

PLANNING REPORT and WRITTEN DESCRIPTION OF WORKS

to accompany the Works Approval Application for a

Proposed New Boathouse for Canberra Rowing Club (CRC)

8 Alexandrina Dr, Yarralumla ACT 2600 (Block 5 Section 19)



Planning report and written description of works

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1. INTRODUCTION

This report has been prepared by TT Architecture (TTA) on behalf of Canberra Rowing Club (CRC). TTA were engaged by CRC to design and document a proposal for the construction of a new boathouse to replace the club's existing facility.

This report is submitted in support of a Works Approval application for the new boathouse to be located at 8 Alexandrina Drive, YARRALUMLA (Block 5 Section 19 YARRALUMLA). It also, as described within this report, encompasses some works on the adjacent road reserve (Alexandrina Drive). The works on Alexandrina Drive includes work associated with new pedestrian access for the new boathouse (including the removal of existing stairs, the replacing and re-routing an existing spoon drain and landscaping).

Project Team

Client	CRC
President	Sandra Sweeney
Project co-ordinator	Mark Kwiatkowski
Boat Captain	Tom Trobe
Project Manager	TBD (post works approval stage)
Development Managers	TBD (post works approval stage)
Architects	TT Architecture
Project Architect	Tony Trobe
Director	Tony Trobe
Landscape Architect	TBD
Structural Engineer	Northrop
Civil Engineer	Northrop
Certifier	BCA Solutions
Surveyor	Capital Surveys
Access Consultant	BCA Solutions
Fire Consultant	Defire Pty Ltd

2. BACKGROUND

Project Background:

Canberra Rowing Club (CRC) is located at 8 Alexandrina Drive, on the western edge of Yarralumla Bay on Lake Burley Griffin. Established in 1964, the club has operated out of its current boatshed at Yarralumla Bay since 1972. This building is a single level, concrete brick, structure. Albeit expanded in 1986 to provide a total of 4 boating bays, it provides only basic storage and racking facilities for the club's large fleet, with minimal user amenities, in particular very limited toilet and shower provision. There are no club room facilities for meetings or socializing, nor for off water training (eg rowing machine, weights or other training activities). This latter feature being particularly limiting to the club's day to day operations, especially during the winter months and bad weather. Washing, toilet and change facilities are inadequate, particularly for women members/visitors.

Club membership numbers have remained around 200 over the last several years with a large range of age groups and roughly equal numbers of male and female members. With this large and very broad club membership, as well as the very broad array of club activities being undertaken (including elite, general club, masters and junior level competition squads, plus recreational and community programs), the club's current facilities are unable to service all requisite usage and operational needs. Indeed, the limitations (and in some cases absence) of essential supporting facilities, not only limits its capacity to cater for its members but also clearly impedes the club's ability to meet its own aspirations as a premier rowing sports club. To service these needs and aspirations going forward, in addition to upgrading its current storage space, it needs to provide additional floor space for appropriate club rooms with proper meeting and social space, off water training areas and greater and upgraded toilet and shower facilities.

Yarralumla Bay Development Node.

While the club's current boat house is generally structurally sound (albeit roofing is in need of attention), and architecturally and quality consistent with its immediate neighbours (ANU Sailing club and Canberra Sea Scouts), the club's plans for a replacement boathouse also align with the future vision for this area, which has already started to materialise with other development recently occurring in Yarralumla Bay. The Yarralumla Bay area includes land, including Block 5, which is identified in the National Capital Plan as a development node. It is one of four urban nodes on Lake Burley Griffin, these being Kingston Foreshore, West Basin, Yarralumla Bay, and the zoo. In recent times two new clubhouses have been built adjoining the bay and other developments are in train. The Yarralumla Bay Recreation Hub Master Plan, released by the National Capital Authority in 2009,

provides further guidance on this vision, which includes improving the physical and landscape character of the bay, and enhancing it and its surrounds amenity, while also ensuring that the area can continue to be effectively used for recreation and community purposes. Further discussion on the Master Plan, its principles and policies, and the proposed boatshed's alignment with these, is provided later in this report.

