.*

The Territory Plan provisions subjected to draft variation 348 are detailed as follows:

Underlined red text- proposed changes/ addition

~~Strikethrough red text~~ – current text to be deleted

## 1. Statement of Strategic Directions

### *Existing provisions*

1.10 Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, reduce energy consumption, support the preferred pattern of development, promote safety, safeguard environmental quality, and minimise greenhouse gas emissions.

### *Proposed provisions*

1.10 Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, encourage active travel, reduce energy consumption, increase physical activity, support the preferred pattern of development, promote safety, safeguard environmental quality, and minimise greenhouse gas emissions.

### *Add the following new provision*

1.18A Development is planned to promote active living through the following six principles:

- a) providing connectivity between uses and activity nodes
- b) preserving open space
- c) encouraging mixed land use and density
- d) ensuring public places are safe and attractive for all
- e) providing supportive infrastructure that encourages regular physical activity
- f) ensuring environments promote social inclusion, and are equitable and where practicable are accessible by all.

### *Existing provisions*

- 1.24 New suburban areas will be planned with a legible and permeable hierarchy of roads; conveniently located commercial and community facilities; a network of open spaces; an off-road system for pedestrians and cyclists; and provision for accessible public transport.

*Proposed provisions*

- 1.24 ~~New suburban areas~~ All new developments and re-developments will be planned with a legible and permeable hierarchy of roads appropriate and segregated network facilities for pedestrians and cyclists; provision for accessible public transport; a legible and permeable hierarchy of roads; conveniently located commercial and community facilities; and a network of open spaces. ~~an off-road system for pedestrians and cyclists; and provision for accessible public transport.~~

*Existing provisions*

- 2.1 Canberra will continue to develop as a series of discrete urban areas within a landscape setting of hills, ridges and other open spaces. Each town will offer a diversity of housing types; the broadest possible range of employment opportunities; and convenient, linked access to retail centres, community facilities and open space.

*Proposed provisions*

- 2.1 Canberra will continue to develop as a series of discrete urban areas within a landscape setting of hills, ridges and other open spaces. Each town will offer a diversity of housing types; the broadest possible range of employment opportunities; and convenient, linked access prioritising active travel to ~~retail~~ centres, community facilities and open space.

*Existing provisions*

- 2.5 A wide range of housing types will be permitted in identified residential areas close to commercial centres and some major transport routes to increase choice; maximise opportunities for affordable housing; and secure some intensification of development consistent with maintaining residential amenity. Outside of these areas, planning policies will protect the typically low density, garden city character of Canberra's suburban areas.

*Proposed provisions*

- 2.5 A wide range of housing types will be permitted in identified residential areas close to ~~commercial~~-centres and ~~some~~-major transport routes to increase choice; maximise opportunities for affordable housing; and secure some intensification of development consistent with maintaining residential amenity. Outside of these areas, planning policies will protect the typically low density, garden city character of Canberra's suburban areas.

*Add the following new provision*

2.6A Development will provide suitable and well-designed supportive infrastructure that enhances people of all abilities experience of the urban environment and encourages and supports regular physical activity.

## **2. Residential Zones Objectives**

*Add the following new objective to RZ1 Suburban Zone, RZ3 Urban Residential Zone, RZ4 Medium Density Residential Zone and RZ5 High Density Residential Zone:*

j) Promote active living and active travel

*Add the following new objective to RZ2 Suburban Core Zone:*

k) Promote active living and active travel

## **3. Commercial CZ1 Core Zone Objectives**

*Existing provisions*

- d) Encourage an attractive, safe pedestrian environment with ready access to public transport.

*Proposed provisions*

- d) Encourage an attractive, safe and well-lit pedestrian environment with ready convenient access to public transport.

*Add the following new objectives to CZ1 Core Zone:*

- i) Promote active living and active travel
- j) Provide a high quality public realm by facilitating active uses on ground floor level that connects with the wider open space, pedestrian and cycle networks to promote active travel and active living.

#### **4. Commercial CZ2 Business Zone Objectives**

*Add the following new objectives to CZ2 Business Zone:*

- f) Promote active living and active travel
- g) Provide a high quality public realm by facilitating active uses on ground floor level that connects with the wider open space, pedestrian and cycle networks to promote active travel and active living.
- h) Encourage an attractive, safe, well-lit and connected pedestrian environment with convenient access to public transport.

#### **5. Commercial CZ3 Services Zone Objectives**

*Add the following new objective to CZ3 Services Zone:*

- g) Promote active living and active travel
- h) Encourage an attractive, safe, well-lit and connected pedestrian environment with convenient access to public transport
- i) Provide a high quality public realm by facilitating active uses on ground floor level that connects with the wider open space, pedestrian and cycle networks to promote active travel and active living.

#### **6. Commercial CZ4 Local Centres Zone Objectives**

*Add the following new objectives to CZ4 Local Centres Zone:*

- f) Promote active living and active travel
- g) Provide a high quality public realm by facilitating active uses on ground floor level that connects with the wider open space, pedestrian and cycle networks to promote active travel and active living.
- h) Encourage an attractive, safe, well-lit and connected pedestrian environment with convenient access to public transport.

## 7. Commercial CZ5 Mixed Use Zone Objectives

*Add the following new objectives to CZ5 Mixed Use Zone:*

- f) Promote active living and active travel
- g) Provide a high quality public realm by facilitating active uses on ground floor level that connects with the wider open space, pedestrian and cycle networks to promote active travel and active living.
- h) Provide a mixture of compatible land uses and integrate suitable business, office, residential, retail and other development in accessible locations so as to encourage walking and cycling, and maximise public transport patronage.

