

BLACK MOUNTAIN ROWING CLUB – NEW BUILDING

NATIONAL CAPITAL AUTHORITY – WORKS APPROVAL - PLANNING REPORT

Revision A

August 2020





A	For Review	08.2021
Rev	Issue	Date



1. INTRODUCTION

This document is provided to the National Capital Authority (NCA) to accompany the Works Approval (NCA-WA) submission for the works to be undertaken on Designated Block 11 Section 67 Black Mountain Peninsular, shown in Blue in the ACTmapi image¹ below. As per the pre application meeting the, Works Approval is broken in to two separate applications as follows

On site works Construction of a 1,861m², two storey boat shed and club rooms including:

- 1 Limited associated landscape
- 2 Services and Service Connections
- 3 Excavation
- 4 Drainage

Off site works

- 5 Permeable paved apron to water's edge and gravel path
- 6 Tree removal and offset planting
- 7 Communal waste enclosure
- 8 Drainage

Refer Appendix 1 for respective drawing lists

PRE- WORKS APPROVAL MEETINGS

Prior to the current proposal, BMRC and AMC have met with the NCA on the following occasions to discuss the project on the existing BMRC site.

- 23rd January 2015
- 27th September 2018
- 04th December 2018

Most recently, AMC and BMRC as a more formal Pre-Application meeting on 7th April 2021

This meeting was attend by

- Ilse Wurst - NCA
- Jennifer Pantano - NCA
- Carly Porreca - NCA
- John Gasson - BMRC
- David Cook – AMC Architecture
- Michael Frino – Construction Control
- Craig Perrott – AMC Architecture



2. THE PROJECT

RED SHED – BLACK MOUNTAIN PENINSULA

The Red Shed is a proposed Community Rowing Facility to be built on Black Mountain Peninsula to provide “**Rowing for All**”.

As part of the Black Mountain Rowing Club Inc, our Red Shed facility will provide a world class training amenity to the existing BMRC membership, but more importantly, it will enable BMRC to deliver rowing programs and associated activities and events to a wide range of community groups that until now have had no or limited access to the joy and benefits of this sport.

The programs will be open to all, with specific programs for:


- Public School students – there is limited access to students not attending elite secondary schools. The focus will be on learning the skills to enable rowing for life
- Tailored Learn-to-Row programs for adults
- Indigenous Rowing Programs – working with local Indigenous Groups, we hope to bring a strong representation into the Club and give indigenous youth and adults the opportunity to take rowing as far as they desire
- Menslink and mental health programs – working with local support groups, we will offer inclusive programs to support those going through challenging times
- Mums with Bubs - getting new mothers back into fitness and the community with on-site child minding and group meetings
- Special Needs and Mental Disability Programs – working with local groups such as Project Independence, we will have equipment and coaches to develop new skills and interests.
- Para trainees –providing the basics for athletes on the path to the elite level programs
- Corporate Rowing Programs –providing great opportunities to build bonds within the work environment. We will have tailored programs to take beginners through to their first race with their team.
- Masters Rowing – Masters Rowing is already a popular sport in Canberra. This new facility will allow this cohort to have a base to not only enhance their own rowing skills and experience but also to provide support to the many new programs to be offered at the Red Centre. Rowing allows athletes to improve their cardio-vascular, mental and emotional health in an enjoyable way.
- Weight Loss programs – customized programs to help weight loss and long term management
- Elite Rowing Programs – to sponsor and support those who want to be the best
- Rowing Tourism Programs – bringing both Australian and International oarsmen and women to the national capital for rowing and cultural excursions.

The Red Shed will include state-of-the-art training facilities, including land training facilities to support on the water programs.

TIMELINE

AMC Architecture was engaged by the Black Mountain Rowing Club to prepare an initial feasibility / concept for the redevelopment of their existing facility at B7 S67 ACTON, in December 2014,





The initial feasibility highlighted significant, but not insurmountable, issue with pedestrian / cyclist interaction with rowers and tree removal, as BMRC lobbied alternative site in late 2015, with an alternative design prepared at that time

Due to challenges with the direct sale of the land, BMRC reverted to original site in 2018 and this was developed to near Works Approval in early 2019 . TCCS and NCA in principle support for the matters of trees and pedestrian / cyclist interaction on the foreshore had been received.

In early 2019, the ACT Government approached the BMRC with a revised offer for the direct sale of the alternative site in early 2019

The **direct land sale** was approved in late January 2021, which was predicated on successful Works Approval for the new buildings.

