



**KINGSTON ARTS
PRECINCT**
SUBDIVISION DESIGN APPLICATION
BLOCK 12 & 15 SECTION 49 KINGSTON
26 June 2025



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Prepared By:

Purdon Planning Pty Ltd
19 Torrens Street,
Braddon ACT 2612
ABN 53 653 124 442
Tel 02 6257 1511
hello@purdon.com.au

www.purdon.com.au

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Cover Report

Development Outcome Report Version effective 27/09/2024

Introduction - The proposal and vision

Proposal for subdivision to facilitate development of the Kingston Arts Precinct by consolidation of Section 49 Block 15 and Section 49 Block 12, new subdivision of land parcel into four blocks, establishing four planning controls for the subject, creation of easements, limited verge upgrades, on-site tree removals, service works grading along with landscape and minor works to support future design and siting Development Applications.

This Subdivision Design Application has key items it is seeking approval for. These have been outlined below:

A. Block Details

To further detail block consolidation and subdivision design:

1. Block AAa: Consolidation of Section 49 Block 12 and Section 49 Block 15, amalgamating Territory-owned assets within a single parcel. This block is designated as the Arts Precinct, reflecting its central role in the overall development.
2. Block AAb: Land parcel allocated for future mixed use, subject to future DA
3. Block AAC: Land parcel allocated for future multi-level carpark, subject to future DA
4. Block AAd: Separates the substation asset into its own block for operational clarity and management.

B. Planning Controls

Four planning controls are proposed to be incorporated into the Territory Plan - Inner South District Policy to support the continuation and reinforcement of the established urban grain in the area. These controls are intended to maintain key urban axis and continue to extend the urban grain of Kingston Foreshore, ensuring visual and spatial continuity across the precinct. Additionally, they emphasise the alignment of built form and open space to preserve view corridors and enhance pedestrian permeability, particularly in relation to the heritage-listed Kingston Powerhouse and the axial connection to Lake Burley Griffin. For details, refer to the Planning Control Plan Drawing Number AR-0-110-008.

1. Setback Zone - Foreshore Extension:

1. Identify and provide a safe, legible, and unimpeded shared path for pedestrian and cyclist movement at all times.
2. Provide adequate lighting, supporting passive and perceived surveillance from adjoining development to support public safety and amenity.
3. Be limited to planting areas, surface landscaping, and structures that are open, accessible, and consistent with active travel requirements.
4. Incorporate built form design elements that avoid courtyard walls and blank facades along the setback interface and use articulation, fenestration, and materiality to improve visual interest.
5. Buildings to incorporate where possible ground floor uses activating the public domain where they face the setback zone.

2. Mid-Block Link - Trevillion Quay Extension:

1. Continue the Trevillian Quay axis, by providing a clear, safe, and legible connection which facilitates unimpeded pedestrian and cyclist movement at all times.
2. Provide adequate lighting, with passive and perceived surveillance from adjoining buildings to support public safety and amenity.
3. Protect view corridor along Trevillian Quay to the Fitters Workshop.

3. Emergency Service Vehicle Access

1. Block AAc to provide access for emergency service vehicle to Powerhouse, Fitters Workshop and Former Transport Depot.

4. Urban Grain

Development for Block AAb will provide the following:

1. Buildings fronting Trevillian Quay Extension to align with the established urban grain and building edge line along Trevillian Quay, maintaining consistency with the existing street character.
2. Buildings fronting Foreshore Extension Setback Zone to reinforce urban grain and building edge line along the Foreshore, maintaining consistency with the existing street character.

C. Easements

Due to the extents of existing and proposed services, easements have been proposed as part of this SDA submission. Details have been illustrated in Block Details Plan, Drawing Number CC-0-110-000.

D. Verge Works:

Verge works will address key infrastructure requirements, including the construction of new driveways, installation of additional footpaths and kerb, modifications to existing verge crossings, a reduction in on-street parking resulting from new driveways, and associated service upgrades to ensure service access to each subdivided block. No verge trees are proposed for removal as part of this SDA submission. Limited planting on verge along East Lake Parade is proposed.

Verge works also include the relocation of the existing bus stop on Wentworth Avenue, shifting it approximately 55 metres closer to the Former Transport Depot and Powerhouse. This adjustment aligns the stop with the proposed pedestrian accessways within Section 49, improving connectivity between the site, the lakefront, and key heritage buildings within the precinct.

E. Driveways

The site is currently served by existing vehicle access points from Eastlake Parade, Printers Way and Wentworth Avenue, enabling distributed vehicle circulation. As part of this SDA, approval is being sought for additional driveway provided to facilitate entry into the newly subdivided land parcels.

It is to be noted that internal access arrangements have been illustrated to demonstrate how future vehicle manoeuvrability can be accommodated, including provisions for service and emergency vehicles. These arrangements ensure a functional and adaptable movement network that supports the operational needs of future development.

F. Landscape Works:

Landscaping works will include limited verge tree planting, on-site tree removals and improvements to groundcover treatments. Additional works involve modifications to on street parking and the relocation of a bus stop to improve integration with the site. **As tree removal**

forms part of this SDA, canopy contribution quantum is to be established and approved as part of this submission; however, replanting works will be undertaken and addressed through future Development Applications for proposed subdivided land parcels.

In this way, the landscape design can be coordinated with the built form outcomes of each proposed subdivided land parcel, ensuring cohesive integration between landscape treatments and future built form outcomes.

G. Civil Works and Infrastructure:

Civil on-site works will involve clearing redundant infrastructure, removing pavement and footpaths, and conducting site grading to prepare for future development. This will be undertaken in a staged approach to ensure continuation of parking provisions, and as such the timing will be dependent on future Development Applications for the Territory-owned block, the mixed-use residential land parcel and the future multi-level carpark. These steps will create a solid foundation for new buildings and open spaces, aligning with the broader vision for the precinct as a dynamic cultural and community hub.

Access to services have been provided to each of the proposed blocks that form part of this SDA submission.

H. Indicative Drawings:

Indicative drawings and reports are provided as part of the submission set to provide information on how all resulting blocks can be separately accessed and serviced and can accommodate future development, including the required replacement tree plantings. Additionally, these site works will be undertaken in compliance with the Contamination Management Plan.

To realise the vision articulated in the Place Brief, this Subdivision Design Application (SDA) has been prepared in accordance with section 43 of the *Planning Act 2023*. The SDA provides an overall comprehensive overview of the landscaping and engineering strategies that will support the future neighbourhood, with the Arts Precinct being a key element in shaping a leading destination in the ACT region.

Site Description

This section provides an overview of what the site currently looks like. The purpose of this section is to set the scene, considering any potential constraints, and to describe the site in the context of the surrounding area.

	<i>Applicant response</i>
Block, Section, Suburb	Block 12 and Block 15 Section 49 Kingston
Block Area	Block 12 Section 49 Kingston has an area of 3,225m ² Block 15 Section 49 Kingston has an area of 44,435m ²
Zone (including overlays)	Block 12 Section 49 Kingston Overlays: FUA: Future Urban Areas; KFe: Kingston Foreshore precinct "e"; S: Special Requirements apply under N.C.P. Block 15 Section 49 Kingston

	FUA: Future Urban Areas; KFd: Kingston Foreshore precinct "d"; S: Special Requirements apply under N.C.P. Zoned Commercial CZ5 – Mixed Use
Current Use	The site is currently occupied by The Powerhouse, the Fitters Workshop, Former Transport Depot and surface car parking.
Proposed Use	Subdivision Design Application
Access, Driveways and Parking	There are four driveways into Block 15, off Telopea Park, Eastlake Parade, Printers Way and Wentworth Avenue. Block 12 is reliant on Block 15 for access. Most of the site is used for surface car parking.
Site constraints	The site is constrained by • Heritage: The site is registered under the ACT Heritage Act 2004 for its significance. See attached Heritage Statement. • Contamination: The site is recorded on the Environment Protection Authority Contaminated Land Register, as part of Kingston Foreshore Development Area. (ACT Government 2023) • Approved Contamination and Heritage Environmental Significant Opinion (ESO)
Environmental values	Biodiversity: Threatened plants are ecological communities are not noted on site. The subject site has been significantly modified from its native state. Trees: There are numerous trees throughout the subject site. It is likely that some of the trees would be considered protected trees under the <i>Urban Forest Act 2023</i> and would require specific approval for any tree damaging activity. ACTmapi records do not indicate the presence of any registered trees. (ACTmapi 2023).
Surrounding Land Uses and Development	To the north, an operational electricity substation adjoins the site (forming part of Section 49) and the land opposite the site comprises parkland, being Bowen and Telopea parks. The area to the east of the site is waterfront land forming the Kingston foreshore and contains mixed use development featuring ground level commercial uses and midrise residential development above. The southern section of Section 49 contains the former transport depot and surrounding uses further to the south and east are primarily medium-high density residential uses.

Additional Comments	The SDA process has included pre-circulation with entities coordinated through Territory, allowing for detailed input from relevant stakeholders. This engagement is ongoing. Please refer to: - CONSOLIDATED COMMENTS KINGSTON ARTS PRECINCT - DRAFT MAJOR SUBDIVISIONS (ESTATES) CIRCULATION 1 – 31 January 2025 - Meeting Minutes with TCCS, ICON and EVO Additionally, as works undertaken for this SDA does not increase impermeable surfaces by 500m², a BSUD response has not been provided.
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Additional Detail

The site forms the Kingston Arts Precinct (KAP), an initiative of the ACT Government, ArtsACT and the Suburban Land Agency (SLA). Significant work has been carried out to date to guide planning in this area, which is intended to be a leading destination for visitors and locals to explore contemporary visual arts and culture in the ACT. It is hoped that the area will attract new audiences to enjoy arts practices, activities and content from Canberra's local artists, the region and beyond. (Suburban Land Agency, 2023). Completion of the precinct is expected by the end of 2028.

The SLA has adopted a "people-first" approach in 2022, informed by extensive consultation with the community, arts organisations, and other stakeholders. This collaborative process resulted in the creation of a Place Brief, which serves as a guiding framework for the precinct's development.

Statutory Considerations

The *Planning Act 2023* sets some mandatory considerations that need to be made during the DA process for certain or all development types.

While many of these will be considered by the Territory Planning Authority during the assessment and decision-making process, below are some key considerations that an applicant needs to also make during the design process.

If the site of the proposed development adjoins another zone—whether the development proposal achieves an appropriate transition between the zones.

Applicant response

The site adjoins a TSZ1 – Transport zone

The site also adjoins Section 45 and 52 which is CZ5 zone and consists of 3 to 5 storeys of mixed-use development.

The subject site is currently proposed for subdivision and no physical building are being developed at this stage of development. In future stages of development this statutory consideration will have a more detailed response.

The suitability of the proposed development in the context of the site and the site surrounds, including the permissible uses for those areas.