3. CONSULTATION

Consultation has occurred with relevant stakeholders as follows:

GOVERNMENT AUTHORITY CONSULTATION

Transport Canberra and City Services (TCCS)

National Capital Authority

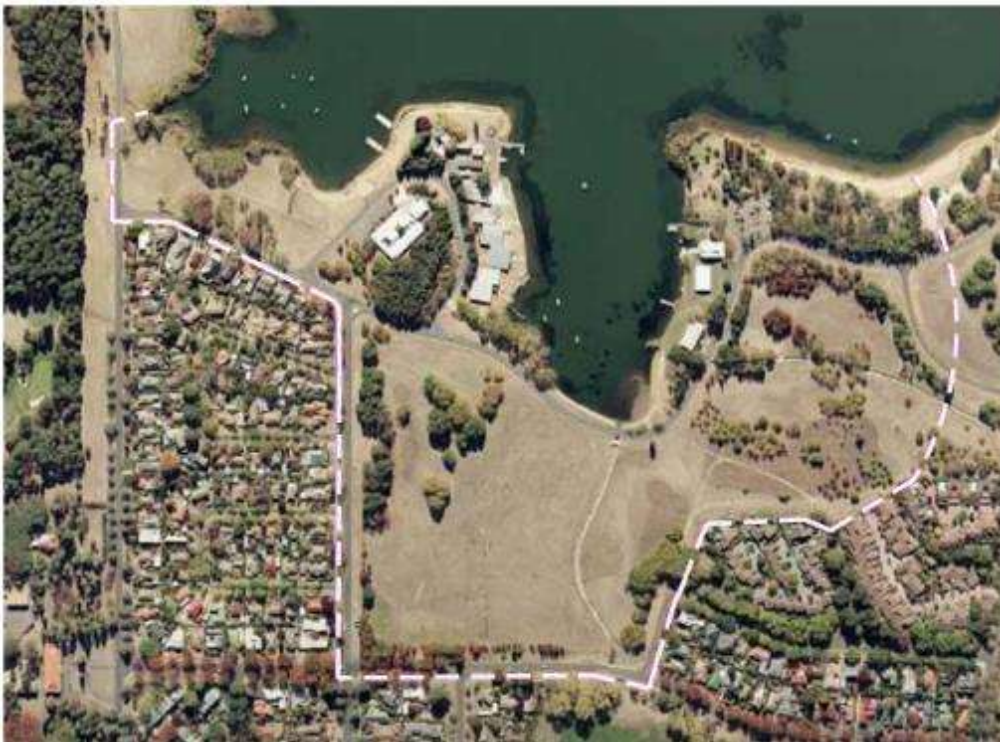
Authority consultation included pre-application and on-site meetings. These meetings helped to clarify the authorities' works approval applications requirements. Specific works issues identified by TCCS, and the actions proposed to address these, are further discussed below.

COMMUNITY CONSULTATION

- Yarralumla Bay Residents Association (YRA)
- Lake Burley Griffin Sea Scouts
- ANU / ANU Sailing Club

Pre-application consultation was undertaken with the above organisations over the June to August 2020 period. This included providing design and explanatory documentation, meeting invitations to go through material in detail, and follow up correspondence. In summary, the YRA and the ANU have indicated that they have no objections to the proposal. The LBG Sea Scouts have also indicated no objections on the basis that the final detailed building design, and any other consequential required supporting works, will adequately address any technical common boundary requirements, ensuring both building's structural and functional needs. These include drainage, roof and wall support requirements (along the properties' adjoining walls), and any lighting and overlooking issues associated with the proposal's interface with the high sill windows located on the Scout's building's southern wall. CRC has undertaken to work closely with LBG Scouts to ensure this occurs. It is noted that CRC's 1986 building extension, which expanded its initial 2 bay shed to 4 bays, utilising the northern half of its lease, fully addressed many of the same issues. CRC has undertaken to again meet all arising and necessary building requirements.

4. SITE AND CONTEXT



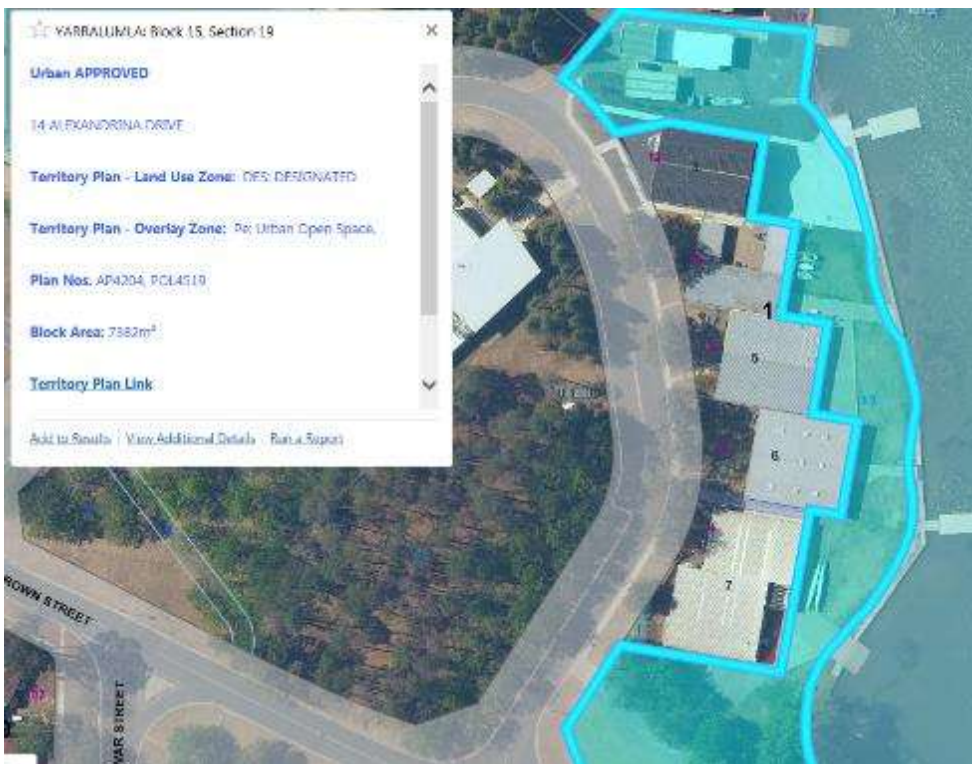
Yarralumla Bay Master plan area (Fig 1)



