DEVELOPMENT OUTCOMES REPORT

WODEN VILLAGE

BLOCK 4 SECTION 7 PHILLIP

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PURDON

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Development Outcome Report – Version effective 27/09/2024

1.1. Introduction - The proposal and vision

The proposal involves subdivision of Block 4 Section 7 Phillip together with design and siting for a staged mixed-use development. This includes subdivision of Block 4 into two land parcels, construction of three multi-unit residential buildings providing 200 apartments, a 12-storey office building, a six-storey community hub with civic spaces, offices and rooftop communal areas, and an eight-storey public car park with end-of-trip facilities. The development also provides a neighbourhood park, public access roadways, retail and non-retail commercial spaces at ground level, multilevel basement parking, overlay of easements, along with extensive site servicing including lighting, landscaping, tree removal, tree planting, and associated works. Offsite works are proposed on Block 5 Section 7 Phillip together with the verge along Callum Street, including landscaping, lighting, and utilities provision. The design is based on the successful completion of a government led design tender process including place design and masterplan brief.

Note amended responses have been highlighted in blue.

01 Proposal Vision

The Woden Village project, delivered in partnership between the Suburban Land Agency (SLA) and the Hellenic Club, represents a transformative urban renewal initiative at the heart of the Woden Town Centre. Located on Block 4 Section 7 Phillip, the site occupies a prominent position at the intersection of Callam Street, Matilda Street, and Bowes Street, adjacent to key civic infrastructure such as CIT Woden, future bus interchange and light rail stop.

Woden Village is envisioned as a contemporary, mixed-use precinct that will become a new destination for the Woden community, balancing higher-density residential living with commercial, cultural, and community facilities. A variety of accommodation types are proposed which include affordable and community housing. The development prioritises people-focused design, with the creation of Matilda Street Park and a fine-grained street network improving pedestrian and cyclist connectivity throughout the precinct. This approach aligns with SLA's objective of delivering well-connected neighbourhoods fostering community interaction and a sense of place.

As the ACT Government's urban renewal agency, SLA is leading this redevelopment to support Woden's evolution into a lively, sustainable, and inclusive town centre. The Hellenic Club's role as development partner reinforces the precinct's cultural and social legacy, ensuring Woden Village reflects both contemporary needs and the area's strong community foundations.

The proposal has been shaped through a rigorous and collaborative design process led by a multidisciplinary team and informed by extensive engagement with the Design Review Panel (DRP) including 3 sessions and ACT Government Architect.

Additionally, extensive three phases of stakeholder engagement was undertaken. The Tender Concepts Release engagement phase, conducted over four weeks, sought community and stakeholder feedback to test how well the tender concept plans aligned with the five key objectives of the Place Design Brief (Brief). Concept DA Consultation which was held over a two-week period, tested community and stakeholder perceptions of the refined Concept DA plans and

demonstrated how earlier feedback shaped the evolving design, building on the Tender Concept plans developed in response to the Brief. The Pre-Approval DA Circulation phase focused on providing targeted updates to key stakeholders and community representatives ahead of lodgement.

The outcome is a high-quality urban form that prioritises public realm activation, sustainable transport integration, and long-term environmental resilience. The development supports the ACT Government's strategic goals for urban consolidation and liveability as articulated in the Woden District Strategy and Territory Plan, creating an attractive precinct for Canberra's district.

02 Proposal Details

The proposed development for Block 4 Section 7 Phillip involves subdivision into two land parcels and design and siting for a mixed-use precinct. The works are described below by each proposed block:

Block 1 – Offices, Community Hub and Public Amenity

- Development of Matilda Street Park, a 2,152 m² neighbourhood-scale park featuring event lawn, plays space for children, landscaped gardens, seating, and gathering areas to support community use and cultural activation.
- 8-storey public car park with 2 levels of basement, accommodating 639 car parks, end-of-trip facilities and indoor recreation space.
- 6-storey community hub comprising ground-level civic and community spaces, mid-level office spaces, and a rooftop communal area designed for gatherings, cultural events, and flexible use.
- 12-storey office building (50.5m) designed with 4m floor-to-floor heights to support high-quality commercial tenancy fit-outs and provision of rooftop garden.
- Combined two levels of basement for office and community hub providing 141 parking spaces.
- Provision of retail and non-retail commercial spaces at ground level
- Landscaped edges and active frontages along Bowes Street West and South, improving pedestrian amenity and contributing to a safe streetscape.
- Verge and streetscape upgrades along Callam Street, Matilda Street and Bowes Street, including new tree plantings, widened footpaths, and public realm enhancements to improve pedestrian safety and amenity.
- Substation and waste loading area at ground level.

Block 2 - Mixed-Use Residential

Development of three residential towers comprising 200 apartments, including 1-, 2-, and 3-bedroom dwellings.

- Building 1, 17-storey tower (55.9m), housing 80 units.
- Building 2 & 3, 12-storey residential building (41m), initially split into two footprints at lower levels and merging at upper levels, supporting varied residential typologies and communal rooftop open spaces. Both building accommodate 60 units each.
- Provision of retail and non-retail commercial spaces at ground level
- Four levels of residential basement with 293 car park spaces and bicycle storage.
- Substation and waste loading area at ground level.

Bicycle Parking

The proposed development includes 360 dedicated long-stay and 102 short-stay bicycle parking spaces.

Roads
Addition of two internal accessible landscaped roadways connecting Matilda and Bowes Street as part of Block 1:

- The proposed north-south road extends approximately 120m from Bowes Street in the south to Matilda Street in the north and has a single lane cross section of approximately 4m width. The proposed north-south road will accommodate traffic in the northbound direction only.
- The proposed east-west laneway extends approximately 90m from Bowes Street in the west to the proposed north-south laneway in the east. Within approximately 35m of Bowes Street, the proposed east-west laneway has a cross-sectional width of approximately 6.5m, which accommodates a single lane of traffic in each direction. The eastern 55m of the proposed east-west laneway is proposed to have a single lane cross section of approximately 3.5m width which will accommodate traffic in the eastbound direction only.

Easements
Matilda Street Park and the internal pedestrian network and vehicular roadways will be subject to an access easement overlay, which will be further refined through Transfer and Grant of Easement process. Refer to Subdivision Plans submitted as part of this submission.

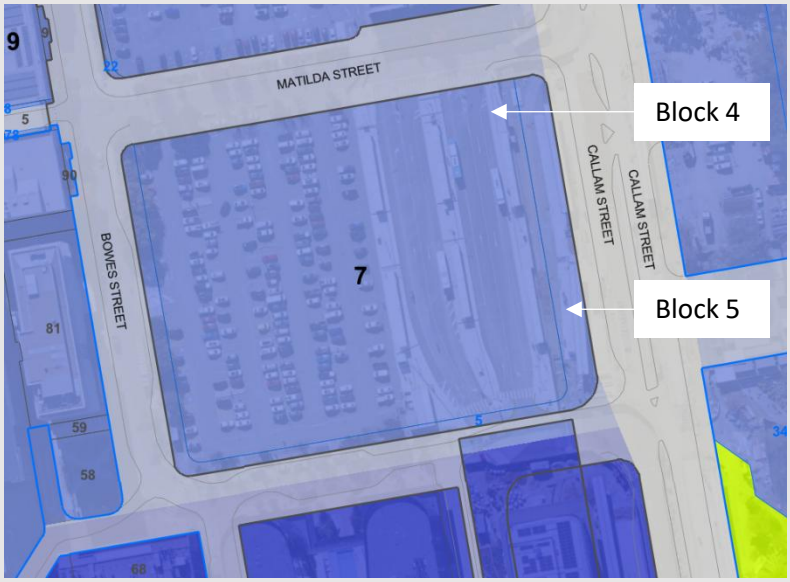
03 Proposed Staging
The delivery of Woden Village will occur in stages to enable coordinated construction, activation of key public spaces, and efficient integration of infrastructure and services. Staging has been structured to prioritise public access, amenity, and early activation of the precinct's civic and commercial functions while facilitating a logical sequence of works for the residential components.

- Stage 1 – Subdivision of Block 4 Section 7 Phillip, registration of easement, and delivery of car park, roadways and open space.
- Stage 2 – Delivery of residential buildings
- Stage 3 – Delivery of office buildings and community hub

Refer to Staging Drawing for further details.

1.2. 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.

	Applicant response
Block, Section, Suburb	Block 4 Section 7 Phillip Block 5 Section 7 Phillip 
Block Area	Block 4 Section 7 - 1.294 hectare Block 5 Section 7 – 0.20 hectare
Zone (including overlays)	CZ2 – Commercial Business Zone
Current Use	Unleased Territory Land used as: Surface Car Park Temporary Bus Interchange
Proposed Use	Mixed Use - • Residential • Commercial • Community • Open Space • Roadways • Car Park • Ancillary uses to support above
Access, Driveways and Parking	Currently, site egress is from Matilda and Bowes Street. Site is used as a surface car park and hosts approximately 270 spaces
Site constraints	• Slope: Site has a gradual three metre slope from Callam Street towards the corner of Bowes Street • Flooding: The site is not identified as being within a flood zone as per ACTmapi

	• Bushfire risks: The site is not located in a bushfire-prone area as per ACTmapi • Heritage values: Site is not listed on the ACT Heritage Register • Contamination risks: Site is not listed on ACT Contamination Register
Environmental values	The site falls within the general mapped range of the superb parrot (*Polytelis swainsonii*) in the ACT, where breeding is known to occur in the broader region. However, the site itself does not contain suitable breeding habitat, large hollow-bearing trees, or foraging corridors. A search of NatureMapr records for the site and surrounding area identified occasional sightings of common urban-adapted species, including *Corvus coronoides* (Australian raven) and *Icerya purchasi* (cottony cushion scale), but no rare or threatened species directly associated with the site. On block 4, there are no existing trees, while on block 5, existing trees are predominantly exotic. BSUD has not been undertaken as none of the triggers are actioned. Block 4 is currently entirely impermeable surface. Block 5 has limited permeability. Overall, the design proposal adds 2,549sqm permeable area to Block 4, and achieves 1088 sqm permeable area to Block 5 and existing Callum Street.
Surrounding Land Uses and Development	The site is located within the Woden Town Centre and is surrounded by a mix of civic, commercial, residential and transport-related uses: • North (across Matilda Street): A surface car park and the two-storey Hellenic Club, a major cultural and social facility in the town centre. • West (across Bowes Street): Mid-rise Australian Taxation Office building and Abode Woden serviced apartments. • South (across Bowes Street): Central Grand Tower, 25-storey (approximately 84m) mixed-use building, CIT Woden (approximately 6 storey) and CIT North Plaza (proposed open space, DA202241080) at the corner of Bowes St and Callam Street • East (across Callam Street): Callam Offices, bus interchange currently under development, with provision for a future light rail stop. The surrounding uses around the site are CZ1, TZ1 and CZ2.
Additional Comments	Click or tap here to provide any additional details about the site's context.

1.3. Additional detail

The development proposed responds to the requirements of the Territory Plan 2023 as well as the requirements in the Deed of Agreement.

BSUD will not be applicable for this proposal due to:
Block 4 – Development does not increase impermeable surface by 500sqm.
Block 5 – Less than 1 hectare in block area.

1.4. 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 is located within the CZ2 Business Zone and is surrounded by a mix of CZ1 Core Zone, CZ2 Business Zone and TZ1 Transport and Services Zone. The proposal achieves an appropriate transition between these zones through a deliberate massing and site planning strategy that responds to the scale and character of adjacent developments.

- To the south, the site adjoins the higher-density CZ1 Core Zone, which includes the 25-storey Central Grand Tower and the six-storey CIT Woden campus. Proposed 12-storey residential buildings are positioned at the corner of Bowes and Callam Streets and 8 storey car park is positioned at the corner of Bowes Street, providing a mid-rise interface to these adjoining uses and reinforcing the transition from high-density mixed-use development.
- At the corner of Matilda and Callam Streets, the 17-storey residential tower establishes a landmark element adjacent to the future bus interchange (TZ1) corridor. Its placement at a key town centre intersection supports the ACT Government's transport-oriented development objectives.
- To the north, across Matilda Street, the site interfaces with the lower-scale Hellenic Club (two storeys) and a surface car park, both zoned CZ2. Along this edge, the proposal introduces 12-storey and 6-storey commercial & community building, complemented by the 20 m-wide Matilda Street Park. This landscaped open space acts as a visual and physical buffer, ensuring a sensitive transition in scale and land use between the proposed higher-density development and the existing lower-rise context.
- To the west, across Bowes Street, the site faces mid-rise CZ2 commercial buildings, including the Australian Taxation Office and Abode serviced apartments (five to six storeys). The proposed 12-storey office building and 8 storey car park maintain compatibility with these forms while providing active frontages and improved streetscape quality.

This distribution of building heights and uses creates a continuous transition between zones and supports a legible urban structure within the Woden Town Centre. Refer to Composite Street Elevation Drawings and response to Urban Design Guide for further details.

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 proposed development sits comfortably within the Woden Town Centre context and supports the objectives of the CZ2 Business Zone by delivering a mixed-use precinct that strengthens economic activity and accommodates diverse urban functions.

The arrangement of residential, commercial and community uses reflects the character of the surrounding area of similar uses.

The development introduces active street edges, public open spaces and transport-oriented density that align with the Woden District Strategy's vision for infill development and urban renewal. The mix of uses complements existing businesses and civic facilities, while the staging of public realm improvements and neighbourhood-scale amenities supports both local economic growth and the town centre's role as a district hub.

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.

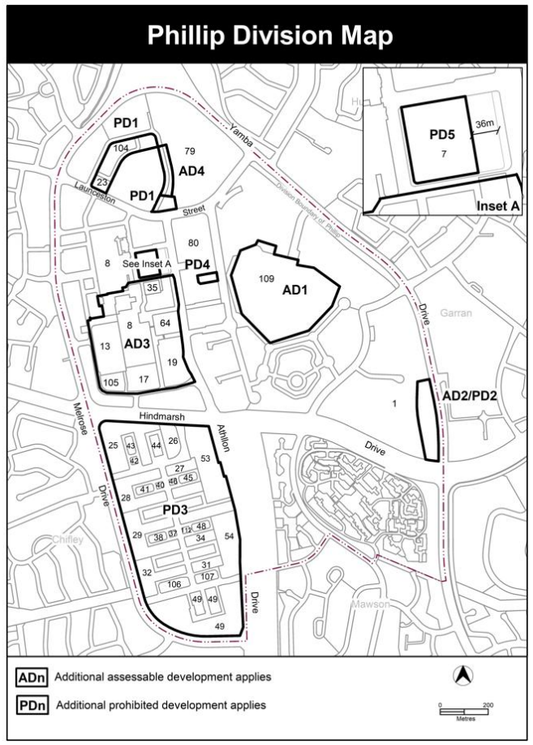
Applicant response

DA202543968 - Alterations and additions to existing car park at Section 80, Block 33, Phillip
DA202443421 – Variation of the Crown lease into multiple blocks contained with two Crown leases at Section 81, Block 12, Phillip.