BMRC lodged and application for Minor Works Approval for Boreholes in July 2021



3. THE SITE

The proposed new BMRC “Red Shed” facility is located on the Black Mountain Peninsula Block and is defined as 11 Section 67, Acton. The site is 40m x 25m and connected to and accessed from John Cardiff Close by a handle of land 3m wide. The site fronts but is set back from the water edge of Lake Burley Griffin by 22 and 31m. the lake edge immediately in front of the proposed shed is formalized with an existing concrete “wharf”. The block is enclosed by Block 17, Section 67, Acton except for the southern boundary which partially adjoins Block 12 Section 67.



Block 11 Section 67 Black Mountain Peninsular – Location¹.

The site slopes 3 m from John Cardiff Close but sits entirely above the 1 in 100 flood level of 555.93AHD

The site contains no significant trees, however there are two trees between the subject block and John Cardiff Drive which are proposed to be removed; these are proposed to be replaced with offset planting (ref to landscape commentary below)

Heritage

A Statement of Heritage Impact has been prepared by Eric Martin and Associates. This report found that the proposed Rowing Shed would have minimal impact on the values of the Lake and its setting and that there is considered to be no need for referral under the EPBC Act 1 to the Department of Agriculture, Water and the Environment or the Minister

¹ Image: actmapi.gov.au – accessed 05 March 2020.



Ecology

An Environmental Impact Assessment for the Rowing Shed has been prepared by Capital Ecology, this report found that the proposed development:

- may clear a small area (0.01 ha) of NC Act native vegetation.
- will not impact any EPBC Act or NC Act listed threatened ecological communities.
- will not impact any EPBC Act and/or NC Act listed threatened flora species (or species considered 'rare and uncommon' in the ACT).
- is unlikely to significantly impact any EPBC Act and/or NC Act listed threatened fauna species; and
- is unlikely to significantly impact any EPBC Act and/or NC Act listed threatened or migratory fauna species (or species considered conservation dependent in the region).



4. THE DESIGN CONCEPT

ARCHITECTURE

The concept masterplan has been developed through a detailed understanding of Black Mountain Rowing Club brief for the project, a thorough understanding of the opportunities and constraints associated with the site, a detailed understanding of the planning regulations associated with Designate Zone and other relevant authority requirements and AMC's experience in Community Facility design.

The development proposal is in accordance with the Zone Objectives as outlined in the compliance tables below

Key features of the final design concept include:


- Making the most of a 1,089m² site with A two storey structure. The ground floor accommodating boats and providing change facilities, and the upper floor providing, clubrooms, lunch facilities, gymnasium, and club offices.
- A design for the building that works with the reasonable site slope of 1.5m across the building, connects the ground floor to the lake and maintains a direct accessible path of travel from the car parking on John Cardiff Street to the upper-level club rooms. Working with the slope of the site from east to west allow convenient pedestrian and boat access directly from the lake
- Finding a balance between maximising northern solar access with the desired views, west to the lake.
- Creating a defensible building at ground level to limit the impact of vandalism, while creating an open and inviting upper-level expression
- Day to day access to the boat shed via either the "handle" to the parking and roadway John Cardiff Close to the east and south or via the foreshore from the boat ramp and parking to the north of the site.
- Resolving the inherent differences in levels between the proposed development gives an accessible pedestrian ramp from the car parking to the upper level and a stair way in the same "site handle" to the lower level, this provides direct access to the services entry cupboards and provides a second alternative fire egress from the ground floor

ARCHITECTURAL CHARACTER:

The proposed Rowing Shed is a bold, dynamic two storey structure that's building form alludes to the curve of boat hulls and the silhouette of oars. The general organisation of the building is consistent with a modern rowing shed typology with a boat house on the ground floor with club rooms over.

The ground floor boat shed is clad in an articulated precast concrete skin while the upper-level clubrooms key feature is a curve metal roof which is separated from the base by a glass wall. A red brick wall on the east façade facing the road, is a more earthy expression and an overt manifestation





of the “red shed” The roof form is express internally with plywood clad raked ceilings to the key upper-level club spaces.

The detailed steel framed and timber decked bridge connecting the building to the carpark echoes the detail and mechanical elements of the rowing sculls.

An inset western deck, protects the west glazing from the afternoon sun, while allowing the upper-level club spaces an out look over the lake and rowing activities.

