



Australian Government
National Capital Authority

Report on Consultation Development Control Plan

Block 12 Section 111 Symonston & Block 2233 Jerrabomberra

Canberra Avenue

July 2019

Contents

Contents	2
1 Introduction	4
1.1 Purpose and Background	4
1.2 National Capital Plan Requirements	4
1.3 Effect of the Development Control Plan	6
2 Public consultation	6
2.1 Stakeholders	6
2.2 Release of the draft Development Control Plan for public comment	7
3 Issues raised as part of consultation	7
3.1 Materials and Colours	7
Comments received	7
NCA response	7
3.2 Impact on airport operations	8
Comments received	8
NCA response	8
3.3 Eastern Broadacre Planning Project	8
Comments received	8
NCA response	8
3.4 Urbanisation of a rural area	8
Comments received	8
NCA response	9
3.5 Landscape Setback and Height of Buildings	9
Comments received	9
NCA response	9
3.6 Traffic impacts	9
Comments received	9
NCA response	9
3.7 Impact of land uses on HMAS Harman	10
Comments received	10

NCA Response	10
3.8 Access from Canberra Avenue.....	10
Comments received.....	10
NCA Response	10
3.9 Inclusion of additional provisions regarding ecological values, heritage and contamination matters	11
Comments received.....	11
NCA Response	11
4 Recommended Changes	11
5 Conclusion.....	12
Appendix A – Summary of submissions	13

1 Introduction

1.1 Purpose and Background

This report summarises the public consultation process undertaken by the National Capital Authority (NCA) on draft Development Control Plan 19/01 (DCP) for the site, part Block 12 Section 111 Symonston and part Block 2233 Jerrabomberra which are located adjacent to Canberra Avenue. Canberra Avenue from the ACT border to Hume Circle is defined as an Approach Route in the National Capital Plan (the Plan) and provides the south-easterly approach to the Central National Area (CNA) and Parliament House.

The purpose of the DCP is to provide planning guidance for future development within the framework of the Plan. DCP 19/01 will establish the planning and urban design provisions for the subject site, including building height, setbacks and design, landscape character, access and parking.

1.2 National Capital Plan Requirements

The National Capital Plan (the Plan) came into effect on 21 January 1990. The subject site, part Block 12 Section 111 Symonston and part Block 2233 Jerrabomberra is adjacent to Canberra Avenue, an Approach Route as defined in the Plan. In accordance with Section 4.24 of the Plan, Special Requirements apply to development on all land which fronts directly onto Approach Routes and is not more than 200 metres from their middle lines. Canberra Avenue, from the ACT border to Hume Circle, is an Approach Route as defined in the Plan.

Special Requirements state:

'Development along the identified Approach Routes is to conform to Development Control Plans agreed by the National Capital Authority, which seek to enhance the surrounding predominantly rural character and landscape outside the urban areas. As the Approach Routes enter the built up areas, the emphasis will shift to a more formal character.'

The purpose of this Development Control Plan (DCP) is to provide guidance for the future development of the subject site within the framework of the National Capital Plan and the Territory Plan. In the absence of a provision to the contrary, all development should be in accordance with the relevant provisions of the Territory Plan. Where an inconsistency arises between the Territory Plan and the National Capital Plan, the National Capital Plan prevails.

The draft DCP 19/01 was prepared in accordance with the National Capital Plan.

