



PLANIT

Strategic + Transport
Town Planning



Casey Block 9 Section 132

Consultation Report

Summary of Pre-DA Community
Consultation Activities

November 2022

Document Control

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1 Introduction

This Consultation Report provides a summary of Pre-Development Application Consultation undertaken for the proposed development on Block 9, Section 132 in Casey.

The consultation was generally in accordance with the Requirements of the ACT Government's, Pre-DA Community Consultation Guidelines for Prescribed Developments, August 2020.

The report:

- Provides details of the nature and extent of consultation undertaken including the how, who, what and when of the consultation.
- Demonstrates that the consultation targeted and reached a diverse demographic (as appropriate).
- Includes the information shown during consultation.
- Provides a summary of the main comments and concerns raised by the community.
- Provides a response to the main comments and concerns and identifies any changes or provides justifications for why changes were not made.
- States whether the proposal submitted to the planning and land authority for assessment is substantially the same as that shown to the community.

1.1 The Proposal

The proposal is for a mixed use development on Block 9, Section 132 at the Casey Group Centre.

The site is a triangular shaped block between the existing shopping centre car park and the Casey Pond as shown in Figure 1.

The development proposal includes 219 dwellings in a mix of 1, 2, 3 & 4 bedroom floor plans plus retail/commercial space at the ground floors.

The building will be up to 11 storeys tall and could be home to approximately 500 people.

Car parking will be provided in 2 storeys of basement and at the lower ground floor. The current design includes 356 car spaces (20 more than the consultation plans).

The Development Application documentation includes a planning report which assesses the proposal against the relevant planning controls in the Territory Plan.

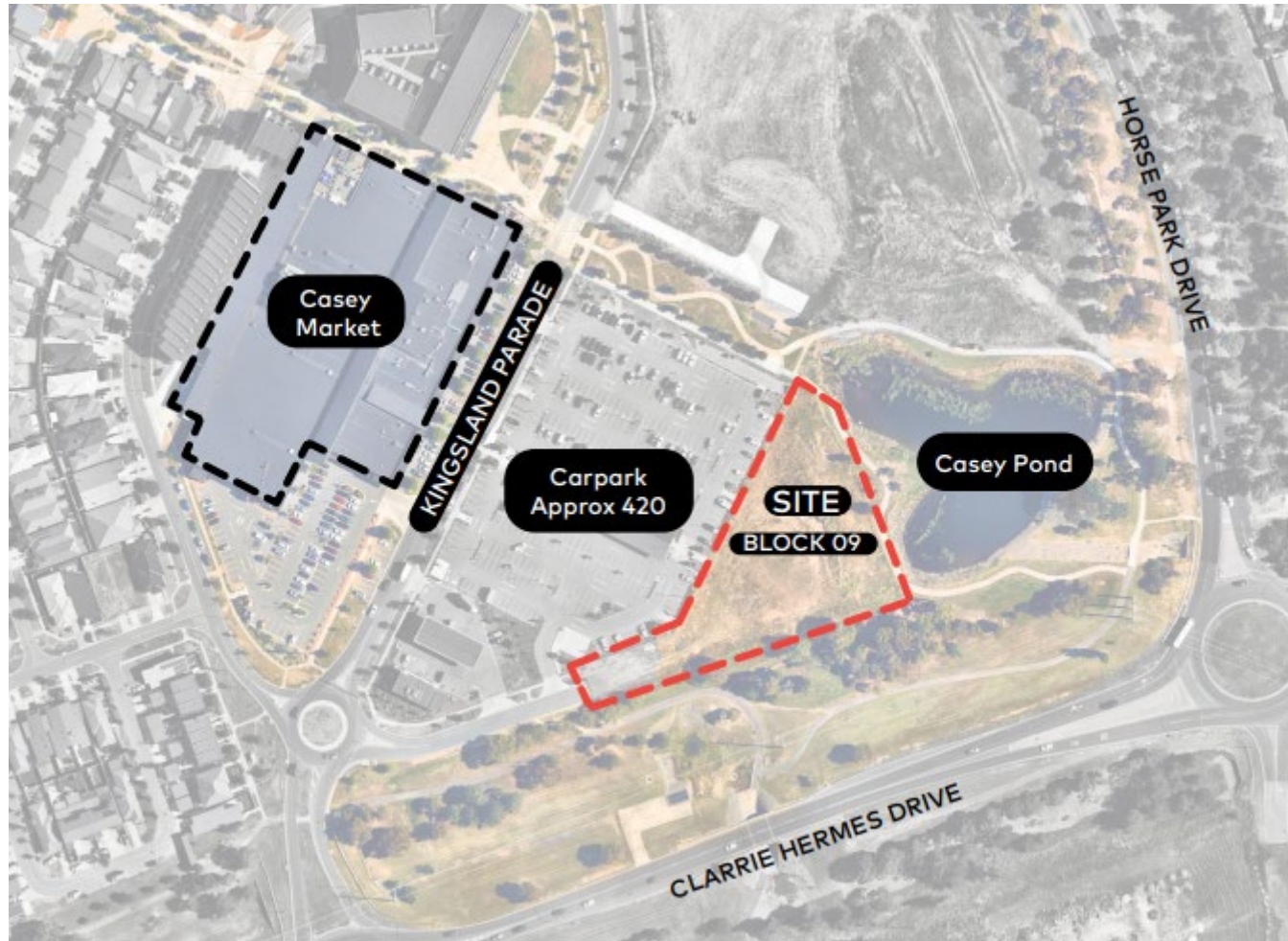


Figure 1 – Location Plan for the proposed development

2 Consultation Approach

This section of the report details the approach to consultation undertaken. It also identifies the consultees, the way they were engaged, and the manner consultations were facilitated.

2.1 Triggers for Pre-DA Consultation

Sections 138AE and 138AF of the *Planning and Development Act 2007* detail the requirement for Pre-DA Consultation for prescribed developments including:

1. a building for residential use with 3 or more storeys and 15 or more dwellings
2. a building with a gross floor area of more than 5000m²
3. if the development proposal is for more than 1 building—the buildings have a total gross floor area of more than 7000m²
4. a building or structure more than 25 metres above finished ground level
5. a variation of a lease to remove its concessional status
6. the development of an estate
7. a development proposal that is required to consult with the design review panel (DRP) under sections 138AL (1) and (2) of the Act.

This proposal is for a development that triggers items 1, 2, 4 and 7 above, hence Pre-DA consultation was required.

2.2 Consultation Strategy

A consultation strategy was developed by the proponents (JEGA and KG Capitol) in conjunction with P L A N I T.

The focus of the strategy was to inform the residents of Casey and adjoining areas about the proposal and to give them an opportunity to provide feedback. The consultation also sought to inform interested stakeholders about the DA process and other planning considerations that are relevant to the Casey Group Centre.

A combination of on-line and face to face consultation was undertaken to give people options to provide feedback.

Consultation engagement and activities commenced in early September and the information remains available on the project web site, including the opportunity to contact the project team with comments.

2.3 Target Consultees

The key stakeholders identified were the residents in nearby Casey and parts of Ngunnawal, and the Gungahlin Community Council, so these groups were the primary focus for consultation. The information was also available on social media and through the EPSDD webpage to reach a broader audience. Information on demographic such as age, gender, race, religion was not collected.