## 8. IZ2 Mixed Use Industrial Zone Objective

*Existing provisions*

- c) Provide convenient access for ACT and regional residents to industrial goods, services and employment opportunities.

*Proposed provisions*

- c) Provide convenient access for ACT and regional residents to industrial goods, services and employment opportunities including by encouraging active travel and access to public transport.

## 9. Community Facility Zone Objectives

*Add the following new objectives to Community Facility Zone:*

- g) Promote active living and active travel
- h) Provide safe pedestrian and cycling access to community facilities to promote active living.

## 10. PRZ1 Urban Open Space Zone Objective

*Add the following new objective to PRZ1 Urban Open Space Zone:*

- g) Provide safe pedestrian and cycling access to urban open space to promote active living.

## 11. PRZ2 Restricted Access Recreation Zone

Add the following new objective to PRZ2 Restricted Access Recreation Zone:

- e) Provide safe pedestrian and cycling access to recreation facilities to promote active living.

## 12. TZ1 Transport Zone

Existing provisions:

- c) Make provision for public transport.

Proposed provisions:

- c) Provide for active travel and public transport.

## 13. Multi Unit Housing Development Code

Existing provisions:

### Element 4: Site design

Rules	Criteria
<b>4.1 Site design</b>	
<p>R37</p> <p>For developments (other than <i>apartments</i>) of 40 <i>dwellings</i> or more, the design of the common areas, pedestrian and vehicle access areas comply with all of the following provisions of the Estate Development Code:</p> <ul style="list-style-type: none"> <li>a) public realm standards for on-street parking</li> <li>b) pedestrian paths</li> <li>c) verge landscaping</li> <li>d) water sensitive urban design.</li> </ul>	<p>C37</p> <p>Publicly accessible and communal areas within large developments that are intended to be unit titled or community titled achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) reasonable safety</li> <li>b) reasonable functionality</li> <li>c) reasonable residential amenity</li> <li>d) landscaping beside internal driveways</li> <li>e) provision for pedestrians</li> <li>f) sufficient off-street parking.</li> </ul>



Proposed provisions:

**Element 4: Site design**

Rules	Criteria
<b>4.1 Site design</b>	
<p>R37</p> <p>For developments (other than <i>apartments</i>) of 40 <i>dwellings</i> or more, the design of the common areas, pedestrian and vehicle access areas comply with all of the following provisions of the Estate Development Code:</p> <ul style="list-style-type: none"> <li>a) public realm standards for on-street parking</li> <li>b) pedestrian paths</li> <li>c) verge landscaping</li> <li>d) water sensitive urban design.</li> </ul>	<p>C37</p> <p>Publicly accessible and communal areas within large developments that are intended to be unit titled or community titled achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) reasonable safety <u>and lighting</u></li> <li>b) reasonable functionality <u>and space to support active living</u></li> <li>c) <u>reasonable accessibility and inclusion for all residents</u></li> <li>d) <del>e)</del> reasonable residential amenity</li> <li>e) <del>e)</del> landscaping beside internal driveways</li> <li>f) <del>e)</del> provision for pedestrians <u>and cyclists</u></li> <li>g) <del>f)</del> sufficient off-street parking.</li> <li>h) <u>reasonable connectivity for pedestrians and cyclists to key local destinations and community uses.</u></li> </ul>

Multi Unit Housing Development Code contd.Existing provisions:

**Element 4: Site design**

Rules	Criteria
<b>4.2 Site open space – RZ1 and RZ2</b>	
<p>R38</p> <p>This rule applies to RZ1 and RZ2. Not less than 40% of the total site area is allocated to one or more of the following:</p> <ul style="list-style-type: none"> <li>a) <i>communal open space</i> with a minimum dimension of 2.5m</li> <li>b) <i>private open space</i> that complies</li> </ul>	<p>C38</p> <p>Open space on the site achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) sufficient space for the recreation and relaxation of residents</li> <li>b) sufficient space for planting, particularly trees with deep root</li> </ul>

Rules	Criteria
<b>4.2 Site open space – RZ1 and RZ2</b>	
<p>with all of the following -</p> <ul style="list-style-type: none"> <li>i) a minimum dimension of 2.5m</li> <li>ii) is associated with dwellings at the <i>lower floor level</i>.</li> </ul> <p>Not less than 20% of the total site area is <i>planting area</i>.</p>	<p>systems</p> <ul style="list-style-type: none"> <li>c) provision for on-site infiltration of stormwater run-off</li> <li>d) provision of outdoor areas that are readily accessible by residents for a range of uses and activities.</li> </ul> <p>One or more of the following matters may be considered when determining compliance with this criterion:</p> <ul style="list-style-type: none"> <li>i) whether the total area of <i>upper floor level private open space</i> contributes to the function of other open space on the site</li> <li>ii) whether any adjoining or adjacent public open space is readily available for the use of residents.</li> </ul>

Proposed provisions:

**Element 4: Site design**

Rules	Criteria
<b>4.2 Site open space – RZ1 and RZ2</b>	
<p>R38</p> <p>This rule applies to RZ1 and RZ2. Not less than 40% of the total site area is allocated to one or more of the following:</p> <ul style="list-style-type: none"> <li>a) <i>communal open space</i> with a minimum dimension of 2.5m</li> <li>b) <i>private open space</i> that complies with all of the following - <ul style="list-style-type: none"> <li>i) a minimum dimension of 2.5m</li> <li>ii) is associated with dwellings at the <i>lower floor level</i>.</li> </ul> </li> </ul> <p>Not less than 20% of the total site area is <i>planting area</i>.</p>	<p>C38</p> <p>Open space on the site achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) sufficient <u>useable</u> space for the recreation and relaxation of residents <u>to support active living</u></li> <li>b) sufficient space for planting, particularly trees with deep root systems</li> <li>c) provision for on-site infiltration of stormwater run-off</li> <li>d) provision of outdoor areas that are <u>inclusive and</u> readily accessible <del>by</del></li> </ul>

Rules	Criteria
<b>4.2 Site open space – RZ1 and RZ2</b>	
	<p><u>to all</u> residents for a range of uses and activities.</p> <p>e) <u>Reasonable connectivity for pedestrians and cyclists to key local destinations and community uses.</u></p> <p>One or more of the following matters may be considered when determining compliance with this criterion:</p> <ul style="list-style-type: none"> <li>i) whether the total area of <i>upper floor level private open space</i> contributes to the function of other open space on the site</li> <li>ii) whether any adjoining or adjacent public open space is readily available for the use of residents.</li> </ul>

Multi Unit Housing Development Code contd. Existing provisions:

**Element 4: Site design**

Rules	Criteria
<b>4.3 Site open space – RZ3, RZ4, RZ5 and commercial zones</b>	
<p>R39</p> <p>This rule applies to RZ3, RZ4, RZ5 and commercial zones.</p> <p>Not less than 20% of the total site area is allocated to the following:</p> <ul style="list-style-type: none"> <li>a) for developments with fewer than 20 <i>dwellings</i>, none of which are <i>apartments</i>, one or more of the following - <ul style="list-style-type: none"> <li>i) <i>communal open space</i> that complies with all of the following <ul style="list-style-type: none"> <li>a) a minimum dimension of 2.5m</li> <li>b) is directly accessible from common entries and</li> </ul> </li> </ul> </li> </ul>	<p>C39</p> <p>Open space on the site achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) sufficient space for a range of recreational activities for residents</li> <li>b) sufficient space for planting, particularly trees with deep root systems</li> <li>c) a contribution to on-site infiltration of stormwater run-off</li> <li>d) reasonable accessibility to all residents.</li> </ul> <p>One or more of the following matters may be considered when determining compliance with this criterion:</p>

Rules	Criteria
<b>4.3 Site open space – RZ3, RZ4, RZ5 and commercial zones</b>	
<p>pathways</p> <p>ii) <i>private open space</i> that complies with all of the following</p> <p>a) a minimum dimension of 2.5m</p> <p>b) is associated with <i>dwellings</i> at the <i>lower floor level</i></p> <p>b) in all other cases, <i>communal open space</i> that complies with all of the following -</p> <p>i) a minimum dimension of 2.5m</p> <p>ii) is directly accessible from common entries and pathways.</p> <p>Not less than 10% of the total site area is <i>planting area</i>.</p>	<p>i) whether the total area of <i>upper floor level private open space</i> contributes to the function of other open space on the site</p> <p>ii) whether any adjoining or adjacent public open space is readily available for the use of residents.</p>

Proposed provisions:

#### Element 4: Site design

Rules	Criteria
<b>4.3 Site open space – RZ3, RZ4, RZ5 and commercial zones</b>	
<p>R39</p> <p>This rule applies to RZ3, RZ4, RZ5 and commercial zones.</p> <p>Not less than 20% of the total site area is allocated to the following:</p> <p>a) for developments with fewer than 20 <i>dwellings</i>, none of which are <i>apartments</i>, one or more of the following -</p> <p>i) <i>communal open space</i> that complies with all of the following</p> <p>a) a minimum dimension of 2.5m</p>	<p>C39</p> <p>Open space on the site achieves all of the following:</p> <p>a) sufficient <u>useable</u> space for a range of recreational activities for residents <u>to support active living</u></p> <p>b) sufficient space for planting, particularly trees with deep root systems</p> <p>c) a contribution to on-site infiltration of stormwater run-off</p> <p>d) reasonable accessibility that is designed to be <u>inclusive for</u> <del>to</del> all</p>

Rules	Criteria
<b>4.3 Site open space – RZ3, RZ4, RZ5 and commercial zones</b>	
<ul style="list-style-type: none"> <li>b) is directly accessible from common entries and pathways</li> <li>ii) <i>private open space</i> that complies with all of the following <ul style="list-style-type: none"> <li>a) a minimum dimension of 2.5m</li> <li>b) is associated with <i>dwellings</i> at the <i>lower floor level</i></li> </ul> </li> <li>b) in all other cases, <i>communal open space</i> that complies with all of the following - <ul style="list-style-type: none"> <li>i) a minimum dimension of 2.5m</li> <li>ii) is directly accessible from common entries and pathways.</li> </ul> </li> </ul> <p>Not less than 10% of the total site area is <i>planting area</i>.</p>	<p>residents</p> <p>e) <u>reasonable connectivity for pedestrians and cyclists to key local destinations and community uses.</u></p> <p>One or more of the following matters may be considered when determining compliance with this criterion:</p> <ul style="list-style-type: none"> <li>i) whether the total area of <i>upper floor level private open space</i> contributes to the function of other open space on the site</li> <li>ii) whether any adjoining or adjacent public open space is readily available for the use of residents.</li> </ul>