Applicant response

The site is part of the Kingston Foreshore mixed use precinct. The adjoining land is zoned CZ5 and buildings in the vicinity of site are a mixture of residential apartments ~5 storeys, ground floor commercial including shops, cafes, restaurants, with some other non-retail commercial uses like offices on upper levels.

The proposal is a subdivision which will support the future development of the proposed blocks as the Kingston Arts Precinct. As per the Suburban Land Agency's Place Brief to fit in with and enhance the precinct as an, lively and nexus of art, culture and commercial activity.

The interaction of the proposed development with any other adjoining or adjacent development proposals for which a development application has been submitted or development approval given.

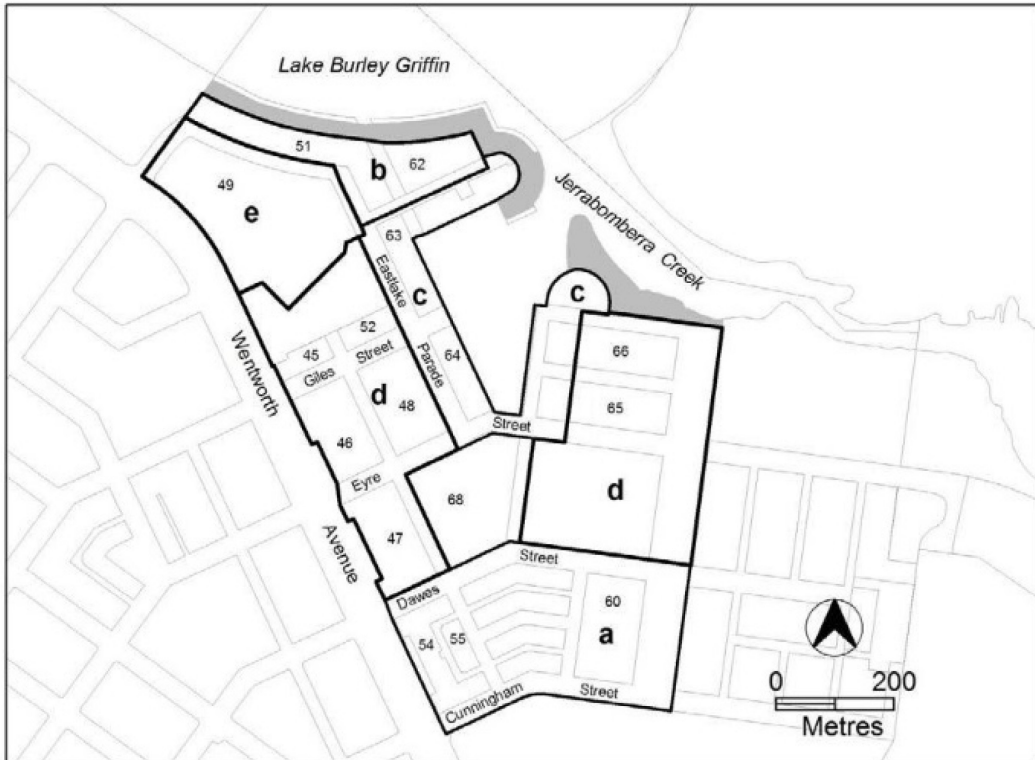
Applicant response

There are no active development applications in the area. Although there are dozens of completed development applications in the immediate area, most of the significant past DAs proposing buildings are from circa ~2010-2015 when the Kingston Foreshore was first developed. The most recent DA was DA 202342067, a proposal for a sculpture on block 2, Section 51, north-east of the site. This piece of public art will be complemented with the future Kingston Arts precinct, enabled by this subdivision DA.

Inner South District Policy

District Policies - Version effective 27/09/2024

Assessment Outcomes	Locality	Assessment Outcome	Outcomes Response
	Kingston	5. Appropriate green space buffers and other measures are developed to limit impact of future development at East Lake on the Jerrabomberra Wetlands. 6. Building frontages to Canberra Avenue are consistent with established building lines and achieve a landscaped setting.	5. Site does not interface with the Jerrabomberra Wetlands so no green space buffers are proposed for this specific purpose. 6. The site does not front Canberra Avenue.
Assessment Requirements	Kingston – Foreshore		
	Control	Assessment Requirements	Response
	Land use	55. Shop development is a convenience service limited to the local workforce and residents and related to the sale of entertainment and leisure goods such as specialty items or arts, crafts and souvenirs.	55. No shops are proposed as part of this subdivision design application.
	Subdivision	56. A subdivision development is consistent with the following: a) A mix of uses is provided including arts and cultural, entertainment, community, residential, convenience retail, offices, street markets, professional suites, restaurants and cafes, education, hotel accommodation, tourist attractions and indoor markets and ensure that the uses are complementary to the role of the Kingston Group Centre but which are not principally related to the convenience shopping functions of the Centre. b) Provide major public spaces with a high level of environmental amenity. Ensure that the public spaces remain publicly accessible at all times and that they are designed to foster safety for the users. Create a variety of spaces which provide areas for large and small gatherings. Ensure that all members of the community are able to freely enjoy and use the site through the range of uses provided and their integration with the public domain. c) Planning for community facilities will be flexible to allow for changing community needs, and will facilitate multiple use of facilities. Maximise public safety and minimise risks through the configuration of uses, together with the urban design of buildings and spaces. Facilitate the development of local cultural industries at Kingston Foreshore through the broad interaction of heritage, sustainable ecosystem, leisure/recreational and creatively - based activities. d) In area ‘e’ in Figure 8, development will: i) Preserve and protect the heritage significant building and elements in a manner which encourages adaptive reuse. ii) Provide opportunities for activities and facilities to be integrated with the historic building and setting of the Power House. iii) Promote public access to, and experience and understanding of, the heritage significance of the place and respect significant views to and from the Power House.	56. a) A mix of uses are permissible on this land parcel, including arts and cultural, entertainment, community, residential, convenience retail, offices, street markets, professional suites, restaurants and cafes, education, hotel accommodation, tourist attractions and indoor markets within the KAP land. The proposed subdivision will continue to support these permissible uses in line with the Place Brief. b) The proposed subdivision design continues to support outcomes of the Place Brief to provide large open spaces which are programmed for different uses at different times to be flexible, lively and inviting in line with the Place Brief. c) Extensive community and stakeholder consultation undertaken throughout the KAP Founding Strategy and Place Brief process, has led to intelligent outline of community art spaces required on site. The proposed subdivision provides ample room and opportunity for these community spaces to be provided in the future. d) i) The proposal retains all heritage-listed buildings within the site, including the Kingston Powerhouse, Former Transport Depot, and Fitters Workshop. No demolition or structural modification is proposed under this SDA. All works will comply with the approved Heritage Environmental Significance Opinion (ESO) accompanying this application. ii) The proposed subdivision and planning controls are intended to facilitate future development that supports the long-term integration of public, cultural and commercial uses with the Powerhouse and its immediate setting. The planning controls support urban design outcomes that frame the Powerhouse and maintain key visual and pedestrian connections to it, enabling a cohesive relationship between new development and heritage fabric. Future DAs for the subdivided blocks will respond to this framework by integrating land uses that complement the Arts Precinct's cultural objectives. iii) Public access and appreciation of the site’s heritage are central to the planning controls established in this SDA. Key visual corridors, including the axial

		connection between the Kingston Powerhouse and Lake Burley Griffin, are protected through prescribed setbacks and the mid-block pedestrian link. The subdivision layout supports a highly permeable public realm, improving pedestrian movement and providing opportunities for interpretation of the site's heritage. These design strategies are consistent with the intent of the Place Brief and align with the site's role as a cultural and publicly accessible destination.
Gross floor area	57. The maximum gross floor area of shop selling food is 250m². 58. For areas indicated in Figure 8: a) The maximum gross floor area of office in Areas 'b', 'c' and 'e' is: i) 500m² per tenancy. ii) 2000m² per lease. b) For area 'd' the maximum gross floor area of office per lease is 2000m². Figure 8 Kingston – Kingston Foreshore – gross floor area 	57. No floor areas is proposed as part of this subdivision design application. 58. No floor areas is proposed as part of this subdivision design application.
Building height	59. Unless stated otherwise, the maximum building height is 4 storeys. A limited number of buildings may exceed 4 storeys provided: a) They achieve urban design objectives such as adding visual interest to the built form, appropriately framing major public spaces, marking important corners or transition points, or screening unsightly elements from the public domain. b) They do not significantly impact on the landscape of the area. c) Their ground floor level is not greater than RL560m. d) They do not detract or compromise views and vistas to the power house. e) The footprint of the higher building elements is no greater than a 15m x 20m rectangle. f) The overall maximum height of building does not exceed the lesser of RL578m or 20m. 60. For each area A shown in Figure 9:	59. No buildings proposed as part of the subdivision design application. The Development Intentions Plan and Land Release Design Response, speaks to the intent of future development in detail and in designed in compliance with these assessments. Refer to Development Intentions Plan, drawing number AR-0-110-005. 60. No buildings proposed as part of the subdivision design application. 61. Site is not in subject are as outlined in figure 9 (of the Policy).

		a) The maximum number of storeys is 6. b) The maximum height of building is the lesser of RL578 and 20m. c) The maximum floor area for the 5th and 6th storey 5 is 300m². d) The maximum external horizontal dimension for any part of the building over 4 storeys is 20m. e) The minimum front boundary setback for that part of the building with more than 4 storeys is 2m. 61. For each area B shown in Figure 9: a) The maximum number of storeys is 4. b) The maximum external horizontal depth is 18m (including enclosed building area and articulation elements but excluding awnings over footpaths and basements).	
	Building materials	62. Building roof forms, materials and finishes achieve all the following: a) Colour scheme is light in tone although some highlighting with darker colours may be acceptable where these do not present the dominant colour scheme when viewed from or across Lake Burley Griffin. c) High quality, durable and low maintenance materials are used on buildings and structures near the edge of Lake Burley Griffin. d) Avoid the use of highly reflective materials on buildings fronting the edge of Lake Burley Griffin.	62. No buildings proposed as part of the subdivision design application.
	Lighting	63. Outdoor lighting in the area: a) Use full cut off light fittings and up-lighting of buildings and structures are carefully designed to keep night - time overspill lighting to a minimum. b) Does not compete in prominence with the lighting of the National Triangle. Note: The area should be lit predominantly with high pressure sodium light sources for streets and mercury vapour for pedestrian routes. Lake frontages external lighting should use metal halide sources. There should be no flashing or laser beam lighting on or around buildings fronting Lake Burley Griffin.	63. No new lighting fixtures are proposed as part of this SDA.
	Planting area	64. Provision is made for sufficient soil to allow planting and growth of healthy canopy trees in central courtyards (hatched areas identified as deep soil landscape zones in Figure 9).	64. Site is not in subject area as outlined in figure 9 (of the Policy).
	Utilities - electrical	65. A major electrical substation, major gross pollutant trap, major service conduits, major pump station, power generation station or major electricity storage facility is only permitted where it is essential to the operation of the electricity supply network, the augmentation of the local water and sewerage system or the management of the stormwater system.	65. No buildings proposed as part of the subdivision design application.