Table 1: Target Consultees and Information Provided

Consultee	Key Dates	Engagement Method	Information Provided
Gungahlin Community Council	26/08/22	Online meeting with GCC President and Public Officer to present the scheme.	Project information with link to website .
	06/09/22	GCC agenda published	Links to project website.
	14/09/22	Presentation and Q&A at GCC Meeting.	Direct responses to questions answered.
Local residents in Casey and Ngunnawal	13 & 14/09/22	Postcard delivery to approximately 5000 homes (distribution area shown in Figure 2)	Postcard with link to website , information and invitation to consultation session or to provide comments.
	19/09/22	Online presentation	
General Public	13/09/22	EPSDD website – Active Consultations	Link to website , contact details.
	05/09/22 – current	Project website live	
	19/09/22	General Media Coverage	News articles.

2.4 Consultation Information Presented

Figure 3 below illustrates the information provided on the EPSDD web site.

Figure 4 and Figure 5 provides images of the postcard distributed to residents in the Casey and Ngunnawal area.

Appendix B includes the information presented during consultation (at the consultation sessions and on the web site).

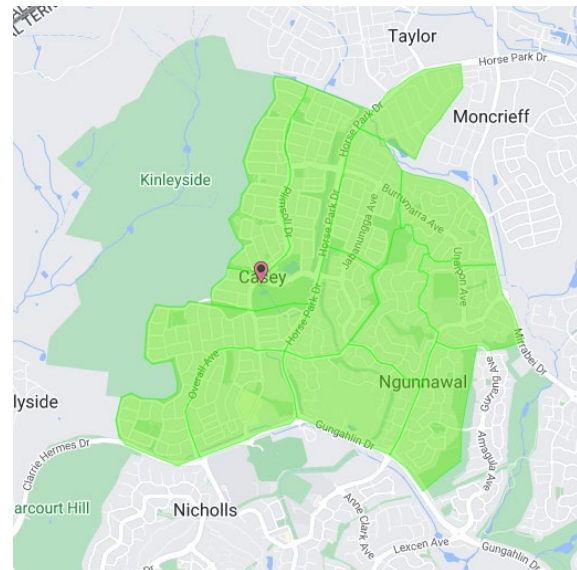


Figure 2: Post Card Distribution Map

PLANIT	KIP TANNER	CASEY Block 9 Section 132	BENTLEY PLACE, CASEY	12 September 2022 to 26 September 2022	Website: Casey Community Consultation Email: kip@planitstrategic.com.au Phone: 0409883435 Community information session via Zoom on Monday 19th September.
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Figure 3: Information for EPSDD Web Site

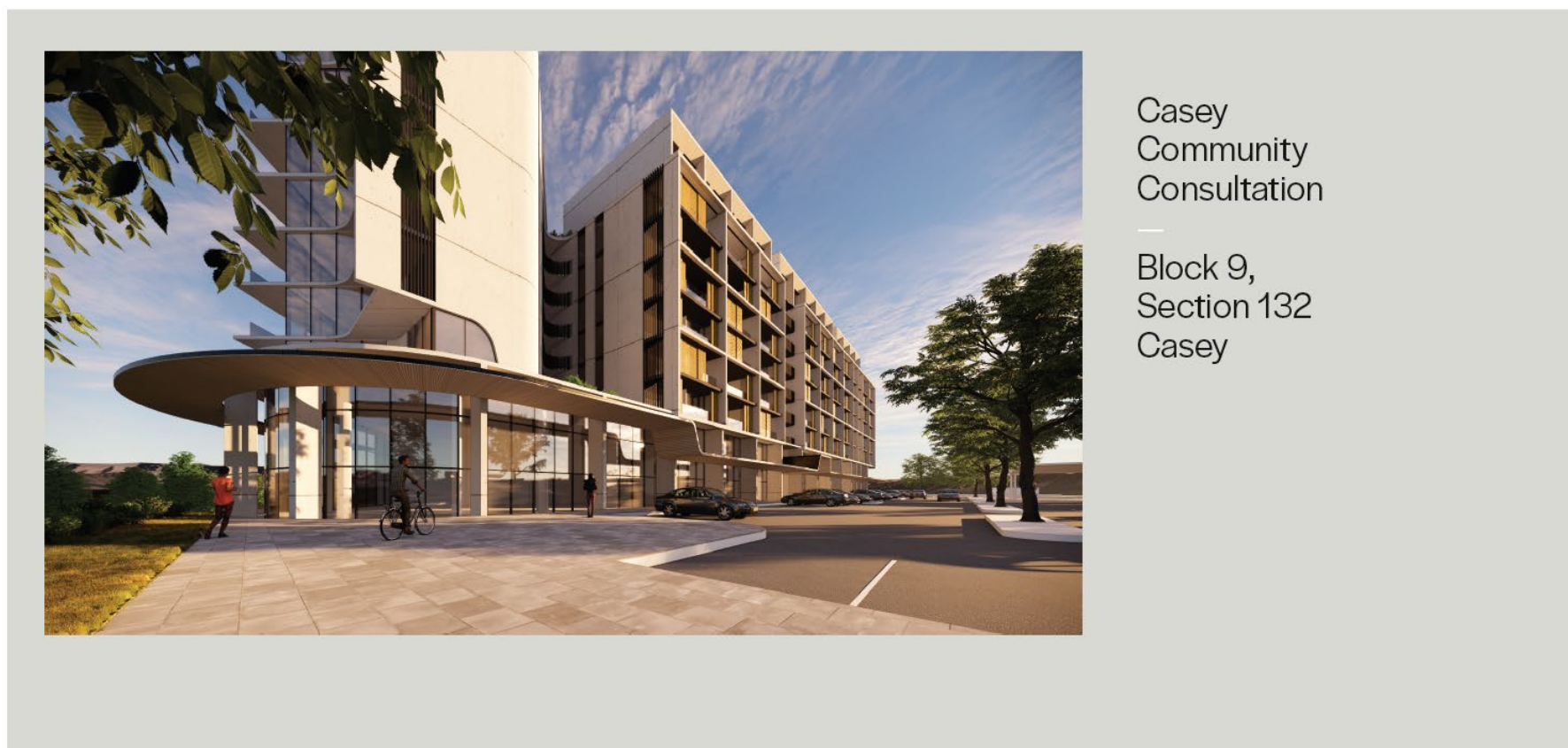


Figure 4: Postcard Front



Invitation to attend
an online information Session
(via ZOOM)

—

Gungahlin Community Council
public meeting
Monday 19th September 6:30pm

EMAIL

Kip Tanner
kip@planitstrategic.com.au

WEB

casey9-132.com.au

DEVELOPED BY

jega. KGCAPITOL

Figure 5: Postcard Back

3 Consultation Activities

3.1 Project Website

A project website was set up ([here](#)). It was live from early September and remains available. The website includes:

- Perspective images of the proposal
- A brief project description
- Details of the proponent
- Drawings available for download
- Information about the Community Information Sessions
- A form with an opportunity to provide comments or questions on the project.

The set of drawings include:

- Location and Context Plans
- Access Plans
- Master Planning context
- Site and Floor Plans
- Landscape plans
- Perspectives
- Elevations
- Shadow Diagrams.

3.2 Gunghalin Community Council Meeting

The Gunghalin Community Council advertised the agenda for the meeting on 6th September 2022, including links to the project website.