Add the following new rule and criterion to Multi Unit Housing Development Code:

Rules	Criteria
<b>10.3 Stairwell features</b>	
<p>There is no applicable rule.</p>	<p>C96a</p> <p>Stairwells achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) are open or visually permeable to facilitate natural surveillance</li> <li>b) are accessible and encourage physical activity by providing an attractive alternative to lifts</li> <li>c) are located in a position more prominent than lifts.</li> </ul>

## 14. Commercial Zones Development Code

*Existing provisions:*

### Element 3: Buildings

Rules	Criteria
<b>3.1 Building design and materials</b>	
There is no applicable rule.	<p>C3</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) a contribution to the amenity and character of adjacent public spaces</li> <li>b) interesting, functional and attractive facades that contribute positively to the <i>streetscape</i> and pedestrian experience</li> <li>c) minimal reflected sunlight</li> <li>d) articulated building forms.</li> </ul>

*Proposed provisions:*

### Element 3: Buildings

Rules	Criteria
<b>3.1 Building design and materials</b>	
There is no applicable rule.	<p>C3</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) a contribution to the amenity and character of adjacent public spaces</li> <li>b) interesting, functional and attractive facades that contribute positively to the <i>streetscape</i>, <del>and</del> pedestrian and cycling experience</li> <li>c) minimal reflected sunlight</li> <li>d) articulated building forms</li> <li>e) <u>a contribution to permeability by providing pedestrian access through or around buildings and connections to external path networks</u></li> <li>f) <u>floor plans that encourage walking within the building, including the use of stairwells</u></li> </ul>

Rules	Criteria
<b>3.1 Building design and materials</b>	
	g) <u>physically open or visually permeable stairwells to facilitate natural surveillance.</u>

*Commercial Zones Development Code contd.*

*Existing provisions:*

**Element 3: Buildings**

Rules	Criteria
<b>3.3 Car parking structures</b>	
There is no applicable rule.	C6 Car parking structures integrate with the built form of adjacent existing development.

*Proposed provisions:*

**Element 3: Buildings**

Rules	Criteria
<b>3.3 Parking structures</b>	
There is no applicable rule.	C6 Parking <u>structures achieve all of the following:</u> a) integrate with the built form of adjacent existing development b) <u>avoid blank walls and provide interesting and attractive facades when facing public areas.</u>

Commercial Zones Development Code contd.

Existing provisions:

**Element 4: Site**

Rules	Criteria
<b>4.1 Landscaping</b>	
<p>There is no applicable rule.</p>	<p>C14                      Landscaping associated with the development achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) response to site attributes, including streetscapes and landscapes of documented heritage significance</li> <li>b) appropriate scale relative to the road reserve width and building bulk</li> <li>c) vegetation types and landscaping styles which complement the <i>streetscape</i></li> <li>d) integration with parks, reserves and public transport corridors</li> <li>e) minimal adverse effect on the structure of the proposed buildings or adjoining buildings</li> <li>f) contribution to energy efficiency and amenity by providing substantial shade in summer, especially to west-facing windows and open car park areas, and admitting winter sunlight to outdoor and indoor living areas</li> <li>g) minimal overlooking between buildings</li> <li>h) satisfies utility maintenance requirements</li> <li>i) minimises the risk of damage to aboveground and underground utilities</li> </ul>



Rules	Criteria
<b>4.1 Landscaping</b>	
	<ul style="list-style-type: none"> <li>j) screens aboveground utilities</li> <li>k) provides adequate sight lines for vehicles and pedestrians, especially near street corners and intersections</li> <li>l) does not obscure or obstruct building entries, paths and driveways to reduce the actual or perceived personal safety and security.</li> </ul>

*Proposed provisions:*

**Element 4: Site**

Rules	Criteria
<b>4.1 Landscaping</b>	
<p>There is no applicable rule.</p>	<p>C14 Landscaping associated with the development achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) response to site attributes, including streetscapes and landscapes of documented heritage significance</li> <li>b) appropriate scale relative to the road reserve width and building bulk</li> <li>c) vegetation types and landscaping styles which complement the <i>streetscape</i></li> <li>d) integration with parks, reserves and public transport corridors</li> <li>e) minimal adverse effect on the structure of the proposed buildings or adjoining buildings</li> <li>f) contribution to energy efficiency and amenity by providing substantial</li> </ul>

Rules	Criteria
<b>4.1 Landscaping</b>	
	<p>shade in summer, especially to west-facing windows and open car park areas, and admitting winter sunlight to outdoor and indoor living areas</p> <p>g) minimal overlooking between buildings</p> <p>h) satisfies utility maintenance requirements</p> <p>i) minimises the risk of damage to aboveground and underground utilities</p> <p>j) screens aboveground utilities</p> <p>k) provides adequate sight lines for vehicles, <u>cyclists</u> and pedestrians, especially near street corners and intersections</p> <p>l) does not obscure or obstruct building entries, paths and driveways to reduce the actual or perceived personal safety and security.</p>

*Commercial Zones Development Code contd.*

*Existing provisions:*

**Element 5: Access**

**Intent:**

- a) To ensure safe and efficient access for vehicles and pedestrians
- b) To ensure adequate parking facilities are provided

c)

Rules	Criteria
<b>5.1 Access</b>	
There is no applicable rule.	C19 Driveways and pedestrian entrances to the site are clearly visible from the front boundary.