2. Woden District Policy

Woden District Policies - Version effective 27/09/2024

Assessment Outcomes	No area specific outcome outlined
Assessment Requirements	**The below assessments contain applicable assessments under Phillip**
Phillip	
Land Use	



Locality	Zone	Additional assessable development	Additional prohibited development	Relevant parcel or Figure
Phillip	CZ2	Nil	residential use, commercial accommodation use	PD5 Figure 15

As per the Land Use Table, a portion of Section 7 Block 4 is designated PD5 with a development restriction overlay. Refer to the subdivision and site plan for further details. As illustrated below, subdivided land parcel B has been shown with a width of 36 metres, within which the three proposed residential buildings are located and confined to. Subdivided land parcel supports offices, community use, car park and communal open space.

This is alignment with the Land Use requirement.

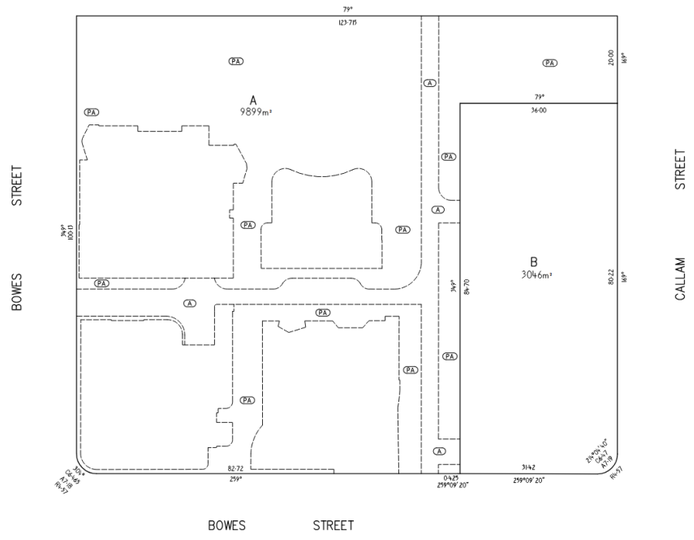
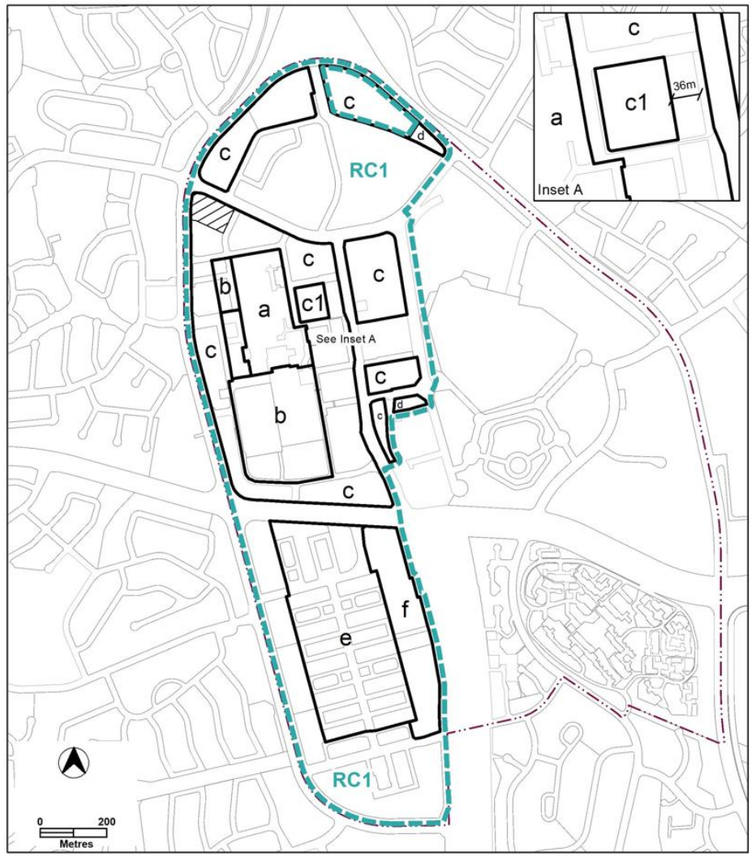
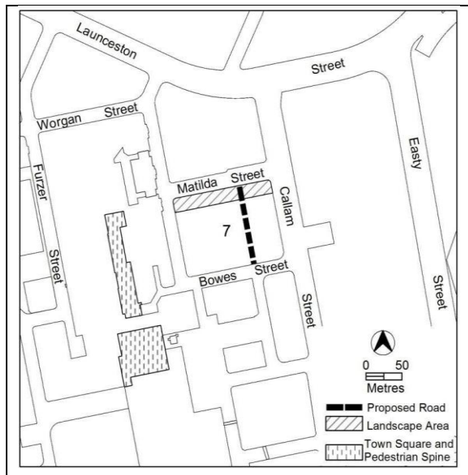


Figure 1: Subdivision Plan

Urban Structure

In the RC1 area in Figure 10, development is consistent with the following, where relevant: a) Improve the provision of recreation, sport, and cultural facilities in the centre. b) Provide clear and safe pedestrian connections between residential developments fronting Melrose Drive and Eddison Park. c) Provide a safe and vibrant night-time economy. d) Promote social inclusion through providing accessible commercial and community facilities. e) Provide a street network designed for low vehicle speeds and easy pedestrian access. f) Provide for a range of employment within the town centre.  Figure 10 Phillip (Town Centre) – Building Heights, land and site use and building design	**In the RC1 area in Figure 10, proposed development falls under 'c' and 'c1'** a) The development facilitates Woden Town Centre's cultural and recreational offerings through the inclusion of proposed Matilda Street Park designed as a neighbourhood-scale open space supporting active and passive recreation. The park features event lawns, playgrounds, and garden areas suitable for cultural programming and community events. The 6-storey community hub provides flexible spaces that can accommodate civic and cultural activities, strengthening the precinct's role as a social and recreational anchor for the broader Woden community. b) The precinct's street network reinforces pedestrian connectivity between residential areas, civic spaces, and public transport infrastructure. Wide, shaded footpaths and active frontages along Matilda Street and Bowes Street create direct, legible connections from Callam Street through to CIT and surrounding civic amenities. Landscaping and wayfinding elements improve visibility and safety, while the internal network of lanes and cross-block links supports permeability and provides safe pedestrian movement across the precinct and towards Eddison Park. c) Active frontages along Matilda Street, Bowes Street, and Callam Street accommodate indoor recreational use, retail and non-retail commercial uses that support night-time economy. The public realm is designed with passive surveillance in mind, incorporating glass facades, lighting, and ground-level activities that activate the precinct during evening hours. End-of-trip facilities and secure parking support late-night workers and visitors, reinforcing safety and usability after hours. d) The development provides accessible community and commercial spaces that promote social inclusion. The 6-storey community hub integrates spaces for cultural, civic, and community services, while retail tenancies of varied sizes support a mix of local services. Affordable housing (20 units) and community housing (10 units) within the residential towers contribute to social diversity and equity, ensuring that residents of varying income levels are accommodated within the precinct. e) The street layout prioritises pedestrians and cyclists through traffic-calming measures such as narrowed carriageways, raised pedestrian crossings, and landscaping buffers. Internal streets are designed with low-speed environments to encourage pedestrian priority and reduce vehicular dominance, supporting the Woden District Strategy's vision for a compact, walkable centre. f) The precinct contributes to employment diversity by delivering commercial buildings. Ground-floor retail and non-retail spaces along primary frontages further support local employment opportunities and services, strengthening the Woden Town Centre's role as a key employment hub in Canberra's urban hierarchy. Refer to Development Schedule.
31. A public road and 20m wide public landscaped area are provided in accordance with Figure 11.	**Public Road** Proposed two internal accessible landscaped roadways connecting Matilda and Bowes Street, which will have an access easement overlay:

 Figure 11 Phillip – Public space and roads	- Proposed north-south road extends approximately 120m from Bowes Street in the south to Matilda Street in the north and has a single lane cross section of approximately 4m width. The proposed north-south road will accommodate traffic in the northbound direction only. Refer to Civil Drawing Typical Cross Section. - The proposed east-west laneway extends approximately 90m from Bowes Street in the west to the proposed north-south laneway in the east. Within approximately 35m of Bowes Street, the proposed east-west laneway has a cross-sectional width of approximately 6.5m, which accommodates a single lane of traffic in each direction. The eastern 55m of the proposed east-west laneway is proposed to have a single lane cross section of approximately 3.5m width which will accommodate traffic in the eastbound direction only. **Public Landscaped Area** The required 20 m-wide public landscaped area is delivered through the creation of Matilda Street Park, a 2,152 m² neighbourhood-scale open space with an overlay of access easement. The park functions as a key community anchor and transition zone between built form and the civic domain. Its design includes event lawns, playgrounds, gardens, and gathering areas, supporting recreation, cultural programming, and social interaction in line with the policy intent. Refer to Site Plan, Landscape Masterplan, Traffic Impact Assessment, Subdivision Easement Overlay.
Land and Site Use	
36. Ground level dwellings are not permitted in areas ‘a’, ‘b’ & ‘e’ of Figure 10.	36. Not applicable as development falls within areas ‘c’ and ‘c1’.
38. An additional 3m in height may be allowed for the building containing the pool facility to accommodate the increased floor to ceiling height required on the ground floor.	Not applicable, as the development does not contain pool facility.
39. NON RETAIL COMMERCIAL USE is only permitted in sections 23 and 104 Phillip where it is demonstrated to be compatible with the operation of a day and night sporting oval.	Not applicable as development is on section 7.
Movement	
40. Shared access for pedestrians and cyclists shall be provided across Yarralumla Creek, connecting Irving Street with Section 79 and the general public footpath network to the satisfaction of TCCS.	Not applicable as development does not sit on Section 79.
Setback	
In the RC1 area in Figure 10, development at 2nd floor and above is set back 6m from the street boundary in area ‘e’ and ‘f’. This may be reduced to 0m if no overlooking or overshadowing of adjacent dwellings is demonstrated. In areas shown in Figure 12, the minimum front setback to the boundary to Athllon Drive is 4m.	Not applicable as development falls within areas ‘c’ and ‘c1’.
Height of Building	
43. Maximum height of buildings indicated in Figure 10: a) Area ‘a’ – 78m (approx. 24 storeys).	**c)** The proposed development is located within areas ‘c’ as identified in Figure 10 of the Woden District Policy. In area ’c’, the maximum building height permitted is 41m. For section 7, the extent of area ‘c’ on the site, is illustrated as below.

b) Area ‘b’ – 53m (approx. 16 storeys).

c) Area ‘c’ – 41m (approx. 12 storeys) – see also part Block 4 Section 79 Phillip provisions.

d) Area ‘c1’ – 12 storeys.

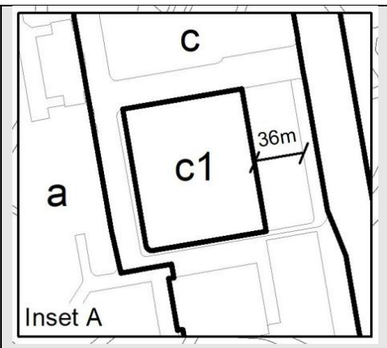
e) Area ‘d’ – 22m (approx. 6 storeys).

f) Area ‘e’ and ‘f’ – 16m (approx. 4 storeys).

g) One tower element per block (prior to any subdivision), in areas ‘a’, ‘b’ , ‘c’ (except for part Block 4 Section 79 Phillip) may be increased by 15m provided the proposal is recognised as being of high-quality architectural merit, the proposal demonstrates a positive contribution to the streetscape, the proposal does not unreasonably impact through overshadowing, and the visual bulk of the building is minimised.

h) Buildings in area ‘e’ can be a maximum of 19m where fronting Townsend St, Colbee Court or Dundas Court and the upper level is setback 3m. Buildings facing Altree Court can be a maximum of 22m.

Note: for areas ‘a’, ‘b’, ‘c’, ‘c1’ and ‘d’ roof top plant that are screened and setback 3 metres from the building façade of the floor immediately below are not included in the number of storeys.



The 36m wide strip along Callum Street is proposed with:

- 2 x 12-storey residential buildings with approximately 39m building height which complies with the prescribed height limit for Area ‘c’.
- 1 x17 storey residential tower with height at 55.9m (refer response to assessment 43.g below)

Refer to drawings, sections, elevations and composite street elevations.

d) In Area ‘c1’, the maximum building height permitted is 12 storeys. The development includes:

- Single 12-storey office building at the corner of Matilda Street and Bowes Street, also consistent with the maximum building height provisions.
- 6-storey community hub within the same block, aligning with lower height transitions required adjacent to other precinct areas and public spaces.
- 8-storey public car park with screened facades at the corner of Bowes Street

Refer to drawings, sections, elevations and composite street elevations.

g) The proposed development in area ‘c’ includes a 17-storey residential tower with a height of approximately 55.9m, located prominently at the corner of Callam Street and Matilda Street. This is in following with **area** ‘**c**’ height limit of 41m with an addition of 15m, which is a total of 56m height availability. The additional height is sought under this assessment outcome through demonstration of high-quality architectural merit which satisfies key urban design and amenity considerations.

Refer to drawings, sections, elevations and composite street elevations.

High-quality architectural merit

The building’s architectural expression reflects a contemporary and contextually responsive design, achieving a slender vertical profile that reduces perceived bulk and mass. The form employs trapezoidal massing at upper-level with additional setbacks to create an elegant silhouette, particularly when viewed from Callam Street and the broader Woden Town Centre.

Materiality is articulated through a refined palette of precast concrete, high-performance glazing, and integrated screening elements that provide depth, shadow play, and visual interest. The residential facades incorporate a rhythm of vertical and horizontal elements, balconies, and recessed sections to avoid monotony and support a human-scaled street experience at the lower levels. The rooftop communal space further enhances the architectural merit by contributing to resident amenity and softening the tower’s profile.

