Block 29 Section 41 Lyneham
Demonstration Housing Project
Transport Impact Statement

Prepared for:

City and Environment Directorate (CED)
ACT Government

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1 Introduction

JPS Engineering Consultants were engaged by Policy, Planning & Built Environment of the City and Environment Directorate (CED) to assess the transport impacts associated proposed demonstration housing development on Block 29 Section 41 Lyneham (referred to as the 'site' or 'subject site' herein), in line with relevant Transport Canberra and City Services (TCCS) Guidelines and Territory Plan Codes.

In accordance with the TCCS Guidelines for Transport Impact Assessment (TIA), Volume 3: Technical Guidance, Section 4.2 development proposals generating less than 20 vehicle trips per hour and/or proposing minimal changes to the surrounding transport network only require a Level 1 road network and traffic assessment because the development is anticipated to have minimal road network impact. Due to the minimal traffic generation associated with the proposed development at Block 29 Section 41 Lyneham, it falls within the Level 1 road network and traffic assessment classification. As a result, a detailed Traffic Impact Statement (TIS) has been prepared. Refer to section 4.1 of this report for greater detail on traffic generation.

This Transport Impact Statement (TIS) is intended to support a Major Plan Amendment (MPA) to the Territory Plan and the subsequent Development Approval for the Demonstration Housing Project and to validate compliance with the previously mentioned codes and guidelines.

The MPA is required as part of the Demonstration Housing Project to enable a higher density development than is generally permitted under RZ1 zoning to enable a proposal for social and affordable dwellings. The MPA is considering whether to include re-zoning of the site from RZ1 to RZ2. However, if there were changes to the zoning from RZ1 to RZ2 for Block 29 Section 41 Lyneham, this would not affect the outcomes of this TIS.

1.1 Purpose of this Report

JPS Engineering Consultants were engaged to prepare and provide this transport impact statement, which sets out an assessment of the anticipated transport implications of the proposed development including consideration of the following:

i. existing traffic and parking conditions surrounding the site;
ii. suitability of the proposed parking in terms of supply (quantum) and layout;
iii. service vehicle requirements;
iv. pedestrian and bicycle requirements;
v. the traffic generating characteristics of the proposed development;
vi. suitability of the proposed access arrangements for the site;
vii. the transport impact of the development proposal on the surrounding road network; and
viii. outline a Travel Plan for the development that promotes sustainable travel and reduced reliance on private vehicle travel.

1.2 Scale of the Development

Table 1 below provides a summary of the site's area and zoning and the planned development's scale. Refer to Figure 1 overleaf for an aerial image of the site's general location outlined in light blue (ACTmapi).

Table 1: Site Summary

Site Description	Block 29 Section 41 Lyneham
Site Address	56 Wattle Street, Lyneham ACT 2602
Site Area	2,238m^2

Current Zoning	RZ1: Suburban
Proposal Type	• Small scale multi-unit typology. • Total of 27 units/dwellings • 3-storey apartment building consisting of 27 units/dwellings (a mix of 1, 2 and 3 bedroom units) • Undercroft parking • Communal facilities, such as, bicycle storage, e-bike storage/charging station, laundy and garden. • Maintaining one existing driveway to service the site.

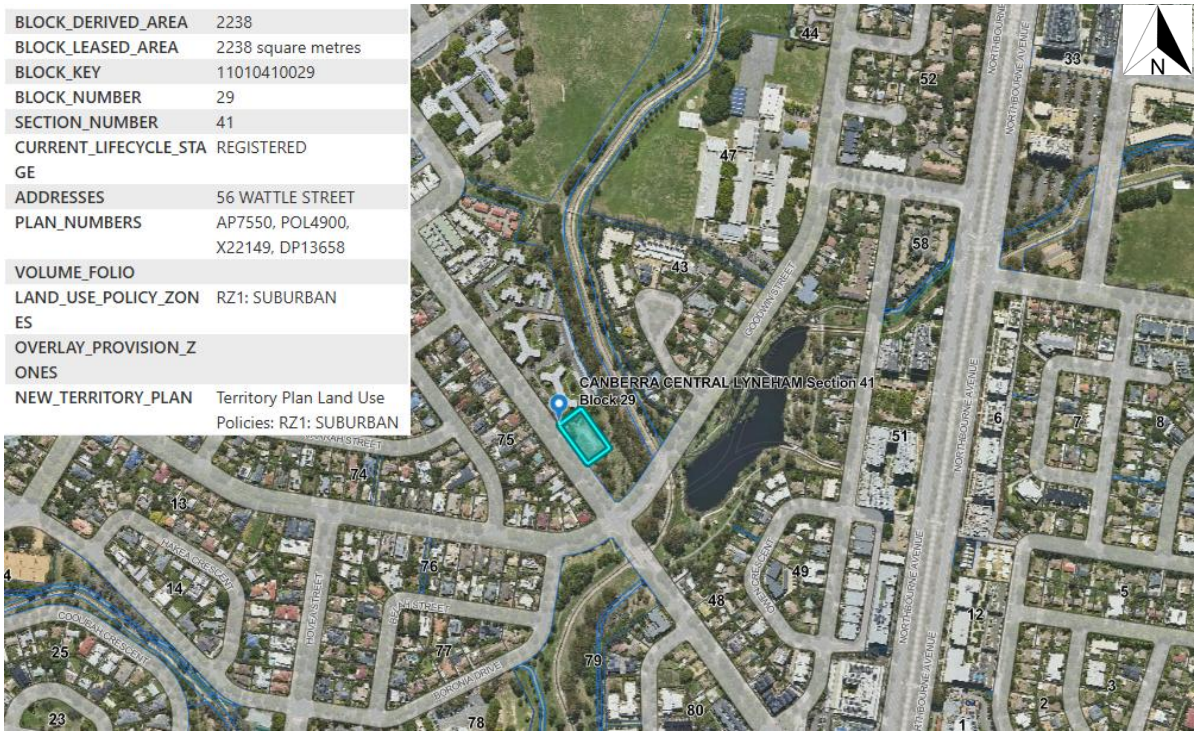


Figure 1: General Location of Development Site (Source: ACTmapi, 2026)

1.3 References

The following key documents were refenced in the preparation of this report:

- an inspection of the site and its surrounds
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS2890.2:2018
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- EPSDD ZS1 Residential Zones Specifications
- National Construction Code of Australia (NCC)

- RMS NSW Guide to Traffic Generating Developments (October 2002 Version 2.2)
- EPSDD Transport for Canberra – Transport for a Sustainable City 2012-2031
- Plans for the proposed development prepared by Trella Architecture & Interiors
- Active Travel Infrastructure Practitioner Tool, 2026
- Transport Canberra and City Services (TCCS) Municipal Infrastructure Standard Drawings
- TCCS Active Travel Plan 2024-30
- TCCS Transport Impact Assessment Guidelines
- Other documents and data as referenced in this report

2 Existing Conditions

2.1 The Site

The subject site is located on the existing Block 29 Section 41 in Lyneham. The site area is 2,238m^2 and is bounded by Wattle Street to west, the *Lyneham Micro-Forest* urban open space (Block 30 Section 41) to the south and east and the multi-unit residential property at 58 Wattle Street (Block 9, Section 41) to the north. Refer to Figure 2 below for an aerial image of the subject site and the immediate surrounds.



Figure 2: Site Location (ACTmapi, 2026)

2.1.1 Current Land Use

Currently the site is vacant land having previously been utilised as a depot facility featuring various sheds and see containers. The exact historical use of the site is unclear, however, all buildings and surface features appear to have been demolished and cleared offsite in 2020 / 2021. Refer to Figure 3 below for recent site photos.



Figure 3: Site Photos with Wattle Street Frontage Visible on the Rigth and a General View of the Vacant Site Looking North on the Left

2.2 Road Network

2.2.1 Adjoining Roads

2.2.1.1 Wattle Street

Wattle Street is a major collector with the following attributes:

- Approximately 30m road reserve width
- Approximate 10m wide verges
- Intermittent on-street parking bays in the east verge
- Approximate 8.7m wide road carriageway
- Kerb types: upright on carriageway edges
- Speed limit: posted 50km/h
- Footpaths: 1.2m wide predominantly concrete in both east and west verges
- Mature native and deciduous trees are present in both east and west verges

Refer to Figure 4 below for a general view along Wattle Street looking north. On Street parking bays visible in foreground.



Figure 4: Looking North Along Wattle Street

2.2.1.2 Goodwin Street / Scrivener Street

Goodwin Street / Scrivener Street is a minor collector with the following attributes:

- Approximately 30m road reserve width
- Approximate 10m wide verges
- Intermittent on-street parking bays in the south-east verge
- Approximate 8.7m wide road carriageway
- Kerb types: upright on carriageway edges
- Speed limit: unposted 50km/h
- Footpaths: 1.2m wide predominantly concrete in both north and south verges on Scrivener Street. Goodwin Street features 4.0m wide two-way asphalt paths in the north-west and south-east verges between Wattle Street and the Sullivan's Creek bridge crossing
- Mature native and deciduous trees are present in both north/north-west and south/south-east verges

Refer to Figure 5 below for a general view along Goodwin Street looking south-west from the Sullivan's Creek crossing location. Two-way asphalt paths and associated raised crossing are visible



Figure 5: Looking South-west Along Goodwin Street

Refer to Figure 6 for an excerpt from the Active Travel Infrastructure Practitioner Tool, which highlights the category of roads in proximity of the subject site, including those detailed above. Due to the age of the road infrastructure in this area, the categories are generally based on their current traffic volumes and not on their abovementioned geometry. Although the road features and geometry comply with Table 2A of the Estate Development Code (2020) with the exception of the minimum carriageway requirements of 10m.

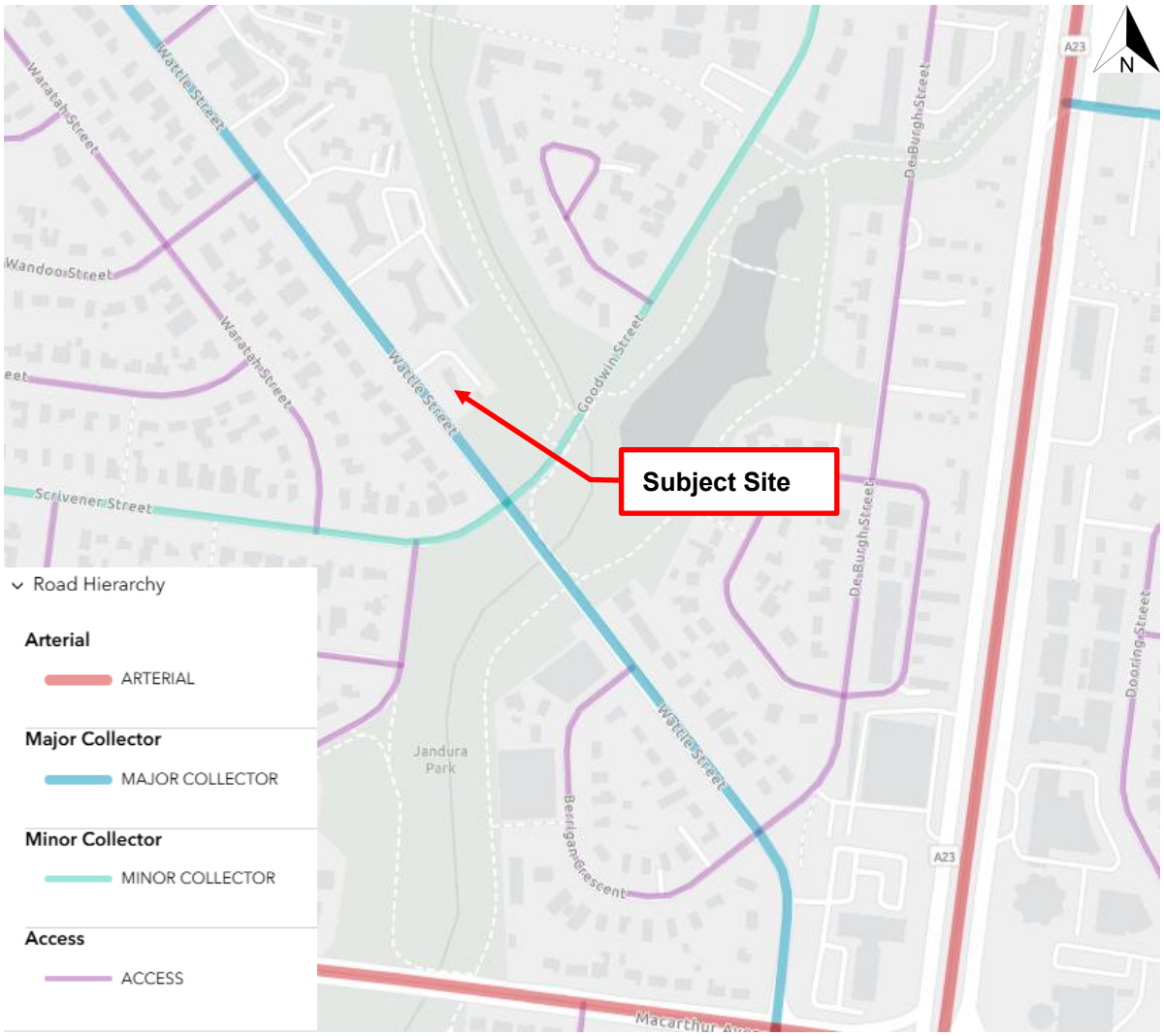


Figure 6: Road Hierarchy for Surrounding Roads (Active Travel Infrastructure Practitioner Tool, 2026)

2.2.2 Existing Site Access

The existing site access is a concrete driveway located off Wattle Street near the north-west corner of the block. The existing site features a security gate at the driveway.

2.2.3 Surrounding Intersections

The following key intersections are located within the immediate vicinity of the site:

- Wattle Street at Goodwin Street / Scrivener Street – unsignalised
- Scrivener Street at Boronia Drive - unsignalised
- Wattle Street at the crossing of the '*C6 ANU to Dickson*' and '*C1 City to Gungahlin*' Canberra Cycling Route – signalised

2.3 Crash Analysis

A detailed analysis of the crashes that occurred within approximately 100m of the subject site was undertaken to determine the risks associated with the existing access point and frequency of crashes in close proximity to the site. Refer to Table 2 for a detailed summary of the crash data. The available data

from the ACT Government covers the period between 2012 and 2026. The following key data analysis is provided:

- 42 crashes occurred in the 14 year period analysed.
- 1 crash involved injury, all others involved property damage only.
- 40 of the 42 crashes occurred at the Wattle Street / Goodwin Street / Scrivener Street intersection.
- 2 crashes were located mid-block along Wattle Street between the subject site and the Wattle Street / Goodwin Street / Scrivener Street intersection.

Table 2: Detailed Summary of Crash Data

Crash No.	Crash ID	Date	Time	Severity	Road Conditions	Crash Direction	Weather Conditions	Lighting Conditions
1	**1035356**	08/05/2012	13:40	Property Damage Only	Good dry surface	South bound / Unknown	Fine	Daylight
2	**1121969**	25/10/2015	1:01	Property Damage Only	Good dry surface	South bound	Fine	Dark - good street lighting
3	**1230621**	26/07/2020	15:00	Property Damage Only	Wet surface	North / West bound	Heavy rain	Daylight
4	**1051014**	20/11/2012	20:30	Property Damage Only	Good dry surface	West bound	Fine	Dark - good street lighting
5	**1250902**	12/07/2021	8:50	Property Damage Only	Good dry surface	North / West bound	Fine	Daylight
6	**1117226**	14/08/2015	7:20	Property Damage Only	Good dry surface	East / West bound	Fine	Daylight
7	**1145542**	13/10/2016	17:25	Property Damage Only	Good dry surface	East bound	Fine	Daylight
8	**1175285**	20/12/2017	9:15	Property Damage Only	Good dry surface	East / South bound	Fine	Daylight
9	**1087249**	22/05/2014	11:36	Property Damage Only	Good dry surface	South / West bound	Fine	Daylight
10	**1238907**	03/01/2021	12:20	Property Damage Only	Good dry surface	East / South bound	Light rain	Daylight
11	**1087688**	03/06/2014	14:40	Property Damage Only	Good dry surface	North bound	Fine	Daylight
12	**1136201**	06/06/2016	9:00	Property Damage Only	Good dry surface	North / West bound	Fine	Daylight
13	**1157244**	23/03/2017	15:15	Property Damage Only	Wet surface	South / West bound	Light rain	Daylight
14	**1096265**	25/09/2014	8:40	Property Damage Only	Good dry surface	West bound	Cloudy or Overcast	Daylight
15	**1091947**	03/08/2014	19:15	Property Damage Only	Good dry surface	West bound	Fine	Dark - good street lighting
16	**1034751**	16/05/2012	9:05	Property Damage Only	Good dry surface	South / West bound	Fine	Daylight
17	**1191882**	08/09/2018	11:00	Property Damage Only	Good dry surface	South / West bound	Fine	Daylight
18	**1239617**	11/01/2021	9:15	Property Damage Only	Good dry surface	East / South / West bound	Fine	Daylight
19	**1081731**	18/02/2014	8:45	Property Damage Only	Good dry surface	North / West bound	Fine	Daylight
20	**1092380**	06/08/2014	16:50	Property Damage Only	Good dry surface	North / East bound	Fine	Daylight
21	**1081066**	25/02/2014	10:18	Property Damage Only	Good dry surface	South / West bound	Fine	Daylight
22	**1186216**	16/06/2018	12:10	Property Damage Only	Good dry surface	West bound	Fine	Daylight
23	**1035127**	22/05/2012	8:30	Property Damage Only	Good dry surface	North / West bound	Fine	Daylight

Crash No.	Crash ID	Date	Time	Severity	Road Conditions	Crash Direction	Weather Conditions	Lighting Conditions
24	**1059431**	25/03/2013	17:20	Property Damage Only	Good dry surface	North bound	Fine	Daylight
25	**1175843**	04/01/2018	8:27	Property Damage Only	Good dry surface	West bound	Fine	Daylight
26	**1193809**	29/09/2018	19:20	Property Damage Only	Good dry surface	West bound	Fine	Dark - good street lighting
27	**1160499**	12/05/2017	7:45	Property Damage Only	Good dry surface	West bound	Fine	Daylight
28	**1052059**	30/12/2012	17:45	Property Damage Only	Good dry surface	North / East bound	Fine	Daylight
29	**1147262**	31/10/2016	17:45	Property Damage Only	Good dry surface	North / West bound	Fine	Daylight
30	**1206363**	10/05/2019	16:30	Property Damage Only	Wet surface	West bound	Light rain	Semi-darkness
31	**1061368**	23/04/2013	17:30	Property Damage Only	Good dry surface	North / East bound	Fine	Semi-darkness
32	**1193560**	25/09/2018	9:15	Property Damage Only	Good dry surface	North / East bound	Cloudy or Overcast	Daylight
33	**1241014**	02/02/2021	17:35	Injury	Good dry surface	East bound	Fine	Daylight
34	**1209211**	11/05/2019	22:27	Property Damage Only	Good dry surface	East / West bound	Fine	Dark - good street lighting
35	**1244007**	22/03/2021	9:00	Property Damage Only	Wet surface	South bound	Light rain	Daylight
36	**1092440**	29/07/2014	8:20	Property Damage Only	Good dry surface	East / South bound	Fine	Daylight
37	**334938**	23/06/2025	17:10	Property damage only	Wet surface	Not Available	Light rain	Semi-darkness
38	**332506**	05/05/2025	17:30	Property damage only	Good dry surface	Not Available	Smoke or dust	Semi-darkness
39	**286159**	29/06/2022	9:00	Property damage only	Good dry surface	Not Available	Fine	Daylight
40	**342692**	15/12/2025	9:00	Property damage only	Good dry surface	Not Available	Fine	Daylight
41	**325528**	22/11/2024	9:00	Property damage only	Good dry surface	Not Available	Fine	Daylight
42	**345321**	21/02/2026	20:40	Property damage only	Good dry surface	Not Available	Fine	Dark - good street lighting

Within the wider area surrounding the site, it is evident that the Wattle Street / Goodwin Street / Scrivener Street intersection is the most common crash location. Travelling further beyond the site, other notable locations are the roads surrounding Lyneham shops and the higher volume intersections along Northbourne Avenue. Refer to Figure 7 below for a crash frequency and distribution heat map.