Proposed provisions:

**Element 5: Access**

**Intent:**

- a) To ensure safe and efficient access for ~~vehicles and pedestrians~~ pedestrians, cyclists and vehicles
- b) To ensure adequate parking facilities are provided

Rules	Criteria
<b>5.1 Access</b>	
There is no applicable rule.	<p>C19</p> <p>Pedestrian and cycle entrances, and driveways to the site <u>achieves all of the following:</u></p> <ul style="list-style-type: none"> <li>a) are clearly visible from the front boundary</li> <li>b) <u>pedestrian and cycle access is provided through the site to increase permeability</u></li> <li>c) <u>pedestrian and cycle access paths to commercial buildings feed into and provide connections to existing path networks</u></li> <li>d) <u>priority is provided for pedestrian and cyclist access.</u></li> </ul>

Commercial Zones Development Code contd.

Existing provisions:

**Element 5: Access**

Rules	Criteria
<b>5.3 Service access and delivery</b>	

Rules	Criteria
<b>5.3 Service access and delivery</b>	
<p>R22</p> <p>Goods loading and unloading facilities comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) are located within the site</li> <li>b) allow for service vehicles to enter and leave the site in a forward direction.</li> </ul> <p><b>Note:</b> Loading, unloading and associated manoeuvring areas are in addition to minimum parking requirements.</p>	<p>C22</p> <p>Facilities for the loading and unloading of goods achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) safe and efficient manoeuvring of service vehicles</li> <li>b) does not unreasonably compromise the safety of pedestrians</li> <li>c) does not unreasonably compromise traffic movement or the operation of any adjoining road, cycleway or pedestrian pathway</li> <li>d) does not unreasonably affect on-street or off-street car parking</li> <li>e) adequate provision for the manoeuvring of vehicles.</li> </ul>

*Proposed provisions:*

**Element 5: Access**

Rules	Criteria
<b>5.3 Service access and delivery</b>	
<p>R22</p> <p>Goods loading and unloading facilities comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) are located within the site</li> <li>b) allow for service vehicles to enter and leave the site in a forward direction.</li> </ul> <p><b>Note:</b> Loading, unloading and associated maneuvering areas are in addition to minimum parking requirements.</p>	<p>C22</p> <p>Facilities for the loading and unloading of goods achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) safe and efficient manoeuvring of service vehicles</li> <li>b) does not unreasonably compromise the safety of pedestrians <u>or cyclists</u></li> <li>c) does not unreasonably compromise traffic movement or the operation of any adjoining road, cycleway or pedestrian pathway</li> <li>d) does not unreasonably affect on-street or off-street car parking</li> <li>e) adequate provision for the</li> </ul>

Rules	Criteria
<b>5.3 Service access and delivery</b>	
	manoeuvring of vehicles.

*Commercial Zones Development Code contd.*

*Existing provisions:*

### **Element 12: Buildings**

***Intent:***

- a) To encourage a built form and scale of development that reinforces the town centre's role as the main commercial focus for its district
- b) To ensure that buildings are compatible with the built form, siting and scale of development in adjacent areas or the desired character of the area established within the Plan
- c) To promote an attractive pedestrian environment
- d) To ensure that the massing, scale, colours and materials used for buildings results in harmonious and a high quality urban design outcomes
- e) To promote development that creates a diverse, lively and attractive character and provides an attractive and interlinked pedestrian environment
- f) To ensure that the design of buildings reinforces the town centre's role as the main commercial focus for its district and recognises the mixed services nature of CZ3.

*Proposed provisions:*

### **Element 12: Buildings**

***Intent:***

- a) To encourage a built form and scale of development that reinforces the town centre's role as the main commercial focus for its district
- b) To ensure that buildings are compatible with the built form, siting and scale of development in adjacent areas or the desired character of the area established within the Plan
- c) To promote an attractive pedestrian and cycling environment
- d) To ensure that the massing, scale, colours and materials used for buildings results in harmonious and a high quality urban design

- outcomes
- e) To promote development that creates a diverse, lively and attractive character and provides an attractive, safe and interlinked pedestrian environment to support active living
  - f) To ensure that the design of buildings reinforces the town centre's role as the main commercial focus for its district and recognises the mixed services nature of CZ3
  - g) To promote development that maximises permeability by providing pedestrian and cyclist access through or around buildings and connections to external path and on-road networks.

*Commercial Zones Development Code contd.*

*Existing provisions:*

**Element 14: Buildings**

***Intent:***

- a) To encourage a built form and scale of development that reflects the role of group centres as the main commercial focus for surrounding suburbs
- b) To ensure that buildings are compatible with the built form, siting and scale of development in adjacent areas or the desired future character of the area established within the Plan.
- c) To promote an attractive pedestrian environment.

*Proposed provisions:*

**Element 14: Buildings**

***Intent:***

- a) To encourage a built form and scale of development that reflects the role of group centres as the main commercial focus for surrounding suburbs
- b) To ensure that buildings are compatible with the built form, siting and scale of development in adjacent areas or the desired future character of the area established within the Plan.
- c) To promote development that creates a diverse, lively and attractive character and provides a safe and connected pedestrian and cycling environment to support active living
- d) To promote development that maximises permeability by providing

pedestrian access through or around buildings and connections to external path and on-road networks.

Commercial Zones Development Code contd.