Development Outcomes Report – Commercial Zones Policy

Commercial Zones Policy - Version effective 27/09/2024

Commercial Zones Policy – Assessment Outcomes

Development proposals must demonstrate that they are consistent with the following assessment outcomes.

Theme- Urban Structure and Natural Systems

Assessment Outcomes	Outcomes Response
1. Biodiversity connectivity is maintained across the landscape.	The subdivision design application will not impact the biodiversity connections across the landscape. It will enable the function of the overall KAP Place Brief, to connect, protect and enhance biodiversity values as part of a future proposal.
2. Loss of native habitat and biodiversity is avoided and/or minimised.	The site does not contain recorded threatened species, and no verge trees are proposed for removal. Overall, the proposal avoids biodiversity impacts to the extent practicable within a modified urban environment and ensures appropriate canopy offsets are in place. A canopy contribution is included as part of this SDA, with replanting measures to be delivered through future Development Applications. These efforts will be supported by locally appropriate species selection and coordinated landscaping to restore ecological value where possible within the urban context. Refer drawing, Tree Management Plan LA-0-110-001 and Tree Canopy Coverage Plan LA-0-110-003.
3. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	The proposal maintains the health and functionality of surrounding waterways and catchments through the application of water-sensitive urban design (WSUD) principles, to be further detailed in subsequent Development Applications. The SDA includes surface regrading and service installation that will support integrated stormwater management in future stages. While this stage does not introduce new built form, site works will be designed to accommodate WSUD outcomes in accordance with the broader engineering and landscape strategies for the precinct. Future development will be required to demonstrate compliance with stormwater quality and quantity targets in line with the Waterways: Water Sensitive Urban Design General Code. Refer drawing, Erosion and Sediment Control Concept Plan CC-0-110-005, WSUD Master Plan CC-0-113-003, Stormwater Master Plan CC-0-113-002.

Theme- Site and Land Use

Assessment Outcomes	Outcomes Response
4. The functionality and usability of the development is appropriate for its intended purpose/use.	The proposed subdivision establishes a clear and functional lot layout that supports the intended use of the site as the Kingston Arts Precinct. The configuration of new blocks responds to site constraints, heritage assets, and existing infrastructure, ensuring each parcel is appropriately serviced and accessible. Planning controls introduced through this SDA support future development that integrates cultural, commercial, and public uses in line with the precinct’s intended purpose. Indicative drawings demonstrate that future buildings and public domain can be accommodated with appropriate access, permeability, and amenity, consistent with the Place Brief and long-term vision for the site. - Block AAa: Consolidation of Section 49 Block 12 and Section 49 Block 15, amalgamating Territory-owned assets within a single parcel. This block is designated as the Arts Precinct, reflecting its central role in the overall development. - Block AAb: Land parcel allocated for future mixed use, subject to future DA - Block AAC: Land parcel allocated for future multi-level carpark, subject to future DA - Block AAd: Separates the substation asset into its own block for operational clarity and management. Lastly, connectivity has remained a key focus of this Subdivision design strategy, with planning controls implemented to ensure safe accessible unenclosed unimpeded pedestrian movement and emergency and service vehicle access for Block AAb (land release block) and Block AAC (car park block). These measures aim to promote a pedestrian-friendly urban fabric, contributing to the permeability of the broader Arts Precinct. Please refer to the drawings Site Plan AR-0-110-002 and Block Details Plan CC-0-110-000 for details.

5. The proposed use and scale of development are appropriate to the site and zone. This includes consideration of appropriate shop sizes in different commercial centres.	At this stage the application is seeking approval for subdivision. There is no intent to develop any physical buildings as part of this SDA. The Development Intentions Plan, drawing number AR-0-110-005 and Indicative Landscape Master Plan LA-0-110-002 speaks to the intent of future development in detail.
6. Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised and residential amenity protected. This includes between residential uses and between non-residential and residential uses.	At this stage, the application seeks approval for the SDA. The site is primarily surrounded by Eastlake Parade and Wentworth Avenue, except along the southern boundary, which adjoins a mixed-use CZ5 development and the old bus depot markets, also zoned CZ5. The adjoining land use is consistent with the intended use of the subject site. This SDA further promotes pedestrian connection through addition of planning controls along with improved parking solutions, through the development of the multilevel car park, that would help the surrounding developments including the weekend markets at the Old Bus Depot Markets. Future Development Applications will further address compliance through detailed responses to the relevant Design Guides, providing additional clarity and alignment for this assessment.

Theme- Access and Movement

Assessment Outcomes	Outcomes Response
7. The functionality and layout of the development is accessible and adaptable while achieving good connections with the surrounding area. This includes consideration of traffic flow and passive surveillance.	The subdivision layout establishes a functional and accessible framework that integrates with the surrounding movement network. Multiple existing access points are retained, and the relocated bus stop improves public transport connectivity. Key pedestrian links, including the Foreshore Setback Zone and Trevillian Quay extension, ensure legible and safe active travel routes. The proposed block structure supports adaptable future uses, while planning controls promote passive surveillance and active frontages, enhancing overall connectivity and usability of the precinct. The subdivision design has been planned to ensure safe traffic flow and strong connections to the surrounding street network, as outlined in the drawings; Site Plan AR-0-110-002, Active Travel Plan AR-0-110-007, Public Transport Network & Off Road Movement Systems CC-0-111-004 , Road Hierarchy And Traffic Analysis Plan CC-0-111-005 . As no buildings are proposed at this stage, compliance with passive surveillance requirements will be addressed in greater detail during future Development Applications. Traffic analysis has been captured by ARUP and has undergone extensive consultation with TCCS for this stage. For further details, please refer to the Traffic Impact Assessment.
8. The development encourages active travel through safe and convenient access to the active travel network.	The design of the subdivision supports connection to active travel networks and integrate them within the site consistent with the broader site plan. Refer to below Assessment 9 for a further detailed response.
9. Access to, from and within the site permits safe and legible movement while catering for all users (including pedestrians). This includes consideration of vehicle manoeuvrability and access routes.	The subdivision strategy ensures access to all proposed blocks on the site, leveraging the existing street network that surrounds the site on all sides. Multiple access points have been incorporated to facilitate seamless connectivity. The strategy prioritises vehicle manoeuvrability, particularly for service and emergency vehicles. Movement across the site is organised into three distinct layers: Active Travel Network The pedestrian and cycling network has been designed to provide convenient access to key heritage blocks within the site. Additional planning controls ensure pedestrian permeability is maintained even as blocks designated for land release are sold. The cycle routes are also planned to connect with the broader Lake Burley Griffin cycle circuit, encouraging active travel and integration with the regional network. Vehicular Access Vehicular access to, from and within the site is enabled through a coordinated approach to movement and block layout. The site is served by existing vehicle access points off Eastlake Parade, Printers Way and Wentworth Avenue, thus ensuring distributed vehicle circulation. Internal access arrangements have been illustrated to demonstrate ways in which future vehicle manoeuvrability can be undertaken, including service and emergency vehicle access. Emergency Service Access The section includes several heritage-listed buildings, such as the Powerhouse and Fitters Workshop, and adjoins the Former Transport Depot. The subdivision design subdivides the site in a way that not only delivers improved car parking solutions to accommodate the added density in and around

	Kingston but also supports for mixed-use requirements such as residential and commercial, thus pushing to achieve the desired broader Kingston Foreshore outcome. To ensure safe emergency access while protecting these heritage assets, planning controls have been developed accordingly and can be viewed in the Planning Control Plan drawing. These measures ensure that emergency services can quickly and safely access the site without compromising the heritage character or functionality of the development. 4. Bus Stop Relocation As part of improving access and movement for the subject site, proposes relocation of the existing bus stop along Wentworth Avenue, fronting the subject site, to align more closely with the Powerhouse axis. This relocation improves pedestrian safety and accessibility by creating a more direct and convenient connection for public transport users.
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Theme- Public Space and Amenity

Assessment Outcomes	Outcomes Response
10. The development (including the design of outdoor spaces) achieves reasonable solar access and microclimate conditions to public areas and streets to support their use by the community.	At this stage of the development, approval is being sought for the SDA, with no buildings or roads being proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications. The design intent has been further detailed in Development Intention Plan AR-0-110-005, Indicative Landscape Masterplan LA-0-110-002.
11. Private open space and public areas provide sufficient space and facilities for residents and visitors to recreate and relax, as well as providing area for service functions. Spaces are readily accessible for a range of activities.	At this stage of the development, approval is being sought for the SDA which focuses on site clearance and subdivision of land. Compliance with detailed design requirements will be addressed in subsequent Development Applications.
12. Reasonable levels of active ground floor interface and passive surveillance to public spaces and streets is achieved.	At this stage of the development, approval is being sought for the SDA, with no building designs proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications. The design intent has been further detailed in Development Intention Plan AR-0-110-005, Indicative Landscape Masterplan LA-0-110-002.
13. Any advertising or signs are suitable for their context and do not have a detrimental impact on the surrounding area (for instance due to size or light emission).	No signs proposed.

Theme- Built Form and Building Design

Assessment Outcomes	Outcomes Response
14. The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes and the streetscape. This includes consideration of building envelope and setbacks.	At this stage of the development, approval is being sought for the SDA, with no building designs proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications. The design intent has been further detailed in Development Intention Plan AR-0-110-005, Indicative Landscape Masterplan LA-0-110-002.
15. Reasonable solar access to dwellings and private open space within a block and on adjoining blocks is achieved. This includes solar access into main living spaces within a dwelling.	At this stage of the development, approval is being sought for the SDA, with no building designs proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications. The design intent has been further detailed in Development Intention Plan AR-0-110-005, Indicative Landscape Masterplan LA-0-110-002.
16. Reasonable levels of privacy to dwellings and private open space within a block and on adjoining blocks is achieved.	At this stage of the development, approval is being sought for the SDA, with no building designs proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications. The design intent has been further detailed in Development Intention Plan AR-0-110-005, Indicative Landscape Masterplan LA-0-110-002.
17. The dwelling mix and the internal size, scale and layout of dwellings in multi-unit housing provide for a comfortable living environment that meets the changing needs of	At this stage of the development, approval is being sought for the SDA, with no building designs proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications. The design intent has been further detailed in Development Intention Plan AR-0-110-005, Indicative Landscape Masterplan LA-0-110-002.

residents. This includes consideration of cross-ventilation and energy efficiency.	
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Theme- Sustainability and Environment