The data indicates that the crashes observed within 100m of the existing site access were most likely crashes resulting from queuing and turn movements at the unsignalised Wattle Street / Goodwin Street / Scrivener Street intersection. There is no clear correlation between the crash data and the right / left turn movements accessing the subject site off Wattle Street.

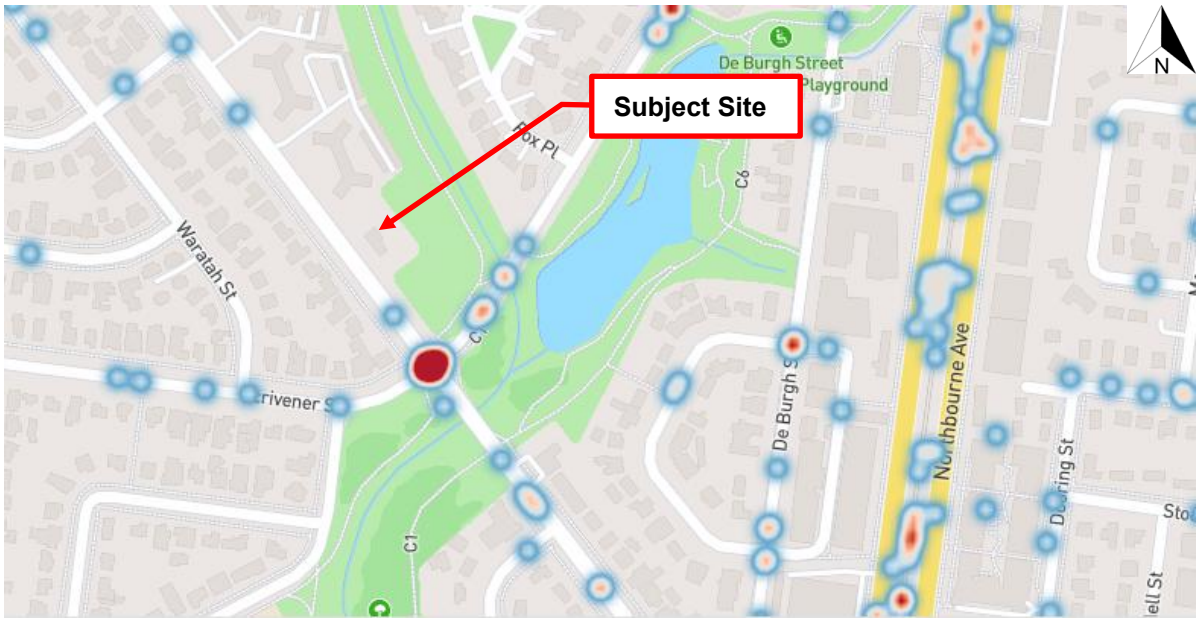


Figure 7: Crash Frequency and Distribution Heat Map in the Broader Area Surrounding the Site (ACT Open Data Portal ACT Road Crash Heat Map, 2026)

2.4 Traffic Volumes

The Canberra Strategic Traffic Model (CSTM) 2031 data was used to review the existing traffic volumes in the vicinity of the subject site. Refer to Figure 8 and Figure 9 overleaf for CSTM 2031 AM and PM Peak data.

Wattle Street is designated as a 'Major Collector' as defined by the Estate Development Code (EDC) and MIS 01 ‘Street Planning and Design’, with a capacity of 6,000 vehicles per day (vpd).

The 2031 CSTM data along this section of Wattle Street indicates a range of 6,150 to 7,800 vehicles per day (vpd). These volumes correspond to 103% to 130% of the roadway capacity, respectively.

It is anticipated that the proposed development and residential uplift that is planned for Block 29 Section 41 has been accounted for in the future CSTM traffic volumes. CED has confirmed there is some population and residential uplift in the CSTM. However, it is unclear if it is directly attributed to Block 29 Section 41 as the zone containing the block in the CSTM covers other sites as well.

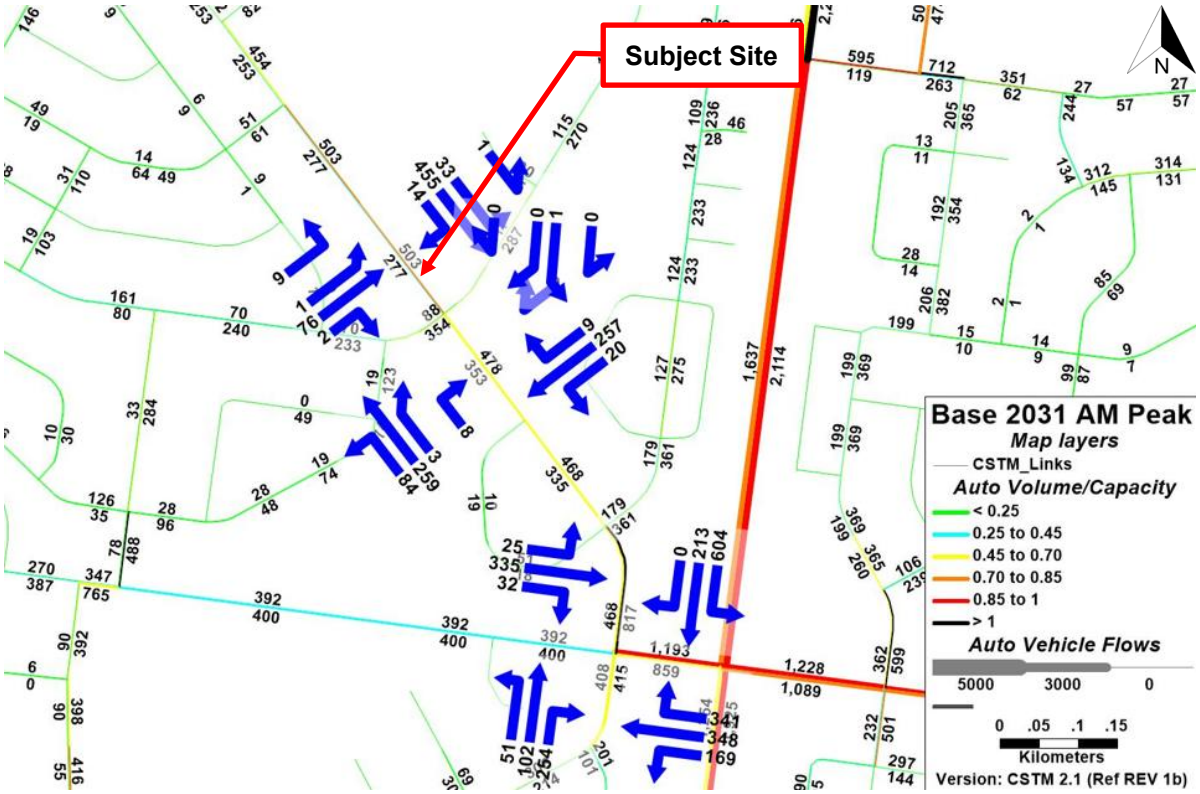


Figure 8: CSTM Data 2031 AM Peak Period

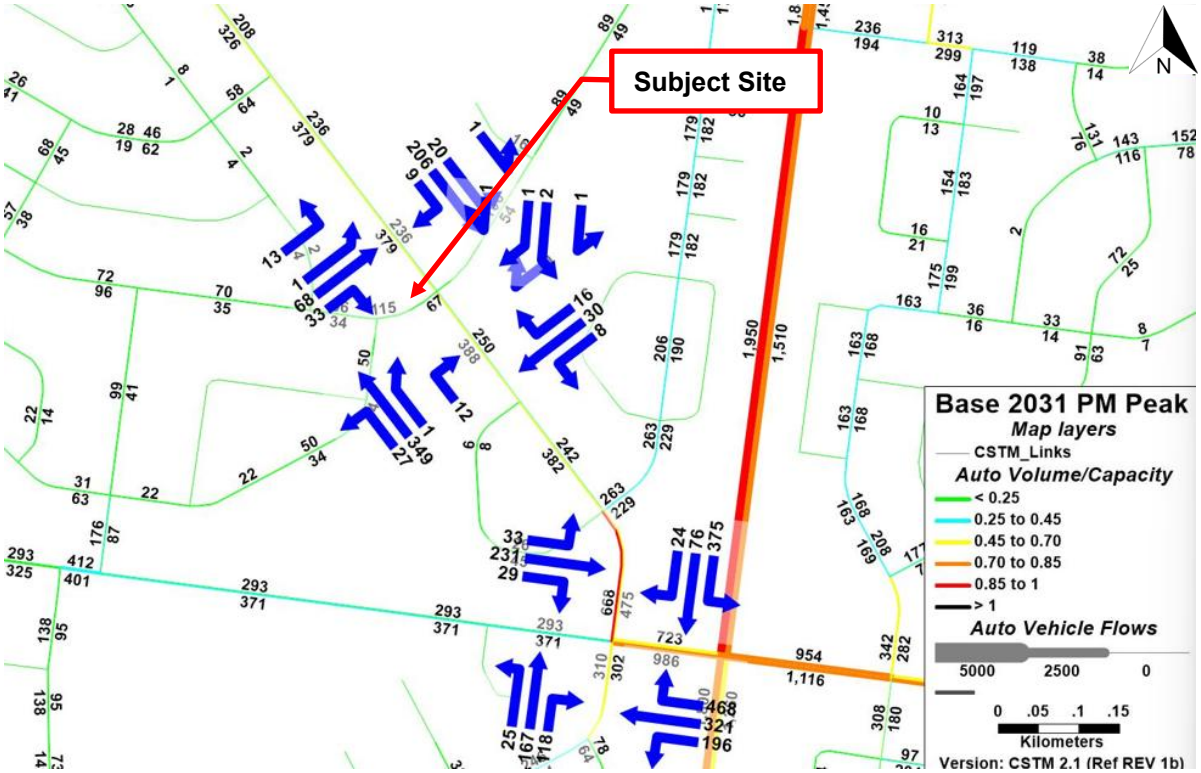


Figure 9: CSTM Data 2031 PM Peak Period

2.5 Car Parking

The site is currently vacant and does not feature any private parking facilities. Other parking facilities in proximity to the site include the on-street parking along the east verge of Wattle Street.

2.6 Public Transport

Lyneham is a well established area of Canberra with a frequent and reliable public transport network. The weekday public transport services for the site are shown in Figure 10.

There are no bus routes in the direct vicinity of the subject site. The closest public transport facilities are:

- Bus Route 50 (Watson to City) which stops at the Lyneham shops.
- Bus Route 51 (Dickson to City) which stops at the Lyneham shops.
- Light Rail R1 network along Northbourne Avenue.

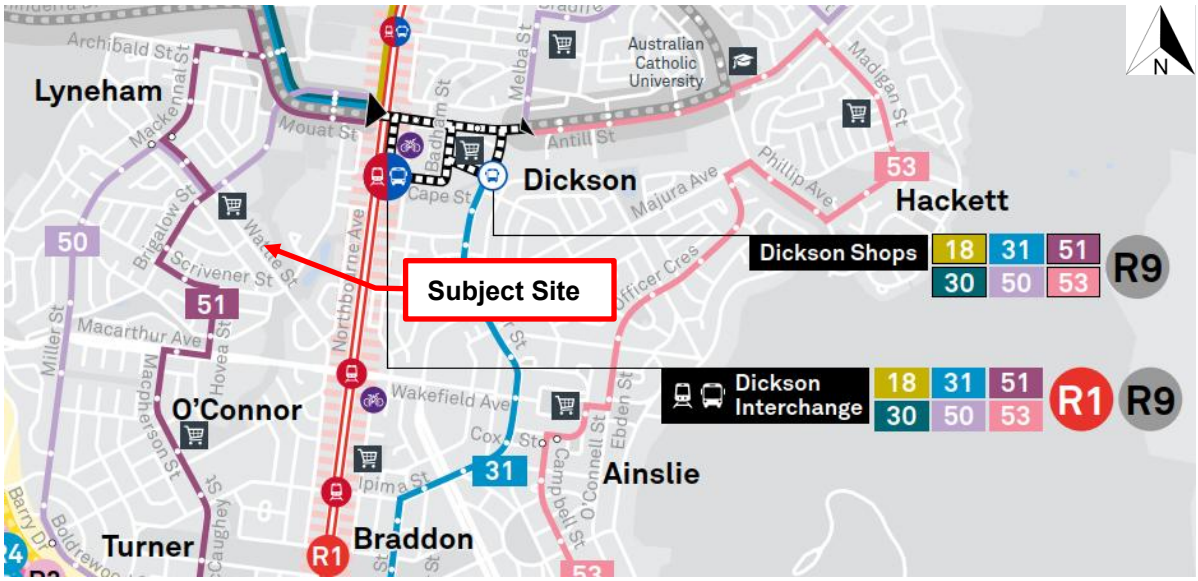


Figure 10: Bus and Light Rail Routes Near the Subject Site (Transport Canberra, 2026)

2.7 Pedestrian and Cyclist Facilities

The existing public footpath and cycling infrastructure surrounding the site is extensive, providing the site with excellent active transportation facilities and connectivity. Refer to Figure 11 for the existing path network in the vicinity of the site. Public footpaths follow the verges of the streets surrounding the site allowing easy access for both pedestrians and cyclists. These 'local' footpaths feed into the Principal CBR Cycling Routes:

- C1 City to Gungahlin
- C3 City to Belconnen
- C6 ANU to Dickson

Critical pedestrian/cycling crossing facilities located at:

- Wattle Street at the crossing of the '*C6 ANU to Dickson*' and '*C1 City to Gungahlin*' Canberra Cycling Route (signalised crossing). Refer to Figure 12 for photos of the crossing and Cycling Route signage/pavement markings.

- Goodwin Street at the crossing of '*C1 City to Gungahlin*' Canberra Cycling Route approx. 60m east of Wattle Street (unsignalised raised crossing) Refer to Figure 13 for photos of the crossing and Cycling Route pavement markings.

In addition to the Principal CBR Cycling Routes, the site is in close proximity to on-road cycling routes along MacArthur Avenue and Northbourne Avenue, providing east-west and north-south connectivity, respectively.

Footpath connections are also available for the nearby Lyneham Wetlands path network and pedestrian bridge crossing. Refer to Figure 14 for an image looking south at the wetland and bridge crossing.