A slot window is set into the curved southern façade providing relief to the boldness of the curve and bringing diffused light to the clubrooms.



LANDSCAPE

The building is sited adjacent to a plantation of *Casuarina cunninghamiana* and *Gleditsia triacanthos*. The two groups of trees are to the north and northeast of the proposed building.

The landscape design proposes removal of 2 medium/fair quality *Gleditsia* trees to the east of the building. The trees are proposed to be removed due to the poor form and appearance of the trees relative to the larger plantation.

The trees are proposed to be replaced with same species, adjacent to the existing carpark. The replacement trees in the new location will provide summer shade to the existing carpark

CIVIL

Bulk Earthworks – The Building is sited to roughly match into existing surface levels on the western boundary to allow on grade access down to the waterfront. This requires the building to be cut into the existing bank approximately 2.25m on the eastern boundary. This equates to approximately 900m³ of cut (solid volume). Refer Sellick drawing EW -0201.

Drainage – Proposal is for the building drainage to be collected within the roof network and combined into a site discharge point location in the north-west corner of the site. A 150mm stormwater pipe will then connect to the lake to discharge site stormwater. Refer Sellick drawing DR-0401.

Water – There is an existing 100mm water main located on the western edge of John Cardiff Close that we are proposing to connect the 50mm service tie required for this development. Meter box is to be located next to the ramped access to the west of the existing footpath running through the proposed site. Refer Sellick drawing UT-0501.

Sewer – There is an existing 150mm sewer main located through the middle of the development site. This main is currently owned by TCCS and the development has been granted approval to leave this in place as part of the proposed works. Connection to the main will be via a 100mm connection along the northern boundary. Refer Sellick drawing UT-0501.

Waste – The proposal for this development is to construct a communal waste enclosure for the 4 sites off John Cardiff Close within the existing carpark to the north of the development site. This enclosure location will allow simple access for a commercial contractor to collect waste without impacting on the neighbouring sites or the general public. Refer Sellick drawing WM-2301.



RD 4.18 LAKE BURLEY GRIFFIN AND FORESHORE PRECINCT CODE

4.12.1 Precinct location

The Lake Burley Griffin Foreshores Precinct comprises of Lake Burley Griffin and the areas of central parkland and open space surrounding it. These areas include Grevillea Park, Black Mountain Peninsula and Yarramundi Reach on the northern foreshores, and Bowen Park, Weston Park, Lennox Gardens and Yarralumla Beach on the southern foreshores. Other key sites included in the Precinct include the Governor-General's estate, and the National Zoo and Aquarium.

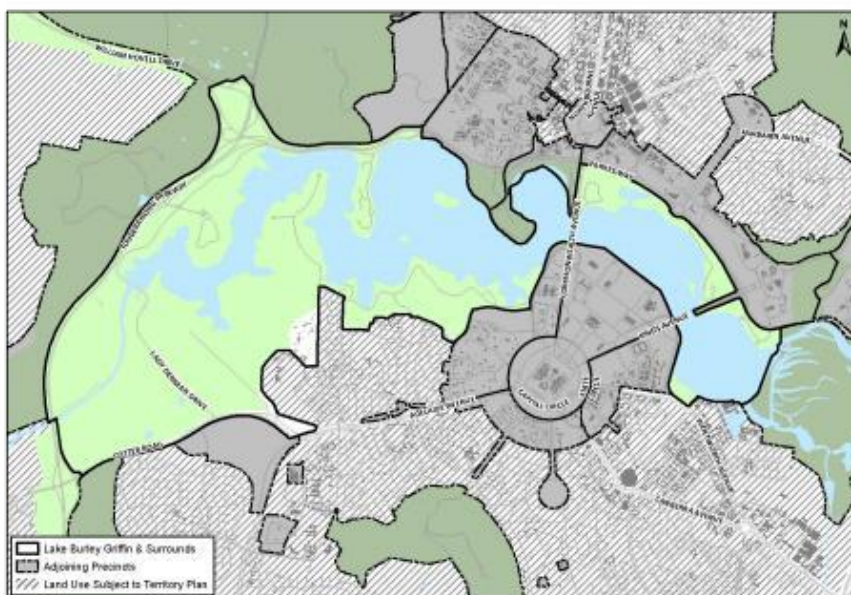


Figure 113: Lake Griffin and Foreshores Precinct location

4.12.4 Land use for the Lake Griffin and Foreshores Precinct

Land use for the Lake Burley Griffin and Foreshores Precinct should be in accordance with Figure 114 and as detailed below. The range of uses permitted in Lake Burley Griffin and Foreshores will be the following:

- Aquatic Recreation Facility
- **Club (related to lake use only)**
- Community Facility
- Landscape Buffer
- National Capital Use
- Outdoor Education Establishment
- Park
- Pathway Corridor
- Public Utility
- Reserve
- Restaurant
- Restricted Access Open Space
- Road

- Single Dwelling Housing (Block 6 Section 4 Yarralumla only)
- Scientific Research Establishment
- Tourist Facility (not including a service station)

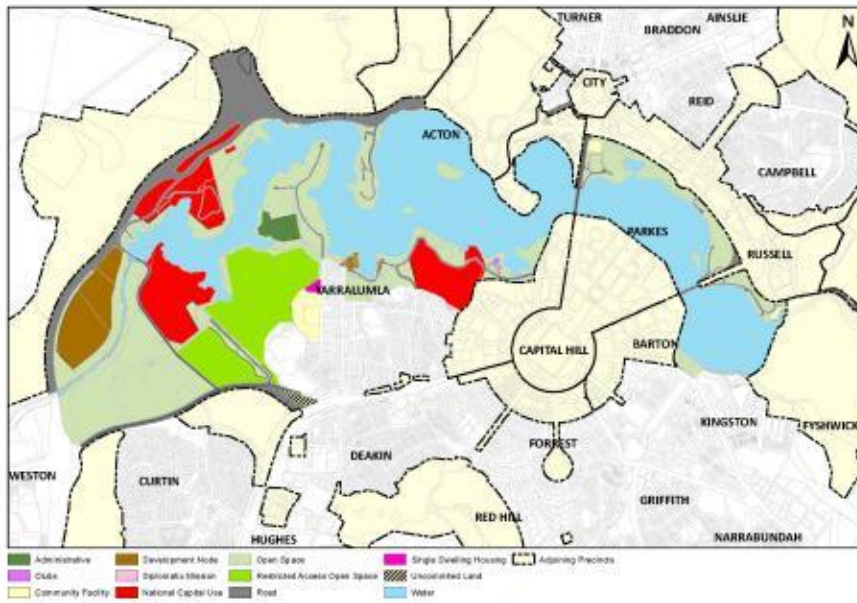


Figure 114: Land use for the Lake Griffin and Foreshores Precinct

5. 4.12.5 DETAILED CONDITIONS OF PLANNING, DESIGN, AND DEVELOPMENT

A Boat shed and club house is to be located on the Western side of the Black Mountain Peninsula and along the Molonglo River section of Lake Burley Griffin

Conditions	
<p>Parkland recreation – Generally</p> <p>For significant recreational events public access restrictions may be imposed in respect of limited parts of the above areas for limited periods and entry fees may be charged for access to those parts set aside for the event. In deciding specific proposals the National Capital Authority will require continuity of access to the beaches and shores of Lake Burley Griffin and will consider the need for access to other public facilities such as cycle paths, toilets, picnic shelters and children's playgrounds.</p> <p>Some Commercial concessions such as refreshments and other facilities for visitors will be allowed in these areas but only when they are compatible with the recreation use.</p> <p>The policies are to provide parkland with particular landscape character or themes for particular areas so as to achieve a diversity of recreation settings, some of which will be less developed than others.</p>	<p>The proposed development is generally sited entirely within a dedicated lease set aside for the subject type of Recreational Development. The proposed development includes the construction of a permeable pavement apron to connect the proposed building to the lake edge for operations. The existing pedestrian path passes behind the proposed building and will not typically be interrupted by day to day operations. The proposed permeable hardstand will make use of the existing concrete wharf.</p>
<p>Parkland recreation – Black Mountain Peninsula.</p> <p>Black Mountain Peninsula will continue to be predominantly urban recreation parks with beachside swimming, special playgrounds, and barbecue areas. Beachside recreation areas are to be extended in suitable places. Development is to be limited to small scale items that help recreation and tourism. They may include commercial concessions for kiosks, refreshment rooms, restaurants, other entertainment, and hire facilities as appropriate to the area.</p> <p>New clubhouses or boatsheds for rowing or canoe clubs may be located on the western side of Black Mountain Peninsula if they cannot be accommodated in Yarralumla Bay. The buildings will be subject to design controls to</p>	<p>Complies</p>