Assessment Outcomes	Outcomes Response
18. Sufficient planting area, canopy trees, deep soil zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff.	The subdivision design incorporates measures to support living infrastructure through landscape and civil works that prioritise green cover and sustainable water management. The proposal includes on-site tree removals with a commitment to replanting, which will be delivered through future Development Applications in accordance with canopy contribution requirements which would be established as part of this SDA. Water sensitive urban design (WSUD) principles will be embedded in the detailed design phase, with site grading and surface works structured to reduce runoff and promote infiltration. Additionally, all the above works will include as staged removal of existing asphalt surfaces and other on surface design elements (bollards, pavements, trees) and will be carried out in coordination with the approved Contamination and Heritage ESO to ensure proper remediation of the site. These efforts aim to prepare the land parcels for the next stages of detailed design and siting, enabling the development of the Arts Precinct, the Mixed Use Block, and the block designated for car park construction. This approach ensures the site is primed for transition into its future uses while maintaining compliance with planning, environmental and heritage standards.
19. Urban heat island effects are reduced through limiting impervious surfaces, selection of building materials and provision of canopy trees and plants.	At this stage of the subdivision, the site works focus on remediating the area through the removal of impervious asphalt surface currently present across the site. No new impervious surfaces are being introduced as part of this DA on the site. Additionally, the streetscape verge works include new street tree planting alongside existing trees. The proposal will require liaison with TCCS and stakeholders to ensure trees are complimentary, climate change sustainable and with open canopy and clear trunk to facilitate bus movements. These upgrades include improving site grading and upgrading tree species along Wentworth Avenue and Eastlake Parade, contributing to an improved streetscape and overall environmental quality. Refer to Verge Works Plan CC-0-111-002, Indicative Landscape Masterplan LA-0-110-002, Tree Canopy Coverage Plan LA-0-110-003, Site Permeability Plan LA-0-110-004 and Landscape Plan to Public Road Verge LA-0-210-001
20. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.	At this stage of the subdivision, the site works focus on aligning with the Contamination and Heritage ESO. The broader aim as outlined in the Design and Place Brief, along with the Development Intentions Plan and Indicative Landscape Masterplan is to improve the overall ecological values of the subject site.
21. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	The SDA proposal includes the removal of impervious areas in a staged approach, subject to future design and siting DA's. This allows car parks, for example, to continue their function until new car parking areas are provided. Refer to Cut and Fill Drawing CC-0-101-001 and approved Contamination ESO.
22. The development considers and addresses site characteristics, including heritage, natural features, topography, infrastructure and utilities.	The SDA proposal has taken into consideration the existing site conditions including heritage. Removal of redundant services and the intention to allow services to access each new resulting block is proposed. Future DA's for design and siting of buildings will consider topography, natural features etc.
23. Environmental risks, including noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.	At this stage of the subdivision, the site works focus on remediating the area. The broader aim as outlined in the Design and Place Brief, along with the Development Intentions Plan and Indicative Landscape Masterplan is to improve the overall ecological values of the subject site. Approved Contamination and Heritage ESO has been aligned with to ensure site remediation is undertaken as per EPA requirements.

Theme- Parking, Services and Utilities

Assessment Outcomes	Outcomes Response
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24. The development provides electric vehicle parking and access to charging locations in multi-unit housing and commercial buildings.	At this stage of the development, approval is being sought for the SDA, with no building designs proposed at this time. Compliance with detailed design requirements will be addressed in future design and siting Development Applications.
25. The development provides appropriate end-of-trip facilities in buildings, which includes secure bicycle parking and change rooms (including showers, lockers and drying facilities).	At this stage of the development, approval is being sought for the SDA, with no building designs proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications.
26. Vehicle and bicycle parking sufficiently caters for the development while minimising visual impacts from the street or public space. This includes consideration of parking location, dimensions and number of spaces provided.	The subdivision layout establishes a framework that enables future parking provision to be integrated within each land parcel while minimising impacts on the public realm. A dedicated block has been created to accommodate a multi-level car park, consolidating vehicle parking in a central location and reducing the need for dispersed surface parking. This approach supports efficient land use, reduces visual clutter, and enhances the amenity of adjoining streets and open spaces. The civil drawings illustrate how future driveway access can accommodate both vehicular movement and waste servicing and will be further refined through future Development Applications. Bicycle parking will be incorporated into future built form proposals in accordance with applicable territory requirements, with the subdivision ensuring flexibility to deliver well-located and secure facilities without compromising public domain quality. As part of verge works, additional on-street parking bays has been provided. Refer to On-Street and Off-Street Parking Plan CC-0-111-003 .
27. Waste is appropriately managed on site without having a detrimental impact on building users and the surrounding area.	The subdivision design provides dedicated driveway access to each land parcel to ensure future waste collection can be appropriately managed. Waste circulation has been illustrated in the civil drawings to demonstrate that the proposed access arrangements can accommodate waste service vehicles. Detailed waste management solutions will be addressed through subsequent design and siting Development Applications for each parcel. Refer to Waste Management Plan CC-0-111-006 and Turning Template Drawings CC-0-112-001 to CC-0-112-006. Additionally, refer to above response of Assessment 9.
28. The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.	As part of this SDA, all proposed blocks receive individual access to all infrastructure and utilities services. These drawings reflect the broader scheme, which encompasses of Territory Land work and forms part of future DA submissions. Refer to drawings: Utility Services Plan CC-0-113-001 Stormwater Master Plan CC-0-113-002 WSUD Master Plan CC-0-113-003 Sewer Master Plan CC-0-113-004 Water Master Plan CC-0-113-005 Electrical Master Plan CC-0-113-006

Commercial Zones Policy – Assessment Requirements

Development proposals are required to meet all relevant assessment requirements – these are mandatory development controls.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
Residential use	1. Within the CZ1 zone, residential use is not permitted at the ground floor.	Yes ☐ No ☒	☐	Site is zoned in CZ5
Internal shopping arcades and malls	2. Within the CZ3 zone, internal shopping arcades or malls are not permitted.	Yes ☐ No ☒	☐	Site is zoned in CZ5
Home business	3. At least 1 worker who genuinely lives on the lease is employed at any one time by the home business operating from the lease.	Yes ☐ No ☒	☐	No home business proposed.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
	4. A home business does not, or is unlikely to, cause pollution, create a health hazard, or present danger which is prohibited under any relevant Territory legislation and/or Code of Practice (as may vary from time to time.			
Residential use – CZ4	5. Where residential development is proposed, the total GFA for commercial and/or retail purposes on the site cannot be reduced by more than 50% unless it is demonstrated to the satisfaction of the Territory Planning Authority: a) the whole centre is currently not commercially viable; or b) the centre will remain commercially viable after the proposed development. Compliance with this requirement is demonstrated by a retail and commercial needs assessment prepared by a suitably qualified person.	Yes ☐ No ☒	☐	Site is zoned in CZ5
Maximum gross floor area (GFA) – Group centres	6. Group centres: a) Within the CZ1, CZ2 and CZ3 zones for office on any lease: 2000m ² . b) Within the CZ2 zone for retail uses on land that is contiguous with the CZ1 zone: 300m ² . c) Within the CZ2 zone for retail uses: 100m ² . d) Within the CZ3 zone for shop selling food: 300m ² .	Yes ☐ No ☒	☐	Site is not within a group centre.
Maximum gross floor area (GFA) – Town centres	7. Town centres: Within the CZ3 zone for supermarket or retail use selling food: 200m ² .	Yes ☐ No ☒	☐	Site is not within a town centre.
Maximum gross floor area (GFA) – CZ4 and CZ5	8. CZ4 and CZ5 zones: For retail uses: 1500m ² per retail tenancy.	Yes ☐ No ☒	☐	Not applicable at this stage of SDA.
Maximum gross floor area (GFA) – CZ6	9. CZ6 zone: For a retail use (but does not apply to shops selling predominantly arts, crafts and/or souvenirs): 250m ² .	Yes ☐ No ☒	☐	Site is zoned in CZ5
Gas Connections	10. No new gas network connections are allowed to all new or existing Class 1-2 buildings as classified under the National Construction Code including redevelopments.	Yes ☐ No ☒	☐	Not Applicable

Development Outcomes Report – Subdivision Policy

Subdivision Policy - Version effective 27/09/2024

Subdivision Policy – Assessment Outcomes

Development proposals must demonstrate that they are consistent with the following assessment outcomes.

Theme- Country and Place

Assessment Outcomes	Outcomes Response
1. The subdivision design considers and responds appropriately to cultural significance and history or heritage.	The subdivision design considers key view lines to culturally significant landmarks and places (including Mount Ainslie, Molonglo River) to promote connection to country in future development. Refer to response under Urban Design Guide Section 1.1

Theme- Urban Structure and Natural Systems

Assessment Outcomes	Outcomes Response
2. New blocks are of a size and configuration that can accommodate the intended use for the site (for example an appropriately sized and configured site for single dwelling use).	New blocks are configured to accommodate future development as envisioned in the KAP Place Brief, the Development Intention Plan and the Indicative Landscape Masterplan. Refer to response in the Commercial Zone Policy Assessment 4 along with response for Urban Design Guide Section 2.3.
3. The proposed scale and range of uses in the subdivision are appropriate to the context and consistent with the Territory Plan Map, where applicable. This includes consideration of a range of block sizes to promote housing diversity and choice, and to meet a range of housing needs.	The proposed scale and range of uses are consistent with the Kingston Foreshore as a lively, activated waterfront precinct, grounded by heritage, culture and the arts. Refer to response in the Commercial Zone Policy Assessment 5 and 6. Also refer to response in the Urban Design Guide Section 6.
4. Biodiversity connectivity is maintained across the landscape.	Refer to response in the Commercial Zone Policy Assessment 1.
5. Loss of native habitat and biodiversity is avoided and/or minimised.	Refer to response in the Commercial Zone Policy Assessment 2.
6. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	Refer to response in the Commercial Zone Policy Assessment 3 along with response in the UDG Section 2.2.
7. The subdivision is designed in a way to minimise the need for ongoing site-specific provisions (such as front or side boundary setbacks) to apply to blocks.	The subdivision has been designed to establish a clear and coherent block structure that aligns with the existing urban grain of Kingston Foreshore, thereby reducing reliance on future site-specific development provisions. The land is subject to a Future Urban Area overlay, so to support the continuation and reinforcement of the established urban grain in the area, two planning controls are proposed to be incorporated into the Territory Plan - Inner South District Policy. These controls are intended to maintain key urban axes and continue to extend the urban grain of Kingston Foreshore, ensuring visual and spatial continuity across the precinct. Additionally, they emphasise the alignment of built form and open space to preserve view corridors and enhance pedestrian permeability, particularly in relation to the heritage-listed Kingston Powerhouse and the axial connection to Lake Burley Griffin. These controls are: A. Setback Zone - Foreshore Extension: - Identify and provide a safe, legible, and unimpeded shared path for pedestrian and cyclist movement at all times. - Provide adequate lighting, supporting passive and perceived surveillance from adjoining development to support public safety and amenity. - Be limited to planting areas, surface landscaping, and structures that are open, accessible, and consistent with active travel requirements.