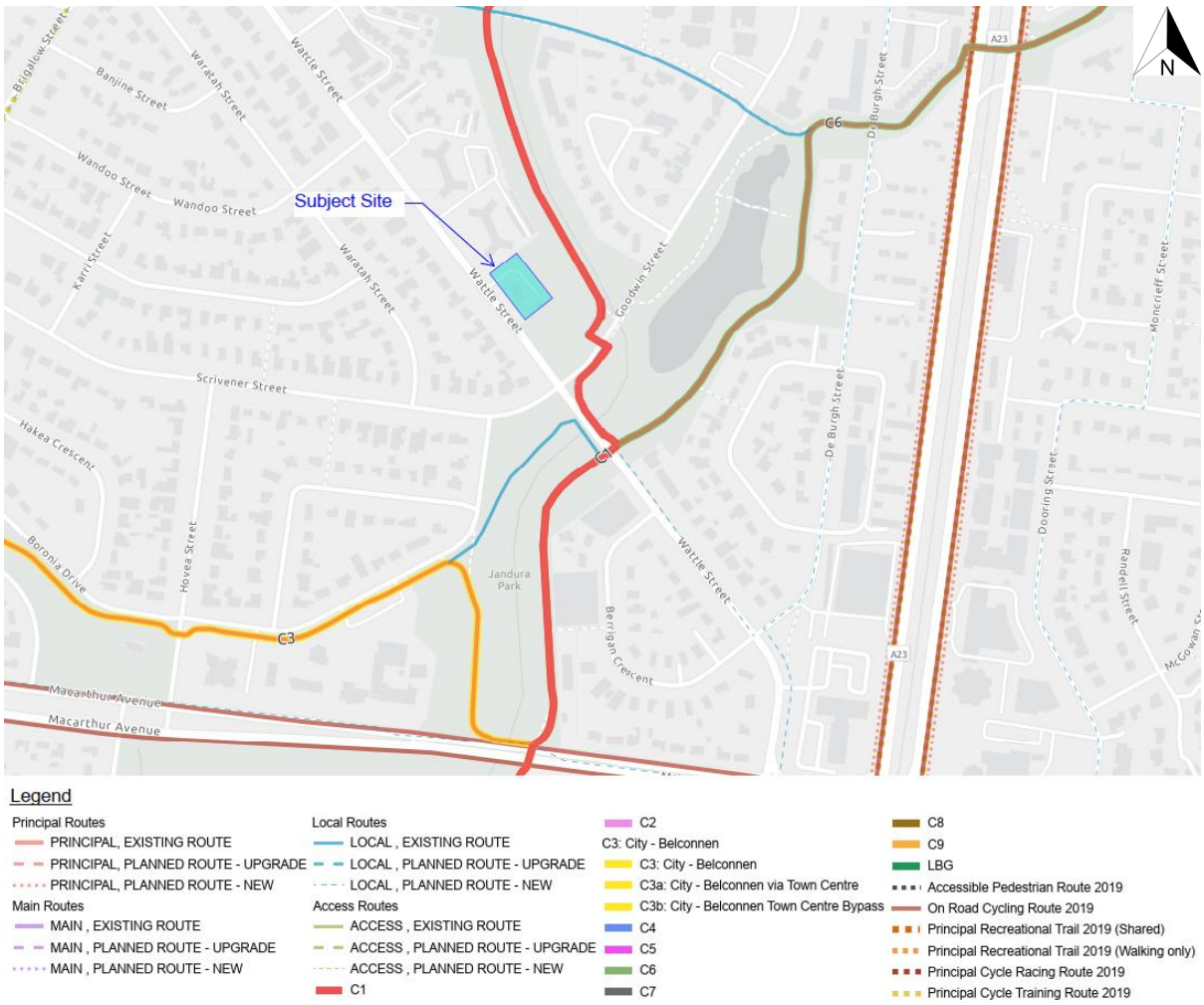


Figure 11: Community Active Travel Network in the vicinity of the subject site (Active Travel Infrastructure Practitioner Tool)



Figure 12: Wattle Street Signalised Crossing Looking West and the C1 & C6 CBR Cycle Route Signage



Figure 13: Path Connection to the Goodwin Street Raised Crossing Looking South-West along Goodwin Street Towards Wattle Street



Figure 14: Lyneham Wetlands Path Network and Bridge Crossing Looking South

3 Proposed Development

3.1 Proposed Development

The proposed development consists of a 3-storey apartment building consisting of 27 residential dwellings in a mix of apartments as follows:

- 13 x 1 bedroom apartments
- 8 x 2 bedroom apartments
- 6 x 3 bedroom apartments

The development also features shared undercroft parking and communal bicycle storage, laundry and garden facilities. The layout of the proposed development is shown in Figure 15 below.

This Demonstrated Housing Project is planned as YWCA managed residential development consisting of affordable rental apartments and social housing catering to women and their families.

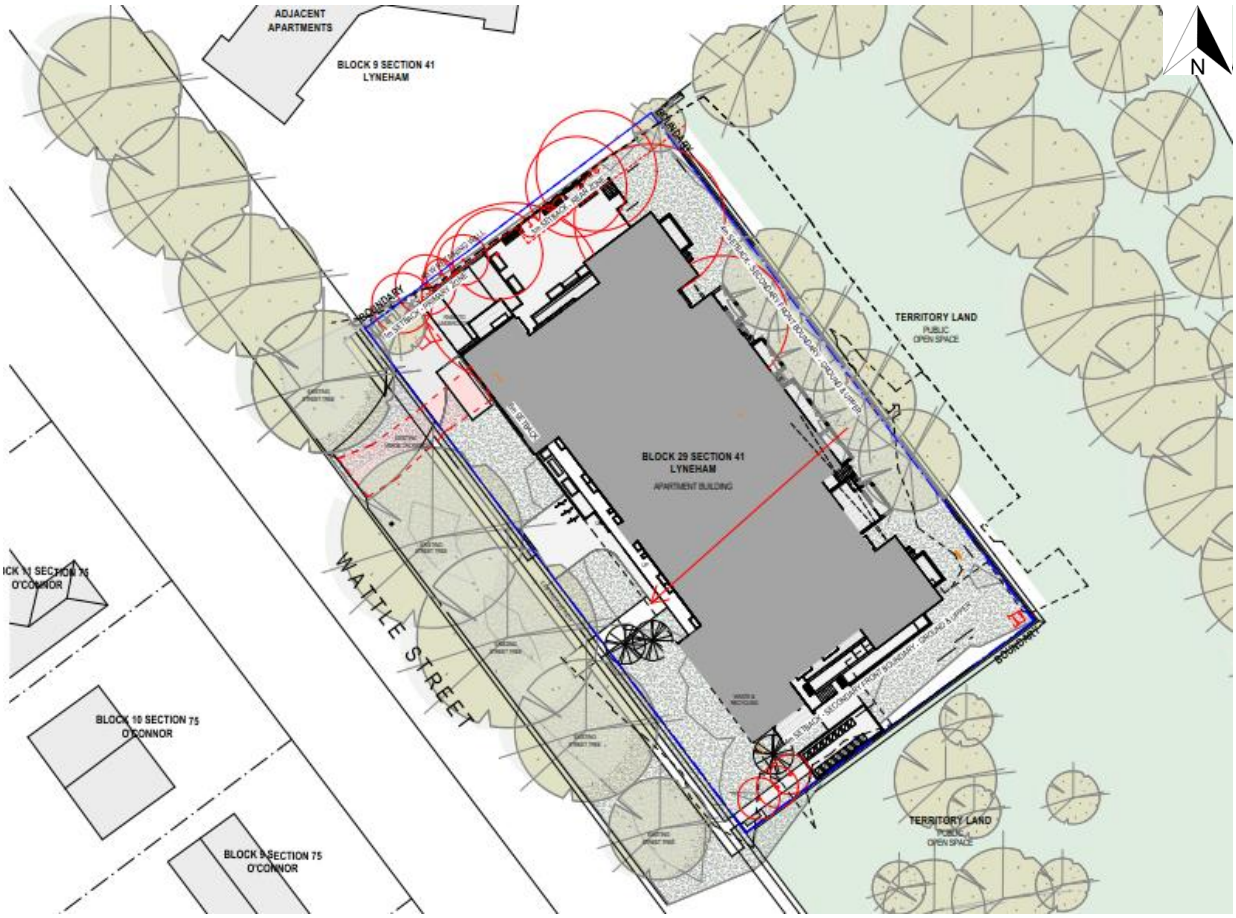


Figure 15: Proposed Development Layout (TRELLA Architecture & Interiors, 2026)

3.2 Vehicle Access

The site features an existing driveway access off Wattle Street approximately 10m south of the northern block boundary. It is understood the existing driveway is proposed to be retained as the primary entry and egress for the new development. Refer to Figure 16 for an image of the existing driveway.

It is understood the Developer's civil consultant is separately preparing a design for the driveway access to demonstrate compliance with Municipal Infrastructure Standards (MIS) 07 'Driveways' (i.e. geometry, grading, sight lines, stopping distance, clearances), and obtain approval for any potential departures from the standard. It is understood the Developer's civil consultant is also confirming ACT Emergency Services access requirements and obtaining approval from ACT Urban Treescapes for potential encroachments into tree drip lines.

Actual sight distances when entering a lane of traffic were measured from a desktop review. They were then compared with desirable sight distances indicated in AS2890.1 and Austroads Part 4: Unsignalised and Signalised Intersections. At the location of the driveway, the sight distances were identified to be compliant and as follows:

- Approximately 498m sight distance to the north along Wattle Street.
- Approximately 471m sight distance to the south along Wattle Street.

A vertical sight distance check was undertaken using Google Street View and the abovementioned sight distances appear to be achievable as the gradient of Wattle Street is relatively flat.

The desirable sight distance, per table 3.2 of the Austroads: 'Guide to Road Design Part 4A: Unsignalised and Signalised Intersections' (p.20) for a 50km/h posted speed limit is 97m. The minimum 97m desirable sightline appears to be easily achieved in both the north and south directions.



Figure 16: Existing Driveway to the Subject Site

3.3 Car Parking

The proposed development plan includes 34 undercroft parking spaces consisting of the following:

- 31 spaces for residents
- 3 spaces for visitors
- 4 of the 34 spaces are accessible
- 2 of the 34 spaces are equipped with provision for electric vehicle charging stations

Refer to Figure 17 for the proposed parking layout and Section 5 of this report for further discussion on the parking demand for the proposed development.

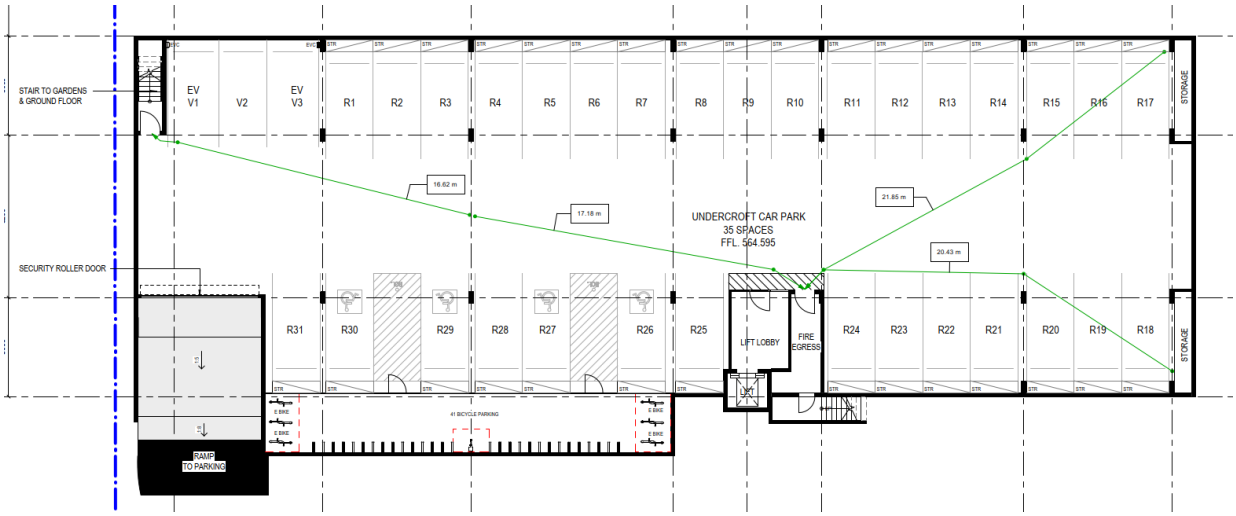


Figure 17: Proposed Development Parking Layout (TRELLA Architecture & Interiors, 2026)

3.4 Pedestrian and Bicycle Facilities

The key pedestrian linkages to the external path network are located mid-block at the two connections to the footpath in the east verge of Wattle Street. These connections are highlighted in Figure 18 below.

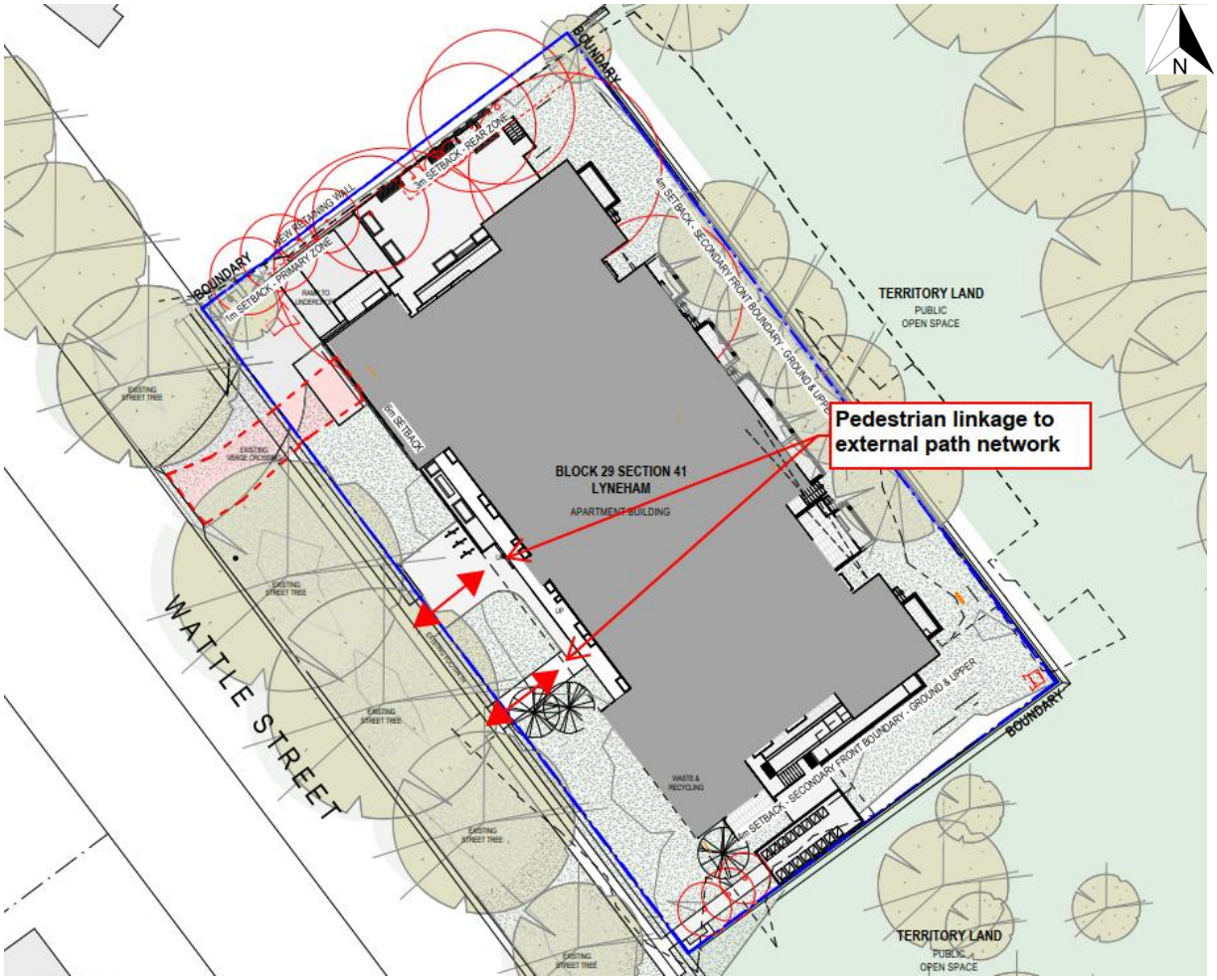


Figure 18: Pedestrian Linkage to External Path Network (TRELLA Architecture & Interiors, 2026)

3.5 Active Travel Paths

The active travel paths for pedestrians from the site to the nearest bus facilities are shown in Figure 17. The east and westbound bus stops (Route 51 City to Dickson) are located on Brigalow Street near the Lyneham Shops. For dwellings located in the proposed development, the typical walking distance will be approximately 610m with some very minor variability, depending on the starting/finishing location within the site. Refer to Figure 19 below for an aerial image of the path of travel between the development and nearest bus stops. It is also noted that the site is located approximately 760m from the MacArthur Avenue Light Rail Station where access to the Civic to Gungahlin light rail network is afforded. Pedestrian access to the bus stop and light rail station from the site is via the existing pedestrian footpath. Also Figure 20 below, an extract from Walk Score mapping is provided to give an indication of the walkability in the vicinity of the subject site.

Generally, the preferred maximum walking distance from a dwelling to a public transport stop is 400m in the ACT, with distances greater than 800m considered to be outside of an acceptable walking distance. The required walking distance to the furthest bus stop/light rail station for this development is under 800m. The proximity of the existing public transport facilities to the site are considered to be an acceptable walking distance and the existing infrastructure for the active travel paths to/from these facilities are considered acceptable.