In addition, the upper portion of the northern tower has been revised in terms of façade articulation and massing, culminating in a wider concrete grid that provides a clear and resolved architectural expression to the tower’s top.

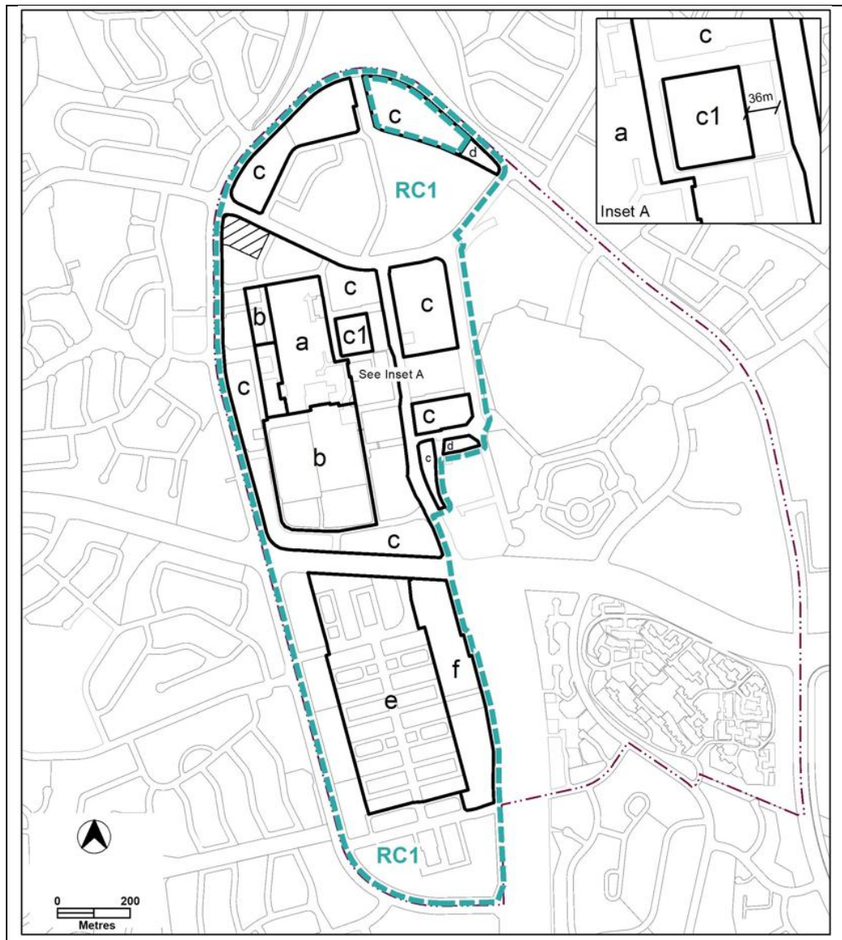


Figure 10 Phillip (Town Centre) – Building Heights, land and site use and building design

The design has undergone multiple iterations through the Design Review Panel (DRP) process, with changes made to improve legibility, articulation, and public realm integration. These refinements include adjusting the footprint to increase slenderness, improving ground-plane interfaces, and strengthening connections to Matilda Street Park.

Positive contribution to the streetscape

The 17-storey tower anchors a prominent corner of the precinct at a major intersection of Callam Street and the future CIT Woden bus interchange. Its location provides a landmark presence that reinforces the Woden Town Centre's urban hierarchy. At street level, the tower's active frontages and landscaped setbacks create a lively pedestrian environment. The adjoining proposed Matilda Street Park serves as a transition between the tower's built form and the civic domain, improving public space quality and walkability. The tower's ground level accommodates non-retail commercial uses and a residential lobby designed to support activation and passive surveillance, contributing to a safer and more engaging streetscape.

Overshadowing and visual bulk management

Solar analysis confirms the tower's additional height does not result in unreasonable overshadowing of adjacent public spaces or residential properties. Proposed Matilda Street Park and CIT North Plaza will maintain access to direct sunlight during key winter hours, supporting their year-round usability.

The building's visual bulk is mitigated by a form that steps back at upper levels and narrows in plan. The articulation strategy, combined with material variation and façade modulation, breaks down the scale of the tower and ensures it reads as a slender, elegant form rather than a monolithic volume.

Refer to the architectural drawings and the response to DRP sessions for more detailed architectural design evolution and intent.

Note: For all buildings, rooftop plant and equipment are designed to be fully screened and set back at least 3m from the facades of the floor immediately below, ensuring they are not considered in the building's overall storey count, consistent with the policy note for areas 'c' and 'c1'. Additionally, solar panels have been reoriented to face north to optimise performance and reduce potential glare.

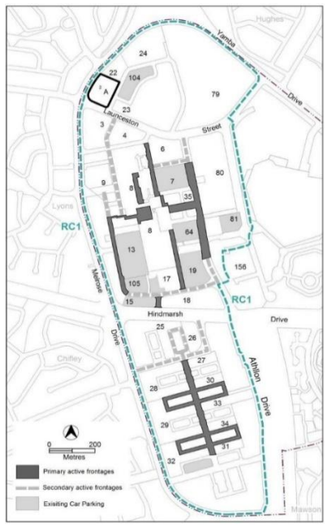
Refer to Roof Plan Drawing. Refer to Supplementary report submitted named RFI Response Package, page 8 detailing response to RFI raised. Also refer to updated elevations, sections, perspective and floor plan drawings submitted as part of this application.

46. In the RC1 area in Figure 10, proposals above 41m provide an assessment of the visual impact of the development, how it relates to surrounding built form and uses, and how it responds to the town centre skyline and streetscape.

The proposed 17-storey residential tower and 12-storey office building exceed 41 m in height and have been designed to achieve a balanced visual impact, integrate with surrounding built form, and contribute positively to the Woden Town Centre skyline and streetscape.

Woden Skyline: The towers are located within a growing high-density precinct in the Woden Town Centre. Nearby landmarks such as the 93 m Lovett Tower and the 84 m Central Grand Tower establish an emerging vertical profile into which the proposed 50.6 m (office) and 55.6 m (residential) buildings fit comfortably. Together, these elements form a coherent skyline that reflects the urban consolidation objectives of the Woden District Strategy.

Height Transitions: The massing strategy provides a clear height gradient across the site, transitioning from the 17-storey residential tower at the corner of Matilda and Callam Streets, to the 12-storey office building and six-storey community hub fronting Bowes Street. This progression in scale responds to taller developments to the south and west while mediating to the lower-scale civic and community buildings to the north.

	Landmark Role: The placement of the residential tower at prominent corner reinforces key intersections, frames Callum Street vista, and supports intuitive wayfinding within the precinct. The slender floorplates and facade articulation reduce visual bulk and promote a refined architectural presence. **Ground-level Interface:** Active frontages, lower-scale building elements, and human-scaled details address the public realm consistent with the Urban Design Guidelines. Along Matilda Street, the 20 m-wide Matilda Street Park provides a landscaped buffer between taller built forms and the two-storey Hellenic Club, softening the transition and improving visual amenity at street level. **Design Refinement:** The final building forms are the result of an iterative design process involving multiple sessions with the Design Review Panel and engagement with the ACT Government Architect. Feedback from these sessions has shaped slimmer tower profiles, stronger articulation, and public realm improvements to ensure the proposed heights support high-quality urban outcomes and align with the Territory's design excellence objectives. Refer to perspectives, shadow impact study and composite street elevations.
Solar Access	
50. In the RC1 area in Figure 10, development proposals demonstrate no additional overshadowing to Woden Town Square between 10am and 2pm on 21 June.	A shadow analysis of the proposed development has been undertaken, demonstrating that there will be no overshadowing of Woden Town Square between 10am and 2pm on 21 June. Refer Shadow Study Drawings.
Car parking areas	
51. Development of public car parking areas identified in Figure 13 provides for car parking that is generated by the development and makes a substantial contribution to the long-term parking supply for the town centre as endorsed by the Territory.  Figure 13 Phillip – Active Frontages and Parking	**Car Parking** The proposed eight-storey public car park within Block 1 provides 639 parking spaces, including two basement levels. In addition, four basement levels across the residential towers provide 293 spaces for residents, and two basement levels within office building and community hub provide 141 spaces for commercial tenants. This substantiates that the development makes a large contribution to the long-term parking supply for the town centre. Refer to Traffic Impact Assessment and Parking Plan for further details. **Active Frontage** The proposed development establishes active frontages throughout the precinct to promote a safe, engaging, and pedestrian-friendly environment. Along Callam Street and Bowes Street, ground-level retail and non-retail commercial spaces, community facilities, and residential lobbies provide continuous interaction with the public realm. The design incorporates large, glazed shopfronts, multiple building entries, and outdoor seating areas that encourage activation and passive surveillance. Internally, laneways and cross-block connections are lined with articulated facades and landscaped edges to support permeability and visual interest. At the northern edge, the Matilda Street Park frontage integrates small-scale commercial tenancies, and community uses to create a transition between open space and built form, further reinforcing the precinct's role as a lively and connected extension of the Woden Town Centre. **Façade** The primary focus of the car park façade design is to visually reduce bulk through a functional, high quality and minimalist approach, with an emphasis on activating the ground plane and directing attention away from the upper levels. Headlight glare has been considered and mitigated through a multi layered façade design, introducing concrete upstands on each level and rotated screening elements to block light spill. To soften the overall building

	expression, a landscaped green edge is introduced along the roofline. The bridge link height has also been adjusted to align with the podium façade datum, ensuring consistency in the overall façade articulation. Further detail is provided in the Supplementary Report titled RFI Response Package, refer to page 32 for the detailed response to this RFI. Updated elevations, sections, perspectives, and floor plan drawings submitted as part of this application also demonstrate the design refinements described above Refer to drawings, Site Plan, Ground Floor Plan and Landscape Plan for further details.

3. 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.	Refer to response under Urban Design Guide (UDG) Chapter 5.3d
2. Loss of native habitat and biodiversity is avoided and/or minimised.	Refer to response under UDG Chapter 5.3a and 5.3d
3. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	Refer to response under UDG Chapter 2.2

Theme- Site and Land Use

Assessment Outcomes	Outcomes Response
4. The functionality and usability of the development is appropriate for its intended purpose/use.	Refer to response under UDG Chapter 2.3a
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.	The proposed development provides a scale and mix of uses that are appropriate to the site's CZ2 Business Zone designation and its location adjoining the CZ1 Core Zone of the Woden Town Centre. The design strengthens the site's role as a transitional precinct, supporting residential density, commercial activity, and community amenity in line with the Territory Plan and the Woden District Strategy. The precinct development includes subdivision of land into two parcels, cohesively delivering: • Three residential buildings delivering a total of 200 dwellings, with a mix of 1-, 2-, and 3-bedroom apartments. • A 12-storey office building with floor-to-floor heights of 5.8m at the ground floor and 4m at typical levels, supporting high-quality commercial tenancy fit outs. • A 6-storey community hub containing ground-level spaces for civic and community functions, mid-level office uses, and rooftop communal facilities. • Multi-level public car park accommodating 639 vehicles along with end-of-trip facilities such as showers, lockers, and secure bicycle parking. • Ground-floor retail and non-retail commercial spaces across all the buildings with individual tenancies ranging from 60 m² to 150 m² GFA, appropriate to the CZ2 zone and intended to serve local convenience needs without undermining the retail primacy of the adjacent CZ1 core. • Indoor recreational space on ground level has also been provided to further support amenity to the residential and commercial users of the precinct and surrounding area. • Matilda Street Park (2,152 m²), a neighbourhood-scale open with event lawns, playgrounds, gardens, and gathering areas. The scale of individual shopfronts is consistent with CZ2 planning controls, supporting local services and daily convenience for residents, workers, and visitors while maintaining a clear retail hierarchy within the Woden Town Centre. The design also addresses functionality and usability through clear separation of residential, commercial, and service access points, active frontages along Matilda and Bowes Streets, and a highly permeable public domain with legible pedestrian connections. These outcomes align with the Territory Plan's intent for CZ2 zones to provide a diverse and adaptable urban environment that supports the vitality of adjacent higher-order commercial zones. Refer to responses under UDG Chapter 2.3 c, 3.1 e, 5.2 and 6.1 Refer to architectural and landscape drawings for further details.

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.	Located within the CZ2 Business Zone, the development delivers a mixed-use precinct that balances higher-density urban form with strong environmental and liveability outcomes. The site is set within a highly urbanised context at the edge of the Woden Town Centre. Across Matilda Street sits the two-storey Hellenic Club and surface car park, both lower in scale and zoned CZ2. To the east across Callam Street, sits Callam offices (CZ2) and future bus interchange (Transport and Services Zone TZ1) which will establish significant transport infrastructure. On Bowes Street West, the development faces mid-rise commercial buildings such as the five to six-storey Australian Tax Office and Abode serviced apartments both zoned CZ2. To the south, Bowes Street includes higher-density mixed use development such as the 25-storey Central Grand Tower, six storey CIT Campus, and CIT North Plaza (open space), all zoned CZ1 (Core Zone). This varied urban fabric informed a massing and site planning strategy that creates a gradual transition between built forms and reduces potential impacts on adjacent uses. The residential buildings have been positioned and articulated to maintain appropriate separation distances between non-residential and residential components within the site and to adjoining uses. Public domain design further supports amenity protection. Residential lobbies are accessed from quieter internal streets rather than active frontages on Callam Street or Bowes Street, creating a clear separation between private and public realms. Commercial and community uses activate the precinct's outer edges, while internal service areas such as loading docks, waste facilities, and substations are screened within the site's internal street network to limit operational impacts on both residents and neighbouring developments. The 8-storey public car park has been incorporated with facade treatments for vertical planting and architectural screening to soften visual impacts on neighbouring residential and civic uses. Overshadowing impacts have been mitigated through stepped and trapezoidal massing that maintains solar access to Matilda Street Park, CIT Plaza, and neighbouring streets during winter hours. Acoustic treatments have been incorporated into building designs where non-residential uses adjoin residential zones, including acoustic separation between the community hub and adjoining apartments. Landscaping and deep soil planting provide additional buffers to reduce noise transmission at lower levels. This design approach demonstrates compliance with the Territory Plan's requirement to integrate new development sensitively within established urban areas, supporting a liveable, compact, and well-functioning Woden Town Centre. Refer to response under UDG Chapter 5.1a, 5.1b

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.	Refer to response under UDG Chapter 4.1, 4.2 and 4.3
8. The development encourages active travel through safe and convenient access to the active travel network.	Refer to response under UDG Chapter 4.4
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.	Refer to response under UDG Chapter 4.5 and 4.6

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.	Refer to response under UDG Chapter 5.1
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.	Refer to response under UDG Chapter 5.2 and Housing Design Guide (HDG) Chapter 3.4

12. Reasonable levels of active ground floor interface and passive surveillance to public spaces and streets is achieved.	Refer to response under UDG Chapter 5.1d and 5.5
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 signage currently proposed as part of this DA.