	4. Incorporate built form design elements that avoid courtyard walls and blank facades along the setback interface and use articulation, fenestration, and materiality to improve visual interest. 5. Buildings to incorporate where possible ground floor uses activating the public domain where they face the setback zone. B. Mid-Block Link - Trevillian Quay Extension: 1. Continue the Trevillian Quay axis, by providing a clear, safe, and legible connection which facilitates unimpeded pedestrian and cyclist movement at all times. 2. Provide adequate lighting, with passive and perceived surveillance from adjoining buildings to support public safety and amenity. 3. Protect view corridor along Trevillian Quay to the Fitters Workshop. C. Emergency Service Vehicle Access 1. Block AAc to provide access for emergency service vehicle to Powerhouse, Fitters Workshop and Former Transport Depot. D. Urban Grain Development for Block AAb will provide the following: 1. Buildings fronting Trevillian Quay Extension to align with the established urban grain and building edge line along Trevillian Quay, maintaining consistency with the existing street character. 2. Buildings fronting Foreshore Extension Setback Zone to reinforce urban grain and building edge line along the Foreshore, maintaining consistency with the existing street character. Refer to drawing, Planning Control Plan AR-0-110-008. Additionally, due to the extents of existing and proposed services, easements have been proposed as part of this SDA submission. Details have been illustrated in Block Details Plan, Drawing Number CC-0-110-000. These overlays ensure the subdivision aligns with established planning and urban design principles, setting a clear foundation for future Main Works Development Applications that will recognise and enhance the site's cultural and heritage significance. Future DA approvals will address this aspect comprehensively, guided by the Housing Design Guide and Urban Design Guide, ensuring a cohesive and well-integrated outcome.
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Theme- Site and Land Use

Assessment Outcomes	Outcomes Response
8. The functionality and usability of the subdivision is appropriate for its intended purpose/use. This includes limiting future adverse impacts between permissible land uses and on surrounding areas.	The subdivision design will ensure future development on site is cohesive with the existing Kingston Foreshore by maintaining a CZ5 zoning. Refer to response in Commercial Zone Policy Assessment 4.

Theme- Access and Movement

Assessment Outcomes	Outcomes Response
9. Road hierarchy, layout and design (including entry and egress points) enables the distribution of traffic in a legible, convenient and safe manner. This includes providing a high level of internal accessibility for pedestrians, cyclists and public transport.	There are no roads being sought for approval as part of this SDA. Existing vehicle entry points from Eastlake Parade, Printers Way and Wentworth Avenue are retained, with additional driveways provided to service the subdivided land parcels. The layout facilitates internal circulation for vehicles, including service and emergency access, while prioritising pedestrian and cyclist movement through the incorporation of the Trevillian Quay extension and Foreshore Setback Zone. This SDA also seeks approval of the relocation of the existing bus stop along Wentworth Avenue fronting the subject site, bringing it closer to the Powerhouse axis alignment, improving overall pedestrian safety and accessibility. This adjustment provides a more direct and convenient connection for public transport users, integrating with the active travel routes and supporting multi-modal connectivity. Additionally, refer to response in the Commercial Zone Policy Assessment 9 and response to UDG Section 4.5 Public Transport.
10. Clear and high quality movement corridors enable effective external connections for local vehicle, pedestrian and cycle movements, while minimising through traffic from external areas	The subdivision provides a framework for future development that supports clear and legible movement corridors without introducing new through-roads or altering the existing street network. External connections are maintained via existing access points on Eastlake Parade, Printers Way and Wentworth Avenue. No new public roads are proposed as part of this SDA, ensuring that vehicle movements remain localised to site-specific access needs. Pedestrian and cycle

(other than for pedestrians, cyclists and public transport) and ‘rat runs’.	movement is supported through planning controls that establish a foreshore setback zone and a mid-block link, which promote active travel without enabling broader vehicular through-traffic. These measures collectively ensure connectivity for local users while minimising the potential for rat-running or non-local vehicle access.
11. The use of rear lane accessways, cul-de-sac roadways and battle-axe blocks are minimised.	Not applicable.

Theme- Public Space and Amenity

Assessment Outcomes	Outcomes Response
12. The subdivision design achieves reasonable solar access and microclimate conditions for individual blocks to enable the design of sustainable buildings, and to public areas and streets to support their use by the community.	The proposed subdivision design establishes a block layout that supports future development capable of achieving reasonable solar access and favourable microclimate conditions. The orientation and proportions of blocks have been configured to maximise design flexibility in later stages, allowing future built form to respond effectively to solar access and energy efficiency requirements. Public spaces, including the foreshore setback zone and mid-block pedestrian link, are spatially defined to accommodate landscaping and passive use, supporting microclimate benefits such as shade and thermal comfort. Detailed solar performance will be addressed through future design and siting Development Applications. Refer to response in Commercial Zone Policy Assessment 10 along with UDG Section 5.
13. Public space provided within a subdivision accommodates a range of uses, users and activities. This includes consideration of recreational opportunities, including facilities for pedestrians and cyclists.	The subdivision provides a framework that supports a diverse and flexible public domain, accommodating a range of future uses and users. Key public spaces, such as the Foreshore Extension link (setback zone) and the Trevillian Quay mid-block link, are designed to enable safe and legible pedestrian and cyclist movement while preserving view corridors and enhancing permeability across the site. These spaces offer opportunities for recreational use and public activation aligned with the Kingston Arts Precinct vision. Future Development Applications will build upon this structure to deliver integrated public spaces that support cultural activity, community gathering, and active travel. As part of the broader scheme for the precinct outlined in the Development Intentions Plan, the subdivision design configures the blocks to allow ample room for a range of expansive public spaces and numerous, prominent public art installations.
14. Public space provides opportunities to link existing or proposed areas of open space and/or providing for shared use of public facilities by adjoining communities.	Refer to above assessment response.

Theme- Sustainability and Environment

Assessment Outcomes	Outcomes Response
15. Sufficient planting area, canopy trees, deep soil zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff.	Refer to response in Commercial Zone Policy Assessment 18.
16. Urban heat island effects are reduced through limiting impervious surfaces, selection of building materials and design of outdoor spaces.	Refer to response in Commercial Zone Policy Assessment 19.
17. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.	Refer to response in Commercial Zone Policy Assessment 20.
18. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	Refer to response in Commercial Zone Policy Assessment 21.
19. The subdivision design considers and addresses site constraints, including natural features and topography.	Refer to response in Commercial Zone Policy Assessment 22.

20. Environmental risks including bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered in the design of the subdivision.	Refer to response in Commercial Zone Policy Assessment 23.
21. Existing and significant vegetation is preserved where reasonable, and new landscaping responds to and integrates with preserved features where possible.	The subdivision acknowledges the presence of existing vegetation across the site and incorporates measures to preserve significant trees. While on-site tree removal is required to facilitate subdivision works, no verge trees are proposed for removal and a canopy contribution is included as part of this SDA. Additional trees are proposed for planting on verge along East Lake Parade. As tree removal forms part of this SDA, canopy contribution quantum is to be established and approved as part of this submission; however, replanting works will be undertaken and addressed through future Development Applications for proposed subdivided land parcels. In this manner the landscape design will integrate with the built form outcome for each proposed subdivided land parcel. This approach balances urban landscaping with future built form outcomes. Refer to Landscape Management Protection Plan CC-0-110-003 and Tree Management Plan LA-0-110-001 for details of tree management.
22. Residents are provided a reasonable level of protection from known sources of noise, odour and light pollution.	

Theme- Parking, Services and Utilities

Assessment Outcomes	Outcomes Response
23. Appropriate vehicle and bicycle parking is provided to meet the needs of users that is safe and convenient for users and pedestrians.	Refer to response in Commercial Zone Policy Assessment 26.
24. Waste is appropriately managed within the subdivision without having a detrimental impact on the surrounding area.	Refer to response in Commercial Zone Policy Assessment 27.
25. The site is appropriately serviced in terms of infrastructure and utility services and the noise and visual amenity impact of these are minimised.	Refer to response in Commercial Zone Policy Assessment 28.

Subdivision Policy – Assessment Requirements

Development proposals are required to meet all relevant assessment requirements – these are mandatory development controls.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
Subdivision – Community Facilities Zone	1. Subdivision of a lease developed for Supportive Housing, Community Housing, Retirement Village, including subdivision under <i>the Unit Titles Act 2001</i> , is not permitted.	Yes ☐ No ☒	☐	
Subdivision – All zones except Residential Zones	2. Subdivision is only permitted where it is demonstrated that any residual block can accommodate another assessable development designed in accordance with the relevant provisions of this Policy and any district or zone policy.	Yes ☒ No ☐	☒	All residual blocks can accommodate assessable development under CZ5. This is demonstrated in the Development Intention Plan illustrating development on the mixed-use residential block, a fully realised Kingston Arts Precinct on a separate block, and a multi-level carpark on its own block, all subject to future DA's. This SDA proposal demonstrates all blocks created by the subdivision can be separately accessed via new/amended verge crossings and can be separately serviced with connections to all blocks.
Block size – IZ1 Zone	3. The minimum block size for blocks subdivided from existing leases is 2000m ² (unless stated otherwise in the lease).	Yes ☐ No ☒	☐	

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
	4. The average of all blocks to be created via subdivision of the original lease is to be not less than 5000m ² (unless stated otherwise in the lease).			
Subdivision of certain development types	5. Subdivision is not permitted to provide separate title, including subdivision under the <i>Unit Titles Act 2001</i>, to: a) A secondary residence in all zones. b) An individual boarding room in all zones. c) Community housing in RZ1 and CFZ. 6. Consolidation of suitable blocks (i.e., adjacent blocks with shared boundaries) are permitted for a co-housing development.	Yes ☐ No ☒	☐	
Subdivision and consolidation of residential blocks, except in RZ1	7. Subdivision or consolidation is only permitted where one or more of the following apply: a) A new dwelling is capable of being accommodated on the block. b) If one dwelling on the land is lawfully constructed, the proposed development demonstrates that any building on a consequent lease is, or can be designed, in accordance with the relevant parts of the Territory Plan. 8. Subdivision or consolidation is only permitted where each of the subdivided blocks have utilities infrastructure. 9. For blocks that are registered or provisionally registered under the <i>Heritage Act 2004</i>, subdivision and consolidation is only permitted where all of the following apply: a) The subdivision or consolidation is not specifically prohibited by a guideline, order or agreement made under the <i>Heritage Act 2004</i>. b) The subdivision or consolidation complies with the relevant requirements relating to community uses. Note: For this requirement, subdivision does not include a minor boundary adjustment, unless that boundary adjustment results in the creation of one or more additional blocks.	Yes ☐ No ☒	☐	
Consolidation of blocks – RZ1	10. This requirement applies to consolidation of blocks in RZ1, one or more of which is a standard block, but does not apply to the consolidation of: a) A standard block with unleased land. b) One or more standard blocks registered or provisionally registered under the <i>Heritage Act 2004</i>. Consolidation complies with all of the following: a) The consolidated block is to be used only for the purpose of supportive housing. b) Not more than 2 blocks are consolidated. c) All blocks proposed to be consolidated have adjoining street frontages.	Yes ☐ No ☒	☐	