CRC site in Yarralumla Bay (1) (Fig 2)



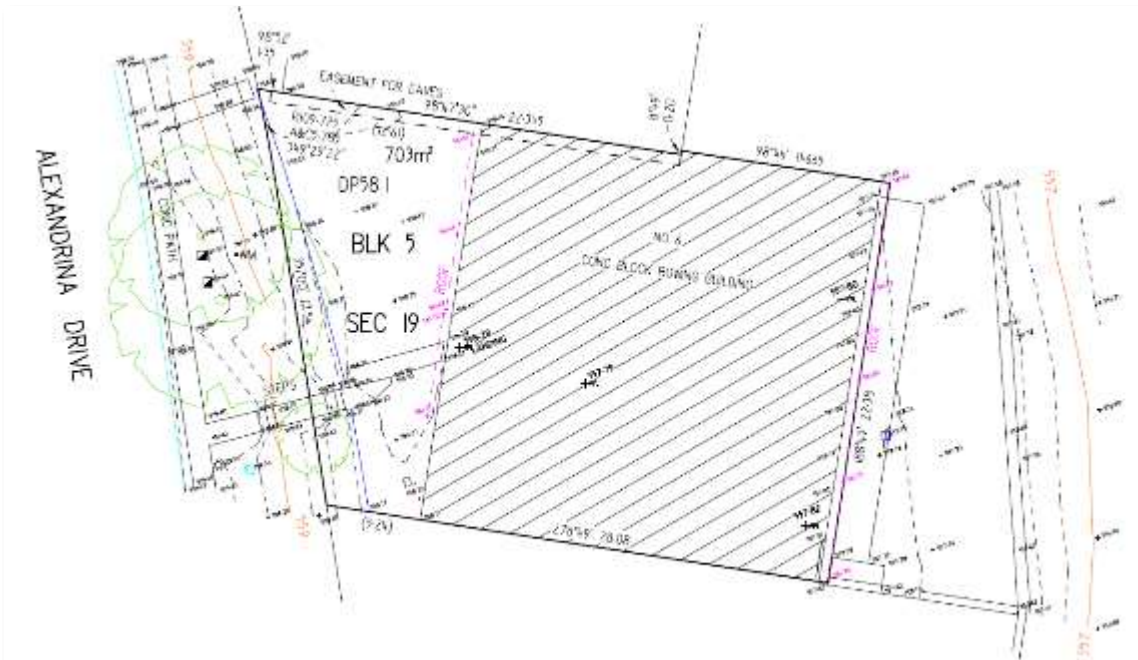
CRC site in Yarralumla Bay (2) (Fig 3)



Public Land area Block 15 section 19 and Alexandrina Drive road reserve (Fig 4)



CRC - Designated Land (NCA) (ACTMapi site information) (Fig 5)



Site Survey (Block 5 & adjoining land) (Fig 6)

SITE DESCRIPTION

The project site, Block 5, Section 19, Yarralumla, is located on the western edge of Yarralumla Bay on the shores of Lake Burley Griffin, and the existing CRC rowing facility sits within the site boundary. The site area is 703 m².

Southern Boundary

The southern boundary of the site abuts the ANU Sailing Club facility on Block 6.

Northern Boundary

The northern boundary of the site abuts the Lake Burley Griffin Sea Scouts facility on Block 4.

Alexandrina Drive Boundary

The western boundary of the site abuts the Alexandrina Drive road reserve. A public footpath runs within the reserve, parallel to, and about 6 metres west of, the site's western boundary, and abutting the east edge of the road's sealed carriageway. The footpath and carriageway lie along the top of a small embankment, which drops down to the site boundary, approximately 1.2 metres at the northern end, 0.7 metres at the southern end.