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.	Refer to response under UDG Chapter 6.1a to 6.1e and HDG Chapter 3.2, 3.3e, 3.3f, 3.3g
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.	Refer to response under HDG Chapter 6.1d
16. Reasonable levels of privacy to dwellings and private open space within a block and on adjoining blocks is achieved.	Refer to response under UDG Chapter 5.1d 3.3a
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 residents. This includes consideration of cross-ventilation and energy efficiency.	Refer to response under HDG Chapter 6.3, 6.6, 3.1 and 3.2

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.	Refer to response under UDG Chapter 5.3, 5.4 and HDG Chapter 2.4
19. Urban heat island effects are reduced through limiting impervious surfaces, selection of building materials and provision of canopy trees and plants.	Refer to response under UDG Chapter 7.3 and 7.1
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.	Landscape design prioritises native and locally adapted species, increasing urban biodiversity and reducing the risk of invasive species establishment. Lighting has been designed to minimise upward spill and glare, using downward-directed luminaires and warm-colour lighting to reduce disruption to nocturnal fauna, in accordance with recommendations from the lighting plan. Noise management during construction and operation is addressed through siting of mechanical plant away from sensitive areas and integration of acoustic treatments in facades and rooftop plant enclosures. Chemical pollution risks are mitigated by stormwater management systems that include biofiltration zones and permeable paving to reduce runoff and filter pollutants before discharge.
21. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	Cut and fill have been restricted to the requirements of the development only. Refer to bulk earthwork's drawings for more information.
22. The development considers and addresses site characteristics, including heritage, natural features, topography, infrastructure and utilities.	The site is within the dense urban fabric of Woden Town Centre and bounded by streets, with existing utility infrastructure (stormwater, sewer, electrical) integrated into the proposed subdivisions service strategy. The landscape design responds to existing street trees and aligns with adjacent planting typologies, reinforcing the precinct's character. The site contains no identified natural heritage features; however, its relationship to the civic landmarks of Woden TC informs the urban structure and public realm design. Topography has been considered to ensure accessible pedestrian connections between Callam Street, Bowes Street, and the internal network, minimising grade changes and maximising usability. Refer to Civil and Landscape Drawings for further details.
23. Environmental risks, including noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.	Environmental risks have been identified and addressed through the design and supporting technical assessments: • **Noise:** Operational noise from mechanical equipment is managed via acoustic screening and strategic placement away from residential interfaces. • **Bushfire:** The site is not identified as bushfire-prone land as per ACT mapping

	• **Flooding:** The site is not identified as flood-prone land as per ACT mapping • **Contamination and air quality:** The site is not identified on ACT Contamination register • **Hazardous materials:** Any legacy materials identified during site preparation (e.g., asbestos) will be managed under ACT Work Health and Safety regulations. This integrated approach ensures the development protects environmental values and contributes to the broader resilience and sustainability objectives of the ACT planning framework.

Theme- Parking, Services and Utilities

Assessment Outcomes	Outcomes Response
24. The development provides electric vehicle parking and access to charging locations in multi-unit housing and commercial buildings.	Refer to Parking Plan and Traffic Impact Assessment. Refer to response under UDG Chapter 4.6 G
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).	Refer to Ground Floor Plan and Traffic Impact Assessment. Refer to response under UDG Chapter UDG 4.4
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.	Refer to Traffic Impact Assessment, Parking Plan and Development Schedule. Refer to response under UDG Chapter 4.6, 4.3, 4.1e
27. Waste is appropriately managed on site without having a detrimental impact on building users and the surrounding area.	Refer to Waste Management Report and Waste Management Plans. Refer to response under UDG Chapter 6.2 a
28. The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.	Refer to External Services Plan, Stormwater Plan, Waste Management Plan, Erosion and Sediment Control Plan and LMPP. Refer to response under UDG Chapter 6.2

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 ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
Internal shopping arcades and malls	2. Within the CZ3 zone, internal shopping arcades or malls are not permitted.	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
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. 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.	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
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	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
	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.			
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 ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
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 ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
Maximum gross floor area (GFA) – CZ4 and CZ5	8. CZ4 and CZ5 zones: For retail uses: 1500m^2 per retail tenancy.	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
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 ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
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 ☐	☐	No new gas connections are proposed.

4. 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 has been informed by targeted engagement with Traditional Custodians, including a Walk on Country with Paul Girrawah House, which provided direct cultural insights for integration into the design. Opportunities have been identified for recognition of all groups with connection to Country through provenance stories, language, and artwork; incorporation of native plant species with ancestral uses; and representation of Country and Sky Country within landscape and built form at both ground plane and rooftop levels. Cultural narratives are further reinforced through totemic references such as the Australian Crow and Wedge-Tail Eagle and materiality inspired by significant local trees, reflecting themes of age, texture, and resilience. These elements are embedded in the public realm design and subdivision layout, ensuring visibility, accessibility, and ongoing interpretation of cultural values. This approach accords with Objective 1 of the Place Design Brief by addressing the absence of First Nations recognition in the Woden Town Centre and strengthening connections to Country. Refer to Woden Village Engagement and Placemaking Evidence Report - Concept DA Phase, Woden Village Engagement and Placemaking Evidence Report – Tender Concept DA Phase and Woden Village Engagement Summary Report.

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).	The proposed subdivision creates two blocks of a size and configuration that support the intended mixed-use outcomes and contribute to urban infill within the Woden Town Centre. The subdivision ensures each block can accommodate its proposed use while enabling efficient servicing, independent staging, and future adaptability in line with Territory Plan objectives. • Block 1 (9,899 m²): Accommodates the public car park and Matilda Street Park, anchoring the precinct's public amenity offering and consolidating parking supply within the town centre. The block also incorporates the community hub and a 12-storey office building with basement parking and active frontages to Bowes Street. Two internal accessible landscaped roads are proposed, connecting Matilda Street and Bowes Street via a north-south link (northbound only) and an east-west laneway with sections accommodating both two-way and one-way traffic. These connections facilitate waste and logistics service vehicle access for both Block 1 and Block 2. The block's size and configuration support flexible tenancy options, allow for future adaptability, and contribute to employment generation in the town centre. • Block 2 (3,046 m²): Supports three multi-unit residential buildings with a combined 200 dwellings, including affordable and community housing, basement parking, communal rooftop spaces, and active ground-level frontages. Its compact yet functional configuration reflects efficient urban infill principles and supports a finer urban grain within the precinct. This subdivision pattern enables coordinated but independent delivery of each block, supporting staged development and diverse ownership models while maintaining a cohesive precinct structure. Additionally, prioritising residential development within a transit-oriented precinct delivers immediate economic and urban benefits that lay the foundation for future office activation. Higher-density housing near key transport

	infrastructure generates population growth and daily activity, creating a built-in customer base that supports local retail and services. This early residential presence improves the precinct's attractiveness for commercial tenants by demonstrating vibrancy and reducing market risk for office spaces. Proximity to the bus interchange and future light rail also enables value capture for residential apartments, strengthening the development's financial feasibility and generating cash flow to support subsequent stages. As a result, this sequencing aligns with transit-oriented development best practices, fostering economic resilience, improved land utilisation, and a liveable urban environment from the outset.
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 subdivision delivers a scale and range of uses that are appropriate to the Woden Town Centre context and consistent with the Territory Plan Map. The subdivision pattern provides two blocks that together support a mix of residential, commercial, community, and public realm uses, contributing to a well landscaped and functional mixed-use precinct. Block 1 (9,899 m²) consolidates parking supply, improves public amenity, and provides employment-generating uses with active frontages. Its size and configuration allow for flexible tenancy arrangements and future adaptability, supporting long-term commercial viability within the town centre. Block 2 (3,046 m²) supports higher-density residential development thereby contributing to housing diversity and choice. The block's compact form delivers efficient urban infill, introduces a finer urban grain, and supports activation of the precinct through increased population and daily activity. The variation in two block sizes enables delivery of different built forms and tenures, meeting a range of housing needs while accommodating complementary non-residential uses. The arrangement also allows for independent staging and diverse ownership models, aligning with Territory Plan objectives for adaptability, mixed use, and housing choice in a transit-oriented location.
4. Biodiversity connectivity is maintained across the landscape.	Refer to Commercial Zone Policy Assessment Outcome 1
5. Loss of native habitat and biodiversity is avoided and/or minimised.	Refer to Commercial Zone Policy Assessment Outcome 2
6. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.	Refer to Commercial Zone Policy Assessment Outcome 3
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.	No additional site-specific provisions are applied as part of the proposed subdivision. The subdivision creates two blocks with clear and functional configurations that can accommodate the intended uses within standard Territory Plan development controls. A right of way easement is proposed over the internal public roads and Matilda Street Park to ensure ongoing public access. Refer to Subdivision Drawing.

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.	Refer to response under UDG Chapter 2.3a

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.	The subdivision incorporates a clearly defined internal road hierarchy that enables the safe and efficient distribution of traffic while providing legible and convenient access for all modes. Two internal landscaped roads connect Matilda Street and Bowes Street, with an access easement overlay: • A north-south link (northbound only) providing controlled movement through the site without creating high-speed or high-volume through-traffic. • An east-west laneway providing short two-way access from Bowes Street before transitioning to a one-way eastbound section.

	These connections facilitate service vehicle access for both blocks while maintaining clear separation between servicing and public realm functions. Entry and egress points align with the surrounding road network to ensure predictable movement patterns and minimise conflict points. The layout also accommodates generous pedestrian pathways and integrates cycling access in line with ACT active travel standards. Proximity to the Woden bus interchange and future light rail stop provides direct access to high-frequency public transport, enhancing multimodal connectivity within the precinct. Refer to Traffic Impact Assessment for further details.
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 (other than for pedestrians, cyclists and public transport) and 'rat runs'.	The proposed internal roadways form high-quality movement corridors that integrate with the wider Woden Town Centre Street network, enabling effective external connections for local vehicle, pedestrian, and cycle movements. Streets are designed with narrow carriageways, landscaping, and controlled intersections to discourage use as vehicle 'rat runs' while maintaining permeability for active travel. The subdivision layout prioritises short, direct walking and cycling connections to Matilda Street, Bowes Street, and the adjacent public transport interchange, ensuring safe and attractive routes for pedestrians and cyclists. This approach minimises non-local through traffic, supports transit-oriented development objectives, and strengthens the precinct's accessibility for residents, workers, and visitors without compromising amenity or safety. Refer to Traffic Impact Assessment for further details.
11. The use of rear lane accessways, cul-de-sac roadways and battle-axe blocks are minimised.	No rear lane, cul-de-sac and battle axe block proposed.

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.	Refer to Commercial Zone Policy Assessment Outcome 10
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.	Refer to Commercial Zone Policy Assessment Outcome 11
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.	The proposed public spaces within Woden Village have been designed to create meaningful links with existing and proposed open spaces while enabling shared use by adjoining communities. Matilda Street Park introduces a vital green space within an otherwise dense, built-up environment and acts as a crucial link in the Woden Town Centre's open space network. Situated adjacent a large, hard-stand public car park along Matilda Street and adjacent to the bus interchange along Callum Street, the 2,152 m² park transforms previously underutilised land into a high-quality, accessible public space. It directly connects to Woden Town Square and CIT North Plaza to the south weaving through widened, landscaped verges along Callam, Matilda, and Bowes Streets, creating a continuous pedestrian and cyclist circulation loop that joins with active transport routes.

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 Commercial Zone Policy Assessment Outcome 18
16. Urban heat island effects are reduced through limiting impervious surfaces, selection of building materials and design of outdoor spaces.	Refer to Commercial Zone Policy Assessment Outcome 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 Commercial Zone Policy Assessment Outcome 20
18. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.	Refer to Commercial Zone Policy Assessment Outcome 21
19. The subdivision design considers and addresses site constraints, including natural features and topography.	Refer to Commercial Zone Policy Assessment Outcome 22
20. Environmental risks including bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered in the design of the subdivision.	Refer to Commercial Zone Policy Assessment Outcome 23
21. Existing and significant vegetation is preserved where reasonable, and new landscaping responds to and integrates with preserved features where possible.	The site currently contains no existing vegetation within Block 4; however, significant canopy cover and native vegetation are present within the adjacent verge and unleased land (Block 5), which will be retained where feasible. The subdivision and landscape design integrate with these existing features by enhancing canopy coverage, permeability, and deep soil provision across both on-site and off-site works. Cumulatively the two land parcels on Block 4 achieve a cohesive landscape outcome with the following details: • 26% canopy cover at ground level, including 13% native species. • An additional 4% canopy cover from rooftop planting, including 1% native species. • 20% permeability and deep soil planting, with 30% of the site area free from basement to accommodate root growth. For the combined off-site works area (verge and Block 5), canopy cover will increase from 35% to 67% (17% native), with permeability improving from 16% to 29%. These upgrades will be achieved through new street tree plantings, incorporation of native species with local provenance, and soil volumes designed to MIS25 standards to ensure long-term tree health. The landscape strategy integrates preserved verge trees into the public realm design and complements them with new plantings to provide shade, habitat, and visual continuity. In doing so, it reinforces the precinct's green infrastructure, contributes to urban heat mitigation, and responds to the Territory's canopy and biodiversity objectives. Refer to Tree Management Plan, Tree Canopy, Permeability & Soil Volume Diagrams and Landscape Planting Schedule for further details.
22. Residents are provided a reasonable level of protection from known sources of noise, odour and light pollution.	Residential uses are located on block 2, to avoid direct exposure to major noise, odour, and light sources, with service areas internalised and screened. Building orientation, landscaped setbacks, and compliant lighting design reduce potential impacts. Noise Management Plan confirms that proposed dwellings will meet the required internal and external noise criteria, ensuring reasonable protection of residential amenity

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 Commercial Zone Policy Assessment Outcome 25
24. Waste is appropriately managed within the subdivision without having a detrimental impact on the surrounding area.	Refer to Commercial Zone Policy Assessment Outcome 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 Commercial Zone Policy Assessment Outcome 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 *the Unit Titles Act 2001*, is not permitted.	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
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 ☐	☒	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
Block size – IZ1 Zone	3. The minimum block size for blocks subdivided from existing leases is 2000m² (unless stated otherwise in the lease). 4. The average of all blocks to be created via subdivision of the original lease is to be not less than 5000m² (unless stated otherwise in the lease).	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
Subdivision of certain development types	5. Subdivision is not permitted to provide separate title, including subdivision under the *Unit Titles Act 2001*, 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 ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
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 *Heritage Act 2004*, 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 *Heritage Act 2004.* 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 ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
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 *Heritage Act 2004*. 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. None of the blocks proposed to be consolidated has been previously consolidated.	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
Bushfire – All zones	11. In RZ1, subdivision under the *Planning Act 2023* to create one or more additional blocks, is not permitted. 12. In RZ1, subdivision under the *Unit Titles Act 2001* 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 800m^2 and where one dwelling has a maximum dwelling size* of 120m^2. 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 *Unit Titles Act 2001* 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, *dwelling* 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 *garage.* NOTES: • Staged development under the *Unit Titles Act 2001* is not permitted for less than five units. • A secondary residence is not permitted to be subdivided, including under the *Unit Titles Act 2001* (see assessment requirement 7a)).	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.