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
	None of the blocks proposed to be consolidated has been previously consolidated.			
Bushfire – All zones	11. In RZ1, subdivision under the <i>Planning Act 2023</i> to create one or more additional blocks, is not permitted. 12. In RZ1, subdivision under the <i>Unit Titles Act 2001</i> is permitted where one or more of the following applies: a) The development is only for dual occupancy housing on a standard block that meets one or more of the following: i) On a block a minimum of 800m² and where one dwelling has a maximum dwelling size* of 120m². ii) On a surrendered residential block. b) The development is multi-unit housing (including dual occupancy housing) on a non-standard block. 13. In RZ1, subdivision under the <i>Unit Titles Act 2001</i> is only permitted where all dwellings have been lawfully constructed. 14. In all other residential zones, subdivision or consolidation is permitted where new blocks including any residual land can be appropriately developed in accordance with the relevant parts of the Territory Plan. *For the purpose of this requirement, <i>dwelling</i> size is the floor area measured to the outside face of external walls (including internal walls between the living areas and garage) but excludes the <i>garage</i>. NOTES: • Staged development under the <i>Unit Titles Act 2001</i> is not permitted for less than five units. • A secondary residence is not permitted to be subdivided, including under the <i>Unit Titles Act 2001</i> (see assessment requirement 7a)). This assessment requirement does not apply to minor boundary adjustments unless the adjustment results in the creation of one or more additional blocks.	Yes ☐ No ☒	☒	
Bushfire – All zones	15. Blocks within a bushfire prone area are not developed where the bushfire attack level is greater than BAL 29 for subsequent buildings.	Yes ☐ No ☒	☐	
Gas connections – All zones	16. No gas mains connections are to be provided to new residential blocks.	Yes ☐ No ☒	☐	

Design Response – Urban Design Guide

Urban Design Guide (UDG) Response – Version effective from 27/09/2024

I confirm that I, Angela Jones of Purdon Planning Pty Ltd was primarily responsible for reviewing the below **design response**.

I am an appropriately qualified person holding qualifications in Master of Science (Environmental Sciences), Post Graduate Certificate in Town Planning, Registered Planner of the Planning Institute of Australia, and can confirm that the development is consistent with the themes and design elements of the design guide(s)

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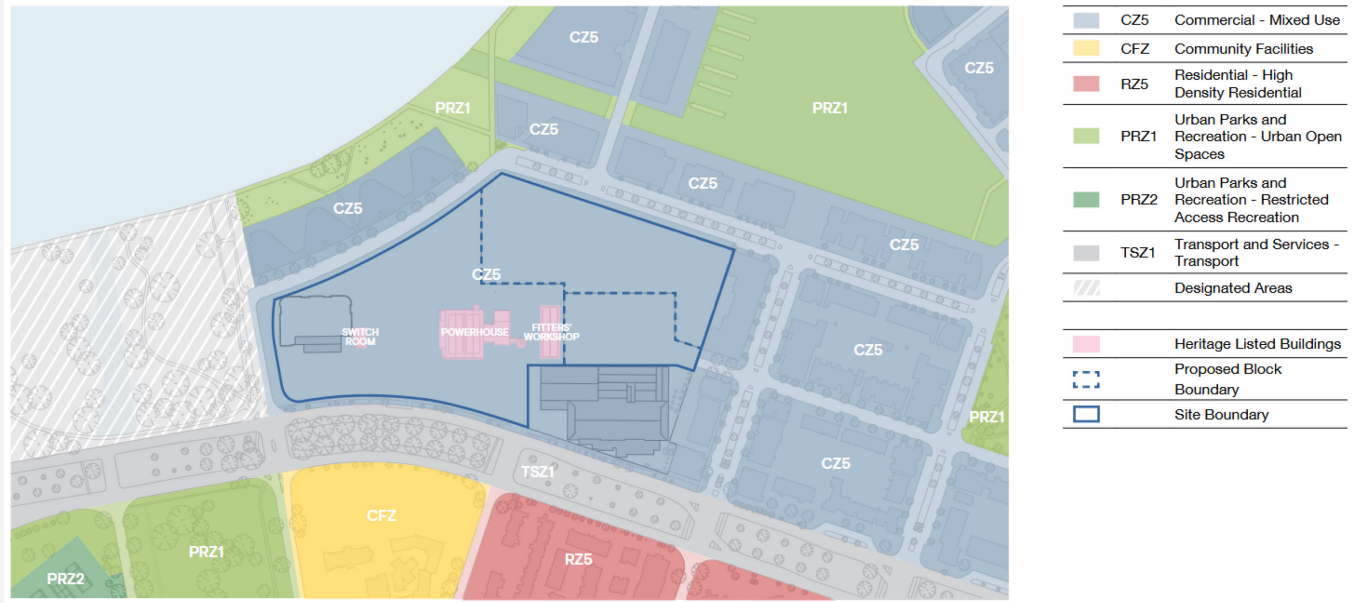

Signature:

Date: 26/06/2025

❖ Note: a digital or wet signature will be accepted for the design response

Theme	Design Element	Design response
<u>COUNTRY AND PLACE</u>	1.1 NGUNNAWAL CULTURAL RESONANCE a. Governance, process, and engagement b. Buildings, spaces, and landscape character c. Wayfinding and navigation	a. The project proponent has engaged Curijo consultants as part of the delivery of KAP Place Brief in 2022 to undertake consultation with Ngunnawal Elders to “ascertain their knowledge and connection to the land of the future Kingston Arts Precinct”. b. As part of consultation with First Nations stakeholder groups, spaces, areas and buildings in the KAP have been allocated to indigenous art, culture and community organisations. This is reflected in detail in the Development Intentions Plan. The proposed subdivision layout and areas have been configured to maintain significant areas for these functions, and future design and siting DA’s will delve into further detailing of this guidance. c. A key outcome from the Place Brief emphasised the importance of significant views to places of cultural significance, such as Black Mountain, Mount Ainslie and the Molonglo River, where the sand flats served as an important place of congregation. In response, the subdivision layout has been designed in a manner to allow block boundaries and planning controls to maintain and reinforce these view corridors, ensuring visual connections from the heart of the Kingston Arts Precinct (Powerhouse) to the surrounding landscape is preserved and celebrated. Overall, the Suburban Land Agency (SLA) has undertaken extensive consultation, which has been documented and published in a series of public reports. Insights from this engagement have meaningfully informed the subdivision and configuration of land parcels within the precinct. These publicly available documents are: - Engagement Report: Kingston Arts Precinct – Design Stage - Place Brief – Kingston Arts Precinct
<u>URBAN STRUCTURE AND NATURAL SYSTEMS</u>	2.1 OPEN SPACE NETWORK a. Natural systems b. Type, Size, quality, function and connectivity c. Topography and views	a. The subdivision design provides significant space for providing green connections through the site from Bowen and Telopea parks through to Lake Burley Griffin and the Jerrabomberra Wetlands, consistent with the broader intents of the Development Intention Plan AR-0-110-005 and Indicative Landscape Masterplan LA-0-110-002. b. At this stage of the development, approval is being sought for the SDA, with no open space designs proposed at this time. The subdivision design and layout consider adequate space for a series of different and unique park spaces throughout the estate in the future. Compliance with detailed design requirements will be addressed in future design and siting Development Applications. The design intent has been further detailed in Development Intention Plan AR-0-110-005 and Indicative Landscape Masterplan LA-0-110-002. c. The subdivision layout considers the view connections between the site and established green spaces such as Bowen Park, Jerrabomberra Wetlands and distant hills, ridges and mountains.
<u>URBAN STRUCTURE AND NATURAL SYSTEMS</u>	2.2 NATURAL SYSTEMS a. Connectivity and access b. Water Management c. Restoring ecology	a. The subdivision design provides significant space for providing green connections through the site from Bowen and Telopea parks through to Lake Burley Griffin and the Jerrabomberra Wetlands, consistent with the broader intents of the Development Intention Plan AR-0-110-005 and Indicative Landscape Masterplan LA-0-110-002. b. Given the sites location adjacent the Jerrabomberra Wetlands and Lake Burley Griffin, WSUD measurements are key. The subdivision design incorporates areas to accommodate future Water Sensitive Urban Design (WSUD) measures on each block, including On-Site Detention (OSD) for stormwater management and addition of permeable surfaces. These measures are designed to effectively manage stormwater impacts and align with broader sustainability goals for the development. The implementation of WSUD measures is developed in accordance with approved Contamination ESO, ensuring that stormwater infrastructure and permeable areas address the contamination conditions. This approach establishes a framework that balances environmental considerations with functional urban development requirements.

Theme	Design Element	Design response
		c. At this stage of the SDA, approval is being sought to undergo staged site works focusing on the relocation and removal of significant underground services to support future development. Additionally, these works will include the removal of existing asphalt surfaces and will be carried out in coordination with the approved Contamination ESO to ensure proper remediation of the site. At this stage, remediation works are focused at tree removals on site. d. The subdivision supports future restoration of site ecology through a staged approach to landscape and civil works. While the site only retains significant heritage value trees, the SDA includes measures such as removal of impervious surfaces, establishment of canopy contribution requirements, and integration of tree replanting through future Development Applications. Verge upgrades and groundcover improvements further contribute to ecological function at the local scale. These works will be coordinated with the approved Contamination and Heritage Environmental Significance Opinion (ESO) to ensure appropriate remediation and preparation for long-term ecological enhancement of the site.
URBAN STRUCTURE AND NATURAL SYSTEMS	2.3 URBAN STRUCTURE a. Hierarchy of centres b. Precinct structure and layout c. Diversity of lot sizes	a. The Kingston Foreshore sits outside the common hierarchy of city, town, group and local centres. The Foreshore instead functions in accordance with the Policy Outcomes of CZ5 as a commercial area outside centres by encouraging mixed-use commercial activities in an area with excellent public transport and active travel connections, to serve as a key destination for tourism, recreation, dining, and small-scale shops as well as a residential neighbourhood on upper floors. This DA will enable the future KAP to anchor the Kingston Foreshore with a focus on arts and community functions, whilst building on the established character of the foreshore with the mixed-use land parcel which will contain multi-unit residential buildings supported with commercial activities. b. The structure of the subdivision is designed to reflect the vision for the new neighbourhood and Arts Precinct, establishing an urban framework that integrates effectively with its cultural and physical context. The layout consolidates and subdivides the site into four distinct land parcels, including blocks for mixed-use development, a multi-level car park, and the existing substation, while retaining heritage assets within a dedicated Arts Precinct block. Connectivity to the Kingston Arts Precinct (KAP) and the heritage Powerhouse building is a central feature of the subdivision's design. This connection further extends to the social and economic activities undertaken at the Former Transport Depot. The eastern portion of the site, allocated for the Arts Precinct, is focused on pedestrian use, aligning with the cultural and heritage significance of the area. The block configuration aligns with the existing urban grain and reinforces key spatial relationships, including axial connections to the lake and surrounding landmarks. Planning controls such as the foreshore setback and mid-block pedestrian link are embedded to guide future built form and public domain outcomes, ensuring the precinct remains legible, connected and responsive to its cultural and historical context. Sunlight access has also been a key consideration in the layout of blocks and public spaces. The subdivision design ensures that future public and private spaces benefit from adequate sunlight exposure, contributing to the usability and quality of these areas. Additionally, the car park block has been allocated to the least accessible part of the site, ensuring visibility for the Arts Precinct and Land Release site. The subdivision also addresses infrastructure needs and vehicular access to individual blocks. This ensures that the blocks are prepared for future development without compromising pedestrian or vehicular movement. Future development within the subdivision will continue to address this aspect through compliance with planning and design guides. The subdivision's structure uplifts the existing urban fabric, balances movement through the site, optimises sunlight access, and enhances connections to the Kingston Arts Precinct. This framework supports the neighbourhood's development as a dynamic and culturally significant destination. c. The subdivision proposal creates four land parcels:

Theme	Design Element	Design response
		a. Block AAa: Consolidation of Section 49 Block 12 and Section 49 Block 15, amalgamating Territory-owned assets within a single parcel. This block is designated as the Arts Precinct, reflecting its central role in the overall development. b. Block AAb: Land parcel allocated for future mixed use, subject to future DA c. Block AAc: Land parcel allocated for future multi-level carpark, subject to future DA d. Block AAd: Separates the substation asset into its own block for operational clarity and management. These parcels are large and are set up to accommodate the buildings as presented in the broader Development Intentions Plan, their size and configuration being able to accommodate dynamic iterations of building and open space programs as part of future design development stages.
SITE AND LAND USE	3.1 CONTEXT AND CHARACTER	a. The proposed subdivision responds to the Griffin’s plan for Canberra by reconciling the street grid provided by Wentworth Avenue, the geometry of the lake edge and the off-axis positioning of the Powerhouse and other heritage buildings on-site. The subdivision provides sufficient space for the intersection of these geometries to be resolved in future detailed design stages. b. The KAP builds on the emerging character of the Kingston Foreshore and will anchor the precinct with an art and community focused heart. The proposed subdivision is sized and arranged to accommodate this “heart”. c. See below diagram. The subdivision will enable the precinct to bring diversity into a predominantly commercial/residential neighbourhood, anchoring the CZ5 zone as a truly mixed-use zone.
	a. Griffin legacy b. The Canberra Character c. Land use and zoning d. Urban growth and densification e. Precinct amenity	 Figure 1: Land Use and Zoning d. The subdivision strategy facilitates urban consolidation in Kingston by creating a compact and efficient precinct that integrates cultural, heritage, community, and residential facilities. This design serves the needs of current residents and future residents within the mixed land, while positioning itself in the area as an artistic destination for locals and tourists alike. e. See below amenity context for the precinct. The subdivision will allow the KAP to provide a greater level of activation and diversity to Kingston and the region, complementing the strong commercial offerings currently in Kingston with arts and culture.

Theme	Design Element	Design response
		 Figure 2: Precinct Amenity
ACCESS AND MOVEMENT	4.1 CITY WIDE MOVEMENT NETWORK a. Contextual movement network alignment b. Community proximity to transit infrastructure c. Diverse transport modes	The subdivision proposes access points for vehicles at considered locations, intended to keep the heart of the KAP pedestrian-friendly by leveraging existing roads, streets and Wentworth Avenue for servicing along the periphery of the site. Part of the SDA strategy also includes the relocation of existing bus stop along Wentworth Avenue fronting the subject site, bringing it closer to the Powerhouse axis alignment, improving overall pedestrian safety and accessibility, as reflected in the below diagram. This adjustment provides a more direct and convenient connection for public transport users, integrating with the active travel routes and supporting multi-modal connectivity. By relocating the bus stop and integrating pedestrian-friendly design elements, the subdivision supports efficient and safe movement for all modes of transport.
ACCESS AND MOVEMENT	4.2 BALANCING MOVEMENT AND PLACE DRIVERS a. User needs b. Movement, network hierarchy and function	The proposed parcel sizes in the subdivision and their access to roads considers intensive vehicle servicing requirements, the sizes support the overall development by allocating space on the periphery of the site, whilst keeping the internal of both parcels relatively clear of roads to be retained for pedestrian activity.

Theme	Design Element	Design response
	c. Local framework of places	
<u>ACCESS AND MOVEMENT</u>	4.3 PEDESTRIAN FOCUSED STREETS a. Safe, inclusive and legible streets b. Permeability and ease of movement c. Comfort, convenience and amenity d. Attractive, active and distinct	The subdivision design prioritises safe, permeable, comfortable active travel by creating a network of pedestrian and cyclist-friendly routes that enhance connectivity within the site and link with ease to the broader active travel network. Key movement corridors have been designed to promote safe, efficient, and accessible active travel, ensuring strong connections to Eastlake Parade, Lake Burley Griffin, and the surrounding neighbourhood. The eastern portion of the site, designated for the future Arts Precinct, is intentionally designed as a pedestrian-focused area, supporting cultural and community engagement. Active travel routes in this area are integrated with public spaces, promoting accessibility and prioritising pedestrian movement. To further enhance active travel, the relocation of the existing bus stop on Wentworth Avenue closer to the Powerhouse axis alignment provides safer and more direct access for pedestrians. This adjustment strengthens connections between public transport and active travel, creating a cohesive and convenient network for users. Planning controls within the subdivision ensure pedestrian permeability is maintained across all blocks. These measures align with broader urban planning objectives to foster a connected and walkable precinct that meets the needs of both residents and visitors. Verge upgrades around the site will also assist in uplifting the public realm.
<u>ACCESS AND MOVEMENT</u>	4.4 ACTIVE TRAVEL a. Safe, inclusive and legible active travel network b. Comfortable and convenient active travel routes c. Supporting infrastructure for active travel	The subdivision considers the spatial requirements of active travel paths, connections, facilities and bicycle parking in the allotment of areas in the proposed blocks. Verge upgrades that form part of this SDA further supports safe comfortable connections. Refer to response in UDG Section 4.3
<u>ACCESS AND MOVEMENT</u>	4.5 PUBLIC TRANSPORT a. Public transport infrastructure separation b. Inclusive and accessible public transport infrastructure c. Servicing key destinations and populations d. Transport modal change	As part of the SDA strategy, the subdivision includes public transport infrastructure upgrades to enhance connectivity and support stronger built form outcomes for future development. A key strategy is the relocation of the existing bus stop along Wentworth Avenue, fronting the subject site, to align more closely with the Powerhouse axis. This relocation improves pedestrian safety and accessibility by creating a more direct and convenient connection for public transport users. The new bus stop location integrates with the precinct's active travel routes, supporting multi-modal connectivity and enhancing the overall accessibility of the area. In addition, by shifting the bus stop along Wentworth Avenue, the SDA supports a better framework for future development, with stronger built form outcomes and clearly defined, visually unobstructed street frontages. This can better provide opportunities for future developments, through verge

Theme	Design Element	Design response
		integration into the broader design, pushing for active public spaces and streets, creating a cohesive and accessible environment. This approach promotes vibrant street-level activity while maintaining a strong connection between the built environment and the public realm.
<u>ACCESS AND MOVEMENT</u>	4.6 <u>VEHICLE ACCESS AND PARKING</u> a. On-street parking b. Parking access and entries c. Flexible parking structures d. Underground parking e. Parking and accessibility f. Surface parking areas g. Electrification and zero emission vehicles h. Access to buildings and parking i. On site access j. Green accessways on lots	Refer to response in the Commercial Zone Policy Assessment under theme Parking Services and Utilities.
<u>PUBLIC SPACE AND AMENITY</u>	5.1 <u>QUALITY OF PUBLIC SPACES AND PLACES</u> a. Solar access and orientation b. Accessibility c. Active travel infrastructure d. Building interface	At this stage, approval is sought for the Subdivision Development Application (SDA), with no buildings proposed at this time. Compliance with detailed design requirements will be addressed in subsequent Development Applications. The subdivision layout has been designed to support the development of quality open spaces, as outlined in the indicative landscape masterplan. This layout establishes a series of blocks that ensure solar access into the planned arrangement of buildings and open areas, enhancing the usability and comfort of public spaces. The design promotes active street edges along key routes to foster a lively and engaging streetscape while seamlessly integrating with existing pedestrian and active travel infrastructure to encourage sustainable and accessible movement throughout the precinct. Further detail on the design intent and its alignment with the broader precinct vision is provided in the Development Intention Plan - AR-0-110-005, Indicative Landscape Masterplan LA-0-110-002.
<u>PUBLIC SPACE AND AMENITY</u>	5.2 <u>FUNCTIONALITY</u> a. Flexibility, adaptability and activation capacity	The proposed subdivision has been designed to provide a flexible and adaptable urban framework that supports a range of future land uses and development typologies, enabling long-term activation of the precinct. The proposed block layout and embedded planning controls respond to the site's cultural and spatial context, allowing future built form and public spaces to evolve in line with community needs, seasonal programming and cultural events. Key design elements, including the foreshore setback zone and Trevillian Quay extension, improve pedestrian comfort, connectivity and amenity, while supporting the integration of public domain features such as landscaping, seating and lighting. Together, these features establish a