An overland spoon drain runs southward (a very small grade drop), approximately along and parallel to Alexandrina Drive's eastern boundary, but also cuts across block 5.

Dealing with this drain, and related off-site flows arising from the verge embankment and verge area north of the site, has been subject to discussions with TCCS. (This is discussed in more detail below.)

Eastern Boundary to Lake

The eastern boundary of the site is also bound by Block 15, Section 19 which is designated public open space and allows for all the aquatic facilities along the western edge of Yarralumla Bay to have direct access to the lake. The area is a combination of concrete layout, marshalling areas, and grass.

Block 15 currently provides vehicle access to the lake front for the all blocks along the western side of Yarralumla Bay. One access is from Alexandrina Drive and vehicles travel on Block 15 between the former ACT Water Police and ACT Academy of Sport (ACTAS) facilities to access the lakeside. The alternative vehicle access to Block 15 is from Alexandrina Drive next to Block 7 which is occupied by the Australian Defence Force Academy (ADFA) shed. Vehicle access to the lakeside is required regularly and intermittently for loading and unloading of boats and other required servicing.

There is currently no dedicated vehicle parking or vehicle access for the rowing shed. All the aquatic recreation facilities on the western shore of Yarralumla Bay use the existing parking bays along Alexandrina Drive (see Fig 7).

Access requirements for the proposed new boatshed, both for regular daily use, as well as servicing and access for boat transportation, will remain unchanged to those currently in place. Similarly, the boatshed replacement should have minimal new traffic or parking impacts. The club is seeking only to upgrade its facilities, not change or expand upon its intensity of use. Rowing club activity and membership is primarily determined by available racking space and this will remain unchanged.

EXISTING VEHICLE ACCESS AND PARKING (Fig 7)



Arrows denote existing vehicle access to sheds on lakeside from Block 15

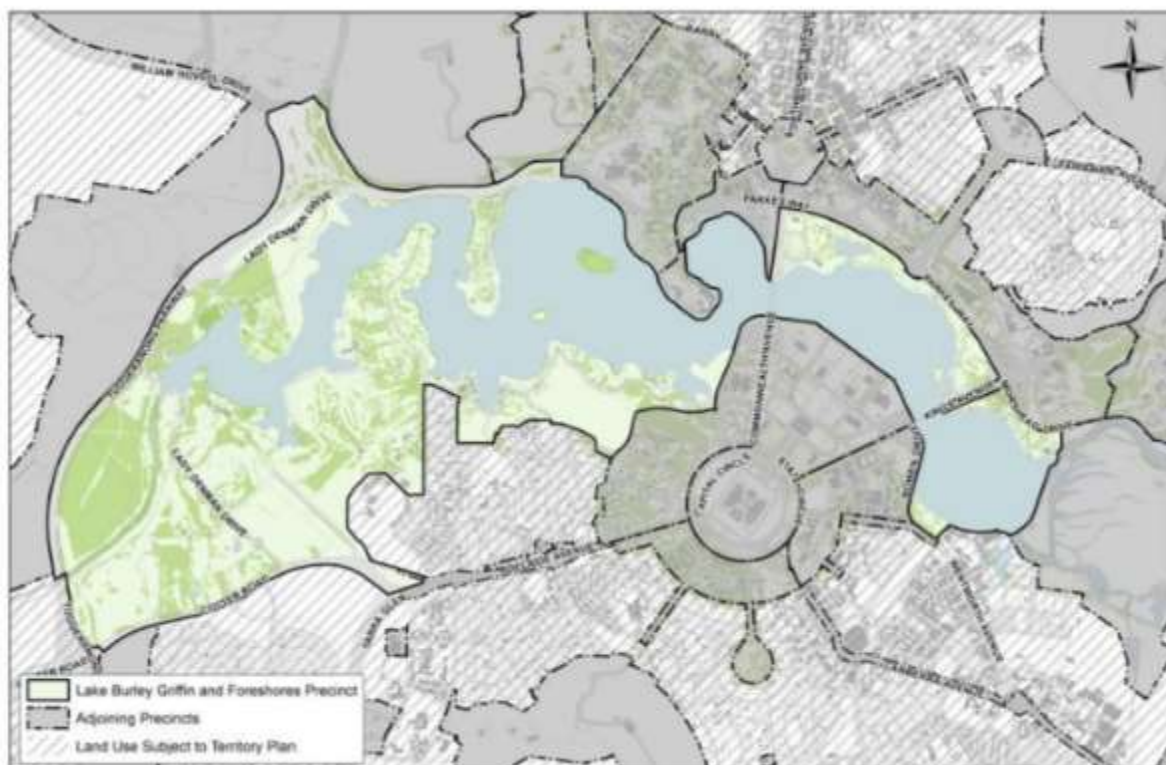
Existing 90° parking bays on Alexandrina Drive shaded pink