Control	Assessment requirement	Is this control applicable?	For applicable controls, has it been met?	Outcomes response
	This assessment requirement does not apply to minor boundary adjustments unless the adjustment results in the creation of one or more additional blocks.			
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 ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.
Gas connections – All zones	16. No gas mains connections are to be provided to new residential blocks.	Yes ☐ No ☒	☐	Click here to enter response. Please refer to the instructional page for directions on what to include in an outcomes response.

5. Design Response – Urban Design Guide

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

I confirm that I, Gunjan Shah of Purdon Planning was primarily responsible for designing the development proposal and/or completing the below **design response**.

I am an appropriately qualified person holding Master of Architecture and four years of local planning experience, can confirm that the development is consistent with the themes and design elements of the design guide(s)

Signature: 

Date: 24 April 2026

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

Theme	Design Element	Design response
COUNTRY AND PLACE	1.1 NGUNNAWAL CULTURAL RESONANCE a. Governance, process, and engagement b. Buildings, spaces, and landscape character c. Wayfinding and navigation	a. Ngunnawal Traditional Custodians have been engaged to inform the project vision, ensuring that cultural narratives, values, and priorities are integrated from the early stages. This process provides a framework for ongoing collaboration during detailed design, ensuring authenticity in interpretation and alignment with community expectations. b. The built form, open spaces, and landscape treatments draw on Ngunnawal cultural references through planting selections and materiality. Proposed Matilda Park and ancillary landscaped laneways are designed with opportunities for art and interpretive elements c. The movement network incorporates resonant wayfinding elements, such as signage, paving patterns, and sightlines that connect significant landscape features.
URBAN STRUCTURE AND NATURAL SYSTEMS	2.1 OPEN SPACE NETWORK a. Natural systems b. Type, Size, quality, function and connectivity c. Topography and views	**a.** The landscape strategy prioritises biodiversity and urban ecology, with a mix of evergreen and deciduous planting schedule and deep soil zones supporting canopy cover and pollinator networks. Water sensitive urban design measures including bio retention areas and permeable surfaces, which make up 20% of the total site area, have been incorporated. These interventions, together with onsite stormwater management, deliver significant ecological improvements over the existing surface car park currently occupying the site. **b.** The proposed Matilda Street Park is a 2,152 sqm neighbourhood scale open space designed to function both as a community anchor and as a transition between the built form and the civic domain. Its varied typologies including event lawns, playgrounds, gardens and intimate gathering areas provide high quality multi-functional spaces that support recreation, social interaction and cultural programming. The park's size and configuration align with its role within the Woden Town Centre and respond to the Woden District Policy Assessment 31. These spaces are complemented by rooftop gardens and communal terraces which extend open space access for residents. Connectivity is increased through designed thresholds and sightlines to surrounding streets and the adjacent Hellenic Club, ensuring permeability while maintaining a clear public and private interface. **c.** The design responds to the site's gradual three metre slope from Callam Street towards the corner of Bowes Street by introducing subtle level changes within the park that define spaces and support universal accessibility. Views to key landmarks including Grand Central Towers and the future light rail corridor are preserved and deliberately framed through building alignment and landscaped edges. This strategy strengthens visual connections between Woden Village and its broader urban context, enhancing legibility and reinforcing its civic presence.
URBAN STRUCTURE AND NATURAL SYSTEMS	2.2 NATURAL SYSTEMS a. Connectivity and access b. Water Management c. Restoring ecology	a. The proposal strengthens the site's connection to the broader natural and urban systems through its integration of landscape and pedestrian networks. Matilda Street Park and surrounding landscaped areas create a series of green links that visually and functionally connect to adjacent streets, the Hellenic Club, and future light rail infrastructure. These connections support pedestrian movement and provide opportunities for biodiversity corridors that integrate with the Woden Town Centre's evolving blue and green network. b. The development meets ACT Practice Guidelines for Water Sensitive Urban Design through integrated water efficiency, stormwater, and water quality measures. Potable water use is reduced by over 40% through high-efficiency 3-5 star appliances and rainwater harvesting (39-75 kL tanks). Stormwater retention and detention systems are sized to site impervious areas, with detention releasing flows gradually over at least six hours. Water quality targets are exceeded using Atlan FlowFilter units, achieving 100% gross pollutant removal, over 96% suspended solids reduction, and more than 50% total nitrogen reduction. At least 20% site permeability is maintained, with green infrastructure such as roof

Theme	Design Element	Design response
		gardens, deep-rooted planting zones, and permanent planting boxes improving microclimate, reducing heat-island effect, and supporting evapotranspiration without ongoing irrigation. Refer to WSUD Drawing. c. The landscape strategy actively restores ecological function to a site that is currently dominated by hard surfaces. Evergreen and deciduous planting palettes have been incorporated to provide habitat for pollinators and small urban fauna, bolstering local biodiversity. Deep soil zones and expanded canopy cover improve microclimates and support long term ecological resilience. Canopy cover at ground level is proposed to be 27% of the total site area for block 4, uplifting it from existing grey surface into a well landscaped site. Additionally, as part of offsite verge works, canopy cover includes 1317 square metres to a proposed 2495square metres. In addition, rooftop canopy cover contributes a further 3% of the total site area. These, measures reinforce the precinct's transformation from a car park tarmac dominated site to a permeable green environment aligned with the Woden District Strategy. Refer to landscape drawing, Tree Canopy, Permeability & Soil Volume Diagrams.
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 proposed development reinforces the site's strategic location within Canberra's hierarchy of centres by contributing to the continued evolution of the Woden Town Centre as a key district. As CZ2 zoned land adjoining the core CZ1 zone, the site acts as an important transitional interface between high-intensity commercial activities and surrounding mixed-use and residential areas. The proposed development establishes a balanced mix of residential, commercial, and community uses, reflecting the precinct's role as a key commercial and civic node. The inclusion of two residential buildings, a mixed use community hub with shared facilities, 12-storey office building and 8 storey car park strengthens the functionality of the precinct by providing housing choice, employment spaces, and community amenities within walking distance of public transport and key services. Functionality and usability are embedded in the design through clear separation of residential, commercial, and service access points, ensuring safe and efficient operation for different user groups. Active frontages, legible pedestrian routes, and a network of publicly accessible open spaces including Matilda Street Park and landscaped streetscapes. This configuration supports a high level of amenity and reinforces the site's role as part of a walkable town centre, consistent with the Territory Plan's intent for CZ2 zones and the Woden District Strategy's vision for a compact and diverse urban core. b. The urban structure establishes a legible and permeable grid that responds to the surrounding street network and land uses. The subdivision into two blocks provides flexibility for staged delivery while supporting a mix of uses that complement adjacent developments. Internal circulation prioritises east-west and north-south pedestrian connections, strengthening links to key destinations including Westfield Woden, the Hellenic Club, the new CIT campus, and the future bus interchange and light rail terminus. The layout of buildings and open spaces creates defined street edges and interfaces that activate Matilda and Bowes Streets, while a central park forms the focal point of the precinct. c. The subdivision of Block 4 Section 7 Phillip into two distinct land parcels establishes a flexible and diverse urban structure that supports current development needs and accommodates future growth. Each block has been sized and configured to suit its intended mixed-use functions while enabling efficient servicing, independent staging, and long-term adaptability in line with Territory Plan objectives. This arrangement contributes to urban infill within the Woden Town Centre and supports a robust, transit-oriented precinct framework. • Block 1 (9,899 m²): Accommodates the public car park and Matilda Street Park, anchoring the precinct's public amenity offering and consolidating parking supply within the town centre. The block also incorporates the community hub and a 12-storey office building with basement parking and active frontages to Bowes Street. Two internal accessible landscaped roads are proposed with an access easement overlay, connecting Matilda Street and Bowes Street via a north-south link (northbound only) and an east-west laneway with sections accommodating both two-way and one-way traffic. These connections facilitate waste and logistics service vehicle access for

Theme	Design Element	Design response
		both Block 1 and Block 2. The block's size and configuration support flexible tenancy options, allow for future adaptability, and contribute to employment generation in the town centre. • Block 2 (3,046 m²): Supports three multi-unit residential buildings with a combined 200 dwellings, including affordable and community housing, basement parking, communal rooftop spaces, and active ground-level frontages. Its compact yet functional configuration reflects efficient urban infill principles and supports a finer urban grain within the precinct. Each block is designed to be independently serviced with dedicated substations, water and stormwater connections, and coordinated waste loading areas. Service infrastructure is integrated at ground level and screened to preserve a high-quality public realm, while access points for utilities and waste collection are located along secondary streets and laneways. Cross-axial roads improve permeability for pedestrians and cyclists and accommodate service vehicle movements without encouraging rat runs, reinforcing the precinct's people-first design. Importantly, prioritising residential development in the precinct's staging sequence aligns with transit-oriented development best practice. Early delivery of housing near key transport infrastructure generates population density and daily activity, creating a built-in customer base that supports local retail and services. This approach improves the precinct's attractiveness for commercial tenants, reduces market risk for office spaces, and strengthens financial feasibility through value capture for residential apartments. The subdivision pattern therefore supports diverse ownership models, coordinated but independent delivery, and a resilient urban environment that can evolve to meet changing community and economic needs.
SITE AND LAND USE	3.1 CONTEXT AND CHARACTER a. Griffin legacy b. The Canberra Character c. Land use and zoning d. Urban growth and densification e. Precinct amenity	a. The proposal draws on the principles of the Griffin Legacy by prioritising axial alignments and strong visual connections across the precinct. The positioning of the taller residential tower at the corner of Matilda and Callam Streets creates a visual marker along a major arterial road, contributing to the sense of arrival into the Woden Town Centre. b. The development reflects key elements of the Canberra character through its integration of landscape and built form. Generous provision of deep soil zones and significant canopy cover support biodiversity and urban ecology, while the massing of buildings respects solar access and views to the surrounding landscape. The mix of deciduous and native planting reinforces seasonal change and ecological resilience, consistent with Canberra's identity as a garden city. c. The site's zoning under the CZ2 Business Zone is leveraged to deliver a true mixed-use precinct comprising residential, commercial, community, and public open space components. This aligns with the intent of the zone to accommodate higher density, active uses and supports Woden's function as a key town centre under the Territory Plan. The development's diverse uses are strategically arranged to ensure compatibility with adjacent zones and minimise potential land use conflicts. d. The proposal responds to the strategic imperative of urban infill and densification in Canberra's town centres. By concentrating residential density in three buildings and balancing these with community and commercial buildings, the project supports housing supply targets for Woden while preserving amenity. The location at the centre of Woden Town Centre, with direct access to public transport, shopping, education institution and services, exemplifies a sustainable growth pattern that reduces reliance on private vehicles. **e.** Precinct amenity is bolstered through a range of public and private spaces that cater to diverse users. Proposed Matilda Street Park forms the green edge of the precinct, while rooftop communal spaces offer additional recreational opportunities. The design ensures solar access to key open spaces, creates activated frontages to surrounding streets, and maintains permeability for pedestrians and cyclists. Generous provision of end-of-trip facilities and a strong focus on landscape quality further elevate the liveability and functionality of the precinct.