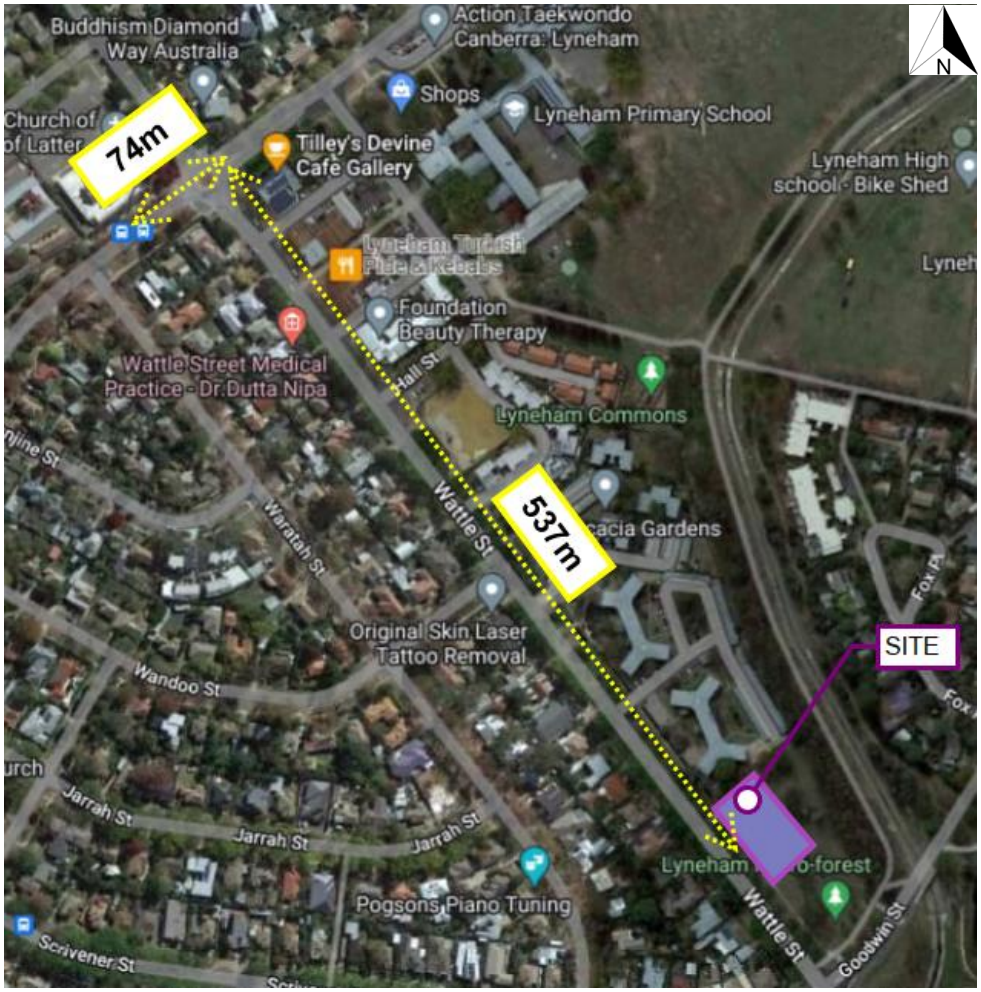


Figure 19: Existing Pedestrian Access to Public Transport Stops

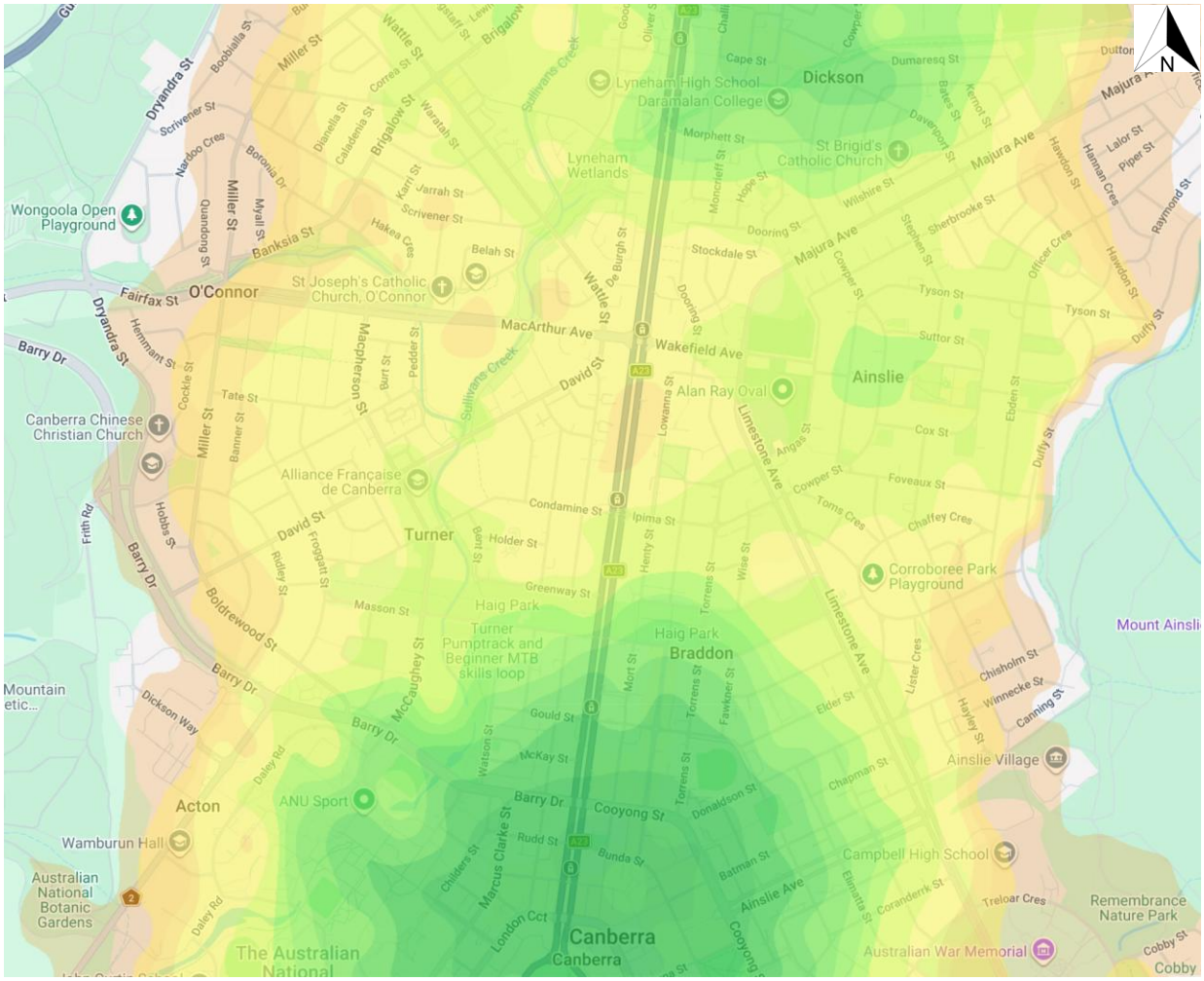


Figure 20: Pedestrian Walkability Map (Walk Score, 2026)

4 Impact of the Development

4.1 Traffic Generation

The traffic generation for the development was determined based upon rates from the TCCS Guidelines for Transport Impact Assessment (TIA), Volume 3: Technical Guidance, Section 3.1. The trip generation in the TCCS TIA Guidelines reference back the previous EPSDD Estate Development Code for Residential Subdivision, which specifies a trip rate of 6 vehicle trips per day per dwelling for multi-unit developments. In line with Clause 2.4.4.3 of MIS 03 'Pavement Design', for the purpose of calculation of the annual average daily traffic (AADT) from peak hour traffic volumes, it should be assumed that average AM and PM peak hour traffic volumes represent between 10% and 12% of the AADT. In this case, 10% was used as an industry standard approach. This equates to 0.6 vehicle trips per dwelling in peak hour.

A summary of the trip generation for the development is outlined in Table 3 below.

Table 3: Traffic Generation Summary

Land Use	Peak Hour Traffic Rate	Development Yield	Peak Hour Traffic Generated	Daily Traffic Generated
Multi-Unit Residential	0.6 vph per dwelling	27	16.2 vph	162 vehicles

In accordance with the TCCS Guidelines for Transport Impact Assessment (TIA), Volume 3: Technical Guidance, Section 4.2 development proposals generating less than 20 vehicle trips per hour and/or proposing minimal changes to the surrounding transport network require a Level 1 road network and traffic assessment classification because they are anticipated to have minimal road network impact.

With the site's proposed use being residential, it is expected that traffic will typically arrive and leave the site during the AM and PM peak periods, not dissimilar from the existing site scenario.

Because the site is not occupied, the traffic generated by the site in its current form is non-existent.

As established in previous sections of this report, Wattle Street is classified as a 'Major Collector' road and according to the Estate Development Code (Table 2A) and MIS 01 'Street Planning and Design', where the traffic capacity of the road is 6,000 vehicles per day. The additional 162 vehicles per day generated by the proposed the development equates to a 2.70% increase in traffic, which is considered negligible.

4.2 Trip Distribution

The trip distribution assigned to the site generated traffic was determined primarily using the 2021 Australian Bureau of Statistics (ABS) journey to work data. The Journey to Work (JTW) data was divided into the sub-catchments listed below representing key areas within the ACT to obtain trip distribution for the subject site. The traffic distribution splits are identified for each sub-catchment.

- Belconnen / Gungahlin – 12.7%
- Inner North Canberra / Civic – 51.8%
- Inner South Canberra – 21.2%
- East Canberra – 5.9%
- South Canberra / Tuggeranong – 8.9%

It is expected that the site will primarily generate and distribute traffic north along Wattle Street, north-east along Goodwin Street and Southerly to Northbourne Avenue where north/south access to the northern and southern suburbs is feasible, respectively.

Overall, it is expected that the very low volumes generated by the proposed development leaving the site will utilise Wattle Street and Goodwin Street, which ultimately lead to major arterial roads. The hierarchy of the abovementioned roads and forecast CSTM traffic volumes within this desktop review led to the conclusion that the site is not expected to have any significant impact on the surrounding road network performance in terms of safety, delays or queuing. This is in line with the TCCS TIA Guidelines, mentioned previously.

4.3 Intersection Impacts

The traffic generation from the proposed development and traffic distribution determined as part of this analysis were used to determine the additional traffic volumes to be placed on the local traffic network in the vicinity of the site.

The minor peak hour traffic increase of 16.2 vehicles is considered to be a negligible impact on the surrounding intersections to the north and south of the site.

5 Car Parking

5.1 Car Parking

The ZS1 Residential Zones Technical Specification was used to determine the required supply of car parking spaces. A comparison of the parking supply requirements under the previous Lyneham Precinct

Code is also provided in order to highlight the recent increases in the parking supply requirements under the ZS1 Residential Zones Specification.

The following parking space provision requirements are applicable for Multi-Unit housing developments, refer to Table 4 for a summary of the space requirements for the proposed development.

ZS1 Residential Zones Specification

- Single bedroom dwelling – 1 space
- two-bedroom dwelling – 2 spaces
- three bedroom dwelling – 2 spaces
- every 4 dwellings – 1 visitor space

Previous Lyneham Precinct Code

- studio or one-bedroom dwelling – 1 space
- two-bedroom dwelling – 1.3 spaces
- three or more bedroom dwelling – 1.5 spaces
- every 8 dwellings – 1 visitor space

Table 4: Car Parking Requirements Summary

Dwelling Criteria	**Development Yield**	***ZS1 Residential Zones Specification***		***Previous Lyneham Precinct Code***	
		Rate	**Required Spaces**	Rate	**Required Spaces**
Studio / One Bedroom Dwelling	13	1.0	**13**	1.0	**13**
Two Bedroom Dwelling	8	2.0	**16**	1.3	**10.4**
Three or More Bedroom Dwelling	6	2.0	**12**	1.5	**9**
Visitor Parking		0.25	**6.75**	0.125	**3.4**
Subtotal (rounded)			**48**		**36**

The parking layout plan for the proposed development includes a total supply of 34 spaces. This represents a shortfall of approximately 12 spaces based on the ZS1 Residential Zones Specification and shortfall of 2 based on the Lyneham Precinct Code.

The ultimate end lessee of the block and owner of the development, YWCA, has advised that approximately 70% of their clients / residents own a motor vehicle at the other 260 housing properties under management throughout Australia. On this basis, applying a 70% ratio to ZS1 Residential Zones Specification parking supply requirements for each dwelling would reduce the parking supply requirement to 28.7 spaces. When combined with the provision of 6.75 spaces for visitors, the total parking supply would be equal to 36 (rounded).

In addition to the YWCA's estimated motor vehicle ownership data, a review of the 2021 Australian Bureau of Statistics (ABS) Census data indicates approximately 77% motor vehicle ownership per household in the suburb of Lyneham.

The 70% private vehicle ownership advice provided by YWCA appears to be a reasonable assumption in the context of existing YWCA facilities and the 2021 census data for Lyneham.

It is noted this site specific approach to the parking supply results in a comparable total parking supply that is comparable to the parking provision requirements of the previous Lyneham Precinct Code.

The adequacy of parking provision is to be confirmed and assessed by relevant officers at the DA stage.

5.2 Other Factors

5.2.1 Accessible Parking

The proposed accessible parking provision of 4 spaces within the site appears to exceed the 3% requirements of the ZS1 Residential Zones Specification (excluding any proposed adaptable housing requirements).

5.2.2 Electric Vehicle (EV) Parking / Charging Stations

The proposed development undercroft parking layout includes electrical vehicle (EV) parking and charging stations at two parking spaces. The ZS1 Residential Zones Planning Technical Specifications, Assessment Outcome 25 indicates consideration should be given for the provision of at least one EV car parking space for each unit in a new multi-unit housing development. The proposed development consists of 27 dwellings, requiring 27 EV car parking / charging spaces in accordance with the Technical Specification.

The ultimate end user of the development, YWCA, has advised that approximately 70% of their clients / residents own a motor vehicle at the other 260 housing properties under management throughout Australia. Data regarding EV ownership is not available at this time, however, advice from YWCA is that EV ownership is very limited and the proposed two EV parking/charging stations are considered more than adequate for the proposed development.

Although only two EV charging stations have been included in the proposed development, the development has capacity to deliver more in the future if required as this facility will be managed by YWCA for 25 years. Additional capacity for charging stations may require additional power supply to the site.

5.2.3 Motorcycle / Small Vehicle Parking

The parking provision for motorcycles within the site must meet the requirements of the ZS1 Residential Zones Planning Technical Specifications. The Code indicates that the site must supply three dedicated spaces per 100 public car spaces, with a minimum of one space for carparks with a minimum of 30 car parking spaces. Based on this criteria, the proposed development requires 1 secure motorcycle parking space. The undercroft parking area does not appear to contain provision for any motorcycle parking, however, the addition of 1 space appears achievable in the proposed design. There are multiple areas that can be further evaluated for the inclusion of a motorcycle parking space, potentially paired with the allowable 10% ratio of small car parking spaces permitted in any development.

5.3 Car Parking Layout Review

The proposed layout and operation of the basement parking arrangements have been reviewed at a high level in terms of safety and feasibility. The car park review was undertaken on the PDF in reference to AS2980.1 Off-street Car Parking. The assessment of the car park included a review of the following aspects of the design:

- Bay and aisle width;
- Internal queuing; and
- Car park bay dimensions.

The proposed design generally appears to meet the required standards and will operate in a satisfactory manner. However, the following items should be verified in detail against AS2980.1 Off-street Car Parking to ensure compliance:

- Entry ramp width and aisle width;
- Parking space clearance at columns;
- Minimum headroom requirements;

- Wheelstop locations;
- Parking bay width where side boundaries are up against a wall; and
- Aisle extension requirements beyond the last parking space on blind aisles.

6 Sustainable Transport Infrastructure

6.1 Bicycle End of Trip Facilities

The ZS1 Residential Zones Specification was used to determine the required supply of bicycle parking spaces. According to the code the following supply of bicycle parking space requirements applies to Multi-Unit housing, refer to Table 5 for a summary of the space requirements for the proposed development:

- 1 space per one or two bedroom dwelling,
- 2 spaces per three or more bedroom dwelling with a car parking space,
- 1 space per bedroom for dwellings not allocated a car parking space, and
- 1 space per 10 dwellings for visitors
- Long stay spaces are to be provided for residents with short stay spaces for visitors.

Table 5: Bicycle Parking Requirements Summary

Dwelling Criteria	Rate	Development Yield	Required Spaces
one or two bedroom dwelling (long stay)	1	21	21
three or more bedroom dwelling with a car parking space (long stay)	2	6	12
bedroom for dwellings not allocated a car parking space (long stay)	1	2*	2
For visitors (short stay)	0.10	26	2.6
		Subtotal (rounded)	**38**

** There is a shortfall of 2 car parking spaces for the development based on the calculation in Section 5.1 of this report, therefore, assume additional bicycle parking is required to offset.*

The long stay bicycle parking spaces for the proposed development will be contained within the secure and separated bicycle storage area adjacent to the undercroft car parking area. It is understood there will be provision for short stay visitor spaces located in the undercroft bicycle storage area and at the ground level in public spaces.

The proposed development appears to supply 41 long-stay bicycle spaces, including 6 spaces for electric bicycles (e-bikes). The proposed bicycle parking for the development exceeds the minimum requirements of the ZS1 Residential Zones Specification.

6.2 Walking and Cycling Network

At outlined in Section 2.7, the existing public footpath and cycling infrastructure surrounding the site is extensive, providing the site with excellent active transportation facilities and connectivity. Refer to Figure 11 for the existing path network in the vicinity of the site. Public footpaths follow the verges of the streets surrounding the site allowing easy access for both pedestrians and cyclists. These 'local' footpaths feed into the Principal CBR Cycle Routes.

6.3 Walkability Score

The subject site has a walk score of 65 out of 100 based on data from walkscore.com. This score indicates that the site is somewhat walkable and that some errands can be accomplished on foot. Points are awarded based on the distance to amenities in each category. Amenities within a 5 minute walk are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30 minute walk. Walk Score also measures pedestrian friendliness by analysing population density and road metrics such as block length and intersection density. The low number of immediately accessible amenities has resulted in a relatively mid-range walkability score for the site. The walking distance from the site in a 20 minute time frame can be seen in Figure 21.