The meeting was held in person at Eastlake Gunghalin on 14th September 2022 and broadcast online.

The meeting was well attended with many of the people specifically interested in the Casey development proposal.

Information about the questions asked and answers provided are incorporated into the summary of issues and responses in Section 6 of this report.

3.3 Community Information Session

An online Community Information Session was held on 19th September 2022 at 6:30pm via Zoom.

A presentation was given, and participants were provided the opportunity to ask questions.

Approximately 14 residents attended.

Information responding to the questions raised is incorporated into the summary of issues and responses in Section 6 of this report.

3.4 Written Comments

The website provides members of the community the opportunity to review the plans and information at their own pace and write a submission to the proponents.

Forty one written submissions were received via the website. A summary of the issues raised is presented in Section 6 of this report.

3.5 Social Media

The proponents have not published to social media directly, however the proponents have been monitoring the 'Casey, ACT. Northside of Canberra' Facebook Group that has been actively discussing the project.

Notable posts include:

- 6th September – First post about the project, following briefing with GCC President and Public Officer (25 likes, 70 comments).
- 10th September – Post about the project encouraging people to make submissions on the web site (18 likes, 19 comments).
- 14th September – a reminder to attend the GCC meeting with Casey Block 9 on the agenda (2 likes, 5 comments).

- 14th September – a request for information about traffic issues affecting Casey commuters (not necessarily directly linked to the project, but relevant background). (5 likes and 28 comments)
- 19th September – a reminder to join the community consultation session that evening (6 likes, 6 comments)
- 20th September – a link to the Canberra Times Article of the previous day. (16 responses, 18 comments)
- 25th September – a reminder to people to monitor the EPSDD website for DA notifications (or use the DA Finder App) so that submissions can be made when the DA is notified. (5 likes, 2 comments)

The main themes of the commentary are similar to the written submissions received (see analysis in Section 6). There are some positive comments about the design aesthetic of the building, but most of the comments raise concerns about the height of the development. They focus on:

- The expectation that taller buildings should be in major centres. There is a general misunderstanding that Casey is a Group Centre and therefore will ultimately be a larger centre than nearby local centres.

- The relative height of the building, noting that it is considerably taller than the current buildings at Casey.
- The lack of public transport
- Questioning the capacity of infrastructure
- Noting the existing and anticipated traffic congestion
- Expected demand for additional parking, on the assumption that the building will not provide enough parking for the occupants.

There are also some comments that suggest that higher density development will lead to more crime or anti-social behaviour in the centre.

The consultation documents include a potential master plan for future Casey that shows a playground and potential development of the car park on Block 10. There is broad support for the playground. There is concern about any loss of parking on Block 10's existing carpark.

There are also various suggestions about desirable retail or commercial tenancies, including health facilities, café or brewery.

Within the discussion there is some acknowledgement that the main traffic issues are on the arterial roads, with growth in traffic being the result of the development of North Gunghalin generally, rather than this site specifically.

In terms of Traffic Issues, there is general frustration about the level of congestion in the network in the morning and evening peaks. Clarrie Hermes Drive is described as backed up to the Barton Highway in the evening peaks.

It is also suggested that Overall Avenue is being used as a rat-run in the mornings to avoid sections of Horsepark Drive. This is likely contributing to the congestion at the southern end of Overall Avenue – described as taking 15 minutes to exit on to Clarrie Hermes Drive.

There is also a suggestion that people are using the 7-11 carpark at Casey as a school pick-up point (linked to the school by the underpass) to avoid the congestion on Clarrie Hermes Drive at that time of day.

4 Media Coverage

4.1 Canberra Times

The Canberra Times published an article about the proposal on 19th September 2022 ([link](#)).

The article featured images from the project website and helped to raise awareness for the consultation. It included a link to the project website.

As described above, the article was shared among the Casey Facebook group.

No comments were made on the article.

“Casey mixed-use development with 219 apartments and townhouses proposed by KG Capitol and Jega



■ An artist's impression of the mixed-use development proposed for Casey. Picture supplied

A mixed-use complex with 219 units has been proposed for Casey and is expected to add about 500 residents to the Gungahlin suburb.

KG Capitol and Jega, the teams behind Casey Market Town, have released plans for a nine-storey building with a mix of apartments and townhouses, including affordable housing options.

Located adjacent to the markets, the building would also feature retail and commercial spaces and a two-level basement car park for residents and visitors.

Community consultation has begun for the project at block 9, section 132, ahead of a development application being lodged.

Subject to development approval, the developer intends to begin construction in late 2022.



■ The mixed-use development will be located within the Casey Market Town. Picture supplied

Kip Tanner, environmental engineer and planner at Planit Strategic, is leading the community consultation and said the development would increase housing supply and diversity in the area.

"Casey as a suburb, as it stands, is relatively light on for apartment typologies," he said.

"It's predominantly single dwellings and townhouses so it would fill a little bit of the space that's in Casey at the moment."

KG Capitol and Jega are working with Cox Architecture to deliver "a development that works in harmony with the existing shopping centre", presentation documents state.

The building has been designed with three sides to allow natural light and ventilation.

"Also the triangular shape of the site allows for two of the three sides to have very, very good direct solar access into the apartments," Mr Tanner said.

Mr Tanner said rooftop solar panels will be incorporated into the building, while electric vehicle charging capabilities are also being considered.

The residential development forms part of the broader Casey Group Centre, located within a 21.35-hectare site which the ACT government sold to Worth Street Pty Ltd, a joint venture between KG Capitol and Jega, for \$14,280,000 in 2011.

Community members are invited to take part in a community consultation session on Monday, September 19 for more details on the proposal."

4.2 Riotact

The Riotact published an article on the proposal on 20th September 2022 ([link](#)). The article helped to raise awareness of the project in the community and included a link to the project website.

No one commented on the article.

Casey mixed-use proposal to add 219 units to Group Centre

Plans have been unveiled for a nine-storey mixed-used development next to Casey Market Town that will add 219 apartments to the Gungahlin suburb.

KG Capitol and JEGA, which operate Casey Market Town shopping centre, are behind the project and have released plans for community consultation ahead of a soon-to-be lodged development application.

Designed to integrate with the shopping centre, the proposed three-sided development on the CZ1 site on Bentley Place (Block 9, Section 132) will face Casey Pond and provide homes for 500 people, and a number of ground floor retail/commercial spaces.

The proponents say the project will bring a diversity of uses and housing choices to Casey, and an active ground floor of shops.

P L A N I T Strategic is working with the proponents. Environmental Engineer Kip Tanner said the proposed development was designed by the same architects and would draw from a similar palette of materials.

He said it was also designed to have retail spaces that address the car park and bring activity to that side of the town centre.

The plans show seven retail premises facing the Casey Market Town car park.

The project will comprise a mix of one, two and three-bedroom apartments, including some with sky terraces. More than half will have two bedrooms and there will be affordable options.

The plans show a feature landscaped atrium and internal courtyard with trees. A sky bridge will link two sides of the building.

Mr Tanner said the open atrium would allow all apartments to have cross-flow ventilation and natural light from at least two sides.

He said the central space created also provided an opportunity for communal space and facilities, and the consolidation of the lifts at a single location would increase the incidental interaction between residents, encouraging them to become a community.