Theme	Design Element	Design response
		Refer to ground floor plan and landscape masterplan.
ACCESS AND MOVEMENT	4.1 CITY WIDE MOVEMENT NETWORK a. Contextual movement network alignment b. Community proximity to transit infrastructure c. Diverse transport modes	a. The proposed development aligns with the Woden District's strategic movement framework by strengthening connections to key streets including Bowes Street, Matilda Street, and Callam Street. The site sits within a highly accessible town centre block, bounded by primary and secondary active frontages that integrate with the broader district road hierarchy. Traffic modelling confirms that the surrounding intersections generally perform within practical capacity in 2030 scenarios, with longer-term pressures identified at Launceston Street/Yamba Drive. The proposal contributes to a finer-grain movement network through new north-south and east-west links that support low-speed, legible circulation and prioritise pedestrian safety. b. The development is directly adjacent to the Woden Interchange, served by 19 bus routes, and is within 800m of the future light rail extension to Woden, ensuring excellent access to high-frequency public transport. The proposal also reinforces walkable access to nearby community assets such as CIT Woden, Woden Library, Eddison Park, and Westfield Woden, which are all within a 400m-500m walking catchment. c. The design actively supports mode shift and multi-modal transport choices. Bicycle facilities are integrated, with provision exceeding Territory benchmarks through secure end-of-trip facilities, resident and visitor bicycle parking, and connections to the Woden Cycle Loop and the principal community route (C4 City-Tuggeranong). The site is also located near existing and planned community cycle routes, improving regional connectivity. While car parking provision is higher than benchmarks (1,075 spaces), this is offset by strong active travel infrastructure and proximity to rapid public transport. The development therefore enables safe, convenient, and legible movement across walking, cycling, public transport, and private vehicle networks. Refer to Traffic Impact Assessment, Locality Plan and Site Plan.
ACCESS AND MOVEMENT	4.2 BALANCING MOVEMENT AND PLACE DRIVERS a. User needs b. Movement, network hierarchy and function c. Local framework of places	**a.** The proposed development responds to diverse user needs through a considered hierarchy of streets and public spaces that support vehicular access, public transport, cycling, and pedestrian movements. Well-lit, universally accessible open spaces and pathways are complemented by amenities designed for inclusivity, ensuring equitable access for people with disabilities, children, and older residents. This approach balances the functional requirements of traffic flow with the creation of vibrant, pedestrian-oriented environments that prioritise safety and comfort. The ground floor plane has been designed to support these movement networks through a range of integrated public and semi-private spaces. These include landscaped nooks with seating, canopy trees for shade, non-retail commercial tenancies, amenity spaces, indoor recreation areas, and community hub retail offerings. Additionally, there is a public access easement overlay. Supporting infrastructure such as end-of-trip facilities with showers and lockers, secure bicycle parking, and active frontages further support accessibility and convenience. The east-west pedestrian spine, which runs along the edge of the proposed Matilda Street Park, is framed by active ground-floor uses on the southern edge, creating a dynamic interface that supports movement, passive surveillance and place-making simultaneously. Refer to Landscape Drawings and Subdivision Drawings. **b.** The design responds to the surrounding road hierarchy by directing vehicle access to Bowes Street and Matilda Street, consistent with their local collector function, while maintaining Callam Street as a major public transport corridor. Intersection analysis confirms the network can accommodate forecast traffic volumes in 2030, with long-term monitoring recommended for Launceston Street and Yamba Drive. Within the site, new low-speed streets balance local access with pedestrian priority, contributing to a safer and more human-scaled environment. **c.** The proposal supports Woden Town Centre's transformation into a mixed-use hub by embedding movement within a network of public spaces. Active frontages to Bowes and Callam Streets reinforce these streets as key pedestrian-oriented corridors, while new landscaped areas

Theme	Design Element	Design response
		and connections integrate with Eddison Park, Woden Square, and the future light rail stop. This balance ensures that movement functions are not only efficient but also contribute positively to the amenity and identity of the town centre.
ACCESS AND MOVEMENT	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	**a.** Streets and pathways are designed to meet universal access standards, ensuring equitable use for people of all abilities. Wide footpaths, generous setbacks, clear sightlines, and continuous paving treatments support intuitive wayfinding and foster confidence for pedestrians. Lighting strategies bolster passive surveillance across all hours, and active ground-floor frontages with retail, community, and non-retail commercial spaces generate activity that promotes safety. Refer to response for UDG Chapter 5.5 **b.** The precinct's layout creates a fine-grained, highly permeable grid of pedestrian connections. The east-west pedestrian spine adjacent to Matilda Street Park serves as a primary movement corridor, linking active retail edges and community uses to landscaped open space. Secondary north-south pedestrian links connect Bowes Street to Matilda Street, reinforcing desire lines and facilitating access to civic destinations and the proposed bus interchange. Together with cross-axial roads, this structure enables a coherent grid that integrates with the surrounding Woden Town Centre, strengthening site permeability and connectivity. **c.** Streets are designed as comfortable, human-scaled environments, with canopy trees providing shade and landscaped nooks offering rest areas. Public seating and pergolas improve amenity, while urban realm design includes paving, furniture and mix of plant species that supports usability throughout Canberra's seasonal variations. Integrated public toilets and end-of-trip facilities within the car park building and community hub further support convenience for all users. **d.** Distinctive landscape treatments, public art installations, and a diverse range of ground-level uses contribute to streetscapes that are engaging and memorable. Each frontage has been curated to reflect its role in the broader precinct, ensuring active, transparent edges that encourage interaction and reinforce Woden Village's identity as a dynamic town centre destination.
ACCESS AND MOVEMENT	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	**a.** Matilda Street and Bowes Street have been designed as key pedestrian and cyclist corridors, integrating wide footpaths to accommodate shared use by pedestrians and cyclists where appropriate. Along Bowes Street and Callam Street, the precinct interfaces with the future CIT Woden campus and bus interchange, ensuring continuity with regional active travel routes. Buffering elements such as landscaped verges and seating nodes create physical and psychological separation from vehicular lanes, supporting a safe and inclusive experience for all users. These design elements also address topographical transitions, ensuring active travel routes are accessible and maintain gentle gradients for universal access. Clear wayfinding signage and material treatments are integrated into the streetscape design, guiding users to key destinations such as proposed Matilda Street Park, Community hub, commercial amenities, CIT Plaza, and the end-of-trip facilities within the precinct. Refer to Typical Cross Section Drawing. **b.** The active travel routes within the development are designed to support year-round use, with wide paths and a landscape strategy that prioritises comfort. Street trees, including Liquidambar, Acer, Ulmus, and Eucalyptus species, are planted at regular 7m intervals along primary pedestrian routes, providing continuous shade coverage and improving microclimate conditions. This tree canopy also mitigates impacts of

Theme	Design Element	Design response
		urban heat, making routes more comfortable during Canberra's warmer months. The network incorporates rest areas with public seating, water fountains, and bicycle repair stations strategically placed along key corridors, supporting users on longer journeys. **c.** The precinct provides robust infrastructure to support active travel uptake among residents, workers, and visitors. Secure bicycle parking facilities are distributed across residential, commercial, and public domains, with: • 265 bicycle spaces within residential basements, providing secure, weather-protected parking for residents. • 62 public access bicycle racks located at ground level near commercial and community spaces for visitors and workers. • 56 bicycle racks located on verge for public access. • Multi-level public car park building includes end-of-trip facilities, comprising change rooms, 4 showers, 48 lockers, and drying areas. These amenities are designed to be accessible to both commercial tenants and the wider Woden workforce, supporting active commuting across the precinct. • The office building incorporates dedicated end-of-trip amenities providing change rooms, 3 showers, and 86 lockers tailored to meet the needs of commercial tenants and their employees. • In total, the proposed development includes 360 dedicated long-stay and 102 short-stay bicycle parking spaces. Flexible parking zones and footpath shoulder areas are also designed to accommodate emerging micro-mobility demands, such as e-scooter docking areas and short-term bicycle parking, further enhancing the precinct's adaptability to changing mobility trends. Refer to response for UDG Chapter 5.1C for additional details on active travel design.
ACCESS AND MOVEMENT	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	a. The site layout ensures functional separation of pedestrians/cyclists, and vehicular flows to minimise conflicts near the bus interchange and proposed light rail station. Pedestrian pathways are direct and protected, supporting safe movement to and from public transport nodes. b. Connections to public transport infrastructure comply with DDA standards, featuring gentle gradients, tactile paving, and resting areas with seating. Entrances to buildings are aligned with transit stops, improving accessibility and supporting mode interchange. c. The precinct's location adjacent to the bus interchange and future light rail terminus positions it as a critical node in Canberra's transit network. The high density of residential and employment uses supports efficient servicing of key populations and destinations, reducing reliance on private vehicles. d. The design actively promotes a shift from car dependence to sustainable transport modes through walkable connections, active travel facilities, and reduced surface parking. This aligns with ACT Government objectives to achieve a low-emission, multi-modal transport network.
ACCESS AND MOVEMENT	4.6 VEHICLE ACCESS AND PARKING a. On-street parking b. Parking access and entries	a. The development provides a total of 16 indented on-street parking spaces along site frontages: three on Matilda Street, seven on Bowes Street (west), and six on Bowes Street (south). Compared with the existing seven spaces, this represents a net increase of nine spaces, improving local parking supply while maintaining clear pedestrian routes and frontage activation. b. Parking access across the precinct has been consolidated and designed to minimise conflicts with pedestrian and active travel networks. Access is consolidated to Bowes and Matilda Streets, consistent with their local collector function and to preserve Callam Street as a public

Theme	Design Element	Design response
	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	transport priority corridor. Vehicle entries are located along secondary streets and the internal landscaped road, ensuring that primary pedestrian-oriented streets such as Matilda and Bowes remain uninterrupted by driveways. • **Block 1** accommodates the multi-level car park, office building and community hub with its access points positioned on internal low-speed cross axial roads, distributing traffic safely while designed for safe manoeuvring. • **Block 2 (residential buildings)** provides multi-level basement parking for residents, with entries concealed from primary frontages and accessed from the proposed road running parallel to Callam Street. These basement entries are sleeved behind active podium uses, maintaining consistent street-level activation along Matilda Street and Callam Street. The access strategy prioritises pedestrian safety by limiting the number of crossovers and ensuring clear sightlines at vehicle egress points. Landscape buffers and differentiated paving treatments at entry thresholds delineate vehicular and pedestrian zones while maintaining the visual integrity of the public realm. c. The eight-storey public car park accommodates 639 vehicles and has been designed with flat-floor structural systems to enable future adaptive reuse as transport behaviours evolve. This approach supports long-term resilience and flexibility in land use, aligning with ACT Government transport strategies aimed at reducing private vehicle dependence and encouraging modal shift. d. Basement parking for residential and office uses significantly reduces the visual and spatial impacts of parking infrastructure, preserving the ground plane for active public realm uses and landscaping. Multi-level car park also has two levels of basement parking which accommodates 164 parking spaces. The office building provides 2 level of basement parking with 141 dedicated car spaces, while the residential buildings collectively accommodate 293 spaces with 4 levels of basement parking. This integrated approach balances parking provision with the precinct's broader objective to create a pedestrian-focused, vibrant urban environment. e. The proposed development includes **26 accessible parking spaces**, exceeding both the NCC 2022 requirement of 7 spaces and the ACT benchmark of 20 spaces. This represents a surplus of 19 spaces above statutory requirements and 6 above benchmark expectations. Accessible parking is distributed across the site as follows: • Block 1 - Commercial and public carpark: 20 accessible spaces • Block 2 – Residential basement parking: 6 accessible spaces This distribution ensures convenient access to residential, community, and commercial uses, with spaces located adjacent to building entries and lifts. All accessible parking complies with Australian Standards (AS2890) and is integrated with safe, legible pedestrian pathways and lift access, ensuring barrier-free movement from parking areas to building entries and public realm spaces. The provision is further supported by secure bicycle parking (resident, visitor, and employee), end-of-trip facilities, and EV charging bays, improving accessibility across diverse user groups and encouraging a shift to more sustainable transport options. f. Surface parking is only provided as on street parking and softened through permeable paving, landscaped buffers, and canopy trees, reducing heat island effects and improving visual amenity. g. The proposed development provides for electric vehicle (EV) parking and access to charging infrastructure within both the multi-unit residential and commercial components of the precinct. The proposed public car park includes capacity for future EV charging stations, with dedicated spaces allocated and the necessary electrical infrastructure (conduits and load capacity) integrated during construction to allow progressive installation as demand increases. This approach aligns with ACT Government targets for zero-emissions transport and supports the transition to a low-carbon town centre. Within the residential basements, provision has been made for EV charging infrastructure at selected

Theme	Design Element	Design response
		parking bays, ensuring residents have convenient access to vehicle charging at home. Similarly, the office and community hub include EV parking spaces within their dedicated basement parking areas, reinforcing sustainable travel options for employees and visitors. h. Legible and direct pedestrian links from parking areas to building lobbies ensure ease of access, with weather protection and clear wayfinding supporting user comfort. i. On-site access is organised around a central landscaped internal road that connects Matilda Street (north) and Bowes Street (south and west). This low-speed shared environment (<20 km/h) supports safe vehicular circulation while prioritising pedestrian movement. Vehicle access points are consolidated to reduce conflict with active travel routes, and direct access is provided to basement and podium parking areas. Pedestrian and cycle movement is supported through a network of accessible pathways that link building entrances, parking areas, and public transport stops at the Woden Interchange. Service and emergency vehicle access is accommodated within internalised service zones, ensuring loading functions are separated from pedestrian areas and active street frontages. This balanced approach ensures that on-site access is legible, inclusive, and supportive of both private vehicle use and more sustainable travel choices j. Vehicular routes are enhanced with landscaped verges, rain gardens, and canopy tree planting, contributing to biodiversity, stormwater management, and an improved microclimate. Refer to Traffic Impact Assessment, Development Schedule, Landscape Plan and Site Plan.
PUBLIC SPACE AND AMENITY	5.1 QUALITY OF PUBLIC SPACES AND PLACES a. Solar access and orientation b. Accessibility c. Active travel infrastructure **d.** Building interface	a. **Public Spaces at Ground Level** Matilda Street Park has been positioned and designed to maximise its north-facing orientation, ensuring generous solar access throughout the day. The existing surface car park directly across Matilda Street poses no overshadowing constraint, allowing unobstructed early morning sunlight to enter the park. The architectural built form massing further reinforces this advantage. Taller buildings are deliberately concentrated at corners of Matilda Street, stepping down in the middle, ensuring the park has limited overshadowing even during winter solstice. Shadow diagrams (DA9001-DA9010) demonstrate that high-use public spaces including the landscaped garden, play areas, and east-west pedestrian spine which receive sunlight between 9am and 3pm during June. The landscape strategy complements this orientation through deciduous tree planting around the park perimeter, allowing sunlight penetration in winter while providing summer shade. Permeable paving has been specified within the public open space to improve impacts of urban heat. Together, these measures create a thermally comfortable environment that supports passive recreation and programmed activities across all seasons for all users. **Public and Semi-Public Spaces at Rooftop Level** Rooftop and podium terraces at Levels 6, 11 and 12 integrate mixed-species planters and structured raised garden beds, establishing elevated habitat patches above the built form. On the Level 6 community rooftop, trees and understorey planting are incorporated within 650mm brick-clad raised planters, complemented by picnic tables, pergola-covered dining areas, and outdoor kitchens that activate the space while supporting greenery. The Level 11 residential rooftop similarly provides raised planters with tree and shrub planting, offering residents access to shaded seating areas and communal gathering spaces framed by vegetation. At Level 12, the commercial rooftop continues this approach with tree planting, mass understorey beds, and lawn areas, enhancing microclimate regulation and visual amenity. Collectively, these terraces