Theme	Design Element	Design response
	b. Responsive design and programming c. Pedestrian comfort, urban amenities and conveniences	responsive and inclusive urban environment that accommodates both everyday use and programmed activity, reinforcing the Kingston Arts Precinct as a welcoming and dynamic cultural destination.
<u>PUBLIC SPACE AND AMENITY</u>	<u>5.3 TREES, LANDSCAPING AND NATURAL FEATURES</u> a. Boosting tree canopy and coverage b. Local planting and vegetation species c. Positive engagement with nature d. Biodiversity habitats	The subdivision supports future enhancement of green infrastructure through a framework that enables increased tree canopy coverage, and opportunities for native planting and biodiversity. While partial on-site tree removal is required, no verge trees are proposed for removal, and a canopy contribution is established as part of this SDA. Future replanting and landscaping will prioritise locally appropriate species to ensure climate resilience and consistency with the existing landscape character.
<u>PUBLIC SPACE AND AMENITY</u>	<u>5.4 GREENING THE STREETS</u> a. Street planting and canopy b. Landscaped building interface c. Optimise services	The subdivision establishes a framework that supports integrated street planting and canopy cover, particularly through verge upgrades. These spaces will accommodate proposed street tree planting, thus improving the public realm and contributing to shade, urban cooling and amenity. The layout also ensures that future built form can achieve a landscaped interface with the public domain, supporting a visually cohesive and pedestrian-friendly environment. Civil and service infrastructure has been coordinated to optimise functionality without compromising landscape outcomes, ensuring that utilities, access, and planting can co-exist efficiently within the streetscape and at key building frontages. Refer to indicative Landscape Masterplan, Landscape Management Protection Plan, Tree Management Plan and Verge Works Plan..
<u>PUBLIC SPACE AND AMENITY</u>	<u>5.5 SAFETY AND INCLUSIVITY</u> a. Crime Prevention through Environmental Design (CPTED) b. Inclusive design elements c. Promote gender sensitive urban design principles d. Legibility and wayfinding e. Lighting	The subdivision design incorporates principles of Crime Prevention through Environmental Design (CPTED), inclusive design, gender-sensitive urban planning, and enhanced legibility, wayfinding, and lighting to create a safe, accessible, and welcoming environment. CPTED principles are applied through the layout to promote natural surveillance and discourage anti-social behaviour. The arrangement of blocks, size, layout and planning controls supports active street frontages and clear sightlines, ensuring visibility along key pedestrian pathways and public spaces. This approach enhances safety and encourages the use of public areas. Inclusive design is prioritised to ensure accessibility for all users, regardless of age or ability. Verge work pathways feature wide, level surfaces and improved connections between key destinations. The relocation of the bus stop on Wentworth Avenue closer to the Powerhouse axis alignment further enhances accessibility, creating safer and more direct connections between public transport and pedestrian pathways. Legibility and wayfinding are integral to the site's design, with clear pedestrian pathways, intuitive access points, and alignment with key visual landmarks such as the Powerhouse. These elements ensure users can easily navigate the precinct and connect to significant destinations, including the Arts Precinct and public transport facilities. These strategies collectively ensure that the subdivision supports a safe, inclusive, and well-connected precinct, meeting the needs of all users while aligning with best practices in urban design.

Theme	Design Element	Design response
<u>PUBLIC SPACE AND AMENITY</u>	5.6 ELEMENTS, FURNITURE AND MATERIALS a. Urban furniture b. Public spaces and places material treatment c. Public art	The subdivision configures the blocks to create ample room for a range of expansive public spaces, numerous and prominent public art installations as part of future design and siting DAs.
<u>BUILT FORM AND BUILDING DESIGN</u>	6.1 RESPOND TO URBAN CONTEXT a. Block permeability b. Scale and massing transitions c. Orientation d. Overshadowing e. Setbacks and separation f. Layering uses g. Integrating housing types and choice h. Infill	The subdivision establishes a permeable block structure that enables strong pedestrian and visual connections across the site, particularly through the foreshore setback and mid-block link aligned with Trevillian Quay. The block layout is designed to support future scale and massing transitions that respond sensitively to heritage buildings and surrounding development. Orientation of parcels has been considered to optimise solar access to both public and private open spaces. Prescribed setbacks and block separation create clear spatial definition and allow for appropriate siting of future built form. The flexible lot configuration supports the potential for layering of uses, accommodating a mix of cultural, residential and commercial outcomes. This framework also allows for the integration of diverse housing types and future infill development, ensuring long-term adaptability and alignment with the Kingston Arts Precinct's role as a connected, inclusive and evolving urban precinct.
<u>BUILT FORM AND BUILDING DESIGN</u>	6.2 INTEGRATED SERVICES a. Waste collection, loading and delivery areas b. Vehicle access and driveways c. Ground floor services and infrastructure d. Sleeved podium parking and services	The subdivision layout has been designed to support efficient and unobtrusive servicing, with each land parcel provided with dedicated driveway access to accommodate waste collection, loading and delivery operations. Civil drawings illustrate how vehicle access can support service vehicle manoeuvrability while maintaining safe pedestrian movement. Future Development Applications will further refine the location and integration of ground floor services and infrastructure to ensure minimal impact on the public realm. The block structure and planning controls also allow for the incorporation of sleeved podium parking and screened service areas in future built form, ensuring that servicing functions are discreetly integrated and do not detract from the activation and amenity of ground-level frontages.
<u>BUILT FORM AND</u>	6.3 GROUND FLOOR EDGE CONNECTIONS a. Residential urban apartment	No buildings are proposed but the subdivision configures the blocks to enable a range of ground floor edge connections as indicated in the Development Intentions Plan.

Theme	Design Element	Design response
BUILDING DESIGN	b. Residential suburban townhouse c. Commercial active edges d. Commercial lobby / showroom e. Adaptable	
SUSTAINABILITY AND ENVIRONMENT	7.1 NATURAL RESOURCE CAPTURE AND MANAGEMENT a. Water sensitive urban design b. District energy systems and creation c. Food access and production	The subdivision design configures the blocks to enable space for WSUD measures like retention/detention and new energy systems.
SUSTAINABILITY AND ENVIRONMENT	7.2 GOVERNMENT MODELS AND PROCESSES a. Circular economy b. Procurement, construction, up-cycling and embodied carbon c. Certification d. Waste management	Refer to the Kingston Arts Precinct Waste and Circular Economy Strategy attached as part of the submission pack.
SUSTAINABILITY AND ENVIRONMENT	7.3 CLIMATE CHANGE RESILIENCE a. Climate change resilience b. Urban heat island effect c. Flood mitigation d. Bushfire mitigation e. Robust, low maintenance materials and planting	The subdivision supports climate resilience through a range of measures embedded in its design and delivery. Removal of impervious surfaces and incorporation of canopy contribution requirements contribute to reducing the urban heat island effect, while future landscaping will use robust, low-maintenance materials and climate-appropriate planting to ensure long-term durability and environmental performance. Site grading and civil works are structured to enable integrated stormwater management, supporting flood mitigation in future development stages. While the site is not located in a bushfire-prone area, future Development Applications will continue to assess and address relevant environmental risks to ensure compliance with applicable codes. Together, these measures establish a resilient urban framework responsive to changing climate conditions.

National Capital Plan (NCP) Response

PART FOUR(b) – SPECIAL REQUIREMENTS FOR TERRITORY LAND – Part 4.26 Kingston Foreshore

KINGSTON FORESHORE
Foreshore Precinct Landscape
The landscape of the precinct adjacent to the Lake Burley Griffin foreshore Designated Area should be of an open space parkland character consistent with that in Bowen Park. The landscape should permit views into the development through informal tree planting and should include landscape treatment of a high quality allowing for pedestrian and cycleway movement through the area. The edge of Jerrabomberra Creek should be landscaped as open space allowing for pedestrian movement and have a character not inconsistent with the role of the Creek as the edge to the Jerrabomberra Wetlands.
Response: The streetscape verge works include new street tree planting alongside existing trees, that enables views into the arts precinct and works to meet or exceed the ACT government initiative for 30% tree canopy coverage. The proposal will require liaison with TCCS and stakeholders to ensure trees are complimentary, climate change sustainable and with open canopy and clear trunk to facilitate bus movements.
BUILT FORM AND MATERIALS
Massing of building development addressing the lake edge
The massing of building development directly addressing the lake edge is to be articulated and modulated to present a varied appearance and avoid an apparent unbroken wall of development when viewed from the lake.
Response: At this stage of SDA development, no buildings are proposed. This compliance will be upheld in future stages of detailed design.
Colour
The colour scheme of development is to be generally light in tone. Some highlighting with darker colours may be acceptable where these do not present the dominant colour scheme when viewed from or across the Lake.
Response: At this stage of SDA development, no buildings are proposed. This compliance will be upheld in future stages of detailed design.
Roofs
A variety of roof forms, materials and colours should be introduced into the area.
Response: At this stage of SDA development, no buildings are proposed. This compliance will be upheld in future stages of detailed design.
Building Height
The overall height of buildings in the area is to be generally consistent with that of the tree canopy of mature trees in the area. This can be achieved through buildings being a maximum of four storeys except for some taller buildings or focal elements where these do not significantly impact on the landscape of the area or detract from the massing of the Kingston Powerhouse building.
Response: At this stage of SDA development, no buildings are proposed. This compliance will be upheld in future stages of detailed design.
Materials and Finishes
Materials on buildings and structures near the Lake edge are to be of a durable and low maintenance nature with a high quality in the materials used. Buildings fronting the Lake edge should generally avoid the use of highly reflective materials.
Response: At this stage of SDA development, no buildings are proposed. This compliance will be upheld in future stages of detailed design.

KINGSTON FORESHORE
Lighting
Outdoor lighting in the area should generally use full cut-off light fittings and up-lighting of buildings and structures should be carefully designed to keep nighttime overspill lighting to a minimum. The overall lighting impact should not compete in prominence with the lighting of the National Triangle. The area should be lit predominantly with high pressure sodium light sources for streets and mercury vapour for pedestrian routes. Lake frontage external lighting should use metal halide sources.
Response: At this stage of SDA development, no lighting is proposed. This compliance will be upheld in future stages of detailed design.
Length of buildings
Long buildings that limit permeability, block views, and disrupt a pedestrian-scaled neighbourhood system should be avoided.
Buildings are limited to a maximum length of 55 metres. For the purpose of this clause, ‘building’ refers to an element or elements of a building above datum ground level. The application of the maximum length does not apply to basements.
Longer buildings may be permitted at lower building levels where strong design justifications is provided, such as provision of continuous, active street frontages. Where this is the case, pedestrian midblock links between 5 and 10 metres wide must be provided at least once every 55 metres through the built form. Longer buildings may also be permitted at the intersection of Northbourne Avenue with Macarthur/Wakefield Avenues, where the buildings run perpendicular to the Northbourne Avenue.
The building length is unaffected by the proposed amendment and continues to be compliant with the NCP requirement.
Wentworth Avenue
The landscape of Wentworth Avenue is to create a strong balanced planting regime of trees along the Avenue in terms of the species used and spacing. Planting used on both sides should generally be consistent in terms of type and spacing.
The landscape of the median area is to be progressively upgraded to a character consistent with that of Telopea Park being large canopy trees in a grass setting. Car parking in the median may be permitted in the short term pending the phasing out of such parking consistent with the implementation of a parking strategy for the Kingston area which does not involve parking in the median of the Avenue.
The design of street furniture (including lighting) used in the Avenue should generally be consistent with the design of such facilities used on other major Avenues leading to the centre of the National Capital. Signage in the Avenue should be limited to traffic control signs and to direct the public to commercial centres in Kingston and the foreshore area.
Developments along the Avenue should address the Avenue but should generally have vehicular access from a road other than directly from the Avenue. Development having direct vehicular access to the Avenue should include a predominantly landscaped frontage treatment exclusive of parking but may include canopies covering set down areas. The landscape of the frontage should respond to the pattern of movement systems created from the Kingston Centre to the foreshore area.
Response: The verges are in keeping with the character of the Kingston precinct, with proposed street trees along all frontages to increase the canopy coverage. The spacing facilitates on -street parking and circulation into the proposed development from the precinct surrounds