The development will achieve a high level of environmental performance, and the landscaping and amenity of the area will be upgraded.

Mr Tanner said P L A N I T Strategic was investigating a range of measures that would be specified in the detailed design.

These included solar panels for power generation, operable facades to manage sun and heat and innovative heating sources.

“We are working with the design team and new technologies to extract the residual heat from the wastewater and using it to provide hydronic and other heat sources to residents,” Mr Tanner said.

Two levels of basement parking with access from Bentley Place will provide 334 spaces and there will be a secure bicycle cage and workstation at the lower ground floor level.

“A door will provide at-grade access to the path at pond level,” Mr Tanner said.

“This will allow people to access the space without having to ride up and down the basement ramp.”



Mr Tanner expected the car park to have electric vehicle chargers, but the details were yet to be determined.

“This is an area of rapidly evolving technology so the best chargers for this building are probably not even on the market yet,” he said.

The proponents say adjoining pedestrian areas will be improved and the development will promote active living and travel.

Mr Tanner said residents would be within walking distance for most of their shopping needs, employment opportunities and community facilities.

He said schools were also within easy walking distance on the other side of Clarrie Hermes Drive, accessible via an underpass.

He said that the Gungahlin Town Centre could be reached via an off-road cycle path that passes under all of the arterial roads and was about a 15 to 20-minute ride.

"This connects to the light rail and wider intertown public transport network," Mr Tanner said.

The building would also provide conveniently located staircases to encourage people to climb them instead of taking the lifts.

There are no neighbouring buildings that will be affected by shadowing.

The proponents hope to start construction late this year, subject to DA approval.

View the plans here. Community consultation closes on Friday, 23 September.

4.3 ABC News

The ABC News website published an article about the proposal on 21st September 2022 ([link](#)).

Should Canberrans expect high-density developments near suburban shopping centres?

Key points:

- Community consultation has opened for the development of a nine-storey high-rise in Casey
- The suburb currently houses 7,000 people and the development would add 500 more
- Some residents are concerned Casey doesn't have the roads or public transport to accommodate higher-density living

A proposed nine-storey development in Casey in Canberra's north is an example of what could be – and in some cases has been – popping up around the city's suburban shopping centres.

The proposed mixed-use development, flagged to be constructed behind Casey Market Town, would house up to 500 people in a mix of units, townhouses and retail spaces.

The project is currently out for community consultation, but, if the application is approved, the developer wants to start building by the end of the year.

While some residents have raised concerns about higher-density buildings in Casey, the proposal is just one example of the kind of development that could be coming to more so-called 'group centres' located across Canberra.

'Group centre' versus 'town centre' – what is the difference?

Canberra's suburbs are organised into districts, town centres, group centres and other industrial areas.

Town centres, such as Belconnen, Woden, Tuggeranong and Gungahlin, are larger groupings and community hubs, designed to provide residents with all they need to live, work, and play in the area.

Whereas group centres are commercial and community centres, smaller than town centres, but larger than a handful of local shops.

Casey is one of 19 group centres in the ACT, which also include precincts like Dickson, Erindale, Jamison, Kambah, Kingston, Kippax, Manuka and Mawson.

According to the ACT government, the distinction between town and group centres was designed "to ensure that people have a wide choice of facilities and services wherever they live or work within Canberra".

'Several concerns' about proposed Casey development: residents' group

Just because Casey is identified as a group centre, does not mean that some residents don't have concerns about how quickly or in what way the precinct will be developed.

Phil Essam from the Casey Residents Group said the suburb, which was already home to about 7,000 residents, might not be able to handle the sudden influx of people who would move to the area as a result of higher-density developments.

"We have got several concerns ... lack of public transport out of the Casey area – we are still on an interim bus timetable," Mr Essam said.

"All the roads leading in and out Casey will need to be duplicated and other infrastructure including parking is going to have to be improved a lot."

Mr Essam said he was not against development, but there were other issues in the area that need to be addressed first.

"Infrastructure is lacking, and this just going to cause more problems," Mr Essam said.

"The roads and [public transport] will need to be improved."

Other residents a welcome boost for trade

But Kurt Bryant, who manages the pub Casey Jones, backs the project.

"I think it will be great," he said.

"Even the commercial space underneath will add something extra for people who are here, there is a large selection of places here and they are always busy."

Mr Bryant said after a tough stint during the pandemic, more people moving into the area was a welcome boost for trade.

"We have just had a development finish across the road and that has helped already," he said.

"Any more development like that will be great it is much needed for everyone."

'You get a positive outcome when you listen to the community'

Casey is far from the only group centre undergoing change and not all have been well received by the local community – a controversial project in Curtin was at one point referred to the ACT Civil and Administrative Tribunal.

But Kingston resident Sam Graves says increased density around popular precincts should not always strike fear into the hearts of existing residents.

Mr Graves had issues with proposed developments in his area in the past but said the Atria development was an example of how it could be done right.

"That job was years of consultation with the community and what happens in the end is you get a positive outcome when you listen to the community," he said.

"Rigorous community consultation led to a better outcome."

Mr Graves said all development had the potential to be positive, but a "genuine effort" had to be made to meet the community's needs, especially in group centres.

"It is all very easy to build a big office building in the city and just walk away," he said.

"With local shopping centres people are there every day – it is part of the community."

4.4 ABC Radio Canberra

Ross Solly interviewed Phil Essam of the Casey Residents Group on ABC Radio Canberra.

A recording of the interview is available within the ABC News article ([link](#)).

Key issues discussed in the conversation relate to:

- The visual impact of the proposal.
- Traffic concerns associated with more residents.
- Concerns about overflow car parking.
- The current lack of practical public transport.
- The potential for additional development in Casey to bring additional benefits to the residents.

These issues reflect the issues generally raised by the community in written submissions as described in Section 6 of this report.

5 Feedback Received

Forty one written submissions were received via the project website.

Fourteen submissions were supportive of the project for various reasons.

Twenty seven submissions raised concerns about the development.

The issues raised and the proponent's commentary on the issue are provided below.

5.1 Generally Positive

Of the generally positive submissions six people were interested in sales information, one as a agent, three as potential residential property purchasers and two were interested in the commercial spaces. This indicates that there is demand for mixed use commercial and apartment development at Casey.

Eight people provided submissions supporting the development, primarily focusing on the benefits to the existing Casey businesses or the benefits to the wider community that would result from the additional activation of the group centre.

Support was offered to the development for its potential to address the current housing shortage issues being experienced in Canberra.

Support for increased urban density was offered on the basis that it would help to arrest the urban sprawl at Canberra's fringes.

5.2 Raising Concerns

The submissions that raised concerns covered a wide range of topics. The most frequently raised concerns were:

- Traffic (20 submission)
- Visual Impact (15 submissions)
- Appropriate Character (11 submission)
- Building Height (10 submissions)
- Parking (10 submissions)
- Too many people (6 submissions)
- Understanding the process (5 submissions)
- The relative height of the building (4)
- Lack of public transport (3)

These topics (and the other topics raised) are discussed in greater detail in the table below.

It is also worth noting that several of the submissions raised topics that may not be directly relevant to this application, or are neither clearly positive or negative in their nature. These included:

- Support for development on the site in a different (smaller) configuration (7)
- Support for improved Community Facilities to benefit the people of Casey (7)
- Thanks to the project team for the opportunity to provide feedback (7)
- Support for a playground at the shopping centre (2).