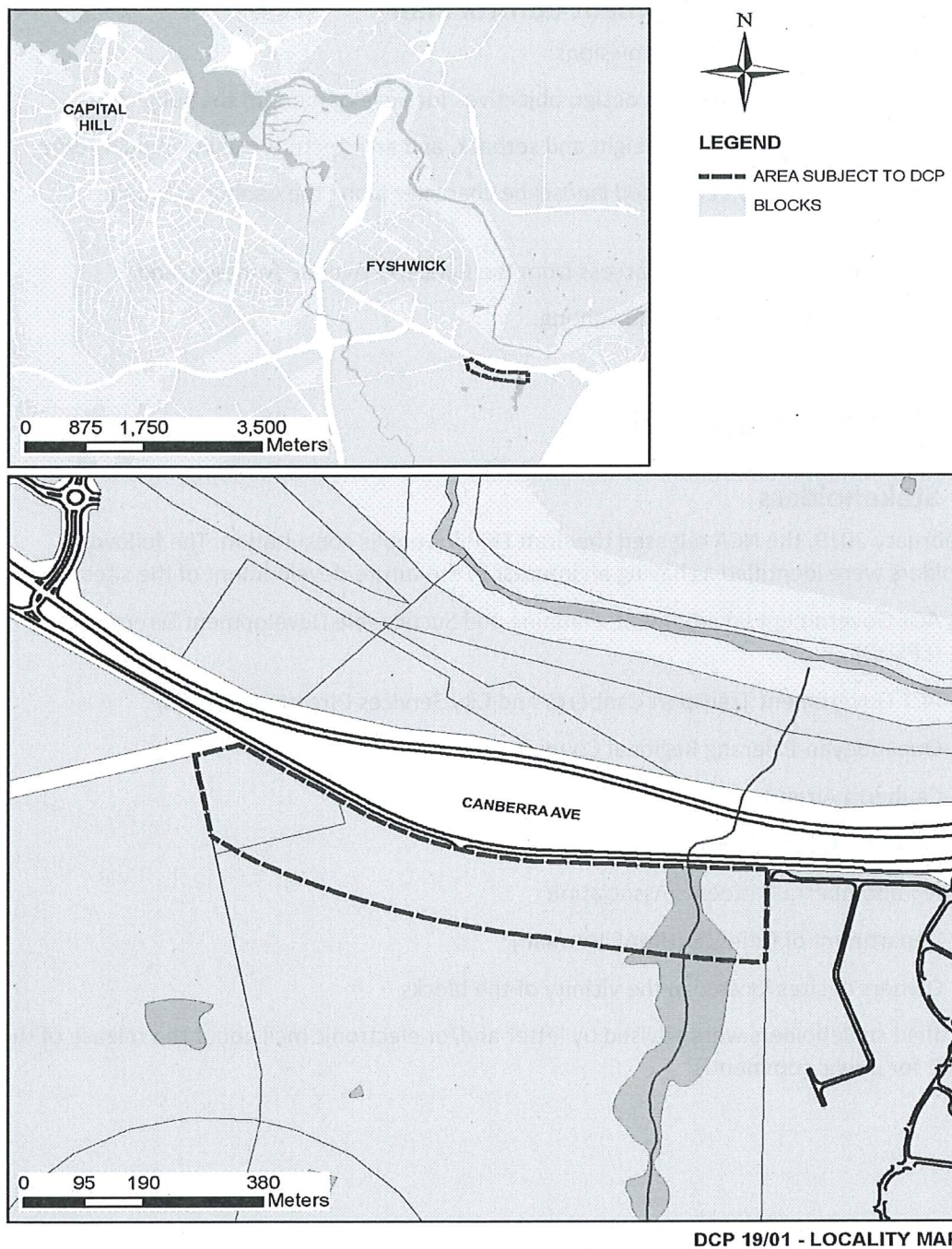


Figure 1 – Locality Map of the subject site

1.3 Effect of the Development Control Plan

DCP 19/01 includes the following provisions:

- general planning and urban design objectives for development of the subject site;
- requirements for building height and setback, and architectural quality in built form;
- requirements for an enhanced landscape character along the Canberra Avenue frontage;
- requirements for vehicular access from the Canberra Avenue frontage; and
- requirements for signage and lighting.

2 Public consultation

2.1 Stakeholders

On 9 February 2019, the NCA released the draft DCP for public consultation. The following stakeholders were identified as having an interest in the future development of the sites:

- ACT Government Environment, Planning and Sustainable Development Directorate (EPSDD)
- ACT Government Transport Canberra and City Services Directorate (TCCS)
- Queanbeyan-Palerang Regional Council
- Canberra Airport
- Canberra Outlet Centre
- Jerrabomberra Residents Association
- Department of Defence (HMAS Harman)
- Owners of sites located in the vicinity of the blocks

All identified stakeholders were advised by letter and/or electronic mail about the release of the draft DCP for public comment.