5. PLANNING CONTEXT

The subject site and its immediate surrounds, including all of Yarralumla Bay, lie within an identified “Designated Area” under the National Capital Plan, specifically: the Lake Burley Griffin and Foreshores precinct of The Central National Area (see 4.1 National Capital Plan, and Fig 8 below),

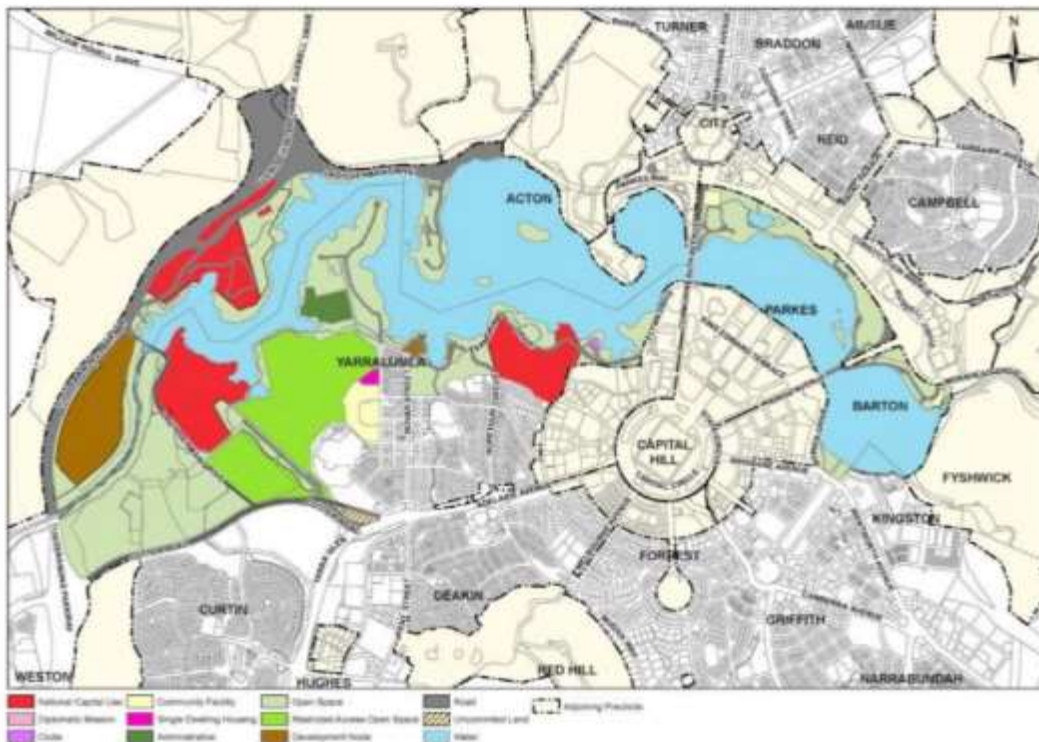
As such both the general and detailed planning requirements for development within this area are set out, and in some cases further provided for, in various parts of the National Capital Plan, and the National Capital Authority has planning approval responsibility.

Lake Burley Griffin and Foreshores Precinct (Fig 8)



‘Lake Burley Griffin and Foreshores Precinct Code’ (see NCP 4.12.4) includes land policies relevant to the site and its immediate surrounds. In particular, the Precinct Code includes Block 5 within a ‘development node’ and Block 15 is identified ‘open space’. Permitted land uses within the precinct include both ‘Aquatic recreation facility” and ‘Club (related to Lake use only)”. Use for the purposes of a rowing club boatshed, being a permissible subset activity under both these categories, is therefore a permissible use under the Precinct Code. CRC’s current crown lease also permits the use of the site for the purposes of a ‘boat house’.

NCP Land use Areas for Lake Burley Griffin and Foreshores (Fig 9)



The National Capital Plan (see 4.12.5) also provides the following “Guideline for Lakeshore Development Sites”:

Boatsheds, clubhouses and other recreational or community development directly related to the use of the Lake

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.

Instructive of this objective, the “Yarralumla Bay Recreation Hub Master Plan” (YBRHMP) produced by the National Capital Authority in 2009 “provides an additional level of detail to the provisions of the National Capital Plan for the Yarralumla Bay area.” *Yarralumla Bay Recreation Hub Master Plan, National Capital Authority 2009, page 3.*

The YBRHMP sets out specific principles for the future development of Yarralumla Bay, and the Canberra Rowing Club proposal has adhered to these principles in developing its design for the site.

Key principles of the YBRHMP are to provide better public access to the lake and design the lake edge to be a visually pleasing waterfront destination. It also aims to improve the Bay’s physical and visual landscape character and to provide a distinctive identity. The design also includes the design of durable lake edge treatments suitable for use and that enhance public access to the lake.

