Attachment B

Architecture
Interior Architecture
Urban Design
Planning
Landscape Architecture

Adelaide
Brisbane
Canberra
Gold Coast
Melbourne
Perth
Sydney
Townsville

Auckland
Christchurch
Tauranga
Wellington

Australian Catholic University Concept Plan Modification 1 (MP10_0231-Mod-1) - Itemised response to DPHI queries

Following public exhibition, enquiries have been made by the Infrastructure Assessments team, Department of Planning, Housing and Infrastructure (DPHI). A detailed response to each of the questions raised is provided below.

Transition from P1 to P4 car park

The Campus Travel Monitoring Survey undertaken in April 2024 identified that car park P1 (103 spaces), that is within the extent of proposed works, had the greatest occupancy (up to 100% occupied) while the other on-site campus car parks had significant spare capacity even at peak times (collectively 176 unoccupied spaces). The proposed STEM Centre (Stage 1B.1) will provide new upgraded and specialist teaching facilities for existing students who will be decanted from other parts of the Campus so will not increase demand for car parking on Campus but for a handful of additional staff.

It is anticipated that those currently parking in P1 will utilise available parking across the ACU campus, and not on-street parking, for the following reasons:

- There is adequate car parking capacity to accommodate the maximum permissible Campus population with the remaining car parking spaces on site.
- The new STEM Centre will provide upgraded and specialist teaching facilities for existing students who will be decanted from other parts of the Campus, principally from the Edward Clancy building. These students will therefore be located closer to P2, P3 and P4 carparks than present.
- The P4 car park is an attractive prospect for staff and students as it has significant capacity, greater weather protection and security to private vehicles, and provides a sheltered well-lit path of travel from the car park to all buildings across the Campus.
- There is no cost and no parking restrictions to on-site campus parking for use by staff/students.
- The amended Green Travel Plan adopts a number of actions to discourage on-street parking including education and engagement programs for staff and students, to encourage active transport options, carpooling initiatives and ongoing audits and surveys to inform ongoing site access management/improvement.

It is considered no specific mitigation measures are required in association with the removal of the P1 car park. However, if deemed necessary, Council could feasibly impose parking restrictions on adjacent streets to discourage University parking and favour resident parking.

However, this is not considered prudent given the anticipated use of on-site parking and unlikelihood of on-street parking coming under significant additional demand. The requirement for on-street parking restrictions can be considered with reference to future annual Campus Travel Monitoring results and future on-street parking surveys.

For the reasons listed above, it is not necessary to retain or reinstate car parking in Precinct 1 or implement any additional mitigation measures to further encourage on-site parking.

Building envelope setbacks

A comparison of the approved building envelope (as shown by the hashed red line) and the proposed modified building envelope (as shown in the dashed blue line) is provided in **Figure 1** below. It demonstrates that all building setbacks would be maintained or increased.

Figure 1 - Comparison of approved and modified building envelopes

The Sections provided at Drawing TP16.01 (Rev 1) and TP16.02 (Rev 1) also show how the modified building envelope sits within the boundaries of the approved building envelope.

Further information on proposed setbacks is provided at Section 3.4 and Figure 18 of the Modification Report.

Overshadowing analysis

Shadow diagrams have been prepared for the approved and the modified Concept Plan for 9am, 12 noon and 3pm on the winter solstice as shown at **Figures 2-4** below.

The shadow diagrams demonstrate that the proposed modification does not impact any residential properties and has an improved impact on Mt Royal Reserve to the east at 3pm at the winter solstice, as compared to the impact of the originally approved building envelope.