5.3 Response to Submissions

The table on the following page presents the issues that have been raised by the community, further information about that issue where appropriate, and the response that is proposed.

6 Issues and Responses

The table below summarises the comments received via both written submissions and matters that were raised during the consultation meetings.

Comments Received (paraphrased)	Discussion	Developer Actions
1. Traffic (20 submissions)		
<ul style="list-style-type: none"> - Road infrastructure unlikely to cope with additional traffic. - Key areas of concern are the connections to the arterial road network. - Overall avenue and Clarrie Hermes drive are identified as particularly problematic. - Significant congestion in the morning and evening peaks. - Traffic around the shops is a nightmare at times - Can there be an additional access point? - Concerns about impact of construction traffic. - Arterial roads need to be duplicated to handle the current traffic - Desire to see the traffic reports. - Acknowledgement that issues exist irrespective of this development proposal. 	<p>There is existing congestion on the road network in North Gunghalin. This congestion will increase with additional development planned for the suburbs of Taylor, Moncrieff and Jacka, and the planned development of blocks within the Casey Group Centre (including the blocks for community facilities).</p> <p>There have been observations from the community that some arterial road traffic is short cutting through Casey in peak times to avoid congested arterial roads.</p> <p>The arterial road network has been designed for duplication when the demand arises. The timing of this duplication is a matter for TCCS and the ACT Government.</p> <p>The mitigation of traffic congestion is best achieved through a combination of viable alternative transport modes and road safety and capacity initiatives.</p> <p>There is a risk that the construction of new roads will just induce additional traffic and not necessarily reduce congestion.</p> <p>Developments that are well located close to services and amenity reduce the need for people to travel and do not contribute to congestion as much as suburban housing at the urban fringe.</p> <p>In the medium to longer term, it is expected that better 'on demand' transport solutions will be available, increasing the efficiency of the network and ultimately reducing congestion.</p>	<p>The proposal is accompanied by a Traffic Report that includes detailed investigations of key intersections at Casey.</p> <p>The report demonstrates that the Traffic from Block 9 will be a minor contributor to the overall congestion.</p> <p>To minimise the contribution to congestion, the proponent will:</p> <ul style="list-style-type: none"> - Encourage the use of active travel modes through the provision of bicycle parking facilities and connections to the network. It is noted that residents of Block 9 will be able to ride their bicycles into the Gunghalin Town Centre faster than the existing residents of Casey suggest that it takes to drive out of Casey in the morning peak traffic. - Provide education to prospective residents about the availability of paths and public transport. - Provide opportunities for car share businesses to service the Town Centre. - Minimise the provision of excess car parking to discourage car ownership (noting that the community has also expressed concern that if enough car parking is not provided then future residents will take up parking spaces that service the shops). <p>To encourage the resolution of regional congestion issues, the proponent will:</p> <ul style="list-style-type: none"> - Provide the traffic assessment and findings to Roads ACT and the wider community for consideration and advocacy purposes.

2. Visual Impact (15 submissions)

- The height of the building will make it an eyesore
- Sticking out and looking horrible
- Will look out of place
- Will block views for residents
- Will be visible from the arterial roads and public areas.
- Will protrude above the ridgeline/ruin the skyline
- Will look like Gunghalin (town centre)
- Can we see visualisations of the building from the hills behind Casey?

The eastern side of the building is 11 storeys and 34 metres tall. On the western side the building is 9 storeys tall, but with a similar roof height to the eastern side due to the different ground level. The roof height is at approximately RL660 m.

The height of the building means that it will be visible from various locations around Casey and some adjoining areas.

The buildings in Gunghalin Town Centre are up to 23 storeys tall, twice the scale of the proposed building, so the proposed building will not be as imposing as those structures, when viewed from an equivalent distance.

There are houses towards the western areas of Casey that have views to the south east that look over Block 9 towards the Gunghalin Town Centre. These houses are generally 0.5 to 1 kilometre away from the proposal.

The proponent has incorporated various measures to make the building an elegant structure, these include changes in form and setback for the upper levels to minimise their appearance, an awning at the lower levels to provide differentiation of the commercial ground spaces. The triangular shape of the building will also reduce the scale of the building when viewed from most directions.

The building sits within the urban landscape of North Gunghalin. It will be visible in the context of existing urban development including roads, housing and utility service infrastructure.

Being visible does not automatically make it an eyesore, that is a subjective assessment by an individual viewer.

Most of the potential viewing locations are either relatively distant from the proposal, where the proposal will only take up a small portion of the overall vista, or close to the proposal within an urbanised environment where views of an apartment building may be expected.

In many cases the views will be partially obscured by other buildings and/or vegetation.

The image below is a representation of the view from the top of Ruth Dobson Street. This is one of the few places where the view to the building is relatively unobstructed. The building is no more obtrusive in the landscape that the buildings in the foreground.



3. Appropriate Character (11 submissions)

<ul style="list-style-type: none"> - Not the Casey that I built in. - Not appropriate in predominantly family area - This type of building should be in a town or city centre - Purchased in Casey to get away from busy suburbs - No sympathy for the suburb or the people living there. - Not needed and out of place - Expectation of a suburban environment. - High rise will change the balance of the suburb 	<p>The Casey Group Centre was introduced into the Territory Plan via Variation 130 in June 2003.</p> <p>At the time, the Structure Plan proposed <i>“three group centres, at Casey, Moncrieff (Mirrabai) and Amaroo, and five local centres at Bonner, Casey, Forde, Jacka and Taylor. The retail structure is consistent with the BIS Retail Study released in early 1999 and the outcomes of community consultation processes.”</i></p> <p><i>“The group centres will act as ‘nodes’ for employment, retailing, community and entertainment facilities and will provide a focal point for several suburbs. Each of the group centres will incorporate significant opportunities for the co-location of ‘urban housing’ ie. higher density multi-unit residential developments so that an effective mixed use character can be established. The residential land use policy of sites closest to the retail core will permit a vertical mix of commercial and residential uses.”</i></p> <p>From a planning perspective, the Casey Group Centre was always intended to be a higher density mixed use area.</p>	<p>The proposal is contained within the CZ1 Core area of the Casey Group Centre. It will not materially change the character of the surrounding RZ1 Residential development, nor does it set a precedent for development in those areas.</p> <p>In recognition that Canberra cannot continue to grow outwards due to costs, environmental issues and the decreased efficiency of a sprawling city, the ACT Government’s Planning Strategy sets a target for infill development in areas that are close to services. Casey is identified as an area for Urban Intensification.</p> <p>If Canberra’s population is to continue to grow, this infill development is needed to provide convenient and affordable housing.</p> <p>At Casey the current housing supply is weighted towards larger single dwelling houses. While this form of housing is suitable for young families with children it is not always suitable for smaller households, people seeking low maintenance housing, or people wanting to age in their familiar suburb.</p> <p>A mix of housing types provides opportunities for a range of household structures to live in the suburb. This variety leads to a mixed and healthy community.</p> <p>It is considered that an apartment building would be good for Canberra because it will help to address the demand for infill development, and it will be good for Casey because it will provide for a variety of dwelling types.</p> <p>The scale of the development is addressed in the discussions above.</p>
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4. 9-11 Storeys is too Tall (10 submissions)

<ul style="list-style-type: none"> - 11 storeys is too tall - Height needs to be reduced by half - No high rise in Casey 	<p>Most of the people who suggested that the building was too tall went on to articulate the specific reason why they considered it to be too tall. These were issues such as the resulting traffic congestion or visual impact that are addressed elsewhere in this table.</p>	<p>This site has been identified by the proponent as being appropriate for taller development because it is set away from other existing developments reducing the potential for detrimental impacts, while being directly connected to the shopping area bringing benefits to the shops and the future residents.</p> <p>11 storeys has been chosen as the proposed height because the development can be serviced by two levels of basement car parking.</p>
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5. Parking (10 submissions)

- There is not enough car parking for the residents
- Increased pressure on the adjoining parking areas
- The adaptive commercial spaces will require extra parking
- Current parking is struggling at times
- The community would like to maintain the current parking arrangements, but also have the car park monitored so that it is not being abused.