2.2 Release of the draft Development Control Plan for public comment

The public consultation period ran for six weeks in accordance with the NCA's 'Commitment to Community Engagement (August 2015)'. The consultation process included:

- 9 February 2019 – draft DCP published on the NCA's web site.
- 9 February 2019 – a notice was published in *The Canberra Times*.
- 11 February 2019 – written notices sent to identified key stakeholders.
- 27 February 2019 – public information session was held at the NCA offices.
- 23 March 2019 – period for written submissions concluded.

3 Issues raised as part of consultation

The NCA received five written submissions in response to the draft DCP. Four submissions raised issues for consideration by the NCA and one submission supported the draft DCP. These submissions were acknowledged by the NCA. Five members of the public attended the information session held on 27 February 2019.

The key issues raised in submissions and at the public information session are outlined below. A summary of each submission, together with a response is at [Attachment A](#).

3.1 Materials and Colours

Comments received

The Canberra Airport requested confirmation that the intent of clause 8.2 of the draft DCP is to ensure that non-reflective materials are used.

NCA response

The intent of the second sentence is to ensure that only non-reflective materials are used. However to remove any doubt the clause has been amended to address comments regarding its interpretation.

Clause 8.2 of the draft DCP currently reads as:

Colour of the external finishes of buildings and structures must be appropriate to and not discordant with, the general development and amenity of the locality. High contrasts in colours or material of external finishes and highly reflective (including white) materials on roofs and walls will not be permitted.

Clause 8.2 has been amended to read as:

Colour of the external finishes of buildings and structures must be appropriate to and not discordant with, the general development and amenity of the locality. High contrasts in colours or material of external finishes will not be permitted.

And a new clause 8.3 has been included to read:

Only low reflective materials on roofs and walls are permitted.

3.2 Impact on airport operations

Comments received

The Canberra Airport indicated in its submission that the concept of a service station being a permitted use could raise issues for the airport in regard to the overflight area within the eastern half of the site.

NCA response

A service station is one of a range of permitted uses in the Territory Plan. The DCP is not proposing to change any of the existing permitted uses. The potential impacts of any of proposed use of the subject land will be considered through the development application process which is administered by the ACT Government's planning and land authority.

3.3 Eastern Broadacre Planning Project

Comments received

The Canberra Airport suggested that it may be useful to co-ordinate the integration of proposals for both sides of Canberra Avenue rather than just the current proposal as part of the Eastern Broadacre outcomes.

NCA response

The NCA notes that the subject site and the land to the north of Canberra Avenue are within the Eastern Broadacre Investigation Zones. The Eastern Broadacre planning project is being managed by the ACT Government. The outcomes of this planning project in terms of the extent of areas for development and conservation have not yet been determined, and further planning processes need to be undertaken. Whilst the subject site is located in the investigation area, until such time as any subsequent rezoning and amendments are made to the Territory Plan, the preparation of a DCP that integrates potential future uses is premature.

3.4 Urbanisation of a rural area

Comments received

Queanbeyan-Palerang Regional Council is concerned with the urbanisation of this part of the predominantly rural area between the border and Fyshwick which is considered to be an important landscape component of this entry into the National Capital.

NCA response

The National Capital Plan and the Territory Plan's Broadacre Zone makes provision for a range of uses which require larger sites and/or a location outside urban areas. The draft DCP is not proposing any changes to existing uses permitted under the Territory Plan or the land use policy as outlined in the National Capital Plan. The uses that are permitted for the site under the Territory Plan will be subject to the approval of a development application. Any application for development is to be accompanied by an Assessment of Environmental Effects which considers the impacts on the amenity of surrounding land uses and impacts on rural character. The ACT Government's planning and land authority is responsible for the assessment of development applications.

3.5 Landscape Setback and Height of Buildings

Comments received

Queanbeyan-Palerang Regional Council raised concerns about the proposed 25 metre landscape setback and the building height of a maximum of 12 metres. It was suggested that a 40 metre setback would be more appropriate in this location and that the 12 metre height for permanent structures is excessive in this location.

NCA response

The 25 metre setback and 12 metre maximum height as proposed in the draft DCP is consistent with the setbacks proposed in other DCPs which provide the planning and design framework for land adjacent to Approach Routes. The NCA is of the view that the DCP provisions appropriately reflect the intent for Approach Routes having regard to the context of Canberra Avenue at this location.