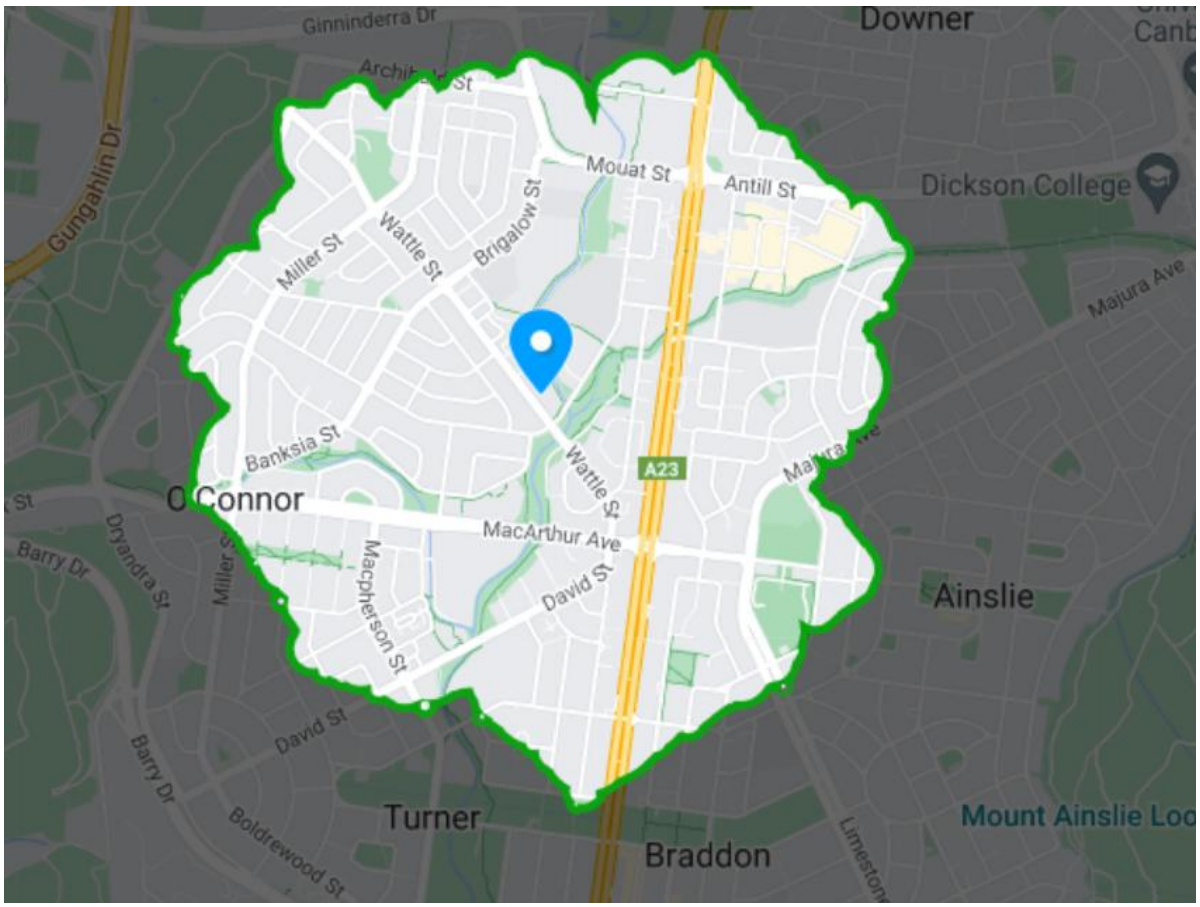


Figure 21: Walking Distance from the Site Within a 20 Minute Time Frame (Walk Score, 2026).

6.4 Travel Plan

Due to car parking reduction proposed for the development (2 space reduction) a Travel Plan has been prepared as part of the Transport Impact Statement in consultation with the property managers, YWCA, for this residential development. The objective of the Travel Plan for this site will be to reduce single occupant vehicle dependency, trips generated and carparking requirements. In addition to promoting sustainable transport via walking, cycling, public transport or car share.

6.4.1 Package of Site Specific Measures / Actions

A package of measures will be provided to encourage more sustainable travel while travelling to and from the site. Physical and behavioural measures are two potential measures to introduce into a viable Travel Plan. Physical measures will prioritise sustainable transport via walking, cycling, public transport or car share whereas behavioural measures aim to provide soft strategies which influence travel behaviours for those who will travel to and from the site.

The principle of remode aims to promote non-private vehicle modes of travel, such as public transport, walking or cycling, or more fuel-efficient vehicles such as electric vehicles (EVs) or small vehicles. Measures to remode travel are discussed below.

It is noted that the proposed development includes secure bicycle parking facilities and electric vehicle and electric bicycle charging facilities.

- Education and Awareness: Education and awareness of the availability of sustainable travel modes would be crucial in encouraging residents / tenants and visitors to adopt travel plan measures. It is important that residents / tenants and visitors are made aware of the need to reduce car dependency where possible. A new development provides an opportunity to offer residents / tenants advice on travel modes to and from the Site. At this time, new travel habits are being established and people may particularly welcome information about the travel services and facilities available to them. Potential measures to encourage education and awareness include:
    - Provide travel information for residents/tenants and visitors travelling to and from the site using sustainable forms of transport, as well as outlining the benefits, objectives and measures of the wider Travel Plan. A website or app associated with the development could include links to the Canberra websites to promote sustainable travel.
    - A Travel Access Guide (TAG) could also be provided to residents/tenants and visitors to highlight sustainable travel methods. The purpose of a TAG is to highlight sustainable travel methods in a legible and easy to read format and would include the following:
    - Map showing key public transport, walking and cycling routes to the development.
    - Information on end of trip facilities, events and programs.
    - Provide an overview of the Travel Plan and TAG as part of resident / tenant welcome / move-in package. This may include a visit to bicycle parking and end of trip facilities to increase awareness.
    - Events such as ‘National Bike Week’, ‘Bike2Work Days’ and ‘Walk to Work Day’ could be promoted to residents/tenants.
    - Other incentives to encourage sustainable travel may also include discount vouchers for a local bicycle retailer.
    - YWCA will manage the facility and has indicated there will be a dedicated Tenancy Management Team (TMT) to distribute in educational / awareness materials related to public transit and active transportation facilities as part of their Housing Handbook to residents / tenants.

- Promotion of Public Transport: The use of train and bus services could be promoted by outlining public transport services in a TAG to enable staff and visitors to assess route options and to plan a public transport route to work.

  Links to journey planning websites (such as Transport Canberra websites) and real-time public transport service data on a website or app associated with the development. All user groups should be provided with a user friendly map describing the surrounding public transport links. Maps can be distributed via a range of digital platforms including email or mobile phone application. These maps would advertise and promote public transport and prompts staff, visitors and residents to consider public transport as their first transport option when travelling to and from the site. These public transport maps should also include information on accessible transport routes for staff, visitors and residents with special access needs.

YWCA has advised their residents / tenants will be provided pre-loaded MyWay+ cards to promote access the nearby bus and light rail network connections.

- Promotion of Walking: Walking could be promoted via the following measures:
    - Residents / Tenants and Visitors should have access to a legible map outlining surrounding public transport linkages, local outlets and attractions within a reasonable walking distance. Maps can be distributed via a range of digital platforms including email, mobile phone application or information boards within the Site. Walking networks can be presented in a TAG and paths to key destinations such as nearby bus stops and serviced routes are indicated clearly.
    - Promote events such as 'Walk to Work Day'.

- Promotion of Cycling: The proposed development is located near the wider off-road cycling network and will provide easily accessible bicycle parking and end of trip facilities for cyclists. The provision of secure bicycle parking and end of trip facilities are expected to encourage staff, visitors and residents to cycle. Cycling could also be promoted via the following measures:
    - Outline cycling facilities in the TAG to enable cyclists to assess route options and to plan how to cycle to work.
    - Facilitate a bike-sharing program within the proposed development. Bikes could be made available to residents / tenants, which would be booked for a specific period of time. A bike-sharing program would provide access to a bike for residents who do not own one and could encourage long-term adoption of cycling.
    - Form a Cycling Group consisting of residents / tenants who cycle to work regularly. The Cycling Group could advocate for cycling for all tenants, including organising cycling events and notifying building management of maintenance and issues relating to the provision of on-site cycling facilities.
    - Promote regular events such as 'Ride to Work Day'.
    - Provide bicycle maps showing surrounding cycleways and infrastructure via a mobile phone application, the development's website or as physical wayfinding. This will allow cyclists to assess route options and plan how they cycle to the Site. As the surrounding area has high quality cycling infrastructure, cycling to and from the site can be an enjoyable and sustainable method of travel.

6.4.2 Implementation, Management and Evaluation Approach

- YWCA will manage the facility and has indicated there will be a dedicated Tenancy Management Team (TMT) to implement the travel plan.
- The Travel Plan is a living document and its successful implementation will rely on ongoing monitoring and review. The Travel Plan objectives will remain unchanged but targets and measures may be changed to reflect an ambition for continued progress.
- Monitoring mechanisms could include periodic travel surveys to understand the travel behaviour of tenants and success of the measures. The survey could be distributed 3 months post-occupation as well as yearly or following key transport network changes (such as new bus routes).
- A key part of an effective Travel Plan is to nominate personnel to champion and administer the plan. A robust governance structure would contribute to the success of the plan and could include a nominated Travel Plan representative or committee. A representative or committee could consist of tenants and the YWCA Tenancy Management Team, who would:
    - Periodically update the Travel Plan as new or safer transport routes become available.
    - Engage with stakeholders, promote the Travel Plan and solicit feedback.

- Achieve target mode shares, monitor performance and make decisions on the Travel Plan.
- Consult with local advocacy organisations, such as, Pedal Power.
- Raise improvements to public transport or walking and cycling facilities with the ACT Government or Transport Canberra.

7 Conclusion

The analysis and relevant discussion in this report led to the following conclusions:

- The parking requirement as per the former Lyneham Precinct Map & Code for the proposed development is 38 car spaces to accommodate the residential land use. The on-site parking supply of 36 spaces for the proposed development represents a shortfall of 2 spaces. The following parking and transport related items should be taken into consideration:
    - The presence of on street parking facilities on Wattle Street adjacent to the development,
    - The proximity of the site to extensive pedestrian and cycling network will promote active travel options in accordance with the Transport for Canberra – Transport for a Sustainable City 2012-2031 policy and the Active Travel Plan 2024-30.
    - The proximity of the site to bus and light rail public transit infrastructure is considered to be adequate for the proposed development.
    - The Site Specific Package of Measures and Actions that will be provided to residents / tenants of the new development as part of the Travel Plan will promote sustainable transportation and reduce the reliance on private vehicle use.
- The current ZS1 Residential Zones Technical Specifications require 48 parking spaces to service the proposed development. However, noting the special usage and Developer's historic advice of up to 70% car ownership, the number of parking spaces required would fall to the same 36 bays calculated under the former Precinct Code.
- The bicycle space requirements as per the End of Trip Facilities General Code is 38 spaces to accommodate the residential land use. The on-site provision for bicycle facilities of 41 spaces in the secure parking area for the proposed development exceeds the minimum requirements of the End of Trip Facilities General Code. This increase in provision is intended to offset the reduced expected car ownership rate.
- The site has an expected traffic generation of up to 16.2 vehicles in the AM and PM peak hours.
- There is adequate capacity in the surrounding existing local road network to accommodate the traffic generated by the proposed development. The additional traffic proposed on Wattle Street is considered to be negligible in terms of the capacity of this major collector road.
- The site features an existing driveway access off Wattle Street approximately 10m south of the northern block boundary. It is understood the existing driveway is proposed to be retained as the primary entry and egress for the new development. The Developer’s civil consultant is separately preparing a design for the driveway access to demonstrate compliance with Municipal Infrastructure Standards (MIS) 07 ‘Driveways’ and obtain approval for any potential departures from the standard.

Appendix A

Architectural Drawings

EXISTING RESIDENTIAL BUILDING

BLOCK 9 SECTION 41
LYNEHAM

BOUNDARY

EXISTING RETAINING WALL

3m SETBACK - REAR ZONE

1m SETBACK - PRIMARY ZONE

BOUNDARY

4m SETBACK - SECONDARY FRONT BOUNDARY - GROUND & UPPER

6m SETBACK

STAIR
TO UNDERCROFT

EXISTING DRIVEWAY

RETAINING WALL
TO PERIMETER
FOR FLOOD MITIGATION

ACT FLOOD MAPS: 1 IN 100 YEAR FLOOD EXTENT

SULLIVANS CREEK STORMWATER CHANNEL

TERRITORY LAND

PUBLIC
OPEN SPACE

BLOCK 11 SECTION 75
O'CONNOR

BLOCK 10 SECTION 75
O'CONNOR

BLOCK 9 SECTION 75
O'CONNOR

WATTLE STREET

EXISTING STREET TREES

4m SETBACK - SECONDARY FRONT BOUNDARY - GROUND & UPPER

EXISTING RETAINING WALL

BOUNDARY

BOUNDARY

TERRITORY LAND

PUBLIC
OPEN SPACE
FUTURE MICRO-FOREST AREA



THE SITE - BLOCK 29 SECTION 41 LYNEHAM



EXISTING FOOTPATH ALONG WATTLE STREET



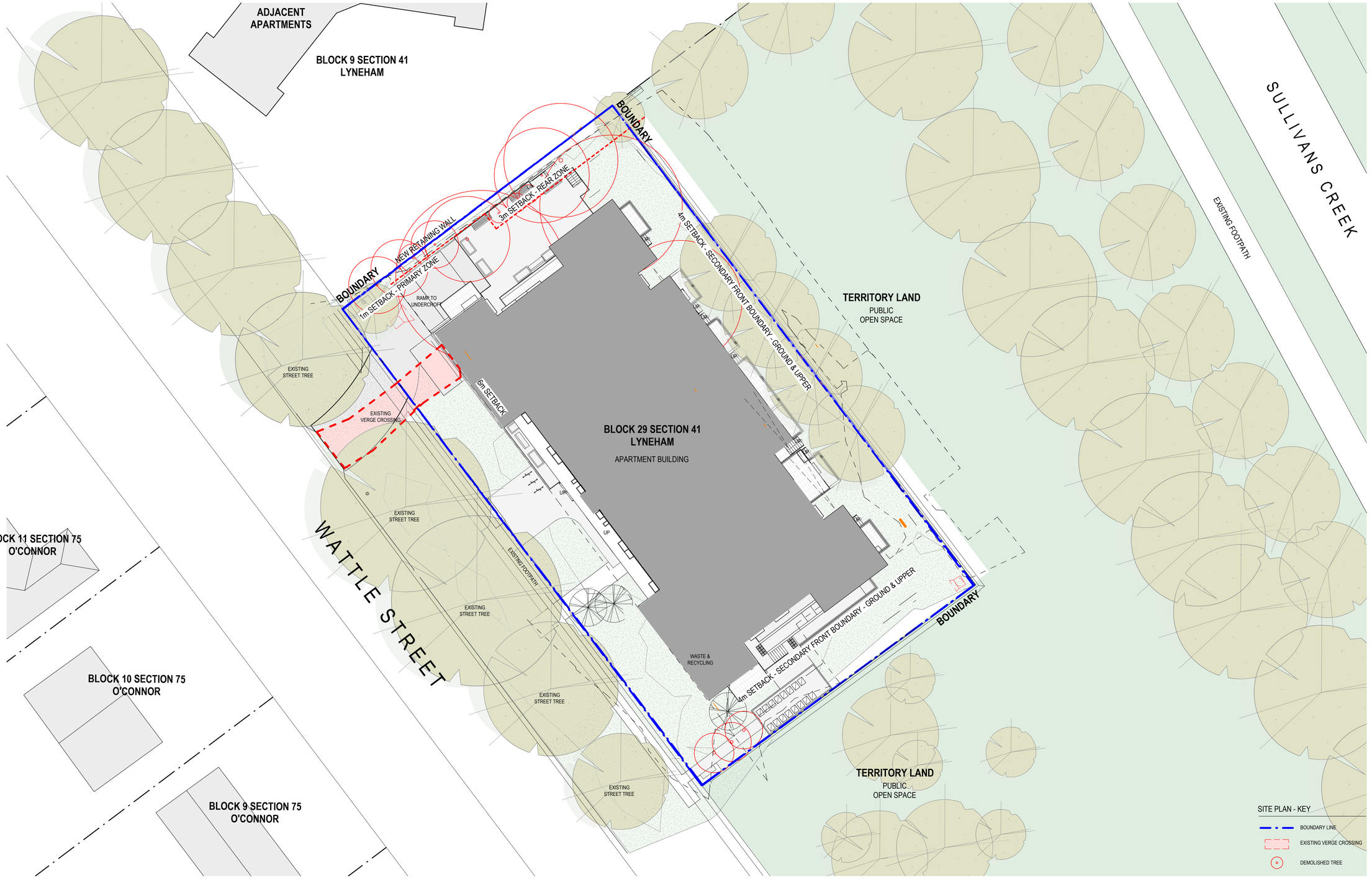
ON-STREET PARKING ALONG WATTLE STREET

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SITE ANALYSIS Scale: 1 : 200@A1 Drawing: SK003 REV: 8

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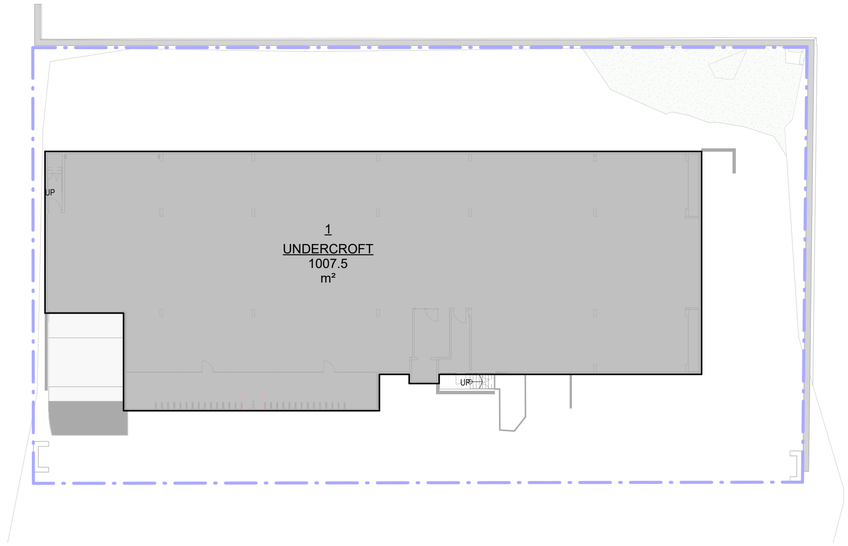


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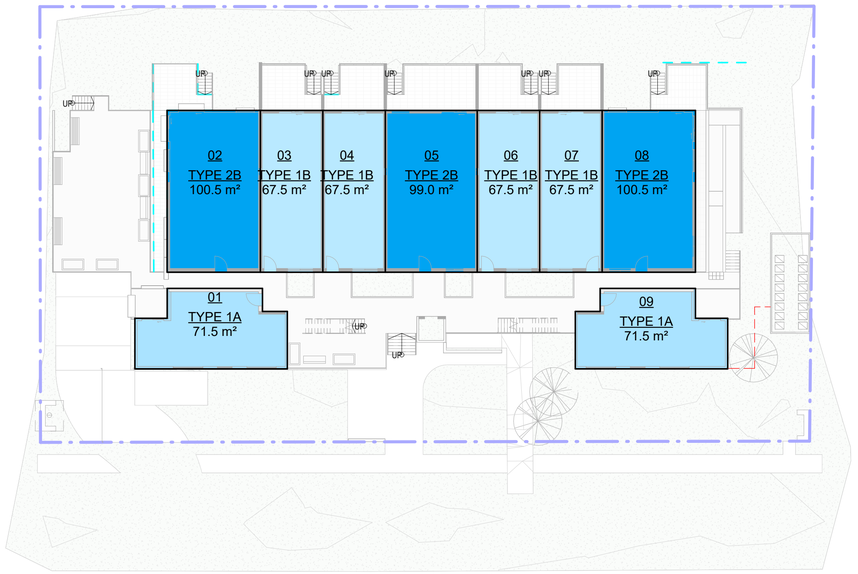
LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SITE PLAN Scale: 1 : 200@A1 Drawing: SK004 REV: 8