The Parking and Vehicular Access General Code in the Territory Plan provides guidance on the required provision of car parking. It also provides the opportunity for flexibility where parking can be shared by people or uses at different times of the day.

Living on Block 9 at Casey Group Centre would provide the opportunity for people to reduce their car dependence for many of their short trips. This is likely to lead to lower car ownership and reduced demand for parking.

Residents walking to the shops do not contribute to congestion of the current roads and parking.

Broader ACT Government Policy (Such as the [ACT Transport Strategy](#)) strongly supports the reduction of private car use. It is expected that over time, the mobility habits of all Canberrans (including some of the existing residents of Casey) will change.

A detailed assessment of the proposal against the requirements of the parking code is provided in the traffic assessment report.

The proponent is committed to including initiatives that will support a reduced dependence on private cars for mobility. The project includes:

- Flexible parking allocations
- Shared parking spaces
- Shared car service
- Additional bicycle amenity

Analysis of Census Data suggests that people who live in higher density buildings, with good access to transport and services own fewer cars. It would be reasonable to expect that the future residents of this proposal will have a demographic that is more like the demographic of Braddon than the current demographic of Casey.

In Casey the average dwelling occupancy is 2.8 people per dwelling, in Braddon it is 1.5. The average number of cars per dwelling in Casey is 1.7, in Braddon it is 0.9.

17% of dwellings in Braddon have no registered car.

If the future car ownership rates within this building lie halfway between the current habits of Casey and Braddon, then it could be expected to have 2.2 people per dwelling and 1.3 cars per dwelling. This would result in a total building population of 471 people and 284 cars. The design currently provides 356 car parking spaces.

The consultation documents suggested the building could host a population of approximately 500. There has been some suggestion from the community that this would result in the demand for 500 car spaces. Census data shows that both Casey and Braddon currently have car ownership rates of approximately 0.61 and 0.58 cars per person respectively. This ratio would suggest that no more than 300 cars would be owned by the future residents of the building.

The remaining car parking spaces can be utilised to provide visitor parking and support the commercial uses.

6. Support for a smaller development (7)

- | | | |
|--|---|---|
| - Support for development with fewer storeys and fewer dwellings | Submissions were generally not against development on the site. They sought a development outcome that addressed the concerns raised. | Canberra has a very limited supply of land within existing urban areas that can be developed for urban intensification with minimal detrimental impacts on the adjoining community. |
| - Suggestions of various buildings heights of 2-4 storeys or equivalent heights to the existing development at Casey | The scale of development that was suggested as appropriate was quite variable. | A smaller development would represent a missed opportunity for Canberra to achieve a more compact and efficient city. |

7. Community Facilities (7)

- | | | |
|--|---|--|
| - What happened to the planned bowling club | The ACT Government sold the Casey Group Centre and adjoining land as an opportunity to develop the shopping precinct and adjoining residential development. This included the land bounded by Overall Avenue, Crawford Crescent, Arthur Tange Street, Clarrie Hermes Drive and Horse Park Drive. The land sale included various conditions, including the need to hand back two serviced blocks to the ACT Government for the purpose of community uses and community facilities. These blocks have been created and handed over to the ACT Government. They are Blocks 12 & 13 to the north of the pond. | The proponent of this development is the developer of the Casey Group centre and retains ownership of the Casey Market Town, carpark (Block 10) and Block 9 (the subject of this proposal). They have a strong vested interest in the ongoing success of Casey Group Centre. |
| - Need for a community centre | | The provision of appropriate community facilities on Blocks 12 and 13 are not the responsibility of the proponent. |
| - Support for more commercial uses, not more residential | | The proponent is committed to working with the Gungahlin Community to advocate for the right facilities for this land. |
| - Asking about sporting facilities, community library etc. | | |

8. Thanks (7)

- | | | |
|--|--|---|
| - Thanks for the opportunity to comment. | The proponent appreciates the generally courteous manner in which people have sought further information and expressed their concerns. | The proponent will continue to provide information to interested stakeholders in an open manner via the project web site. |
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9. Too many people (6)

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|---|--|---|
| - Concern that the shops will not be able to cope with the additional people. | Casey Group centre is designed to be a larger group centre with multiple full size supermarkets and associated specialty retail shopping. Opportunities exist to provide additional commercial space to meet the demand if it arises. It should be noted in this context that a local centre site in Taylor has recently been sold for development, and a group centre site in Moncrieff is currently going through a tender process. These sites will bring additional retail opportunities to North Gungahlin. | The proponent of the building on Block 9 is also the owner of the Casey Market Town and the main surface carparking site. They are continuously monitoring the level of service offered by the shopping and associated car parking and are aware of the need to maintain the ease of access that the users currently enjoy. |
| - Consequent impacts on congestion | The future residents of the proposed building will not significantly add to the vehicular congestion at the shops because they will be living within walking distance. | The owners are currently investigating modifications to the Kingsland Parade entry to the car park to make it wider and improve traffic flow. |

10. Information on Process (5)

- Seeking information about the consultation and planning process for a development like this.	Certain types of development are identified as requiring pre-DA consultation. The purpose of this consultation is to inform the community about a development proposal and to give the proponent the opportunity to address matters raised by the community when the application is lodged.	The proponent has provided updated information on the project website to address some of the questions that were raised during the pre-DA consultation period.
- Seeking the opportunity for further consultation		
- Suggesting that the available consultation has not been sufficient	The community has the opportunity to make further comment on the proposal during the Development Application notification period.	