Existing provisions:

**Element 16: Buildings**

Rules	Criteria
<b>16.2 Building design</b>	
There is no applicable rule.	<p>C53</p> <p>Development contributes to the amenity and character of the adjacent public spaces by achieving all of the following:</p> <ul style="list-style-type: none"> <li>a) interesting, functional and attractive facades that contribute positively to the <i>streetscape</i> and the pedestrian experience</li> <li>b) minimal visual impact of reflected sunlight</li> <li>c) articulated building forms to compliment the <i>desired character</i></li> </ul> <p>integration of plant installations and service structures with the building design, so they are set back from the building facade and screened from public areas.</p>

Proposed provisions:

**Element 16: Buildings**

Rules	Criteria
<b>16.2 Building design</b>	
There is no applicable rule.	<p>C53</p> <p>Development contributes to the amenity and character of the adjacent public spaces by achieving all of the following:</p> <ul style="list-style-type: none"> <li>a) interesting, functional, <u>active</u> and</li> </ul>



Rules	Criteria
<b>16.2 Building design</b>	
	<p>attractive facades that contribute positively to the <i>streetscape</i> and the pedestrian and cycling experience</p> <p>b) minimal visual impact of reflected sunlight</p> <p>c) articulated building forms to compliment the <i>desired character</i></p> <p>d) <u>permeability by providing pedestrian access through or around buildings and connections to external path and on-road networks.</u></p> <p>integration of plant installations and service structures with the building design, so they are set back from the building facade and screened from public areas.</p>

## 15. Industrial Zones Development Code

*Existing provisions:*

### Element 4: Parking and Site Access

**Intent:**

- a) To provide for safe and efficient access, circulation and parking facilities for vehicles and pedestrians

Rules	Criteria
<b>4.1 Vehicle Access and Parking</b>	

*Proposed provisions:*

### Element 4: Parking and Site Access

**Intent:**

- a) To provide for safe and efficient access, circulation and parking facilities for pedestrians, cyclists and vehicles.

Rules	Criteria
<b>4.1 <del>Vehicle</del> Access and Parking</b>	

## 16. Community Facility Zone Development Code

Existing provisions:

### Element 4: Traffic impact

Rules	Criteria
<b>4.1 Traffic generation</b>	
There is no applicable rule.	C14 The existing road network can accommodate the amount of traffic likely to be generated by the development.

Proposed provisions:

### Element 4: ~~Traffic impact~~ Access

#### Intent

- a) To ensure safe and efficient access for pedestrians, cyclists and vehicles
- b) To ensure adequate parking facilities are provided

Rules	Criteria
<b>4.1 Traffic generation</b>	
There is no applicable rule.	C14 The existing road network can accommodate the amount of traffic likely to be generated by the development.
<b><u>4.2 Access</u></b>	
<u>There is no applicable rule.</u>	<u>C14A</u> <u>Access to and within the site achieves all of the following:</u> <ul style="list-style-type: none"> <li>a) <u>pedestrian and cyclist entrances and driveways are clearly visible from the front boundary</u></li> <li>b) <u>reasonable pedestrian and cycle access is provided through the site to increase</u></li> </ul>

Rules	Criteria
	<p><u>permeability</u></p> <p>c) <u>pedestrian and cycle access paths to community facilities feed into and provide enhanced connections to appropriate off-road path networks and on-road cycle routes</u></p> <p>d) <u>cyclist entry complies with the Bicycle Parking General Code.</u></p>

## 17. Parks and Recreation Zones Development Code

*Existing provisions:*

### Element 4: Parking and Site Access

#### Intent:

- a) To encourage design of access and parking as part of the overall design of the development
- b) To provide for safe, convenient access to meet the needs of all users and visitors

Rules	Criteria
<b>4.1 Traffic generation</b>	
There is no applicable rule.	<p>C22</p> <p>The existing road network can accommodate the amount of traffic likely to be generated by the development.</p>
<b>4.2 Vehicle Access and Parking</b>	
There is no applicable rule.	<p>C23</p> <p>Vehicle access and parking complies with the requirements of the Parking and Vehicular Access General Code.</p>
<b>4.3 Bicycle Parking</b>	
There is no applicable rule.	<p>C24</p> <p>Bicycle Parking complies with the</p>

Rules	Criteria
	requirements of the Bicycle Parking General Code.
<b>4.4 Pedestrian Movement</b>	
There is no applicable rule.	C25 Safe and convenient movement of public transport passengers, pedestrians and cyclists is provided.

*Proposed provisions:*

**Element 4: ~~Parking and Site~~ Access**

**Intent:**

a) ~~b~~) To provide for safe, convenient access to meet the needs of all users and visitors

b) ~~a~~) To encourage design of access and parking as part of the overall design of the development

Rules	Criteria
<b><u>4.1</u> <del>4.4</del> Pedestrian Movement</b>	
There is no applicable rule.	<del>C25</del> <u>C22</u> Safe and convenient movement of public transport passengers, pedestrians and cyclists is provided.
<b><u>4.2</u> <del>4.3</del> Bicycle Parking</b>	
There is no applicable rule.	<del>C24</del> <u>C23</u> Bicycle Parking complies with the requirements of the Bicycle Parking General Code.
<b><u>4.3</u> <del>4.2</del> Vehicle Access and Parking</b>	
There is no applicable rule.	<del>C23</del> <u>C24</u> Vehicle access and parking complies with the requirements of the Parking and Vehicular Access General Code.
<b><u>4.4</u> <del>4.1</del> Traffic generation</b>	
There is no applicable rule.	<del>C22</del> <u>C25</u> The existing road network can accommodate the amount of traffic

Rules	Criteria
	likely to be generated by the development.