ensure that they fit in with the landscape of the Lake.	
<p>The Lake – Generally</p> <p>The policy is to allow all users of the Lake access to all its waters and its foreshore (except as may have been agreed under provisions of the Lakes Ordinance) while minimising the problem of conflicting demands. It may therefore be necessary to:</p> <ul style="list-style-type: none"> • Limit the facilities and number of access points for some activities, and restrict launching areas to specific sections of the Lake where there will be no danger to swimmers • Restrict parking so that it does not prevent the enjoyment of any area or downgrade the appearance of the lakeshore. <p>These steps will be considered in the light of any potential conflict of uses and with due consideration for questions of hydraulics and water quality.</p>	Complies
<p>The Lake – Molonglo River</p> <p>Molonglo River is to provide a quiet backwater for boating, fishing and birdwatching. The tree-lined banks and marginal habitats for waterbirds, fish and aquatic mammals are to be protected. Upstream of Dairy Road Bridge, the Molonglo River may be used for power boats and water skiing.</p>	Complies – paved area from building to wharf on lake edge will not affect current lake edge habitats
<p>Development Nodes - Generally</p> <p>Development is to be limited to uses related to recreation and tourism and may include commercial concessions for kiosks, refreshment rooms or restaurants, other tourist purposes, and fire facilities, subject to agreements made under the provisions of the Lakes Ordinance. Tourist accommodation will not be permitted at Acton Park or Yarralumla Bay.</p> <p>The types of use and development are to conform to the guidelines for lakeshore development set out below and will be subject to stringent conditions to ensure that</p>	Complies

<p>development harmonises with the surrounding areas. In all cases public access to the lakeshore will be preserved.</p> <p>Buildings and structures will be subject to design controls to ensure that they are of high quality complementary to the Lake Burley Griffin western foreshores landscape and are generally unobtrusive when viewed from the Tuggeranong Parkway.</p> <p>The National Capital Authority will require a Master Plan to be submitted and approved before the proposal to perform works is submitted to the National Capital Authority.</p>	
<p>Conservation – Black Mountain Peninsula</p> <p>The following sites of significance around the Lake will be given special consideration to protect them in the most appropriate way, and conservation plans will be prepared for key sites:</p> <ul style="list-style-type: none"> • Black Mountain Peninsula 	
<p>Location Specific</p> <p>ACT HOSPICE SITE</p>	N/A
<p>The Guideline for Lakeshore Development Sites – Boatsheds and Club Houses</p> <p>The normal mode of operation of the flood gates should be to release flow at Scrivener Dam at approximately the same rate as the inflow to the Lake from all sources less losses. This will maintain a nearly constant Lake level in East Basin equal to the normal Lake level of RL555.93.</p> <p>The placement, form and colour of buildings on any land leased for these developments will be subject to detailed site planning standards to ensure that the development is in harmony with the Lake landscape and does no harm to the environment of the Lake. Public access is to be maintained around such buildings and between the buildings and the lakeshore.</p>	<p>The proposed development will be constructed above the 1 in 100 year flood level.</p> <p>The proposed boat shed development will be constructed of a palette of material and be of a scale that is consistent with the typology and similar structures which front the lake. These materials include:</p> <ul style="list-style-type: none"> • Light coloured Colorbond Steel roof, • Aluminium framed glass • Pre-cast concrete • Steel roller doors <p>The proposed design includes dynamic, but well mannered, architectural expression that is complementary to the lake setting. The building has been designed to be experienced in the round with all plant and other functional</p>



	elements screened or incorporated in to the overall fabric
<p>The Guideline for Siting of Buildings in the Lake Flood Zone – Siting Policies</p> <ol style="list-style-type: none"> 1. Residential Areas: All habitable floors are to be above the 100 year flood level. 2. Commercial Areas: Walkways, service areas, basements are to be above the 100 year flood level. 3. Institutional Areas: Walkways, service areas, basement car parks are to be above the 100 year flood level. 4. Archives, reference collections, etc. are to be above the 500 year flood, with the establishment of emergency measures to safeguard collections in the event of a more extreme flood. <p>Structures should be designed and sited so that they do not make flood levels worse, upstream or downstream. They should be capable of withstanding the forces created by flood water pressure and prevent accumulation of flood debris, in accordance with the requirements of the Building Ordinance.</p> <p>Floating structures must be securely and suitably anchored or be capable of rapid removal to safe anchorage in the event of a very large flood; otherwise they could be a danger to the flood gates on Scrivener Dam.</p>	<p>The proposed building will have a floor level higher than the 1 in 100 year flood level.</p>