A response to the design guidelines in the YBRHMP is provided in Section 8 of this Planning Report.

Territory Land Interests

While the site is within a designated area under the National Capital Plan, and the NCA have direct planning responsibility via ‘works approval’ authority, it, and the surrounding land, up to the lake itself, are either owned directly by, or under lease from, the Territory (Territory land). In particular, all adjoining public assets, including public lands and utilities, are Territory assets. Transport Canberra and City Services (TCCS) is the primary responsible authority for these interests.

Accordingly, as indicated above, in preparing CRC’s proposal, consultation has been undertaken with TCCS regarding their requirements and how they may be satisfactorily met. Following advice received from TCCS, some modifications, proposed works and undertakings have been included in the final design plans to meet these needs. These matters are further discussed below.

KEY SITE AND CONTEXT PHOTOS



CRC from Lake side (Fig 9)



Current steps from Alexandrina Drive over public verge (ACT government land) (Fig 10)



View of front of CRC shed from Alexandrina Drive (Fig 11)



View of front of CRC shed showing existing spoon drain running across corner of site (Fig 12)



Extension of spoon drain to South (Fig 13)



Inside of rowing club (Fig 14)



Boat handling area outside front of current CRC shed (Fig 15)



View from lakeside in front of existing shed looking South across Yarralumla Bay from Girl's Grammar rowing club location (Fig 16)



Public access corridor to Lake Front on Block 15 adjacent to existing ACTAS shed (Fig 17)

6. THE PROPOSAL

Canberra Rowing Club is seeking to build a new boatshed to replace its existing facility at Yarralumla Bay. TTA was engaged by the club to design a replacement facility that would both meet the club's functional requirements and likely budget, but also be capable of meeting all applicable planning regulations and obtaining works approval from the NCA.

Following a lengthy process of both internal and external stakeholder consultation and design work, design plans and supporting documentation have now been completed for the proposed development. The final resulting design plans (provided as attachments to the works application and this report – see DA00 to DA16) together with this report and other related documentation (including a completed works approval checklist) are now intended for submission with the Club's works approval application.

In summary, key features of the proposal, further discussed below, are the demolition of the existing single storey shed and its replacement with the construction of a two storey facility, providing for boat storage for racing shells, safety boats and other ancillary equipment (oars, tools and work bench, etc) on the ground level, and floor space for club rooms with upgraded shower and toilet facilities, and appropriate meeting, social and off water training space on the upper level.

The works approval stage is the initial phase of the club's planned boatshed replacement project, but a critical one to its ultimate completion. Its attainment is a key for the club to be able to successfully apply for Commonwealth and Territory Government grants and other sponsorship, required to fund further stages of the project, including detailed building approval application processes and final construction.

Proposed Design Spatial Arrangement

Ground Floor Planning

As indicated above, the design provides for the ground floor to be principally used for boat storage (racing and safety/coaching boats), with some ancillary storage space needed for oars, minor workshop facilities for boat maintenance, fuel storage, etc. The ground floor would also provide two unisex toilets. Racing shells can extend to 18 metres in length and need to be stored via vertical racking systems, with space in between for manoeuvring into and out of the boatshed for use, cleaning and maintenance. Accordingly, the ground floor level design predominantly includes largely standardized configured rows of boat racks and access aisles. Other required space needs are designed around this. The new boatshed's ground floor level (GFL) will be 557.8 RL, the same as the current boatshed, and above the 100 year flood level, albeit this level is to be used only for storage purposes. (Note: The new Canberra Grammar School (CGS) boatshed's GFL is 557.60 RL)

Upper Level

The upper floor level provides for male and female change rooms, including showers, toilets, and lockers. Lakeside there is a small lounge and social area which also contains a deck and a kitchenette. This space will provide for club meetings and social activities. There is also space provided for off-water training, together with some storage space, and a small office for coaching and other official use.

Access

The proposed design provides for 4 main bay doors at the eastern / lakeside end of the building, allowing for easy pedestrian access, and boat carriage, from the building to the lake. As also indicated earlier (see Fig 7) this access location also will regularly and intermittently be used for loading and unloading of boats and other required servicing. These needs and uses are as per current arrangements. The new shed will create no additional impact on this area of lake frontage (Block 15).

As per existing arrangements, only pedestrian access is proposed directly from Alexandrina Drive, via new staircases, and a wheelchair accessible lift, located in the north western corner of the site. These will enable access to both the ground and upper levels. While these are entirely within the site, a footbridge link, further enabling wheelchair accessibility, is proposed to connect their common entrance location to the public footpath on Alexandrina Drive. TCCS have been consulted on this proposed link and have indicated their support subject to specific construction standards being met. These requirements are related to various TCCS interests discussed further below.