## 18. Community and Recreation Facilities Location Guidelines General Code

*Existing provisions:*

### 3.8 Pedestrian Access

Safe access is a key location criteria for all community and recreation facilities. Facilities which are used by pedestrians should avoid locations on arterial roads and other roads with high traffic volumes. Walking distances to bus stops, shops and associated facilities should not involve crossing such roads except where safe crossing are provided.

*Proposed provisions:*

### 3.8 Pedestrian Access

Safe access is a key location criteria for all community and recreation facilities. Facilities which are used by pedestrians should avoid locations on arterial roads and other roads with high traffic volumes. Walking distances to bus stops, shops and associated facilities should not involve crossing such roads except where safe crossing are provided. Permeability should be maximised around community and recreation facilities by providing pedestrian access through or around buildings and connections to appropriate path networks. Pathways should be easily identifiable, follow logical desire lines and have clear and safe entry and exit points.

*Existing provisions:*

### 3.9 Lighting/ Surveillance

All facilities likely to be used at night should provide well-lit pedestrian routes to parking areas on and off the site, and good artificial lighting to parking areas and external access points to enhance the safety and security of users. Parking to be used at night should be visible, preferably by users of the facility, to ensure safety and security. Landscaping of areas likely to be used after dark should avoid plantings that screen areas and make them unsafe. After-hours uses should be located together to enhance safety through increased activity.

To maximise surveillance of public areas and thereby increase community safety, co-location of pedestrian and cycle routes with roads in desirable.



Proposed provisions:

### 3.9 Lighting/ Surveillance

All facilities likely to be used at night should provide well-lit pedestrian and cycle routes to parking areas on and off the site, and good artificial lighting to parking areas and external access points to enhance the safety and security of users. Parking to be used at night should be visible, preferably by users of the facility, to ensure safety and security. Landscaping of areas likely to be used after dark should avoid plantings that screen areas and make them unsafe. After-hours uses should be located together to enhance safety through increased activity.

To maximise surveillance of public areas and thereby increase community safety, co-location of main pedestrian and cycle routes with roads is desirable.

Appropriate separation must be considered between different travel modes with respect to safe travel speeds. Provision of shade, amenity and surveillance must be considered.

*Community and Recreation Facilities Location Guidelines General Code contd.*

Existing provisions:

## 4. Detailed Location Guidelines for community and recreation facilities

Development	Relationship to Shops	Relationship to other uses – Close to **	Separated from	Co-location Opportunity	Other Issues
<b>Arts</b> <b>*Community Theatre</b> <i>(small fitted out theatre)</i>	Near town retail centre	lose to arterial roads; near public parking	Noise separation from residential areas unless sound insulated	Major community arts space; schools; youth facility	On site parking as close to building as possible for performer safety after hours  Access for large vehicles to site
<b>*Theatre Studio</b>	Near retail	Close to	Noise separation	Community arts space;	On site parking as

<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to **</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
<i>(rehearsal space)</i>	centre	arterial roads	from residential areas unless sound insulated	schools; youth facility	close to building as possible for performer safety after hours  Access for large vehicles to site
<b>*Major Theatre, Concert Hall, Recital Hall</b>		Close to arterial roads; near major car parking areas	1. Noise separation from residential areas	Arts centre; cinemas; restaurants; other indoor entertainment	On site parking as close to building as possible for performer safety after hours  Provision for safe drop-off area and bus bay
<b>Cultural Facility</b> <b>*Public Art Gallery</b>		Close to arterial road; near major car parking areas; close to major pedestrian paths, adjacent to park or open space	Separated from residential areas to preserve amenity, particularly in relation to traffic	Museum; other cultural or entertainment facilities	Safe drop-off area and bus bay.  Ground floor access essential  Separate loading facilities
<b>*Library</b>	Near town or group retail centre	Close to arterial roads and major car parking		Community facilities (youth centres,	The size of the library should be related to



<b>Development</b>	<b>Relationship to Shops</b>	<b>Relationship to other uses – Close to **</b>	<b>Separated from</b>	<b>Co-location Opportunity</b>	<b>Other Issues</b>
		areas		community centre, senior citizens centre); cultural facilities; retail centres	the total catchment population to be served. Ground floor access essential Access to loading bay
<b>Hospital</b>		Close to arterial roads Preferably quiet location	Noise separation from residential areas	Primary health services; Child care facility	Northerly aspect preferable Provision for emergency vehicle access
<b>*Hospice</b> (palliative nursing care for terminally ill people) Note: defined as a special care hostel in the Territory Plan		Park; close to arterial roads Preferably quiet location	Noise separation, or adequately buffered from major and/or continuous sources of noise; not on arterial roads or roads with high traffic volumes, unless safe crossing is provided to access facilities	Hospital	Provision for emergency vehicle access

(extracted table)

Proposed provisions:

#### 4. Detailed Location Guidelines for community and recreation facilities

Development	Relationship to Shops	Relationship to other uses – Close to **	Separated from	Co-location Opportunity	Other Issues
<b>Arts</b> <b>*Community Theatre</b> <i>(small fitted out theatre)</i>	Near town retail centre	<u>Near public transport routes</u> ; close to arterial roads; near public parking	Noise separation from residential areas unless sound insulated	Major community arts space; schools; youth facility	On site parking as close to building as possible for performer safety after hours  Access for large vehicles to site
<b>*Theatre Studio</b> <i>(rehearsal space)</i>	Near retail centre	<u>Near public transport routes</u> ; close to arterial roads;	Noise separation from residential areas unless sound insulated	Community arts space; schools; youth facility	On site parking as close to building as possible for performer safety after hours  Access for large vehicles to site