3.6 Traffic impacts

Comments received

Queanbeyan-Palerang Regional Council noted that one of the potential future uses may be a petrol station and commented about how this use may impact on traffic movements along Canberra Avenue. The Council requested if they could consider any traffic management plan lodged with a future application.

NCA response

A service station is one of a range of uses that are permitted in the Broadacre Zone. The NCA notes the Council's request to consider any traffic management plan lodged with future applications. The development application process is administered by the ACT Government, and relevant agencies and other stakeholders as determined by the ACT Government provide input into the development application process. This includes the Directorate responsible for roads and traffic matters. The referral of development applications is a matter for the ACT

Government's planning and land authority however the NCA will write to EPSDD and advise of this request.

3.7 Impact of land uses on HMAS Harman

Comments received

The Department of Defence has advised that it has an interest in future uses on the subject site which could potentially impact on the long term viability of HMAS Harman as a communications node and which may cause electromagnetic interferences such as industrial uses. Within the confines of HMAS Harman there are a number of Defence Strategic Communications assets that provide critical support to Defence operations and the defence of Australia. Defence would like to be referred applications that meet certain criteria.

NCA Response

The National Capital Authority already recognises the importance of HMAS Harman by requiring under clause 3.6.3 that:

All proposals for development within two kilometres of HMAS Harman must be referred to the Department of Defence for examination and comments and such comment must be taken into account in arriving at a decision.

To ensure that this policy is adhered to, the DCP will be amended to include this requirement. However, the DCP only applies to that land located 200 metres from the centre line of Canberra Avenue but the clause of the Plan is still relevant.

3.8 Access from Canberra Avenue

Comments received

The ACT Government's Environment, Planning and Sustainable Development Directorate have requested on behalf of Transport Canberra and City Services (TCCS) that the access points as shown DCP Drawing 19/01-01 be removed and that a clause is inserted that TCCS must be fully consulted in relation to the type and location of all access for proposed developments.

NCA Response

The NCA notes the request for the access points to be removed from the DCP. The NCA has amended the DCP drawing to remove the access points and Clause 12.1 has been amended to read as follows:

Vehicular access off Canberra Avenue to the subject site for any future development is to be determined in consultation with the ACT Government agency responsible for traffic and roads and any other relevant approval authority.

3.9 Inclusion of additional provisions regarding ecological values, heritage and contamination matters

Comments received

The ACT Government's Environment, Planning and Sustainable Development Directorate has requested that the DCP include additional provisions regarding ecological values, heritage and contamination matters.

NCA Response

The subject land is Territory Land outside the Designated Area of the Plan and the planning and land authority will be responsible for assessing development applications relating to the subject site. It is not considered necessary to include clauses concerning matters such as ecological values, heritage and contamination. Existing ACT Government legislation and planning arrangements provide for these matters to be addressed at the development assessment stage. These are matters that will be assessed as part of any development application submitted for the subject site.

4 Recommended Changes

1. **Delete** the words in clause 8.2: *and highly reflective (including white) materials on roofs and walls* so as to read:
 - *High contrasts in colours or material of external finishes will not be permitted.*
2. **Add** new clause 8.3:
 - *Only low reflective materials on roofs and walls are permitted.*
3. **Delete** the words in clause 12.1:
 - *Block 12 Section 111 Symonston is limited to the locations set out in DCP Drawing 19/01-01.*
4. **Add** new words in clause 12.1 so as it reads:
 - *Vehicular access off Canberra Avenue to the subject site for any future development is to be determined in consultation with the ACT Government agency responsible for traffic and roads and any other relevant approval authority.*
5. **Add** new Section 16: HMAS Harman and new clause 16.1 to read:
 - *All proposals for development within two kilometres of HMAS Harman must be referred to the Department of Defence for examination and comment and such comment must be taken into account in arriving at a decision.*
6. **Amend** Appendix 1 – DCP Drawing 19/01-01 by removing the three access point arrows.

5 Conclusion

The draft DCP was released for public consultation in February 2019 in accordance with the NCA's 'Commitment to Community Engagement (August 2015)'. Five (5) written submissions were received in response to the draft DCP.

In response to submissions made, six changes to the draft DCP have been made.