6. 4.19 DESIGN AND SITING GENERAL CODE

CONDITIONS FOR BUILDINGS OTHER THAN DETACHED HOUSES

NOTE: BMRC is not in any of the precincts or areas required to comply with this code

General Conditions	
<p>Conditions established prior to the offer or grant of lease-</p> <p>Any special design and siting requirements contained in the conditions of lease, or in the conditions of building approval, or in any plan or document that is exhibited or otherwise made available for public inspection prior to the offer or grant of a lease, will constitute the National Capital Authority's conditions in respect of the development of a lease and will over-ride any other condition stated herein with which it may conflict. If considered by the National Capital Authority to be relevant such requirements will apply to any subsequent alteration, extension or rebuilding. The general conditions will also apply with the exception of those that are modified by any special design and siting requirements notified prior to the offer or grant of a lease.</p>	N/A
<p>Re-building</p> <p>The National Capital Authority will consider a proposal for re-building or any major alterations of an existing building which materially alters the bulk or appearance of the building, only if it is accompanied by a plan indicating a scheme of comprehensive development of the block in accordance with announced policies for the area in which the block is located.</p>	N/A
<p>Relationship between neighbouring buildings</p> <p>The height, bulk, form, siting and character of building proposals in relation to neighbouring buildings, roads and landscape must not be conducive to congestion of parking and road facilities in the locality, and must ensure a</p>	Complies- Proposal is not conducive of congestion of parking and road facilities in the locality. It has been intended to comply with all design and siting requirements as described below.



<p>harmonious relationship with adjoining buildings. To implement this general policy, it is necessary for the following design and siting controls to be exercised. In special circumstances, it may be necessary for the National Capital Authority to determine additional conditions to those set out hereunder.</p>	
<p>Coverage</p> <p>Unless otherwise specifically provided for, the area occupied by buildings including any out-buildings on a block should not exceed one-half of the total area of the block.</p>	<p>The proposed development and the subject site are a unique type of site. The location of the site with the Black Mountain Peninsula ensures that the building will remain an item within the park setting and that setbacks do not materially improve this, nor does the resulting building scale or bulk have a detrimental impact on that setting or the heritage value of the lake (ref attached Heritage Assessment prepared by EMAA) . With this in mind it is proposed that the development make the most of the subject block for the purposes of ... the club house and boat store and proposes a coverage of 89%</p>
<p>Height</p> <p>Generally, the height of any building should not exceed two storeys.</p>	<p>Complies- the development is two storeys</p>
<p>Plot ratio</p> <p>The Plot Ratio must not be greater than 0.40 for residential buildings other than detached houses, and 1.00 for commercial and industrial buildings, unless otherwise specifically provided for.</p>	<p>As per the arguments mounted for coverage above, the proposed development and the subject site are a unique setting, and noting that the proposed building will not have a detrimental impact on the setting or value of the Peninsular or Lake it is proposed that the development make the most of the block for the purposes of the club house and boat store and proposes a Plot ratio of 1.71 to 1</p>
<p>Building line and setbacks</p> <p>The design and siting conditions for detached houses with respect to set backs from the front, side and rear boundaries will apply to residential buildings other than detached houses.</p>	<p>The subject site and the proposed building are sited with in the Black Mountain Peninsular and the subject site is already set back from both the lake and John Cardiff Drive, as such it is not proposed to provide any significant setbacks for the development expect those required to provide drainage.</p>