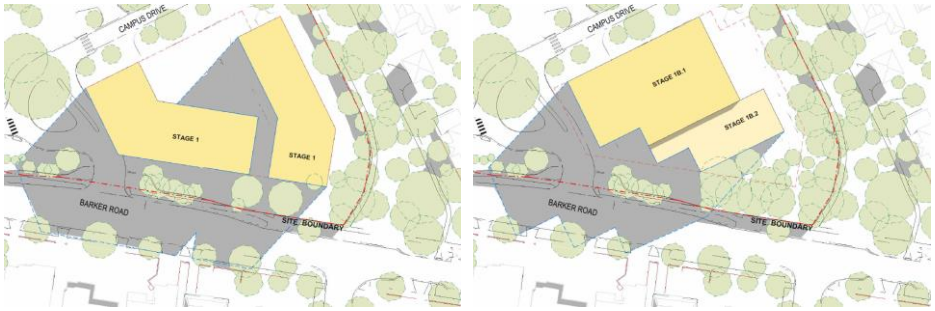

Figure 2 - Comparison of approved (left) and modified (right) building envelopes shadows (9am on winter solstice)

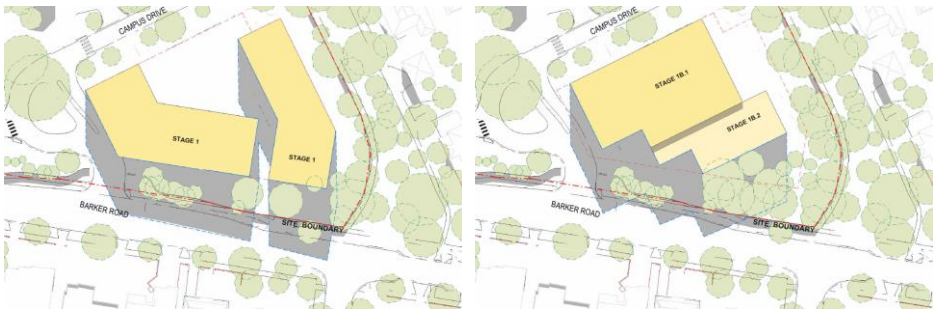

Figure 3 - Comparison of approved (left) and modified (right) building envelopes shadows (12 noon on winter solstice)

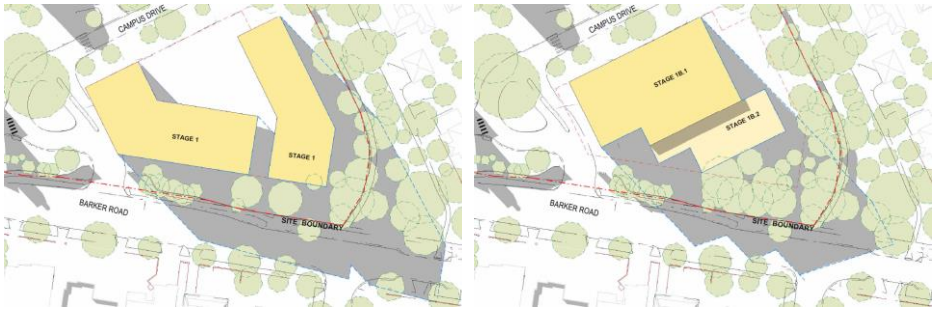

Figure 4 - Comparison of approved (left) and modified (right) building envelopes shadows (3pm on winter solstice)

Tree removal

The ten (10) trees proposed to be removed are detailed in **Table 1** below.

Table 1 – Trees proposed to be removed

Ref. No.	Scientific name	Common name
30	*Phoenix canariensis*	Canary Island Date Palm
31	*Phoenix canariensis*	Canary Island Date Palm
32	*Phoenix canariensis*	Canary Island Date Palm
33	*Phoenix canariensis*	Canary Island Date Palm
49	*Koelreuteria paniculata*	Golden Rain Tree
50	*Lophostemon confertus*	Queensland Box
51	*Phoenix canariensis*	Canary Island Date Palm
52	*Phoenix canariensis*	Canary Island Date Palm
61	*Lophostemon confertus*	Queensland Box
62	*Phoenix canariensis*	Canary Island Date Palm

The proposed modification results in a reduction in the total number of trees impacted by the modified built form in Precinct 1 from 22 trees (11 removed and 11 transplanted) to 10 (total inclusive of those to be removed and/or transplanted).

The location of the 10 trees to be removed is provided in **Figure 5** below.