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05.08.26



01 **UNDERCROFT**
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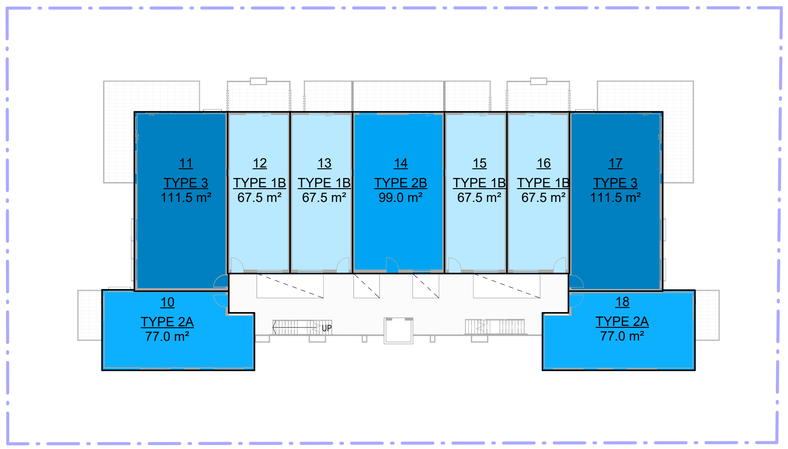
02 **GROUND FLOOR**
1 : 250 @ A1

GROSS FLOOR AREA

Level	Area
UNDERCROFT	1007 m²
GROUND	713 m²
LEVEL 1	745 m²
LEVEL 2	745 m²
Grand total	3211 m²

APARTMENT S TYPES

UNIT NO	TYPE	AREA	Level	NO. BEDS
01	TYPE 1A	71.5 m²	GROUND	1
02	TYPE 2B	100.5 m²	GROUND	2
03	TYPE 1B	67.5 m²	GROUND	1
04	TYPE 1B	67.5 m²	GROUND	1
05	TYPE 2B	99.0 m²	GROUND	2
06	TYPE 1B	67.5 m²	GROUND	1
07	TYPE 1B	67.5 m²	GROUND	1
08	TYPE 2B	100.5 m²	GROUND	2
09	TYPE 1A	71.5 m²	GROUND	1
10	TYPE 2A	77.0 m²	LEVEL 1	2
11	TYPE 3	111.5 m²	LEVEL 1	3
12	TYPE 1B	67.5 m²	LEVEL 1	1
13	TYPE 1B	67.5 m²	LEVEL 1	1
14	TYPE 2B	99.0 m²	LEVEL 1	2
15	TYPE 1B	67.5 m²	LEVEL 1	1
16	TYPE 1B	67.5 m²	LEVEL 1	1
17	TYPE 3	111.5 m²	LEVEL 1	3
18	TYPE 2A	77.0 m²	LEVEL 1	2
19	TYPE 2A	77.0 m²	LEVEL 2	2
20	TYPE 3	111.5 m²	LEVEL 2	3
21	TYPE 1B	67.5 m²	LEVEL 2	1
22	TYPE 1B	67.5 m²	LEVEL 2	1
23	TYPE 2B	99.0 m²	LEVEL 2	2
24	TYPE 1B	67.5 m²	LEVEL 2	1
25	TYPE 1B	67.5 m²	LEVEL 2	1
26	TYPE 3	111.5 m²	LEVEL 2	3
27	TYPE 2A	77.0 m²	LEVEL 2	2



03 **LEVEL 1**
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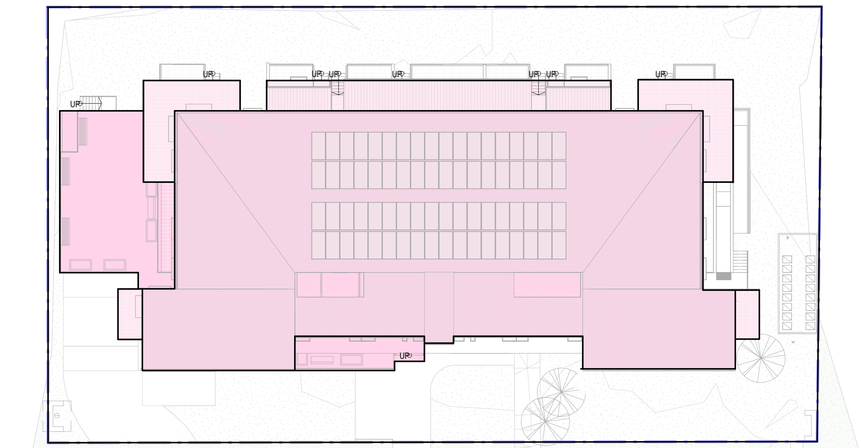
04 **LEVEL 2**
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TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 AREA PLAN - GFA Scale: 1 : 250@A1 Drawing: SK007 REV: 8

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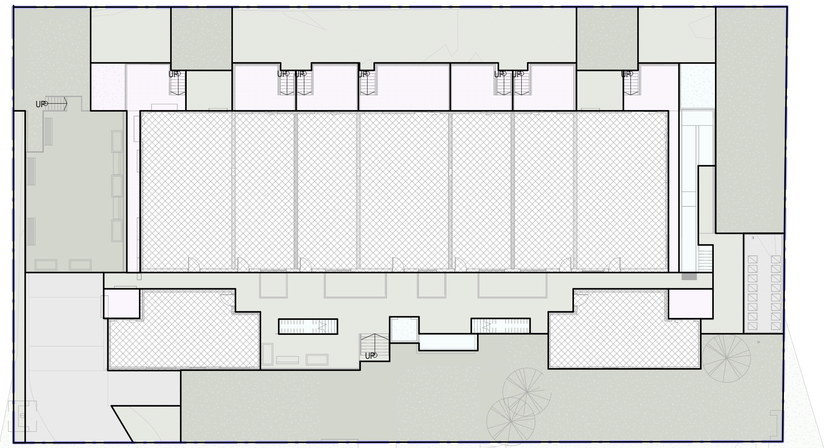
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SITE COVERAGE

- SITE COVERAGE
- SITE COVERAGE BAL
- SITE COVERAGE PODIUM ROOFED
- UN COVERED

1 **SITE COVERAGE**
1 : 250 @ A1



AREA LEGEND

- COMMUNAL (5m >)
- OPEN OTHER (< 5m)
- PRIVATE GFA
- POS (GROUND)
- VERT CIRC
- DRIVEWAY
- WASTE

2 **SITE OPEN SPACE**
1 : 250 @ A1

CED - SITE COVERAGE CALCULATION

Site coverage is the proportion of actual site covered by buildings. Site coverage encompasses more than GFA, including the following examples (this is not an exhaustive list):
- balconies
- basements
- any roofed structures such as carports, terraces, pergolas, patios, decks and garden sheds
- cantilevered upper floor elements.

However, site coverage excludes the following (this is not an exhaustive list):
- any part of awnings, eaves and the like
- unroofed structures, including decks, terraces, pergolas and patios
- swimming pools
- other hard surface treatments, such as retaining walls and driveways.

ADVISORY NOTE 08 - JULY 2026

OPEN SPACE SCHEDULE		
Name	Area	%
COMMUNAL (5m >)	662 m²	30%
DRIVEWAY	113 m²	5%
OPEN OTHER (< 5m)	461 m²	21%
POS (GROUND)	195 m²	9%
PRIVATE GFA	713 m²	32%
VERT CIRC	65 m²	3%
WASTE	27 m²	1%
	2237 m²	

SITE COVERAGE		
Name	Area	%
SITE COVERAGE	883 m²	39%
SITE COVERAGE BAL	154 m²	7%
SITE COVERAGE PODIUM ROOFED	141 m²	6%
UN COVERED	1060 m²	47%
	2238 m²	

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931

AREA PLAN - SITE COVERAGE AND SITE OPEN SPACE

Scale: 1 : 250@A1 Drawing: SK007.5 REV: 8

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1 **STREETSCAPE - WATTLE STREET**
1 : 200 @ A1

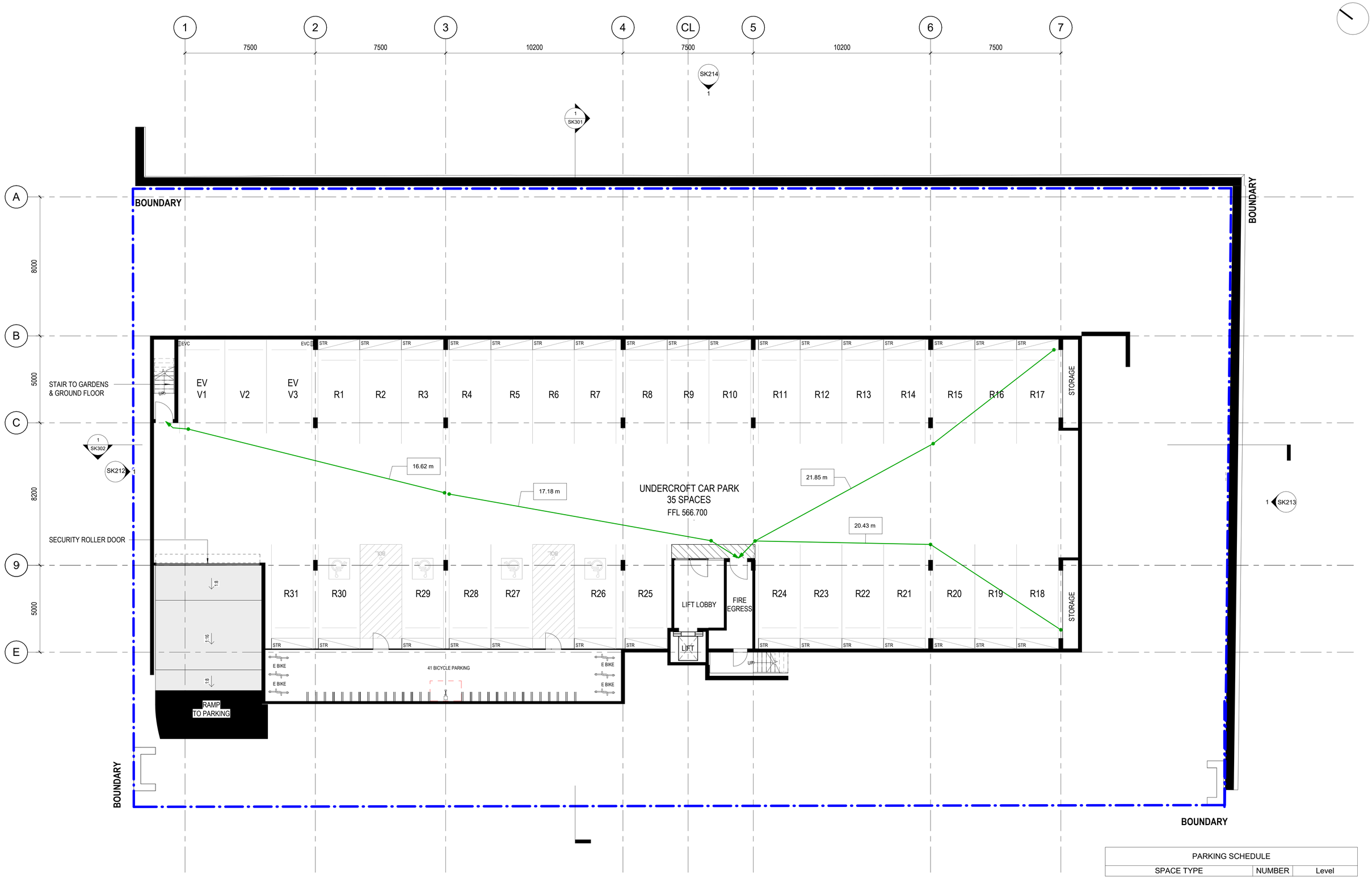


TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 STREETSCAPE Scale: 1 : 200@A1 Drawing: SK008 REV: 8

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PARKING SCHEDULE		
SPACE TYPE	NUMBER	Level
ALLOCATED TENNANT ACCESSIBLE	4	UNDERCROFT
ALOCATED TENNANT	27	UNDERCROFT
LOADING	1	GARDEN
VISITOR	3	UNDERCROFT
	35	

1 1
SK008 SK211

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 UNDERCROFT PLAN Scale: 1 : 100@A1 Drawing: SK101 REV: 8

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1 2 3 4 CL 5 6 7

7500 7500 10200 7500 10200 7500

A B C 9 E 8

8000 5000 8200 5000 10770

SK214 1

1 SK301

SK212 1

1 SK302

1 SK213

BOUNDARY

RETAINING WALL

COMMUNAL GARDENS

PPOS

FFL 569.700

UNIT 01 TYPE 2B

UNIT 02 TYPE 1B

UNIT 03 TYPE 1B

UNIT 04 TYPE 2B

UNIT 05 TYPE 1B

UNIT 06 TYPE 1B

UNIT 07 TYPE 2B

UP

CLOTHES DRYING / PRODUCE COMMUNAL GARDEN AREA

FFL 568.934

1:14

FFL 569.317

FFL 568.300

WASTE & RECYCLING ENCLOSURE

RAMP TO PARKING BELOW

1:8

1:16

1:20

BALCONY

UNIT 09 TYPE 1A

UNIT 08 TYPE 1A

LIFT

LOADING ZONE

BIKE RACK

WM

ELECTRICAL POE

LETTER BOXES

FOOT PATH

1 SK008

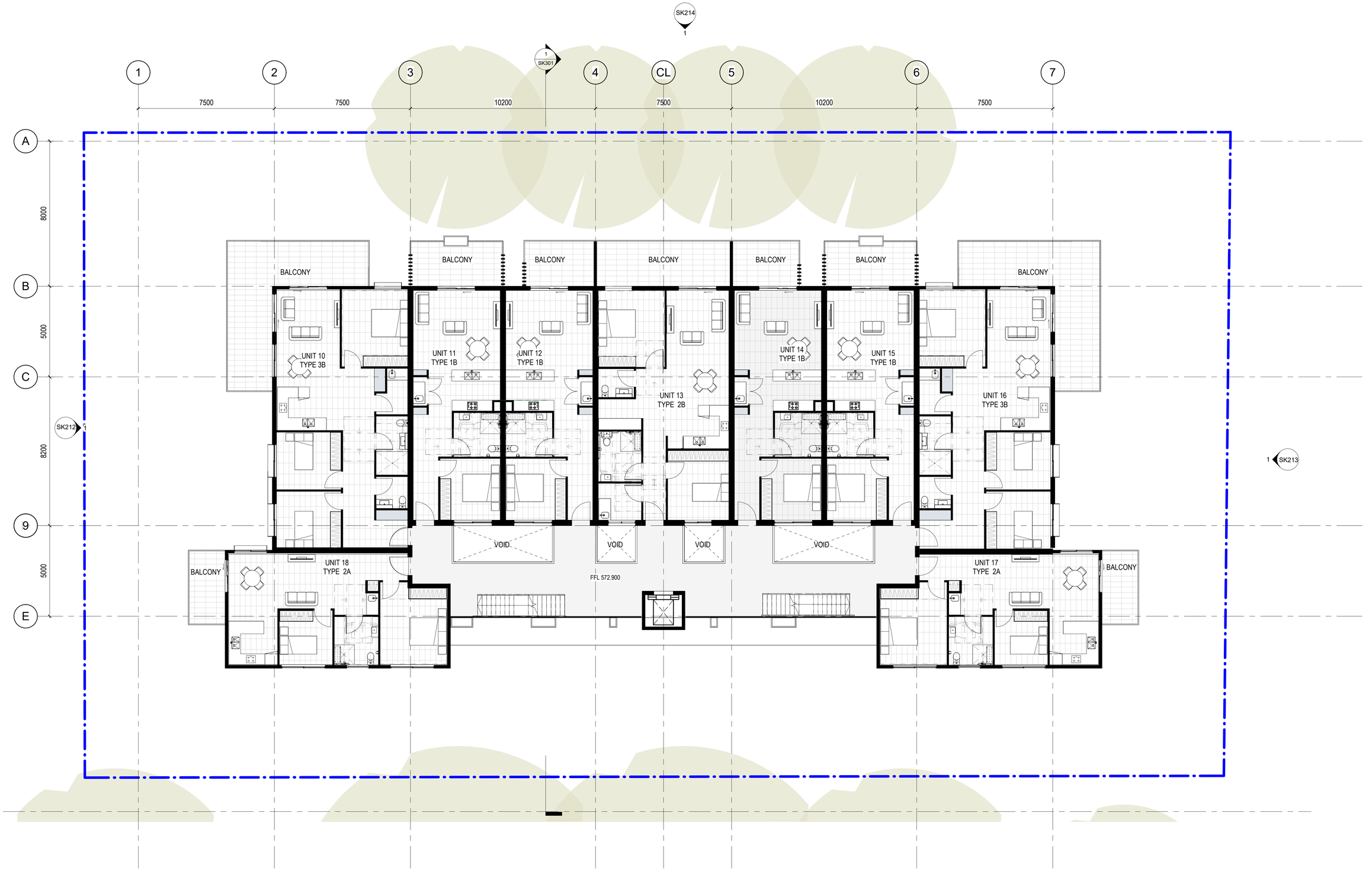
1 SK211

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 GROUND PLAN Scale: 1 : 100@A1 Drawing: SK102 REV: 8

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TRELLA

1 1
SK008 SK211

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 LEVEL 1 PLAN Scale: 1 : 100@A1 Drawing: SK103 REV: 8

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1 2 3 4 CL 5 6 7

A B C D E

8000 5000 8200 5000

7500 7500 10200 7500 10200 7500

SK214 1

1 SK301

BALCONY BALCONY BALCONY BALCONY BALCONY BALCONY BALCONY

UNIT 19 TYPE 3B

UNIT 20 TYPE 1B

UNIT 21 TYPE 1B

UNIT 22 TYPE 2B

UNIT 23 TYPE 1B

UNIT 24 TYPE 1B

UNIT 25 TYPE 3B

TYPE 3B

VOID VOID VOID VOID

BALCONY

UNIT 27 TYPE 2A

FFL 576.100

LIFT

UNIT 26 TYPE 2A

BALCONY

1 SK213

1 1 SK008 SK211

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 LEVEL 2 PLAN Scale: 1 : 100@A1 Drawing: SK104 REV: 8

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1 2 3 4 CL 5 6 7

7500 7500 10200 7500 10200 7500

A B C 9 E

8000 5000 8200 5000

8

PV

PV

ROOF SAFETY SYSTEM: Provide certified roof anchor points and safe access for maintenance of solar PV panels in accordance with AS 1657:2018, AS/NZS 5532:2013, and AS/NZS 1891.4. Coordinate with solar installer.