11. Relative Height (4)

- Current buildings in Casey are only 3 storeys tall, this development is 3 times that height	The building to the north of Casey Market Town is up to 4 storeys tall and is 3 storeys taller than the single level development directly across Dalkin Crescent. This is a 3 storey height change with a building separation distance of 25 metres. This interface is generally considered to be appropriate.	The proponent has provided an indicative master plan of the Casey Group Centre that illustrates the proposed development in the context of future development opportunities. It is anticipated that when Casey reaches full development, the proposed height of this building will not be out of place.
- Building is out of step with adjoining developments.	A building with twice the separation distance and twice the height increase would be no more imposing.	
- Height is well above the houses.	The nearest residential dwellings to Block 9 are more than 150 metres away, suggesting that the building height would not be excessively imposing on existing residential development.	In terms of the possible future outcomes for development around group centres in North Gunghalin, it should be noted that a 7 storey building has been conditionally approved on Block 2, Section 80 in Taylor. This is a CZ5 Commercial Mixed Use block approximately 200 metres north of the future Moncrieff Group Centre.
	Also, the ground falls away from the Market Town area to Block 9 by approximately 6 metres or two storeys of development further reducing the relative impact of an 11 storey proposal.	The Moncrieff group centre site is yet to be sold by the ACT Government. It would be reasonable to expect a building of at least 7 storeys to be proposed on that site.
	The building is taller than the surrounding development and will be visible from certain locations. This is addressed in relation to item 2 in this table.	
	The land to the North and to the West of Block 9 is also Zoned CZ1 Core Zone that allows for multi-storey development. It is likely that future development proposals will result in a range of heights of development on these blocks.	There are two 15 storey apartment buildings in Kingston.
		At Whitlam (a new suburb in the Molonglo Valley) the Suburban Land Agency has prepared a Design and Place Framework that proposes 6 storey development at the Local Centre.
		The Molonglo Group Centre and Surrounds Concept Plan provides for some buildings up to 16 storeys in height at the Molonglo Group Centre.

12. Public Transport (3)

- Public transport can't cater for this number of people
- Current public transport is appalling
- Limited local employment, so people have to travel

Kingsland Parade in Casey is serviced by four bus routes.

- Route 25 loops counter clockwise visiting Gunghalin, Amaroo, Moncrieff, Casey and back to Gungahlin. This service generally runs hourly off peak and half hourly during the day, with an extra service in the mornings. It takes 12 minutes to get from Casey to Gunghalin Town Centre in the mornings.
- Route 26 is the reverse of route 25, running clockwise with similar frequency.
- Routes 27 and 28 are coverage services that visit areas of Casey, Ngannawall, Moncrieff and Amaroo on the way to and from Gungahlin. They both run half hourly but take 25-30 minutes to get to the Gunghalin Town Centre.

From the Gunghalin Town Centre, frequent rapid public transport is available to the City on the Light Rail.

The R8 bus provides a 15 minute frequency bus service linking Gunghalin to Belconnen Town Centre. The journey time is 20 minutes between town centres.

There are reasonable public transport options available to get to the Gungahlin Town Centre, with connections to the City or Belconnen.

Travel to work data from the Census (2021) indicates that 29 Casey residents took the bus to work on census day, 33 people took a combined bus/light rail journey and 33 people combined car/light rail. Collectively this is 2.6% mode share utilising public transport. This is below the Canberra average of 4.2%.

The 2021 Census was affected by COVID which tended to discourage use of public transport. In the 2016 Census 126 people (3.7%) took the Bus to work.

No one reported travelling to work by bicycle in 2016 or 2021 despite the availability of off-road cycle paths connecting Casey to Gungahlin.

It is expected that increased density of dwellings around existing bus routes would provide the impetus for improved public transport. This is a matter of ongoing consideration by Transport Canberra.

Advice from Transport Canberra (Carl Pillig – A/g Senior Director Infrastructure and Network Planning) states:

"Transport Canberra will monitor the patronage and does not foresee any issues with capacity"

13. Playground (2)

- Support for a playground at the shops

It has been generally agreed that Block 5, Section 131 Casey would be a good place for a playspace at Casey Market Town.

Block 5 is managed by TCCS but works may be permitted on TCCS land subject to their acceptance of the design.

The proponent (who also owns Casey Market Town) is planning a playground in this location. Concept designs are being prepared for negotiation of approvals with TCCS.

14. Casey Concept Plan (2)

<ul style="list-style-type: none">- The development is inconsistent with the requirements of the Casey Concept Plan- Wanting more information about the future development proposals for adjoining land.	<p>The planning for Future Urban Areas in the Territory is based on the development first of a Structure Plan which sets out the principles and policies for the future urban areas, and then the development of a Concept Plan that applies the principles and policies to a locality.</p> <p>Once an estate is approved (the subdivision in to blocks for development) then the land ceases to be a future urban area and the requirements of the Structure and Concept plans fall away in favour of the controls in the Territory Plan.</p> <p>This means that development on the site is to be assessed against the requirements of the Territory Plan, not the Structure Plan or the Concept Plan.</p> <p>There are three undeveloped blocks remaining in the Casey Group Centre (Blocks 9, 12 & 13), and one 'under developed' block (Block 10).</p>	<p>Block 9 is currently undeveloped and is the subject of this proposal.</p> <p>Block 10 is described as under-developed. It is currently used as a surface car park but is zoned CZ1 Commercial Core and has the potential to be developed for mixed commercial and residential use. Any development on this site would need to provide sufficient car parking to support the ongoing success of the Casey Group Centre. The timing of development on this site remains uncertain, it will depend upon the demand for additional commercial space in Casey. It is likely to be years away.</p> <p>Blocks 12 and 13 (to the north of the pond) have been created by the developer and handed to the ACT Government for the development of Community Uses. The ACT Government will develop or sell the land as it deems appropriate.</p>
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15. Solar Access (2)

<ul style="list-style-type: none">- Concerns about overshadowing and loss of sunlight	<p>The information provided on the consultation web site includes a winter solstice shadow diagram from 9am to 3pm. Controls in the Territory Plan that relate to solar access focus on the period between 9am and 3pm on the winter solstice. Access to sunlight during winter is most important for passive warmth.</p> <p>The shadow diagram demonstrates that during these important times, the proposed building will cast a shadow on the Clarrie Hermes Drive road corridor. It will not affect any existing or likely future residential development.</p>	<p>No additional developer actions proposed.</p>
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16. Impact on Wildlife (2)		
<ul style="list-style-type: none"> - Effect on the pond and wildlife with more rubbish being generated - Impact on diverse birdlife with risk of flying into windows. 	<p>The proposal includes some additional paths and landscaping adjacent to the pond and is likely to result in increased utilisation of this public space. Increased utilisation does not necessarily translate to more rubbish, it is more likely to result in the impetus for a higher level of maintenance, either through a pro-active community, or through pressure on TCCS.</p> <p>Bird strike is increasingly being acknowledged as the second biggest threat to birds (after cats).</p> <p>The design of the building includes windows that are set back from the façade making them less likely to reflect vegetation, strong building elements between windows and moveable window screens that result in it being relatively low risk from a bird strike perspective.</p> <p>Bird Strike Article (link).</p>	<p>No additional developer actions proposed.</p>
17. Types of Retail (2)		
<ul style="list-style-type: none"> - Seeking information about the nature of the commercial uses that are proposed. 	<p>The nature of the commercial uses remains uncertain.</p> <p>The commercial spaces are designed so that they can support a range of potential uses, and the Crown Lease will allow a wide range of uses.</p> <p>Actual uses will be subject to commercial leasing arrangements once the building is approved. These could include offices, agencies, shops, restaurants, health facilities or community services.</p>	<p>Ongoing information updates about the project to be provided on the project website.</p>
18. Crime (1)		
<ul style="list-style-type: none"> - Suggesting that cars parked on adjoining land will be inviting to car thieves potentially spreading crime into surrounding areas. 	<p>The development is not expected to create a significant overflow of long stay or overnight car parking. This is supported by the parking analysis.</p> <p>The building provides windows and balconies that overlook the adjoining public land, providing a level of passive surveillance that is currently absent from this area.</p>	<p>No further developer actions proposed.</p>
19. Lights from the Ovals (1)		
<ul style="list-style-type: none"> - Noting that the sporting ovals over the road have lights that may be of nuisance to the residents. 	<p>The ovals to the south of Clarrie Hermes Drive are lit in the evenings for sporting purposes. The lights are not on overnight when they would be a significant nuisance.</p> <p>Lights on sporting ovals have (or can have) shrouds around them to direct the light towards the playing field and to avoid excessive light spill.</p>	<p>No developer actions proposed.</p> <p>It is noted that these playing fields will be a significant recreational asset to the residents of the proposed building for both formal and informal recreation. The fields can be readily accessed via the pedestrian underpass under Clarrie Hermes Drive.</p>