Architectural Form, Composition and Materials

The building form responds directly to the opportunities and constraints of the site. The skillion roof is configured to facilitate good solar access into the social areas of the club via North facing clerestory glazing.

The rear of the building faces the lake to the east. The general club areas have extensive areas of glass and a large cantilevered deck to take advantage of the significant views over Lake Burley Griffin and the general rowing activity in Yarralumla Bay. The scale is appropriate for the area and at two storeys conforms to NCA guidelines.

Given the requirements for the rowing activities at the lower level the building is higher than a usual two-storey building. When viewed from Alexandra Drive however the two-storey scale is broken down by articulating the form with a landscape planter box, a projecting masonry element forming the entry stairs and palate of material choices from heavy at the bottom, to reading as lighter at the top. Much of the entry configuration is fixed in meeting disabled access requirements.

The overall material palette includes rendered brick, Barestone Cemintal panel cladding, timber look aluminium cladding (to add softness and colour), tilt slab concrete to the party walls and a light-coloured Colorbond roof.

Architectural Form and Materials (Fig 18)



Please also refer to the architectural drawings for more detail about material choices, and **Section 9** for further descriptions of the Architecture aspects of the scheme.

7. INTERFACE WITH ALEXANDRINA DRIVE AND TERRITORY SERVICES

A meeting was arranged on site with TCCS to enable the identification, at the earliest opportunity, of any possible issues for TCCS and CRC, in CRC proceeding with finalizing a works application with the NCA, and, if arising, the opportunity to then discuss possible options for resolution.

In the meeting it was generally acknowledged that the new boatshed should raise no additional infrastructure servicing demands, however, the protection of territory, including utility, assets would be a requirement, especially during construction. Two specific matters, however, were identified, arising from the proposal, that would be of most interest to TCCS:

Pathway/pedestrian access from the public footpath along Alexandrina Drive. Two issues raised:

1. The necessity to have a solution that enables the Territory to access any services that would run under the footpath connection (or bridge); having this solution also deal with the natural stormwater flow that currently runs past (and indeed through the club's property, along the western boundary) via a small existing spoon drain.
2. The site inspection also showed that the new shed will extend across the existing spoon drain. A stormwater solution would therefore need to be developed, not just to navigate past any footpath connection but to manage the existing drainage system, which also includes consideration of the management of water which flows east from the footpath.

Following the meeting, further work was undertaken by TTA providing proposed design modifications, including off-site works, that would be in principle acceptable to TCCS to address these issues. These design modifications and treatments were then referred to TCCS for response. TCCS has subsequently indicated that it will consider the solution proposed subject to a number of technical conditions being met. (TCCS's advice is included at **Attachment A**) It is submitted that this work is best finalised within the building approval process, and that these conditions be managed in the works approval application stage as conditions that would apply to any final works approval. The proposed design and works solution measures are included in the drawings provided with CRC's work's approval application.

Other Issues

In considering the proposal's needs and works impact along its frontage to Alexandrina Drive, the following matters were also discussed:

- The identification and proposed treatment of street trees.
- The removal of the existing street stairs and pathway providing access to the current boatshed.
- The potential inclusion of a driveway proposal for the Sea scouts, at the south western corner of the scout's property/ north western corner of CRC's property.

(This latter issue was raised with TCCS, following CRC's consultation with the Scouts, to seek to assist the Scouts in addressing a vehicular access issue they currently have. The consideration of a possible driveway has been included in the CRC proposal. TCCS officers noted the issue and advised that while it could be foreshadowed in CRC's plans, a specific and separate application for a driveway would need to be submitted by the Scouts.)

The application's design drawings address these issues. (The requirements for more detailed consideration of surrounding street trees are also included in TCCS's advice - **see Attachment A.**)

8. SCHEDULE OF PROPOSED WORKS

<u>Purpose</u>	<u>Rowing Club</u>
<u>Site Area</u>	<u>703.92 m²</u>
<u>Gross Floor Area</u>	Ground floor 502.94 m ² First Floor 598.42 including deck m ² Total <u>1101.36 m²</u>
<u>Plot Ratio</u>	<u>Not defined</u>
<u>Site Coverage</u>	<u>95%</u>
<u>Building Height</u>	9.5 m on Alexandrina Drive elevation <u>11m on Lake Front</u>
<u>Boundary Setbacks</u>	<u>0 m on all sides</u>
External Materials & Colours	Precast concrete (Cemental or equal) Light grey and rendered brickwork white Aluminium 'timber-look' cladding (under eaves) ExoTec Façade Panel (light grey)
<u>Parking and vehicle access</u>	<u>No change to requirements - as existing</u>

9. YARRALUMLA BAY RECREATION HUB MASTER PLAN – COMPLIANCE WITH PRINCIPLES AND DESIGN GUIDELINES

The Yarralumla Bay Recreation Hub Master Plan (YBRHMP) sets out specific principles for the future development of Yarralumla Bay. The design of the Canberra Rowing Club relies upon these principles in its approach to the site and site constraints.