Appendix A – Summary of submissions

Note: The National Capital Authority (NCA) undertakes an open and transparent consultation process. The draft DCP advised that the NCA would prepare a Consultation Report for publication on the NCA website, and that this Consultation Report would include a summary of each submission, along with the name of each person making the submission. This appendix includes each submission and the name of the person/entity making that submission.

Submission Number	Submitter	Comments Received	NCA Response
1	Eloise Gordon	The submitter provides support for the draft DCP.	Support noted.
2	Canberra Airport	The submitter advised that it is a major stakeholder in the future development of this land as a result of the major flight paths on approach to runway 35 and departure from runway 17 traversing the land. On arrival the aircraft would be in the order of 152 metres above the site (500 feet) and departing aircraft would be in the order of 460 metres (1,500 feet) above the site. The proposed controls of building height at 12 metres and the outdoor lighting “shall use full cut-off light fittings to mitigate no light to be directed upwards” are noted and supported. However, we would have concerns regarding the roof and building materials to be non-reflective and we note control 8.2 should deliver this outcome. Please confirm. The submitter advised that the concept of a service station being a permitted use could raise issues for the Airport in regard to the overflight area within the eastern half of the site. Canberra Airport would be concerned regarding potential highly volatile product exploding and therefore would request that if a service station is to be considered for development on the site, that it be located	The NCA notes the submitter’s interest in the subject site. The siting and design of any permitted use on the site is a matter to be assessed during the development application process which is administered by the ACT Government’s planning and land authority. The NCA confirms that the intent of the clause 8.2 of the draft DCP is ensure that low reflective materials are used. However to remove any doubt, clause 8.2 in the draft DCP has been amended to read: <i>Colour of the external finishes of buildings and structures must be appropriate to and not discordant with, the general development and amenity of the locality. High contrasts in colours or material of external finishes will not be permitted.</i> And a new clause 8.3 added that reads: <i>Only low reflective materials on roofs and walls are permitted.</i> A service station is one of a range of permitted uses in the Territory Plan. The DCP is not proposing to change any of the existing permitted uses. The potential impacts of any of proposed use of the subject land will be considered through the

Submission Number	Submitter	Comments Received	NCA Response
		more to the western side of the development site area and that a safety case be provided having regard to the aviation overflight. Lastly, we have previously had discussions with the ACT Environment, Planning and Sustainable Development Directorate (EPSDD) regarding the Eastern Broadacre land on the northern side of Canberra Avenue, opposite this land, with proposals for potential future industrial uses or retail similar to the area developed around the Canberra Outlet Centre. Although it was not discussed with Sarah Treble, because it did not come to mind at the time, it may be useful for the NCA and the EPSDD to co-ordinate integration of proposals for both sides of Canberra Avenue rather than just the current proposal as part of the Eastern Broadacre outcomes. Canberra Airport looks forward to further discussions with the NCA as required and in regard to the National Airports Safeguarding Framework (NASF).	development application process which is administered by the ACT Government's planning and land authority. The NCA notes that the subject site and the land to the north of Canberra Avenue are within the Eastern Broadacre Investigation Zones. The Eastern Broadacre planning project is being managed by the ACT Government. The outcomes of this planning project in terms of the extent of areas for development and conservation have not yet been determined, and further planning processes need to be undertaken. Whilst the subject site is located in the investigation area, until such time as any subsequent rezoning and amendments are made to the Territory Plan, the preparation of a DCP that integrates potential future uses is premature. The NCA and the ACT Government are required to consider any development that is currently permitted under the Territory Plan. This DCP has been prepared to meet current requirements of the National Capital Plan.
3	Queanbeyan-Palerang Regional Council	Thank you for the opportunity to comment on the above draft Development Control Plan (DCP). Council understands that comments are being sought on the draft DCP and the intention of this DCP is to enable future development of the sites. In general terms, Council is concerned with the urbanisation of this part of the predominantly rural area between the border and Fyshwick which is considered to be an important landscape component of this particular entry into the National Capital.	The Territory Plan's Broadacre Zone makes provision for a range of uses which require larger sites and/or a location outside urban areas. The DCP is not proposing any changes to existing uses permitted under the Territory Plan or the land use policy as outlined in the National Capital Plan. The uses that are permitted for the site under the Territory Plan will be subject to the approval of a development application. Any application for development is to be accompanied by an Assessment of Environmental Effects which considers the impacts on the amenity of surrounding land uses and impacts on rural character. The ACT Government's planning and land authority is responsible for the assessment of development applications.