VALLEY GUTTER

14°

10°

15°

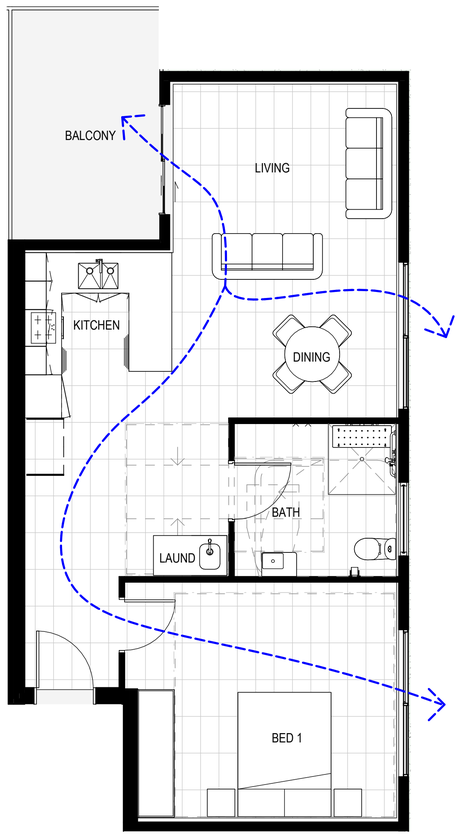
7°

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 ROOF PLAN Scale: 1 : 100@A1 Drawing: SK105 REV: 8

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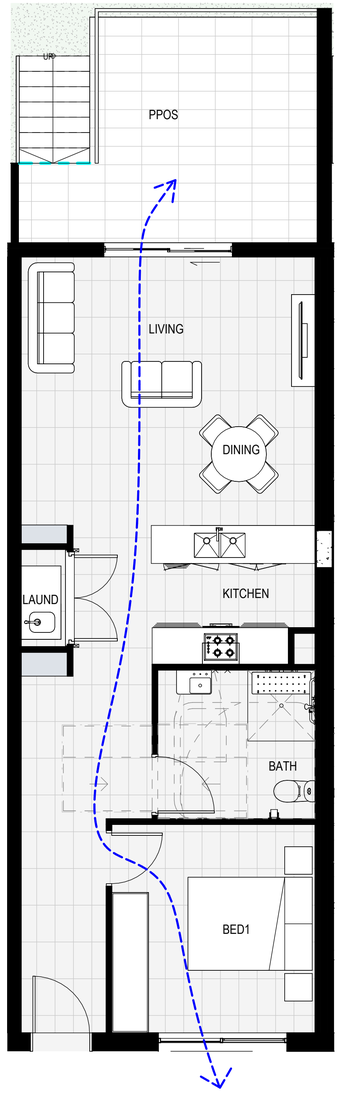


APARTMENT TYPE - 1A

UNIT NO	TYPE	AREA	Level	NO. BEDS
01	TYPE 1A	71.5 m²	GROUND	1
09	TYPE 1A	71.5 m²	GROUND	1

GFA METHOD OF MEASUREMENT
*Approximate living and outdoor areas shown, as per PCA Methods of Measurement:
- Measured to the external face of the common wall
- Measured to the external face of external non-shared walls
- Measured to the centre line of shared walls and partitions
- Measured to face of terrace/balcony wall and includes planters within the balcony
- Includes all ducts and risers, unless the structure exceeds 1sqm
- Horizontal surface of all stairs measured.

Apartment type layout, dimensions and areas may undergo minor amendments during the structural resolution of the building, subject to the National Code of Construction.



APARTMENT TYPE - 1B

UNIT NO	TYPE	AREA	Level	NO. BEDS
03	TYPE 1B	67.5 m²	GROUND	1
04	TYPE 1B	67.5 m²	GROUND	1
06	TYPE 1B	67.5 m²	GROUND	1
07	TYPE 1B	67.5 m²	GROUND	1
12	TYPE 1B	67.5 m²	LEVEL 1	1
13	TYPE 1B	67.5 m²	LEVEL 1	1
15	TYPE 1B	67.5 m²	LEVEL 1	1
16	TYPE 1B	67.5 m²	LEVEL 1	1
21	TYPE 1B	67.5 m²	LEVEL 2	1
22	TYPE 1B	67.5 m²	LEVEL 2	1
24	TYPE 1B	67.5 m²	LEVEL 2	1
25	TYPE 1B	67.5 m²	LEVEL 2	1

GFA METHOD OF MEASUREMENT
*Approximate living and outdoor areas shown, as per PCA Methods of Measurement:
- Measured to the external face of the common wall
- Measured to the external face of external non-shared walls
- Measured to the centre line of shared walls and partitions
- Measured to face of terrace/balcony wall and includes planters within the balcony
- Includes all ducts and risers, unless the structure exceeds 1sqm
- Horizontal surface of all stairs measured.

Apartment type layout, dimensions and areas may undergo minor amendments during the structural resolution of the building, subject to the National Code of Construction.

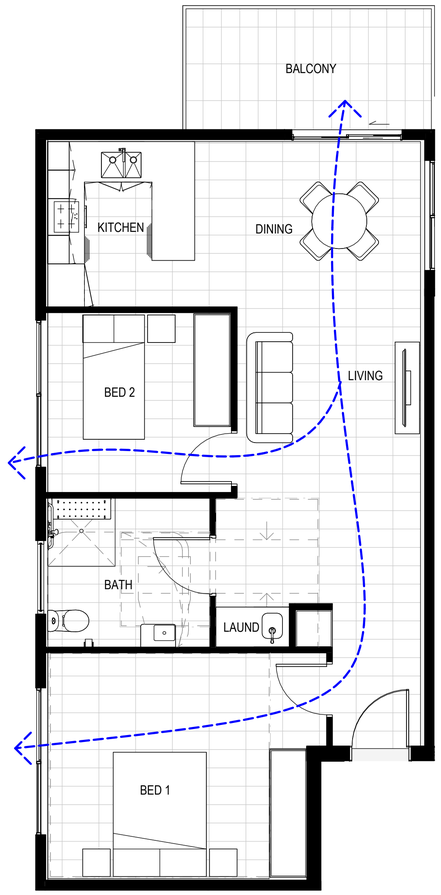
VENTILATION PATH

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 APARTMENT TYPES - 1 BED TYPOLOGIES Scale: 1 : 50@A1 Drawing: SK152 REV: 8

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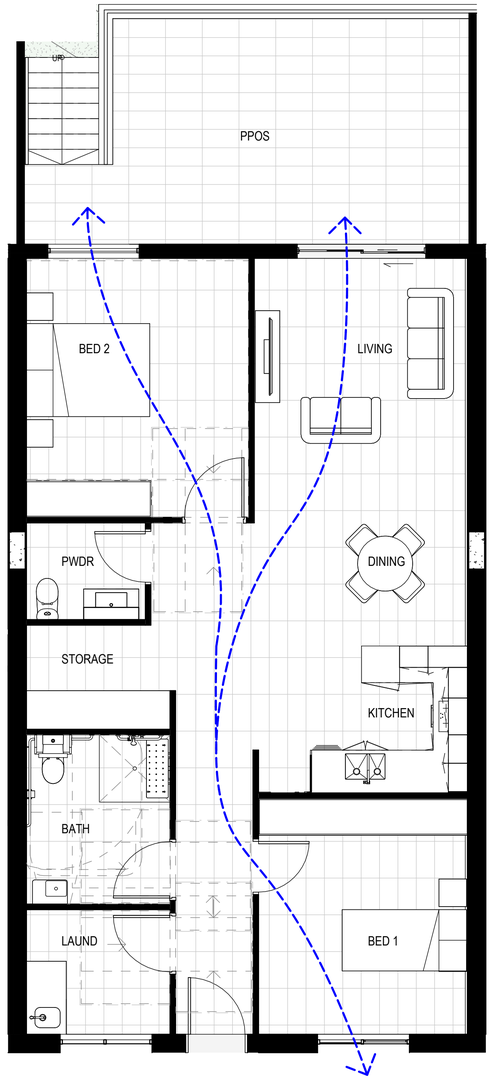


APARTMENT TYPE - 2A

UNIT NO	TYPE	AREA	Level	NO. BEDS
10	TYPE 2A	77.0 m²	LEVEL 1	2
18	TYPE 2A	77.0 m²	LEVEL 1	2
19	TYPE 2A	77.0 m²	LEVEL 2	2
27	TYPE 2A	77.0 m²	LEVEL 2	2

GFA METHOD OF MEASUREMENT
*Approximate living and outdoor areas shown, as per PCA Methods of Measurement:
- Measured to the external face of the common wall
- Measured to the external face of external non-shared walls
- Measured to the centre line of shared walls and partitions
- Measured to face of terrace/balcony wall and includes planters within the balcony
- Includes all ducts and risers, unless the structure exceeds 1sqm
- Horizontal surface of all stairs measured.

Apartment type layout, dimensions and areas may undergo minor amendments during the structural resolution of the building, subject to the National Code of Construction.



APARTMENT TYPE - 2B

UNIT NO	TYPE	AREA	Level	NO. BEDS
02	TYPE 2B	100.5 m²	GROUND	2
05	TYPE 2B	99.0 m²	GROUND	2
08	TYPE 2B	100.5 m²	GROUND	2
14	TYPE 2B	99.0 m²	LEVEL 1	2
23	TYPE 2B	99.0 m²	LEVEL 2	2

GFA METHOD OF MEASUREMENT
*Approximate living and outdoor areas shown, as per PCA Methods of Measurement:
- Measured to the external face of the common wall
- Measured to the external face of external non-shared walls
- Measured to the centre line of shared walls and partitions
- Measured to face of terrace/balcony wall and includes planters within the balcony
- Includes all ducts and risers, unless the structure exceeds 1sqm
- Horizontal surface of all stairs measured.

Apartment type layout, dimensions and areas may undergo minor amendments during the structural resolution of the building, subject to the National Code of Construction.

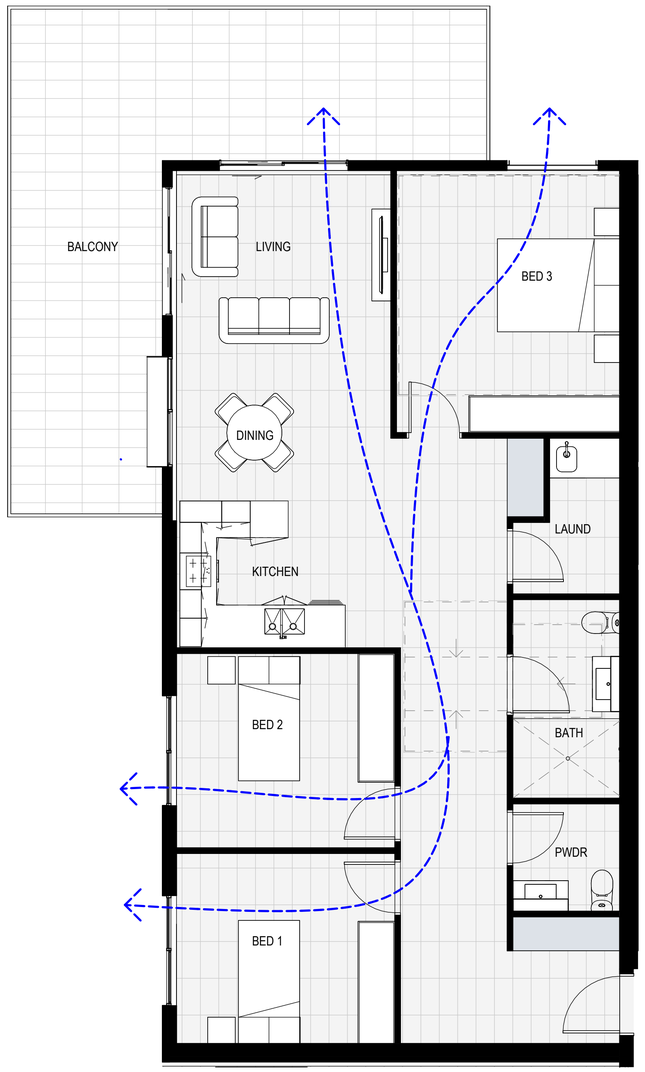
VENTILATION PATH

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 APARTMENT TYPES - 2 BED TYPOLOGIES Scale: 1 : 50@A1 Drawing: SK153 REV: 8

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APARMENT TYPE - 3

UNIT NO	TYPE	AREA	Level	NO. BEDS
11	TYPE 3	111.5 m²	LEVEL 1	3
17	TYPE 3	111.5 m²	LEVEL 1	3
20	TYPE 3	111.5 m²	LEVEL 2	3
26	TYPE 3	111.5 m²	LEVEL 2	3

GFA METHOD OF MEASUREMENT

*Approximate living and outdoor areas shown, as per PCA Methods of Measurement:

- Measured to the external face of the common wall
- Measured to the external face of external non-shared walls
- Measured to the centre line of shared walls and partitions
- Measured to face of terrace/balcony wall and includes planters within the balcony
- Includes all ducts and risers, unless the structure exceeds 1sqm
- Horizontal surface of all stairs measured.

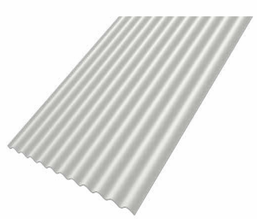
Apartment type layout, dimensions and areas may undergo minor amendments during the structural resolution of the building, subject to the National Code of Construction.

CROSS FLOW VENTILATION PATH

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1 **ELEV - SOUTH WEST**
1 : 100 @ A1



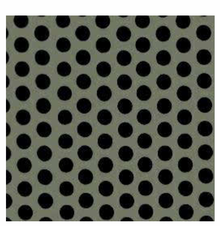
CUSTOM ORB



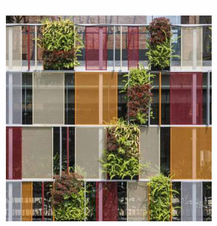
FIBER CEMENT BOARD



PODIUM BRICK



PERMEABLE STEEL
BALUSTRADES



FACADE SCREENS
PERFORATED
MULTI COLOURED



FACADE PLANTER
BOXES



SHARED OUTDOOR SPACES
COMMUNAL / SEMI-PRIVATE

TRELLA

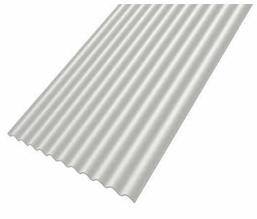
LYNEHAM DEMONSTRATION HOUSING Project Number:1931 ELEVATION - WATTLE STREET SOUTH WEST Scale: 1 : 100@A1 Drawing: SK211 REV: 8

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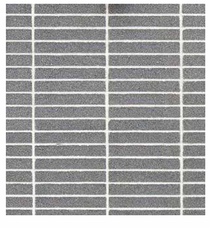
1 **ELEV - NORTH WEST**
1 : 100 @ A1



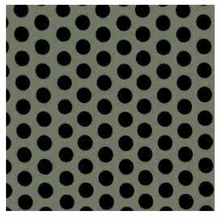
CUSTOM ORB



FIBER CEMENT BOARD



PODIUM BRICK



PERMEABLE STEEL
BALUSTRADES



FACADE SCREENS
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MULTI COLOURED



FACADE PLANTER
BOXES



SHARED OUTDOOR SPACES
COMMUNAL / SEMI-PRIVATE

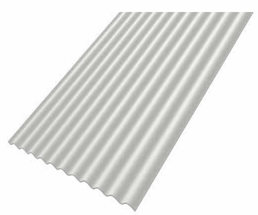
TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 ELEVATIONS - NORTH WEST Scale: 1 : 100@A1 Drawing: SK212 REV: 8

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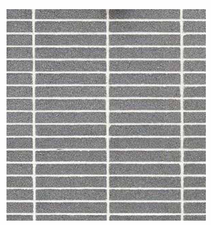
1 **ELEV - SOUTH EAST**
1 : 100 @ A1



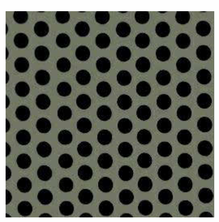
CUSTOM ORB



FIBER CEMENT BOARD



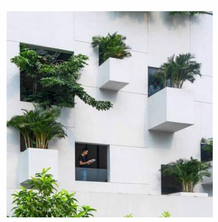
PODIUM BRICK



PERMEABLE STEEL
BALUSTRADES



FACADE SCREENS
PERFORATED
MULTI COLOURED



FACADE PLANTER
BOXES



SHARED OUTDOOR SPACES
COMMUNAL / SEMI-PRIVATE

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 ELEVATIONS - SOUTH EAST Scale: 1 : 100@A1 Drawing: SK213 REV: 8

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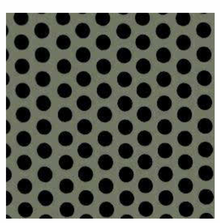