Key principles of the YBRHMP that the design encompasses include;

- Provide better public access to the Lake and design the lake edge to be a visually pleasing waterfront destination.
- Improve the Bay's physical and visual landscape character to reflect and contribute to the Bay's environment and provide a distinctive identity.
- Create a sense of place and promote a sense of community through the improvement of the amenity of the public realm
- Create and maintain durable lake edge treatments designed to suit a range of recreational watercraft users, without inhibiting public access to the Lake.

The proposed design follows the design guidelines of the Yarralumla Bay Recreation Hub Master Plan as outlined below.

Urban Design

- The proposed building is two storeys
- The proposed building maintains the nominated view corridors

Landscape

- there is very little formal landscaping required for this proposal. The only part of the site not covered by the building will be a small wedge of land at the front which is to be taken up by a planter box with planting design to soften the front appearance of the building.
- The lakeside of the building will be largely utilitarian in function to accommodate the normal 'to and fro' of boat launching and recovery on a day-to-day basis. This area will not require any specific soft landscaping

Architecture

The site has two main frontages, Alexandrina Drive to the west, and Yarralumla Bay to the east (see Fig 19). The ground floor concrete walls are robust and will cope with the utilitarian demands of boat storage. The façade will be an active frontage to the lake, with the large roller doors often open along the ground floor, and the first floor balcony with large glazed sliding doors providing a viewing platform across the Lake.



Architectural Form and Presentation - proposed replacement Boatshed (Fig 19)

Other key Architectural and Design features include:

- the new proposed rowing shed remains largely within the existing footprint with a small additional area added on the Alexandria Street side.
- The lower level external wall material is intended to be easy tilt slab concrete or rendered masonry construction. The final material selection will be subject to advice about costing, engineering and building code compliance with fire regulations.
- The upper level is proposed to be clad with lightweight materials except where fire relevant boundary provisions apply. These include recycled timber cladding, extensive glazing and/or colorbond steel.
- The design of the skillion roof at the upper level is intended to let northern light into the centre of the deep plan accommodating the ancillary functions of the club such as potential gym clubrooms offices et cetera.
- Right of way and nominated view corridors are maintained.
- Setback from the lake edge is consistent with the existing built form, and has been designed to enhance boat preparation, cleaning and maintenance. the concrete apron on the lakeside of the building, allows for a flat and safe area to layout boats as well as a safe and gentle transition for vehicles to access the lakeside for necessary boat transport or associated servicing.
- The proposed building is two storeys following the model of boat storage under with associated uses of the upper level.
- A balcony overlooking the lake has been included in the design
- Proposed materials are concrete, steel/colorbond, timber and glass

Advice received from Transport Canberra and City Services

From Assistant Director, Development Coordination Branch - Fri Sep 25 4.51PM

to TTA

OFFICIAL

Hi Tony,

I apologise for not getting back to you earlier on this as it has been quite difficult to consolidate our response in regards to relocating the existing overland flow path out of your block and onto the verge/road reserve of Alexandrina Drive.

However, I can confirm that we can consider the relocation of the overland flow path running through your site and out onto the road reserve of Alexandrina Drive subject to the following;

1. You engage a qualified hydraulic engineer to assess whether the overland flow path can be accommodated in front of your block without affecting the flow capacity of the overland flow path.
2. You will need to make sure that the overland flow path water has the required freeboard as required by TCCS Standard MIS08.
3. You make sure that the proposed building has adequate protection from intra-flow (seepage) & damp course treatment.
4. You will need to provide verge cross sections with dimensions of existing and proposed underground utilities and above ground services such as water metre, street trees, footpaths, stairs, mini-pillars, streetlighting and any other infrastructure/assets.
5. The proposed footbridge link must be removable at short notice for utility service providers to carry out maintenance and show full structural/engineering dimensioned detailed plans (this may require approvals from other utility providers within the verge).
6. The species of street trees must be determined by a qualified landscape architect/horticulturist to make sure that they are not detrimentally affected by the excessive water being conveyed/retained within the verge as a result of the proposed overland flow path.
7. Show that the street tree roots and canopies are not affected by the proposed construction works.
8. All works are to be designed and constructed to TCCS' Standards and Specifications.

If you have any queries please let me know.

Kind regards,

Assistant Director

Phone 02 6207 7480

Development Coordination Branch | Transport Canberra and City Services Directorate | **ACT Government**
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