Development	Relationship to Shops	Relationship to other uses – Close to **	Separated from	Co-location Opportunity	Other Issues
*Major Theatre, Concert Hall, Recital Hall		<u>Near public transport routes</u> ; close to arterial roads; near major car parking areas;	2. Noise separation from residential areas	Arts centre; cinemas; restaurants; other indoor entertainment	On site parking as close to building as possible for performer safety after hours  Provision for safe drop-off area and bus bay
Cultural Facility *Public Art Gallery		<u>Near public transport routes</u> ; close to arterial road; near major car parking areas; close to major pedestrian paths, adjacent to park or open space;	Separated from residential areas to preserve amenity, particularly in relation to traffic	Museum; other cultural or entertainment facilities	Safe drop-off area and bus bay.  Ground floor access essential  Separate loading facilities
*Library	Near town or group retail centre	<u>Near public transport routes</u> ; close to arterial roads and major car parking areas;		Community facilities (youth centres, community centre, senior citizens centre); cultural facilities; retail centres	The size of the library should be related to the total catchment population to be served.  Ground floor access essential  Access to

Development	Relationship to Shops	Relationship to other uses – Close to **	Separated from	Co-location Opportunity	Other Issues
					loading bay
<b>Health Hospital</b>		<u>Near public transport routes</u> ; close to arterial roads  Preferably quiet location;	Noise separation from residential areas	Primary health services; Child care facility	Northerly aspect preferable  Provision for emergency vehicle access
<b>*Hospice</b> (palliative nursing care for terminally ill people) Note: defined as a special care hostel in the Territory Plan		<u>Near public transport routes</u> ; park; close to arterial roads Preferably quiet location;	Noise separation, or adequately buffered from major and/or continuous sources of noise; not on arterial roads or roads with high traffic volumes, unless safe crossing is provided to access facilities	Hospital	Provision for emergency vehicle access

## 19. Definitions of Terms

Add the following new definition of Active Living to Definitions of Term:

Active living is a way of life that integrates physical activity into daily routines.

Add the following new definition of Active Travel to Definitions of Term:

Active Travel is defined as physical activity undertaken as a means of transport and not purely as a form of recreation. Active travel can include walking and cycling – as well as skating, skateboarding, and the use of mobility aids. Active travel also includes using any of these forms as incidental activity associated with the use of public transport.

## 20. Estate Development Code

Existing provisions:

### Element 4: Public realm

The public realm consists of different types of unleased open spaces such as:

- street verges and planted medians
- parks and urban open space of all sizes
- walkways and linear spaces
- open hill or bushland reserves and conservation areas
- unenclosed sports or playing fields.

Rules	Criteria
<b>4.1 Networks</b>	
There is no applicable rule	<p>C23</p> <p>Public realm spaces achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) consistency with the <i>desired character</i></li> <li>b) accommodation of a range of uses and activities (such as those listed in table 4)</li> <li>c) links between existing or proposed areas of open space</li> <li>d) opportunities for recreational facilities, including facilities for pedestrians and cyclists</li> <li>e) opportunities for wildlife corridors between natural areas, where appropriate</li> <li>f) stormwater management, where appropriate.</li> </ul>

Proposed provisions:

**Element 4: Public realm**

The public realm consists of different types of unleased open spaces such as:

- street verges and planted medians
- parks and urban open space of all sizes
- walkways and linear spaces
- open hill or bushland reserves and conservation areas
- unenclosed sports or playing fields.

Rules	Criteria
<b>4.1 Networks</b>	
There is no applicable rule	<p>C23</p> <p>Public realm spaces achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) consistency with the <i>desired character</i></li> <li>b) accommodation of a range of uses and activities (such as those listed in table 4)</li> <li>c) is designed to provide <u>an attractive streetscape and public place</u></li> <li>d) <del>e</del>) links between existing or proposed areas of open space</li> <li>e) <del>e</del>) opportunities for recreational facilities, including facilities for pedestrians and cyclists</li> <li>f) <del>e</del>) opportunities for wildlife corridors between natural areas</li> <li>g) <del>f</del>) stormwater management</li> </ul>

Existing provisions:

**Element 2: Public transport, walking and cycling**

2.2 Bus stops	
<p>R4</p> <p>At least 90 per cent of dwellings proposed for the estate comply with at least one of the following:</p> <ul style="list-style-type: none"> <li>a) are within 500m of a bus stop on an existing or proposed <i>coverage route</i></li> <li>b) are within 800m of a bus stop on an existing or proposed <i>frequent network</i>.</li> </ul>	<p>C4</p> <p>The location of bus stops achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) a reasonable distance from all dwellings in the <i>estate</i></li> <li>b) reasonable way-finding</li> <li>c) convenient access for users.</li> </ul>

Proposed provisions:

**Element 2: Public transport, walking and cycling Walking, cycling and public transport**

2.2 Bus stops	
<p>R4</p> <p>At least 95 per cent of dwellings proposed for the estate comply with at least one of the following:</p> <ul style="list-style-type: none"> <li>a) are within 500m of a bus stop on an existing or proposed <i>coverage route with well-lit and connected walking access</i></li> <li>b) are within 750m of a bus stop on an existing or proposed <i>frequent network</i>.</li> </ul>	<p>C4</p> <p>The location of bus stops achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) a reasonable distance from all dwellings in the <i>estate</i></li> <li>b) reasonable way-finding</li> <li>c) convenient access for users.</li> </ul>