20. Expectation of further action (1)

<ul style="list-style-type: none">- If the development is approved, expect further objection from the residents.	<p>The development application will be assessed against the requirements of the Territory Plan.</p> <p>The planning report provided with the Development Application identifies the relevant rules and criteria in the Territory Plan and provides information to support the assessment.</p> <p>In addition to the submissions made to the proponent during pre-DA consultation, interested members of the community can make submissions to EPSDD during public notification of the Development Application.</p>	<p>It is the proponent's view that the proposal is consistent with the requirements of the Territory Plan and therefore it should be approved.</p> <p>Through the pre-DA consultation and the material provided with the Development Application the proponent has sought to explain the benefits associated with the proposal and understand and mitigate the potential impacts.</p> <p>It is hoped that the residents of Casey will support this development for the benefits it will bring.</p>
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21. Privacy of Neighbours (1)

<ul style="list-style-type: none">- Building will be looking into my backyard.	<p>The nearest RZ1 suburban housing is approximately 200 metres to the east of Block 9 on the other side of Horse Park Drive.</p> <p>The closest dwellings are the apartments next to the Casey Market Town. They are approximately 170 metres away.</p> <p>Rule 60 of the Multi Unit Housing Code addresses privacy of private open space on adjacent blocks.</p> <p>The separation distance required is 12 metres.</p>	<p>No developer actions proposed.</p> <p>One of the reasons that Block 9 is identified as a good opportunity for a high density development is the separation between this site and other residential development. This reduces the potential impacts on existing residents.</p> <p>The building is sufficiently distant from existing dwellings to not significantly impact on the privacy.</p>
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22. More to Come (1)

- Once this is built, what is to stop further high rise being developed.

Discussion

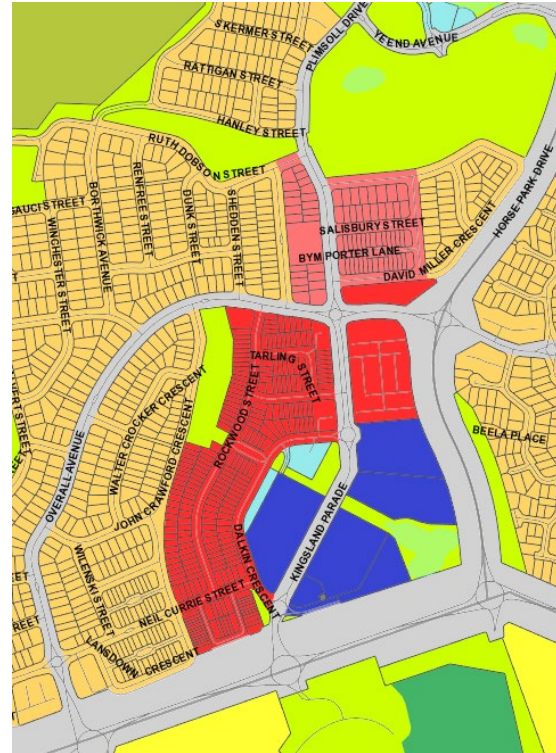
The planning system identifies land use zones for all of Canberra these are illustrated with the colours on the map. Within the zones there are limitations on the permissible uses and the scale of development that may be approved.

At Casey the predominant zones are:

- Residential RZ1 - Suburban (orange) which is limited to 2 storeys (8.3 metres).
- Residential RZ4 – Medium Density (red), which is limited to 3 storeys (12.5 metres)
- Commercial CZ5 – Mixed Use (pale blue), limited to 4 storeys based on merit.
- Commercial CZ1 – Core (dark blue), height controls assessed on merit for individual proposals.

Other buildings over 4 storeys in height could be proposed within the dark blue areas only. They would have to meet the following criteria to be approved:

- compatible with the desired character
- appropriate to the scale and function of the use
- minimise detrimental impacts, including overshadowing and excessive scale.



No developer actions proposed.

Approval (or otherwise) of future buildings within the Casey Group Centre are the responsibility of the ACT Planning Authority.

- Will this building disrupt the television signals from Telstra Tower
- Can this building include mobile repeater stations to help remove 4G and 5G black spots that currently exist.

The proponent has sought advice about the likelihood of TV signal disruption. *“to my knowledge, there has not been any reported cases within the ACT where the construction of a high rise apartment building causes a detrimental effect for TV signal reception at such distances”* John Raineri & Associates.

The building may be able to accommodate 4G and 5G repeater stations if a suitable agreement can be reached between the body corporate and the carriers concerned.

7 Outcomes of Consultation

7.1 Thank you

Firstly, the proponents would like to thank the people of Casey for participating in this consultation process and sharing their views.

It is evident that some people have significant concerns about the potential impacts associated with this development proposal.

We would like to thank all participants for being courteous and polite at the consultation sessions and in their written submission – even when views differed.

As owners of the shopping precinct the proponents have a strong connection with the Casey Community and hope to maintain this connection for a long time to come.

7.2 Conclusions

A pre-DA community consultation program was undertaken by the proponents of this development in September and October 2022.

The response from the community was relatively strong, but also quite mixed. There are some people who are strongly against the proposal, but there are also people already asking about the availability of residential and commercial space.

The strong response from the community lead to media coverage that helped to ensure a wide cross section of the community were aware of the proposal.

Most of the opposition to the proposal arises from concerns about transport and visual impact.

The transport concerns are twofold:

- The potential for the development to contribute to existing congestion on the local and arterial roads, and
- The potential for the development to result in overflow car parking that reduces the availability for parking to service the shops.

Responses to these concerns are addressed in brief in the table in this report and in more detail in the Traffic Impact Assessment.

The concerns about visual impact are considered in the context of the existing urban environment and the strategic planning for Casey as a Group Centre contributing to a more compact and efficient Canberra.

There was feedback about many other topics that are also addressed in this summary of consultation report.

The Pre-DA consultation has been successful in raising the community's awareness about the proposal in the lead up to the lodgement of the development application.

The consultation has provided the proponents with the opportunity to understand the concerns of the community and to explain the basis of the proposal.

For example, many people were worried about the impact on the shopping centre car park but were less concerned when they understood that the proponents are the owners of the shopping centre and the car park, and that they understand the need for sufficient parking for convenient supermarket shopping.

Similarly, many people were not aware that Casey, as a Group Centre was always planned to be larger than a normal local centre, and that it is identified in the Planning Strategy for Urban Intensification.

The proposal that has been lodged for Development Application is substantially the same as the proposal that was shown to the community during pre-DA consultation.

8 Appendices

Appendix A: Approved Consultation Form

Refer to Separate File.

Appendix B: Consultation Presentation

Refer to Separate File.