<p>The building lines and set backs for commercial and industrial buildings will be such distances as may be approved in particular circumstances.</p>	
<p>External appearance of buildings</p> <p>The external treatment of buildings, including materials, colours and general standards of finish must ensure that the buildings, walls, fences and other ancillary structures are appropriate to and not discordant with the general development and amenity of the locality.</p> <p>To implement this general condition it is necessary for the following design and siting conditions to be exercised. In special circumstances, it may be necessary for the National Capital Authority to determine additional design and siting conditions to those set out hereunder.</p>	<p>Please refer Architectural Elevations, 3D renders and external materials schedule. The proposed boat shed development will be constructed of a palette of material and be of a scale that is consistent with the typology and similar structures which front the lake.</p> <p>The proposed design includes dynamic, but well mannered, architectural expression that is complementary to the lake setting. The building has been designed to be experienced in the round with all plant and other functional elements screened or incorporated in to the overall fabric</p>
<p>Roofs</p> <p>Permanently highly reflective metal roofs will not be approved.</p> <p>Generally, tiled roofs having a strong pattern or marked colour contrast will not be approved.</p>	<p>Complies- Proposed roof Colorbond 'Surfmist' Solar absorbance 0.32</p>
<p>Structures above roofs</p> <p>The design and siting conditions for detached houses with respect to structures above roofs will apply to buildings other than detached houses.</p>	<p>Structures on the roof of the proposed building will be limited to Photo Voltaic Solar Panels and a limited number of exhaust cowls</p>
<p>Façades</p> <p>All façades of commercial and industrial buildings and returns should be of durable and low maintenance material and be subject to approval in respect of proportions, fenestrations, materials and colours having regard to the building itself and its relationship to adjoining buildings.</p>	<p>The proposed boat shed development will be constructed of a palette of material and be of a scale that is consistent with the typology and similar structures which front the lake. These material include:</p> <ul style="list-style-type: none"> • Light coloured Colorbond Steel roof, • Aluminium framed glass • Pre-cast concrete • Steel roller doors

Screening walls Generally, where service areas are visible from the road or a public reserve a screening wall or fence will be required. Where a commercial or industrial building is not constructed along the full frontage of the block, a screen wall with gates may be required between the building and the front and/or side boundaries of the block.	Complies.
Structures in front of buildings Generally no structures are to be erected between the building line and the front property boundary.	Complies, no structures proposed between building line and the property line.
Landscaping and other matters In order to satisfy the objectives contained in the general conditions it may be necessary for the National Capital Authority to require the submission of acceptable landscape proposals as a condition of approval.	Please refer attached Landscape Architects drawings
Siting of buildings The siting of buildings on blocks must ensure adequate space for access, internal circulations, parking, off-street loading, light, air and landscaping. To implement this general condition it is necessary for the following design and siting conditions to be exercised. In special circumstances, it may be necessary for the National Capital Authority to determine additional design and siting conditions to those set out hereunder.	Complies.
Access Vehicular entrances and exits for all blocks must be of sufficient width having regard to their probable use and be located in a position which, in the opinion of the National Capital Authority, is not hazardous to traffic safety and not likely to create traffic congestion.	Complies

Internal circulation Where appropriate, adequate provision must be made for internal vehicular circulation on sites leased for residential buildings other than detached houses and for commercial and industrial buildings.	N/A
Parking Off-street parking spaces, open or enclosed, must be provided for all new buildings and enlargements or conversions of existing buildings in accordance with the following provisions where relevant or other agreed standards:	Complies, Refer parking plan.
Minimum parking space requirement Commercial and Industrial Building One space per two employees except in areas where the parking requirement is varied by policy instrument. Institutional To be determined for each building proposal depending on use, building floorspace, employees, visitors and location. Off-street loading In order to satisfy the objectives contained within the general conditions, it may be necessary for the National Capital Authority to require that facilities for loading and unloading of goods be provided wholly within the boundaries of the block.	Complies