1 **ELEV - NORTH EAST**
1 : 100 @ A1


CUSTOM ORB


FIBER CEMENT BOARD


PODIUM BRICK


PERMEABLE STEEL
BALUSTRADES


FACADE SCREENS
PERFORATED
MULTI COLOURED


FACADE PLANTER
BOXES

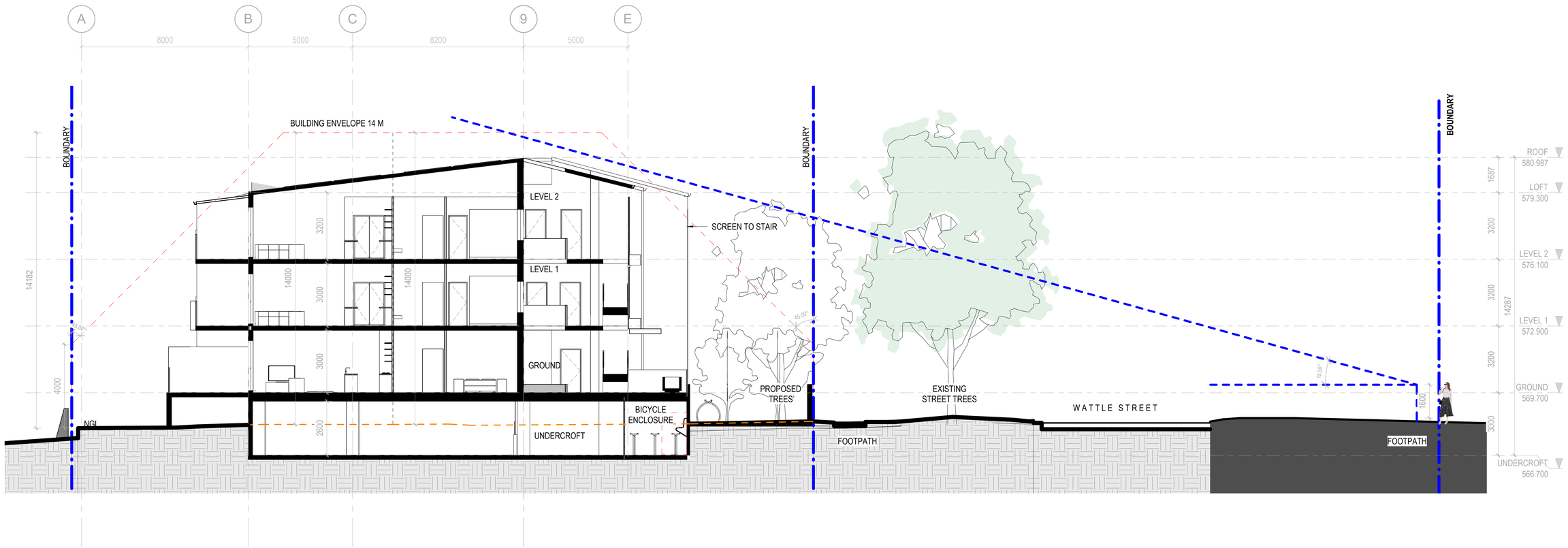

SHARED OUTDOOR SPACES
COMMUNAL / SEMI-PRIVATE

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 ELEVATION - NORTH EAST Scale: 1 : 100@A1 Drawing: SK214 REV: 8

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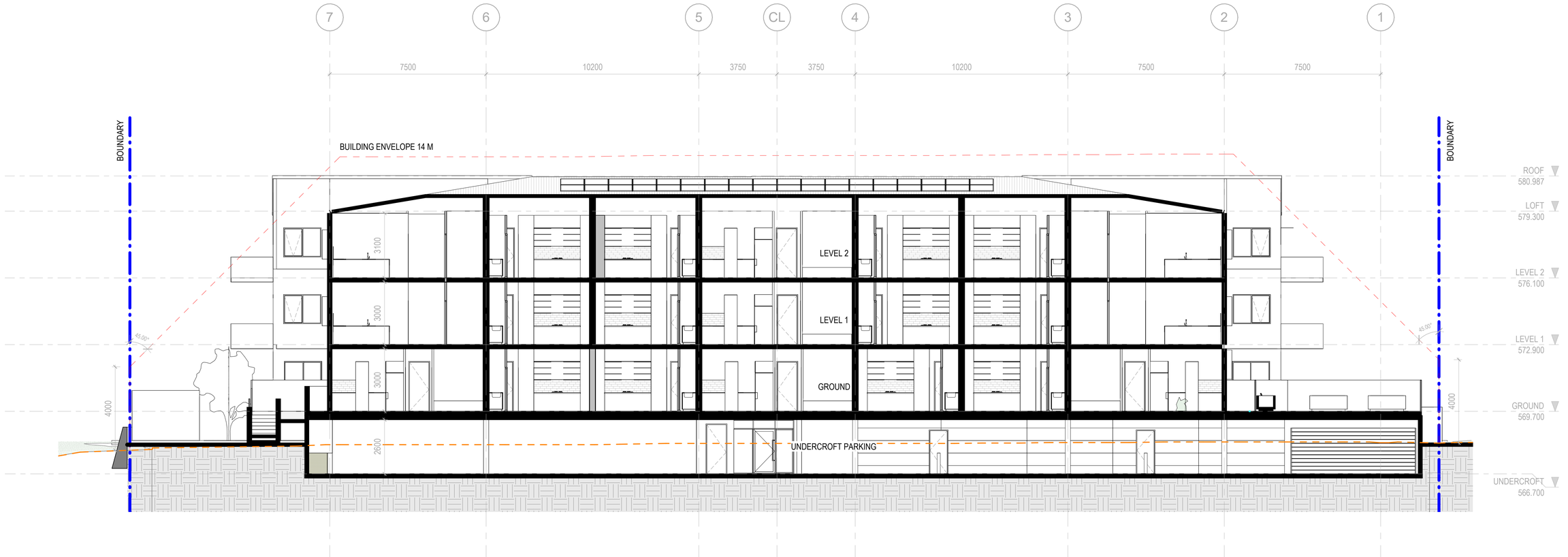
1 SECTION A - NORTH-SOUTH
1 : 100 @ A1

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SECTIONS Scale: 1 : 100@A1 Drawing: SK301 REV: 8

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1 **SECTION B - EAST-WEST**
1 : 100 @ A1

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SECTIONS Scale: 1 : 100@A1 Drawing: SK302 REV: 8

TRELLA Architecture & Interiors Pty Ltd ACN 158 854 570 | Nominated Architect - Jeremy Mather ACT 2318 NSW 9349 | A: Studio 9 Level 1, 132-142 Bunda Street, Civic, ACT 2601 | PH: 02 6247 8209 | E: hello@trella.com.au | W: www.trella.com.au

05.08.26



1 **9am WINTER SOLSTICE**
@ A1



2 **10am WINTER SOLSTICE**
@ A1



3 **11am WINTER SOLSTICE**
@ A1

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SOLAR STUDIES Scale: @A1 Drawing: SK901 REV: 8

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05.08.26



1 **12pm WINTER SOLSTICE**
@ A1



2 **1pm WINTER SOLSTICE**
@ A1



3 **2pm WINTER SOLSTICE**
@ A1

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SOLAR STUDIES Scale: @A1 Drawing: SK902 REV: 8

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05.08.26



1 **3pm WINTER SOLSTICE**
@ A1

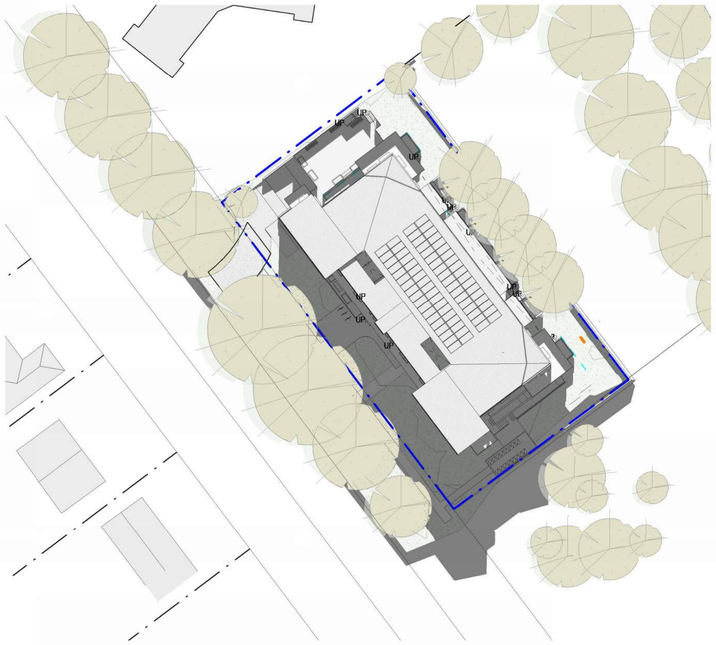
TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SOLAR STUDIES Scale: @A1 Drawing: SK903 REV: 8

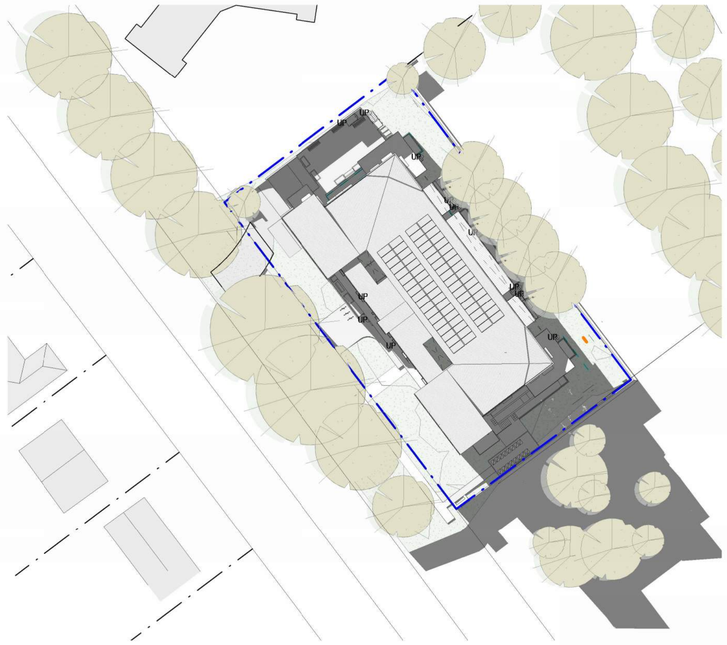
TRELLA Architecture & Interiors Pty Ltd ACN 158 854 570 | Nominated Architect - Jeremy Mather ACT 2318 NSW 9349 | A: Studio 9 Level 1, 132-142 Bunda Street, Civic, ACT 2601 | PH: 02 6247 8209 | E: hello@trella.com.au | W: www.trella.com.au



1 **SHADOW STUDY WINTER SOLSTICE 9AM**
1 : 500 @ A1



2 **SHADOW STUDY WINTER SOLSTICE12PM**
1 : 500 @ A1



3 **SHADOW STUDY - WINTER SOLSTICE- 3PM**
1 : 500 @ A1

TRELLA

LYNEHAM DEMONSTRATION HOUSING Project Number:1931 SHADOW STUDIES Scale: 1 : 500@A1 Drawing: SK905 REV: 8

TRELLA Architecture & Interiors Pty Ltd ACN 158 854 570 | Nominated Architect - Jeremy Mather ACT 2318 NSW 9349 | A: Studio 9 Level 1, 132-142 Bunda Street, Civic, ACT 2601 | PH: 02 6247 8209 | E: hello@trella.com.au | W: www.trella.com.au

05.08.26

Appendix B

Driveway Sketch Drawings

GDA 2020
MGA 2020

SECTION 41
BLOCK 29

PROPERTY BOUNDARY

WATTLE STREET

UNDERCROFT CAR PARK
35 SPACES
FFL. 564.595

SINGLE STOREY
BRICK BUILDING

PATH

CONC

FFL 566.700

RAMP
TO PARKING

BICYCLE PARKING

E BIKE

E BIKE

BBQ

52~37'30"

37.495

322~37'30"

62.78

6000

2000

2000

2000

6000

8674

10153

6000

4674

5803

2674

1150

4153

3155

12000

A
SK03

TRELLA

JOHN RANDALL CONSULTING
COOPERATION INNOVATION QUALITY

1:100 - A1 PLOT
0 1 2 3 4 5 6

1:200 - A3 PLOT
0 1 2 3 4 5 6

LYNEHAM DEMONSTRATION HOUSING

DRIVEWAY PLAN
SECTION 41 BLOCK 29 - SK01

GDA 2020
MGA 2020

B99 STANDARDS 2004 (AU_NZ)

BALCONY

UNIT 09
TYPE 1A

CONC

FFL 569.700

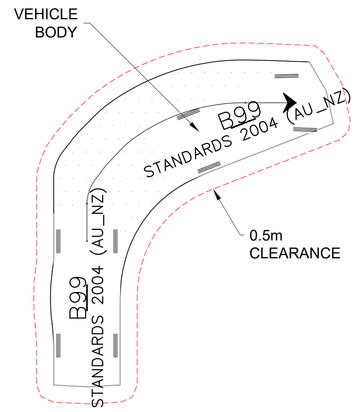
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BBQ

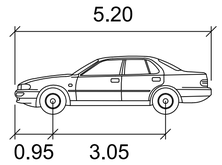
SECTION 41
BLOCK 29

FFL 568.300

WATTLE STREET



LEGEND



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

VEHICLE

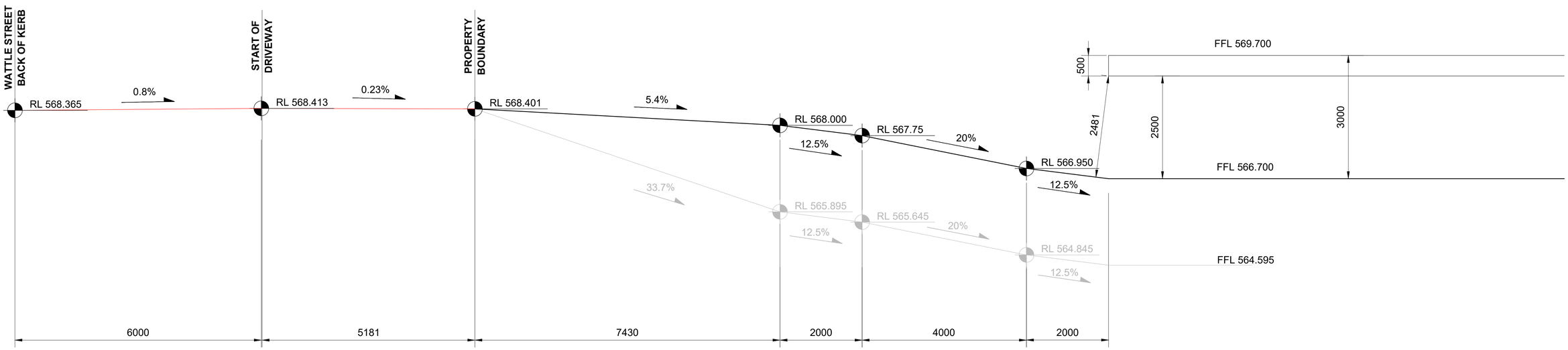
TRELLA

JOHN RANDALL CONSULTING
COOPERATION INNOVATION QUALITY

NOT TO SCALE

LYNEHAM DEMONSTRATION HOUSING

VEHICLE TURNING PLAN
SECTION 41 BLOCK 29 - SK02



1:50, A1 SHEET | SCALE | 1:100, A3 SHEET

3 2.5 2 1.5 1 0.5 0 METERS 0 0.5 1 1.5 2 2.5 3

A / SK01 RAMP SECTION

SCALE 1:50

TRELLA

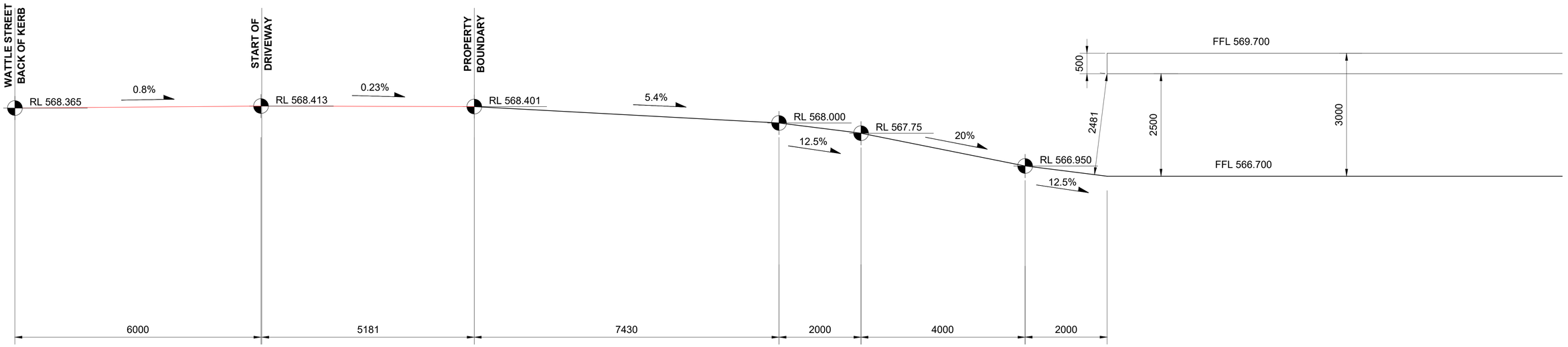
JOHN RANDALL CONSULTING
COOPERATION INNOVATION QUALITY

1:50 - A1 PLOT 0 1 2 3

1:100 - A3 PLOT 0 1 2 3

LYNEHAM DEMONSTRATION HOUSING

RAMP SECTION
SECTION 41 BLOCK 29 - SK03





A / SK01 RAMP SECTION
SCALE 1:50

TRELLA

JOHN RANDALL CONSULTING
COOPERATION INNOVATION QUALITY

1:50 - A1 PLOT
0 1 2 3

1:100 - A3 PLOT
0 1 2 3

LYNEHAM DEMONSTRATION HOUSING

RAMP SECTION
SECTION 41 BLOCK 29 - SK03