Submission Number	Submitter	Comments Received	NCA Response
		Concern is also raised about the establishment of retail uses close to the border as this will potentially impact on the economic development of Queanbeyan, particularly the CBD. In terms of the provisions of the draft DCP it is felt that a minimum of a 40 metre landscape set back should be required and that a maximum height of 12 metres for any permanent structure is excessive given the special requirements clause 4.24 of the National Capital Plan for approach routes which are.... to enhance the surrounding predominantly rural character and landscape outside the urban areas. Council also understands that one of the potential future uses may be a petrol station. This may impact on traffic movements along Canberra Avenue which is heavily used during peak times. Council would therefore like the opportunity to consider any traffic management plan lodged with a future application.	Retail uses such as shops and restaurants are prohibited uses in the Broadacre Zone, and as such the potential impact of the permitted uses on the economic development of Queanbeyan will be limited. The 25 metre setback and 12 metre maximum height as proposed in the draft DCP is consistent with the setbacks proposed in other DCPs which provide the planning and design framework for land adjacent to Approach Routes. The NCA is of the view that the draft DCP provisions appropriately reflect the intent for Approach Routes having regard to the context of Canberra Avenue at this location. A service station is just one of a range of uses that are permitted in the Broadacre Zone. The NCA notes the Council's request to consider any traffic management plan lodged with future applications. The development application process is administered by the ACT Government, and relevant Directorates and other stakeholders as determined by the ACT Government provide input into the development application process. This includes the Directorate responsible for roads and traffic matters. The referral of development applications is a matter for the ACT Government's planning and land authority however the NCA will write to EPSDD and advise of this request.
4	Department of Defence	Thank you for inviting the Department of Defence (Defence) to comment on the Draft Development Control Plan (DCP) for part Block 12 Section 111 Symonston and part Block 2233 Jerrabomberra (the subject site). Defence appreciates the opportunity to comment on the DCP, particularly in relation to HMAS Harman which is to the immediate east of the subject site.	The NCA notes the Department of Defence's interest in the site, and particularly with regard to future land uses which could potentially impact on the long term viability of HMAS Harman as a communications node, particularly uses which could cause electromagnetic interference such as industrial uses. The NCA notes that the Department of Defence seeks to have applications for future uses referred to them for comment.

Submission Number	Submitter	Comments Received	NCA Response
		Defence understands that the purpose of the DCP is to provide guidance for the future development of the subject site. In this context, the draft DCP includes a number of planning and urban design provisions for the subject site including building height, setbacks, and design, landscape character, access and parking. Within the confines of HMAS Harman are a number of Defence Strategic Communications assets that provide critical support to Defence operations and the defence of Australia. This support includes the provision of satellite communication services which are sensitive to any electromagnetic interference that can be generated by radio frequency devices and other industrial equipment, including generators and welding equipment. Furthermore, any tall structure within close proximity to the satellite transmission antenna may interfere with the beam path, reducing performance of this service. Defence wishes to avoid the situation where any future land uses around HMAS Harman could potentially impact on its long term viability as a communications node, particularly uses which could cause electromagnetic interference such as industrial uses. On this basis, Defence would seek to ensure that any future development of a significant height and any possible use that could result in electromagnetic interference is referred to Defence for comment. In this context, Defence suggests that the DCP include the following criteria as the basis of a referral process to Defence: • <i>land within two (2) kilometres of HMAS Harman, measured from the intersection of Waller Road</i>	The National Capital Plan recognises the importance of HMAS Harman with clause 3.6.3 'Policies for Broadacre Areas' stating: <i>All proposals for development within two kilometres of HMAS Harman must be referred to the Department of Defence for examination and comment and such comment must be taken into account in arriving at a decision.</i> To ensure that this policy is adhered to, the DCP has been amended to include this requirement. However the DCP only applies to that land located 200 metres from the centre line of Canberra Avenue but the clause of the Plan is still relevant. EPSDD are aware of this National Capital Plan provision and will refer development applications when appropriate.