6.20 SIGNS GENERAL CODE

General Conditions	
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<p>The type, position, size, appearance, illumination, animation, content or other characteristics of any proposed sign must ensure a quality and character of appearance both by day and night which, in the opinion of the National Capital Authority, befits the National Capital.</p> <p>The National Capital Authority will refuse to approve any sign where it is of the opinion that the type, position, size, appearance, illumination, animation, content or other characteristics of the sign may adversely affect:</p> <p>the amenity of the locality or neighbourhood with particular regard to nearby residential development</p> <p>the architectural character or appearance of a building</p> <p>traffic safety</p> <p>a 'place' within the meaning of and subject to the provisions of the relevant Commonwealth heritage legislation.</p> <p>The National Capital Authority will refuse to approve any sign which it considers offensive.</p> <p>The National Capital Authority will not grant approval of an application with the respect to the external design and siting of any structure or sign unless such structure or sign would comply with all other relevant policies or conditions of this Plan.</p> <p>The National Capital Authority may, either unconditionally or subject to such terms and conditions as it deems necessary, modify or waive the provisions of the sections that follow, where it is of the opinion that the application of the same to or in respect of any particular sign would be impracticable or unreasonable and provided that the requirements of the 'General conditions' herein are satisfied.</p> <p>Any application for the use, construction or erection on or above the roof or top of any</p>	<p>The proposed development includes a building naming sign contained by the red brick wall and fronting John Cardiff Drive. The sign is 3 m wide by 0.85 m high and it is proposed to be fabricated from pin fixed cut stainless steel or aluminium lettering. It is purpose that the sign will be back lit with low level LED lighting to improve legibility at night</p>
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<p>building of any device, advertisement, sky sign, sign, signal or structure of the nature of a sign or signal, excepting flags and flag poles, will not be approved where the proposal would alter any silhouette of the building by extension beyond or above the walls, parapet or roof of the building, lift tower or plant room.</p> <p>Animated or flashing signs and signs illuminated by exposed lamps or neon tubes as distinct from backlighting or floodlighting, will generally not be approved.</p>	
<p>Signs on commercial and industrial buildings and on institutional and other buildings not located within residential areas</p> <p>Signs above first storey level, signs facing residential development nearby or on the opposite side of the street within residential neighbourhoods which may be visible from residential buildings nearby, must not be animated or flashing or be illuminated by exposed lamps or neon tubes as distinct from backlighting or floodlighting.</p> <p>Subject to (1) above, signs located at ground level and first storey levels including signs projecting from buildings at these levels and signs on or under awnings, will not be restricted provided that:</p> <p>they are consistent with the 'General conditions' of this code</p> <p>the clearance between the pavement level and any sign projecting from a building or affixed to an awning, must not be less than 2.5 metres.</p> <p>Signs above above first storey level will be restricted in content to the name of the building and the name, insignia and type of activity of the principal occupant. Such signs must not project from the building and must constitute only separate characters and/or symbols individually affixed to or represented on the building façade. Generally there will not be more than one sign on each face of the building above first storey level.</p>	<p>Complies.</p>

APPENDIX 01 – WORKS APPROVAL DRAWING LIST

DISCIPLINE	DWG NO.	DWG NAME	ON SITE	OFF SITE
ARCHITECTURE	WA-A000	Title Sheet	X	
	WA-A001	Locality Plan	X	X
	WA-A020	3d Images – Sheet 1	X	
	WA-A050	Finishes Schedule	X	
	WA-A100	Site Location Plan	X	
	WA-A101	Excavation/Demolition Plan	X	
	WA-A110	Area Plans and Site Coverage	X	
	WA-A200	Ground Floor Plan	X	
	WA-A201	Level 01 Floor Plan	X	
	WA-A202	Roof Plan	X	
	WA-A500	North & East Elevation	X	
	WA-A501	South & West Elevation	X	
	WA-A502	Street Scape Elevation	X	
	WA-A601	Building Sections	X	
	WA-A960	Building Height and Parking Plan	X	
	WA-A961	Exterior Building Sign	X	
	WA-A1000	Title Sheet – Off Site		X
	WA-A1050	Paving And Path 3d And Finishes Schedule		X
	WA-A1100	Off Site Location Plan		X
	WA-A1110	Paving And Path Area Plan		X
	WA-A1200	Off Site Paving Plan		X
	WA-A1500	Paving Site Elevation and Section		X
LANDSCAPE	201	Tree Removal + Tree Protection Plan		X
	301	Landscape Plan	X	
	401	Off Site Works Plan		X
CIVIL	GN-0001	Cover Sheet, Drawing Index and Locality Plan	X	X
	GN-0002	General Notes and Legend	X	X
	AL -0101	General Arrangement Plan	X	X
	AL-0121	Alignment Control and Grading Plan		X
	EW-0201	Earth works Cut and Fill Volume	X	X
	PV-0301	Pavement Plan		X
	DR-0401	Stormwater and Subsoil Drainage		X
	UT-0501	Sewer and Water Plan	X	X
	UT-0521	Existing Sewer Section	X	
	EV-0900	Landscape Management Notes and Legend	X	X
	EV-0901	Landscape Management and Protection Plan	X	X



	EV-0910	Sediment Erosion Control Notes and Legend	X	X
	EV-0911	Sediment Erosion Control Plan	X	X
	TP-2201	Vehicle Turning Paths Plan		X
	WM-2301	Waste Management Plan		X
ELECTRICAL	E-002	Site Plan – External Lighting Layout	X	