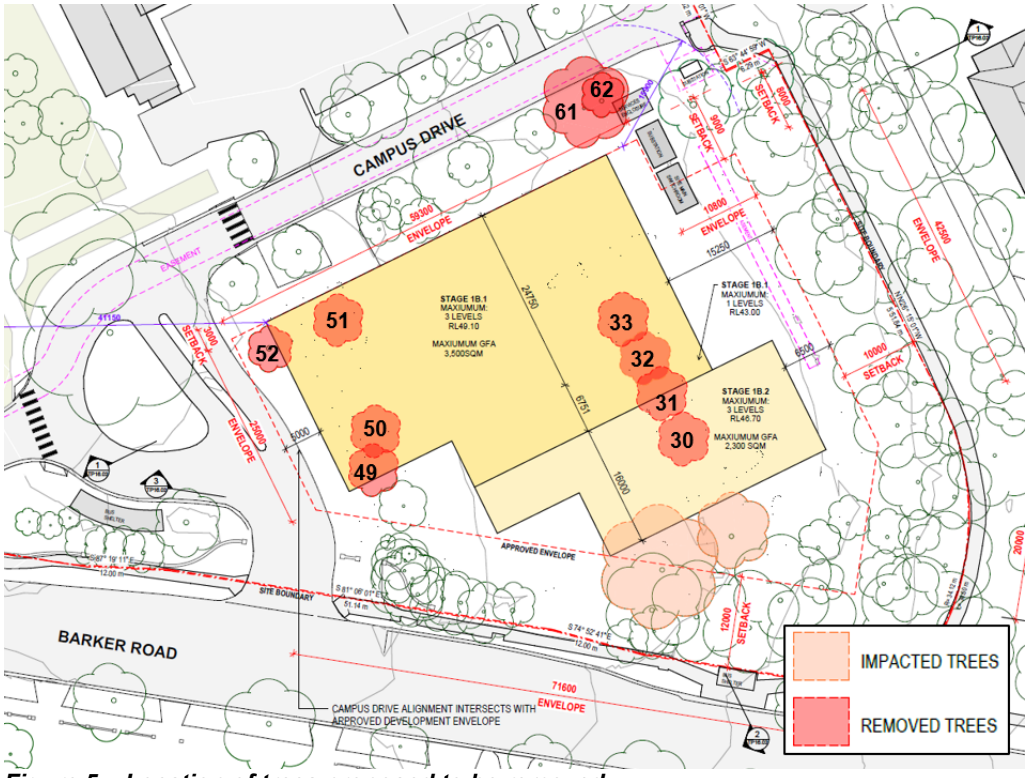

Figure 5 – Location of trees proposed to be removed

The Arboricultural Impact Assessment prepared by Civica ArborSafe (11 November 2024) states that the seven *Phoenix canariensis* (Canary Island Date Palms) have the potential to survive transplantation. However, decisions regarding whether any of these trees, well as other trees with transplantation potential, are subject to detailed landscape design and expert cultural landscape advice at the Crown DA stage. Consideration would pertain to the usefulness of these trees in an alternative location, their health and likely longevity, the cost effectiveness of transplanting these trees, versus planting of new trees, including possible alternate species that are more appropriate to the First Nations and historical context. Accordingly, consent is sought for the removal of all ten trees without a commitment to transplant them.

Two of the trees proposed to be removed (T61 and T62) are located along Campus Drive and within the formal State heritage curtilage of *Mount St. Mary Campus of the Australian Catholic University*.

A Statement of Heritage Impact prepared by Weir Phillips (November 2024) has considered the potential impact of the modification on the trees lining Campus Drive including the Canary Island Date Palms planted by the Christian Brothers. Weir Phillips conclude that the modification would result in improved tree retention and opportunities for landscaping in the increased setback to Barker Road, and would have a positive impact on the setting of the heritage item.

As above, detailed assessment of tree and heritage impacts would be undertaken at the Crown DA stage including submission of an updated Conservation Management Plan in accordance with Commitment 8.1.

Further information on proposed tree impacts is provided at Section 6.2.2 of the Modification Report.