Submission Number	Submitter	Comments Received	NCA Response
		and Pharup Place, that is within a General Industrial or Light Industrial zone; or - The proposed development would include the erection of a building with a height exceeding 8.5 metres on land to which this clause applies; or - The intended use of the land (if known) may cause electromagnetic interference.	
5	Environment, Planning and Sustainable Development Directorate	Thank you for your invitation to comment on Draft Development Control Plan (DCP) 19/01/ I note your decision to prepare a DCP to guide potential development of the site as the site is located on an Approach Route as defined in the National Capital Authority. As currently worded, the draft DCP is not supported. In considering the DCP, our primary objective is to make sure that any future development of this site is consistent with the ACT Planning Strategy 2018 and the Territory Plan. I understand my staff discussed this with Sarah Treble of your office today. More specifically, it is requested that consideration be given to road access to the site. Transport Canberra and City Services (TCCS) requests that the National Capital Authority remove the access points shown in the DCP and insert a clause in the DCP that TCCS must be fully consulted in relation to the type and location of all access to the proposed development. Additionally, the ACT Government raises the following key issues, many of which have previously been conveyed	The NCA notes the request for the access points to be removed from the DCP. The NCA has amended the DCP drawing to remove the access points and the clause 12.1 has been amended to read as follows: <i>Vehicular access off Canberra Avenue to the subject site for any future development is to be determined in consultation with the ACT Government agency responsible for traffic and roads and any other relevant approval authority.</i> The subject land is Territory Land outside the Designated Area of the Plan and the planning and land authority will be responsible for assessing development applications relating to the subject site. It is not considered necessary to include clauses concerning matters such as ecological values, heritage and contamination. Existing ACT Government legislation and planning arrangements provide for these matters to be addressed at the development assessment stage. These are matters that will be assessed as part of any development application submitted for the subject site. A development application for the proposal may need to be lodged in the impact track if the proposal is likely to have a significant adverse environmental impact and trigger an EIS as prescribed in Schedule 4.3 of the <i>Planning and Development Act 2007</i>. The Territory Plan's Non-Urban Development Code provides a mandatory rule that applies to land containing places or objects

Submission Number	Submitter	Comments Received	NCA Response
		directly to the proponent for the site. These matters include: 1. Ecological Values - the DCP should state as a planning aim that the DCP will minimise impacts of critically endangered grassland and habitat of rare and threatened grassland fauna. 2. The Heritage Council recommends that the DCP be amended to also: • identify the requirement for a Cultural Heritage Assessment prior to any proposed development, in accordance with the Council's 2015 Cultural Heritage Reporting Policy; • identify that Block 2233 Jerrabomberra contains a potential Aboriginal place (Bonshaw PAD 1), investigation of which is required prior to commencement of development on the block; and • identify that, if Aboriginal places or objects are identified by the above studies, those heritage sites are to be managed in accordance with <i>Heritage Act 2004</i> requirements; and that the Council may require in situ conservation should Aboriginal places of high conservation value be located within the area. 3. The Environment Protection Authority (EPA) could support the DCP subject to the following conditions: • an environmental assessment and remediation of the site must be undertaken prior to the commencement of development, or change in land use, to determine whether past activities have impacted the site from a	registered or provisionally registered under Part 6 of the <i>Heritage Act 2004</i>. Where applicable development application will need to be referred to the Heritage Council. The Non-Urban Development Code also provides for a rule and criteria for contamination (Clause 6.4).

Submission Number	Submitter	Comments Received	NCA Response
		contamination perspective, and to determine whether the site is suitable for the proposed uses. Site assessment and remediation must be undertaken by a suitably qualified environmental consultant in accordance with EPA endorsed guidelines, and include a review all prior contaminated land assessments undertaken at the site; - the findings of the assessment and remedial works must be independently audited by an EPA approved contaminated land auditor. The findings of the audit into the suitability of the site for its proposed uses must be endorsed by the EPA prior to the commencement of development, or change in land use; and - all soil subject to disposal from site must be assessed in accordance with Information Sheet 4 - Requirements for the reuse and disposal of contaminated soil in the ACT, no soil is to be disposed from the site without EPA approval. Please note that a development application for the proposal may need to be lodged in the impact track if the proposal is likely to have a significant adverse environmental impact and trigger an EIS as prescribed in Schedule 4.3 of the <i>Planning and Development Act 2007</i>.	