Theme	Design Element	Design response
		contribute to urban greening targets by creating layered ecological niches, improving canopy coverage, and providing elevated biodiversity habitat within the heart of the precinct b. The precinct is designed to serve as a legible and equitable connector within the Woden Town Centre, linking key civic and community destinations. Continuous accessible paths of travel run across the site, connecting Bowes Street, Matilda Street, and Callam Street with level thresholds and minimal grade changes. These paths align with desire lines to connect: • Woden Town Square • CIT Woden and Plaza • New Bus Interchange • Hellenic Club • Westfield Universal accessibility is reinforced with multiple seating options at regular intervals, and wide paths accommodating both pedestrians and cyclists. The east-west spine adjacent to Matilda Street Park acts as a primary movement corridor, while secondary north-south links improve access permeability and integrate the site into the broader active travel loop identified in the Active Travel Plan and District Strategies. Threshold treatments at precinct edges and clear sightlines to key landmarks (e.g. Woden Town Square and Grand Central Towers) encourages wayfinding and legibility, particularly for first-time users or visitors transitioning from public transport. c. The design supports active travel as a core component of precinct life, consistent with the ACT's Transport Strategy. End-of-trip facilities, including secure bicycle parking, showers, and lockers, are integrated at the ground level of the public car park and office building. Publicly accessible bike racks are distributed near residential entries, retail tenancies, and community facilities. The east-west pedestrian spine and associated shared paths directly connect the precinct to the existing bus interchange, the proposed light rail terminus, and key town centre destinations. Additionally, provision of multi storey car parking close to the interchange provides opportunities for to further support the use of mixed modality. Cyclist priority at internal crossings and connections to adjacent streets reinforces the precinct's role as a node within broader cycling network. d. The building interfaces are curated to support vitality and passive surveillance throughout the proposed development. **Building Interface at Ground Level** Active frontages, including retail tenancies and the community hub, face Matilda Street Park and the pedestrian spine, encouraging engagement between indoor and outdoor spaces. Transparent facades and articulated setbacks at ground level create human-scaled edges and avoid blank walls, addressing NCDRP's feedback regarding activation. Outdoor seating spaces and landscaped thresholds improve pedestrian comfort while blurring the boundary between public and private realms. Building edges facing Bowes Street, have been designed to accommodate day-tonight kind of activities, while also featuring glazed facades to animate the frontage and support passive surveillance. Similarly, wide laneways have been designed to improve safety, visual permeability, and connection to the adjacent bus interchange. **Building Interface above Ground Level** The design of the precinct manages interface between residential and non-residential uses to ensure reasonable levels of privacy for dwellings and private open spaces. The residential buildings are located along Callam Street. The 12-storey residential building (building 2 and 3) maintains separation distances of approximately 15m from the car park and 17 storey tower (building 1) has 18m separation from the

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		community hub. This spatial arrangement reduces opportunities for overlooking and visual intrusion between residential private spaces and non-residential operational areas. Privacy screens, recessed balcony configurations, and landscaped buffers further mitigate potential sightlines between different uses. Office amenity spaces and terraces within the community hub are located internally to minimise overlooking into residential apartments and ensure the protection of internal residential amenity. **Building Interface with Adjoining Site** The proposed development also considers the privacy of neighbouring properties beyond the precinct boundary. Along Bowes Street West, the interface is dominated by non-residential uses. The 12-storey office building and community hub directly face existing commercial buildings such as the Australian Tax Office and Abode serviced apartments. These commercial-to-commercial interfaces pose minimal privacy conflicts, and the internalisation of office terraces and amenity spaces ensures that any views are focused within the precinct or across proposed Matilda Street Park. Along Callam Street, the arrangement of the three residential buildings establishes a distinct spatial buffer that protects the privacy and solar amenity of both the residential uses across Bowes Street South, including the Central Grand Tower, and the residential open spaces within the precinct. Across Bowes Street South, overshadowing and overlooking impacts on CIT Plaza and Central Grand Tower have been mitigated through articulated massing and façade stepping. The trapezoidal forms of the residential towers narrow at upper levels, preserving solar access and visual privacy for adjoining developments. This is further illustrated in the shadow studies. Refer to Site Plan, Ground Floor Plan, Landscape Masterplan, Section and Elevational Drawings. Additionally, 3D perspectives further illustrate the quality of public spaces provided.
PUBLIC SPACE AND AMENITY	5.2 FUNCTIONALITY a. Flexibility, adaptability and activation capacity b. Responsive design and programming c. Pedestrian comfort, urban amenities and conveniences	a. The design embeds versatility at every scale, ensuring spaces can evolve with community needs and programming opportunities. Ground-floor tenancies employ large floor plans, raised floor zones with accessible services and generous ceiling heights to accommodate everything from pop-up retail and co-working hubs to small performance venues. The central ‘open lawn’ and adjacent seating are conceived as a blank canvas, capable of hosting weekend markets, outdoor cinema screenings or temporary art installations. This space is underpinned by concealed power outlets, low-profile drainage and up-lit planters for quick rigging of event lighting. Similarly, the eight-storey car park’s flat-floor structure, 3.2m floor to floor heights and wide column spacings allow future conversion to community, commercial or residential use as parking demand evolves, preserving long-term activation potential in line with the Woden District Strategy’s call for adaptable built form. b. The community hub forecourt features an integrated water point and service hatch for food trucks, while festoon-lighting tracks within the pergola arcs can support seasonal lantern festivals and night markets. Raised planter walls double as informal seating and staging platforms, instantly repurposed for pop-up performances or community workshops. Planting palettes on ground and podium levels are selected for visual interest in all seasons, with deciduous canopy trees framing summer shade and autumn colour, interspersed with evergreens that maintains winter engagement, responding to Canberra’s climate and ensuring the precinct never feels “out of season.” c. Human-scaled detailing prioritises comfort and convenience along every pedestrian route. Matilda Street Park is lined with deep-soil tree pits and high-canopy mixed species, providing wind breakers and dappled shade over permeable paving that mitigates run-off and reduces surface temperatures. Brick-clad seat walls with integrated backrests and armrests, and modular timber benches are interspersed with feature planting, encouraging rest and social interaction. Key crossing points and laneway entrances feature tactile indicators and flush kerb margins to ensure

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		legibility and universal access. End-of-trip facilities, including lockers, showers and secure bike parking are directly adjacent to primary circulation routes, while public toilets and small retail kiosks nestle within the community hub to support longer visits. A layered lighting scheme combining down-lighting under pergolas, embedded up lights in planters, and bollard accents along footpaths ensures safe, inviting movement from day to night, reinforcing Woden Town Centre's goal of a pedestrian-first centre.
PUBLIC SPACE AND AMENITY	5.3 TREES, LANDSCAPING AND NATURAL FEATURES *a.* Boosting tree canopy and coverage *b.* Local planting and vegetation species *c.* Positive engagement with nature d. Biodiversity habitats	a. While the proposed development necessitates the removal of 36 existing street trees (3 natives, 33 exotic trees) along Bowes Street and Matilda Street (as detailed in the Tree Management Plan) existing trees predominantly Chinese elms and European ashes are generally of low to moderate retention value, with the majority demonstrating structural faults, declining health, or reduced useful life expectancy. Additionally, multiple design iterations were undertaken to avoid tree removal. These attempts conflicted in delivery of the overall outcomes required from the site. Accommodating residential infill, securing economic uplift, providing essential community amenities, and ensuring adequate waste, services and logistics access required a complete redesign of the streetscape and building envelopes. Ultimately, the unavoidable conflict between existing Tree Protection Zones and the new footpath, roadway alignments and building footprints dictated removal. In response, the landscape strategy delivers a substantial net uplift in canopy: • Combined off-site works (verge and Block 5): Canopy cover increased from 35% to 67%, with native species increasing from 3.7% to 17%, and permeability improving from 16% to 29% of the block area. • Block 4: Canopy cover increased from 0% to 30% of site area with 14% native species, permeability increased from 0% to 20%. • Block 4: Ground-level canopy cover increases from 0% to 26% of the entire site area. • Podium and rooftop planting contribute an additional 4% canopy, supporting year-round shade and stormwater management. • Block 4: 20% of the total block area will be provided as deep soil zones, compared to 0% under existing conditions. 30% of the total site will remain free from basement structures, ensuring capacity for large tree planting and long-term canopy growth. • Replanting 42 new trees are proposed for replanting, comprising: o 30 introduced species (10–15m mature height) o 5 native species (under 10m mature height) o 7 native species (15m+ mature height) The combination of deep soil zones and available soil volumes ensures trees have the structural root space to ensure long-term growth of selected species, including *Eucalyptus rossii*, *Tristaniopsis laurina* and *Ulmus parvifolia,* all chosen for their high canopy spread, drought tolerance and seasonal interest. This comprehensive replanting framework restores and strengthens street canopy around Callum, Matilda and Bowes Street, far beyond the current site scenario. Refer to Tree Canopy, Permeability & Soil Volume Diagrams, Tree Management Plan, Landscape Plans - Planting Palette and Schedules. b. The planting palette integrates a robust mix of native and adapted species suited to Canberra's climate and ecological character. Tree selection includes deciduous and evergreen species that reference local planting patterns such as *Eucalyptus rossii*, *Tristaniopsis laurina*, and *Ulmus parvifolia,* while understorey species include *Lomandra longifolia*, *Dianella revoluta*, and *Myoporum parvifolium*. This approach reinforces the broader landscape character of Woden Town Centre while improving resilience to seasonal temperature swings and variable rainfall. Streetscape planting aligns with the objectives for layered vegetation and maintains compatibility with utility alignments and stormwater management infrastructure. Refer to Landscape Drawings, Planting Palette + Schedule - Off-Site Works, Planting Palette - On Block and Planting Schedule - On Block.

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		c. The landscape is designed not only as a passive backdrop, but as an interactive and educational environment. Matilda Street Park encourages direct engagement through accessible lawn areas, play space, raised planters, seasonal planting beds and planting zone adjacent to the community hub. Additionally, provision of roof terraces over the community hub are accessible to residents and office workers, supporting informal oversight of adjoining spaces and reducing perceptions of isolation. Soft edges support nature-based engagement across all ages, while shaded pergolas and bench seating encourage informal gathering under canopy trees. At-grade stormwater features such as deep soil pits are integrated into key pedestrian corridors and verge spaces. These treat stormwater close to source and create visible tactile connections to natural processes. Combined with permeable paving, these interventions support a more legible and ecologically active urban environment. d. The site is currently highly urbanised, with degraded ecological values and limited habitat function due to its longstanding use as a hardstand car park and more recently as a temporary bus interchange. While the site does not support remnant vegetation or core ecological corridors, it sits within the generalised mapped range of *superb parrot (Polytelis swainsonii),* as per actMAPi's Environmental Data. Additionally, species observations from NatureMapr, include *Corvus coronoides* and *Icerya purchase,* suggesting typical urban-adapted fauna and invertebrate presence, highlighting a baseline of low urban biodiversity activity due to the ongoing development and urban renewal around the site. Recognising this, the development has been designed to reintroduce layered ecological structure and potential habitat function into an otherwise fragmented part of the Woden Town Centre. Strategies include: • **Ground-level planting with native pollinator species**, providing sources for bees, butterflies and small birds. • **Mid and understorey planting** that bolsters habitat complexity and may support foraging by urban-adapted species such as the superb parrot during seasonal movement. • **Rooftop and podium terraces** incorporate mixed-species planters at key levels, creating elevated habitat patches above the built form. These include the Level 12 commercial rooftop, Level 6 community rooftop, and Level 11 residential rooftop. • **Deep soil planting zones** supporting invertebrate biodiversity and improving the ecological permeability of streetscapes. While the site cannot serve as core habitat for high-conservation-value species, it can act as a functional stepping-stone within the broader urban structure, contributing to the goals of the ACT Biodiversity Strategy for more connected, resilient, and species-supportive urban environments. Refer to Landscape Drawings including Landscape Masterplan, Tree Canopy Permeability & Soil Volume Diagrams, Tree Management Plan, Planting Plans, Planting Palette and Planting Schedule.
PUBLIC SPACE AND AMENITY	5.4 GREENING THE STREETS a. Street planting and canopy b. Landscaped building interface	a. The off-site landscape works strategically extend the precinct's greening framework into the surrounding public realm, establishing visual and ecological continuity across Woden Town Centre. Along Callam Street, *Liquidambar styraciflua* is proposed as the primary street tree species to match existing plantings, reinforcing canopy continuity and creating a distinctive autumnal character along this key arterial route. This selection contributes to shade provision for pedestrians and cyclists using the adjacent active travel corridor and complements the broader avenue planting strategy in Woden.

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	c. Optimise services	On Bowes Street (west), *Ulmus parvifolia* (Chinese elm) will replace trees proposed for removal under the Tree Management Plan, preserving the established streetscape character and providing a fast-growing, resilient canopy suitable for urban conditions. Along Bowes Street (south), adjacent to CIT North Plaza, *Eucalyptus spp.* are specified to align with existing tree planting in that precinct. This choice maintains a native canopy typology and supports habitat continuity for urban-adapted bird species while delivering shade and microclimate benefits at this important civic interface. Along Matilda Street, Acers are proposed to match the existing deciduous street tree planting along Hellenic Club. This ensures visual cohesion along this frontage and improves pedestrian amenity through seasonal shade and winter solar access. Together, these targeted species selections achieve multiple outcomes: • Reinforcing canopy continuity with adjacent civic landmarks including CIT North Plaza, Woden Town Square and the Hellenic Club. • Supporting walkability and pedestrian comfort by providing a shaded, human-scaled streetscape. • Delivering biodiversity benefits through a mix of native and adapted species, aligning with ACT Urban Forest Strategy objectives. • Reducing urban heat island effects and contributing to stormwater management through permeable surfaces and WSUD-integrated verge planting. Additionally refer to response in UDG Chapter 5.3a for further canopy contribution details. b. At the building edge, landscaping acts as a critical mediator between public streets and private spaces. The design integrates low-level planting, raised planters, and integrated seating to soften the urban hardscape. Refer to detailed response in UDG Chapter 5.3d. c. The streetscape planting strategy is coordinated with infrastructure services to avoid conflicts and ensure longevity of vegetation. Detailed service mapping has informed: • The positioning of tree pits away from major utility alignments. • The use of root barriers and structural soils to prevent damage to underground infrastructure. • WSUD integration, with planter beds along footpath edges that treat stormwater before discharge and provide additional greening. Permeable paving is incorporated in areas of frequent pedestrian traffic to facilitate passive irrigation of adjacent tree pits and understorey planting. Refer to Landscape Drawings including Landscape Masterplan, Tree Canopy Permeability & Soil Volume Diagrams, Tree Management Plan, Planting Plans, Planting Palette and Planting Schedule.
PUBLIC SPACE AND AMENITY	5.5 SAFETY AND INCLUSIVITY a. Crime Prevention through Environmental Design (CPTED) b. Inclusive design elements c. Promote gender sensitive urban design principles	a. Active frontages wrap around Matilda Street Park, Bowes Street and key pedestrian corridors, with transparent facades and frequent entry points fostering a sense of occupation and oversight. Pathways and laneways have been realigned and widened to improve visibility and reduce concealment zones, particularly at key desire lines connecting Bowes Street and Matilda Street. The design has undertaken significant design upgrades in response to the three DRP sessions where particular attention was given to the rooftop community spaces, laneways and its safe utilisation. Design refinements addressed these concerns through:

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	d. Legibility and wayfinding e. Lighting	• Improved accessibility to rooftop terraces for residents and workers, ensuring these areas are part of daily routines and not perceived as exclusive or disconnected. • Edge transparency via glass balustrades and open fencing, maintaining visual connections between rooftop users and the laneways below. • Active programming and amenities such as seating clusters, raised garden beds, and pergolas, encouraging regular use by diverse user groups and increasing natural surveillance. At precinct edges and laneways, landscaping and lighting strategies were also adjusted through DRP sessions, to improve visibility and reduce concealment opportunities. Dense planting was substituted with low or semi-transparent vegetation adjacent to pathways, and lighting was layered to ensure clear sightlines without creating harsh contrasts or dark zones. The integration of active uses, including retail, a community hub, and indoor recreation spaces along pedestrian routes reinforces consistent day and evening activity, enhancing perceived and actual safety. This integrated CPTED approach ensures that both ground plane and elevated spaces remain active, visible, and safe, supporting Woden District Policy objectives for high-quality, inclusive urban environments. b. Universal access is a core principle of the precinct's design. All public spaces and pathways comply with DDA standards, offering: • Gentle gradients and continuous accessible paths of travel. • Tactile ground surface indicators (TGSIs) at key crossings and building thresholds. • Seating with backrests and armrests provided at regular intervals to cater for people with varied mobility needs. Public toilets are strategically located adjacent to high-use areas to support diverse user groups, including families and older adults. c. The design responds to the ACT Government's commitment to gender-sensitive urban design by prioritising visibility, comfort, and safety for all users: • Pathways are well-lit, wide, and maintain clear sightlines, reducing feelings of isolation or entrapment. • High-activity ground floor uses support occupation of public spaces throughout the day and into the evening, reducing areas of perceived risk. • Seating, lighting, and notional landscaped edges for wayfinding are designed with consideration for users travelling alone at night, particularly around connections to the bus interchange and future light rail terminus. • Landscaping avoids dense plantings or high screens that could create hiding places. This approach supports equitable access and use of public spaces across all demographics and times of day. d. The precinct supports intuitive navigation with a clear gridded hierarchy of streets, pathways, and open spaces. Sightlines to key landmarks including CIT Plaza, Hellenic Club and Grand Central Towers provide visual anchors, while differentiated paving textures and planting palettes, as well as architectural materiality and articulation reinforce movement corridors. e. The precinct's lighting strategy builds on the electrical services design to create a safe, inclusive and visually engaging public realm. Lighting infrastructure is coordinated with new services layouts along Matilda Street, Bowes Street and Callam Street, ensuring clear separation from underground power, NBN and stormwater services while avoiding conflicts with proposed deep soil tree pits. Key features of the strategy include: • Pedestrian pathways:

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		○ LED bollard lights provide low-glare, evenly distributed pathway illumination, ensuring clear sightlines and reducing tripping hazards. ○ Low-mounted wall lights reinforce pathway edges and soften transitions between hardscape and planting zones. • Public spaces and park areas: ○ Festoon lighting across pergola structures in Matilda Street Park creates a warm, inviting atmosphere for evening gatherings. ○ Feature uplighting highlights tree canopies, enhancing legibility and contributing to a sense of place after dark. • Building interfaces and laneways: ○ Downlights beneath awnings provide consistent lighting at retail entries and key thresholds. ○ Laneway pole lights and pedestrian-scale pole lights ensure general illumination in secondary streets without overpowering adjacent residences. • Street furniture and seating nodes: ○ LED strip lights integrated into bench seats highlight resting points while improving visibility at night ○ Uplights to planter boxes in covered pedestrian links accentuate landscape features and assist with wayfinding. • Rooftop terraces – Community Hub (public amenity) and Residential Tower (semi public amenity): ○ Glare-controlled luminaires and motion sensors ensure user safety while minimising light spill, particularly near residential apartments. The lighting plan also supports wayfinding by highlighting key entry points, thresholds and primary pedestrian routes connecting to CIT Plaza, Woden Town Square and the bus interchange. This layered approach balances functional illumination for safety with aesthetic elements that reinforce the precinct's identity after dark. Refer to Lighting Plans, Floor Plans and Site Plans.
PUBLIC SPACE AND AMENITY	5.6 ELEMENTS, FURNITURE AND MATERIALS a. Urban furniture b. Public spaces and places material treatment c. Public art	a. High-quality, durable urban furniture supports comfort and inclusivity across the precinct. Benches with backrests and armrests are placed along pedestrian routes and within Matilda Street Park, catering to diverse users. Bike racks and waste bins are integrated at key nodes, while lean rails and compact seats activate laneways without obstructing circulation. Materials such as powder-coated steel and hardwoods ensure resilience in Canberra's climate and urban context. b. The material palette reinforces precinct identity and legibility through a hierarchy of carefully considered materials. Consistent paving and wall treatments are proposed along primary circulation paths, with alternative paving and wall treatments proposed around the residential buildings and in areas of activity. This approach contributes to informal wayfinding across the precinct, providing a clear hierarchy of materials and distinction between occupiable spaces and those for movement or other activities. Assisted and supplemented by a similar approach to tree and understorey planting selection providing a base palette for a unified overall ground plane with accents providing subtle cues that denote a changed environment or condition. c. Public art is embedded to strengthen precinct identity and activate key thresholds. Feature installations are proposed at Bowes Street (South), at the corner of the car park building, creating an engaging and well-lit entrance into the laneway linking CIT North Plaza to Matilda Street Park. These sculptural elements support wayfinding and draws pedestrians through the precinct. Additional future opportunities for murals and small-scale artworks on laneway walls and planter edges can improve vitality of the space along with its perceived safety. Integrated lighting ensures artworks contribute to a welcoming atmosphere after dark. Refer to Landscape Drawings, Landscape Plan, Material Palette and Site plan.

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BUILT FORM AND BUILDING DESIGN	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	a. The site establishes a clear and legible urban structure that responds to the surrounding street grid and adjacent land uses. Proposed subdivision into three distinct blocks enables logical servicing and access for waste vehicles, cyclists and pedestrians. Strong east-west and north-south connections, including the landscaped road with 24/7 public access, create a fine-grain network that integrates with CIT North Plaza, Matilda Street Park and the bus interchange. Design and siting on the proposed blocks are designed to have a fine-grain figure ground plan improving permeability and legibility. Podium and tower forms are broken down into smaller-scale elements at pedestrian level, allowing for multiple entry points and clear sightlines across the precinct. This articulation supports intuitive wayfinding and ensures spaces feel open, navigable and welcoming from all edges of the site. Combined, these strategies embed a fine urban grain into the development, supporting a walkable mixed-use precinct. b. The proposed massing strategy establishes a clear hierarchy of scale that responds sensitively to the surrounding urban fabric. Taller elements are concentrated at key intersections, with the 17-storey residential tower anchoring the corner of Matilda and Callam Streets fronting wide arterial roads and the bus interchange, creating a defined landmark. To the west, the 12-storey office building at Matilda and Bowes Streets aligns with neighbouring 5-6 storey offices, ensuring a gradual height transition towards existing mid-rise development. Along Matilda Street, the community hub adopts a lower scale, activating the park frontage with human-scaled edges and maintaining solar access to public spaces. Volumetric articulation further mediates scale transitions. Residential towers feature chamfered upper-level forms and merge from three footprints at ground level into two at higher levels, reducing perceived bulk and improving sunlight penetration to open spaces (CIT North Plaza and Matilda Street Park). At ground level, the fine-grain footprint introduces a more intimate scale for pedestrians, supporting visual interest and active frontages. In addition, this approach also resolves DRP feedback by balancing civic presence with a refined urban grain, ensuring the precinct transitions harmoniously between Woden's civic domain and emerging mixed-use character. c. The buildings are oriented to optimise solar access, natural ventilation, and connections to surrounding civic spaces. Primary facades and active frontages align with desire lines from CIT Plaza, the bus interchange and Woden Town Square, creating strong visual and pedestrian links across the precinct. The placement of the community hub at the northern edge ensures Matilda Street Park benefits from consistent sunlight, while the angular chamfering of residential towers improves daylight penetration into adjacent open spaces and east-west pedestrian corridors. This orientation strategy ensures that public and private realms are both climatically responsive and spatially legible. d. The proposed development has been designed to minimise overshadowing impacts on adjoining developments, particularly across Bowes Street South. Most development adjoining the site is commercial offices or surface car park. The only residential amenity is on Bowes Street South which includes the Central Grand Tower, a 25-storey mixed-use building, and CIT Woden Campus and Plaza. The massing strategy of the proposed development responds to this context through: • Placement of the taller 17-storey tower at the corner of Callam and Matilda Streets, away from Bowes Street South, to reduce direct shadowing onto Central Grand Tower. • Stepped and trapezoidal facades on the residential buildings, which reduce bulk at upper levels and allow sunlight penetration to lower building levels and adjacent streetscapes. • Consolidation of mid-rise forms along Bowes Street corner to minimise prolonged overshadowing during key winter hours to residential amenity across.

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		Solar modelling confirms that the majority of public spaces, including CIT North Plaza, retain access to direct sunlight during critical periods of the day in midwinter, supporting their ongoing use and comfort. For adjoining dwellings in Central Grand Tower, the proposed built form does not result in unreasonable additional overshadowing beyond what is typical in a high-density town centre setting. Additionally, shadow studies demonstrate that key open spaces, including the park, Woden town square, CIT plaza and internal circulation streets, retain solar access between 9am and 3pm mid-winter, supporting year-round usability and aligning with Woden District Policy objectives for high-quality public realm amenity. e. Setbacks are provided along Matilda and Bowes Streets to accommodate street trees, landscaped verges, and active frontages. Residential towers are positioned and separated to preserve privacy, daylight access and view corridors, while setbacks at higher levels for the residential towers reduce wind impacts and create human-scaled street edges. At the ground plane, finer articulation through pergolas, awnings, and landscape thresholds softens the transition between public and private realms, contributing to a more walkable and inviting streetscape. f. The development layers uses both vertically and horizontally to create a dynamic, mixed-use precinct. Block 1 accommodates Matilda Street Park, landscaped roads with 24/7 public access, an eight-storey car park with end-of-trip facilities, an office tower with commercial amenity at ground level and community hub, activating civic interfaces along Bowes Street. Block 2 integrates three residential buildings that merge into two at upper levels, introducing a finer urban grain at the ground plane with retail, recreation spaces and landscaped nooks. This mix of uses supports day-to-night activation, aligns with Woden's evolving town centre role, and responds directly to DRP feedback on ensuring active, safe and legible precinct edges. Refer to Architectural, Civil, Subdivision and Survey Drawings.
BUILT FORM AND BUILDING DESIGN	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	a. The development incorporates a coordinated system for waste collection and servicing to minimise operational conflicts and support efficient site management. Waste storage and collection points are located within the **basement and ground floor service zones**, ensuring these areas are screened with landscaping or architectural elements, ensuring they remain functional without compromising public realm quality. • **Waste collection**: Dedicated rooms for general waste and recycling are provided within each building core, with waste transferred via service lifts to the basement central collection areas. • Loading and deliveries: The basement includes loading and service bays sized to accommodate heavy rigid vehicles (HRVs), ensuring efficient collection without disrupting street-level amenity. Collection vehicles access the site via designated service entries from Bowes and Matilda Streets, reducing potential conflict with pedestrians and active travel routes. • Integration with urban design: Service vehicle access has been consolidated to minimise the number of crossovers and maintain uninterrupted frontages along key pedestrian streets. Waste storage and collection areas are fully enclosed and ventilated, reducing risks of odour and noise. This integrated approach ensures that waste collection, loading, and delivery functions are accommodated in a manner that supports operational efficiency while protecting the quality of the public domain and pedestrian environment. Refer to Waste Management Plans, Turning Templates and Waste Management Report.

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		b. Vehicle access is consolidated to minimise interruptions to pedestrian networks. Primary entry and exit points for service vehicles and residents are located on secondary streets, reducing traffic impacts along Callum Street. The landscaped road with 24/7 public access supports efficient circulation for cars, cyclists, and service vehicles, while retaining a pedestrian-friendly character through material changes, shared zone signage, and landscape buffers. c. Ground floor services, including substations, fire control rooms, and waste storage, are sleeved behind active retail and community spaces to maintain animated edges along key public streets. These areas are accessed discreetly from laneways or secondary streets to ensure uninterrupted active frontages along Bowes Street and Matilda Street. Utilities and services are coordinated with tree planting and WSUD elements to avoid conflicts and ensure long-term viability of landscape infrastructure. d. The proposed eight storey carpark along with ancillary building services are sleeved with active uses at the ground level, including retail, community facilities, and end-of-trip amenities. This strategy addresses DRP feedback regarding blank podium facades, resulting in more engaging street edges and improved passive surveillance. Upper levels incorporate vertical greening and screening treatments to soften their visual impact from adjacent public spaces. Refer to Civil Drawings, including Waste Management Plans, Waste Management Report, Services Plans.
BUILT FORM AND BUILDING DESIGN	6.3 GROUND FLOOR EDGE CONNECTIONS a. Residential urban apartment b. Residential suburban townhouse c. Commercial active edges d. Commercial lobby / showroom e. Adaptable	a. Residential tower lobbies are located to provide clear, legible entries directly from primary pedestrian routes. Thresholds feature landscaped forecourts and seating nooks that soften the transition between public and private realms. Active frontage elements including transparent glazing and passive surveillance from lobby spaces reinforce street-level engagement. b. The precinct's urban context limits the provision of traditional townhouse typologies. c. Ground floor retail and community spaces line Matilda Street Park, Bowes Street and internal laneways, ensuring consistent active frontages. Transparent facades, multiple entry points, and opportunities for outdoor dining contribute to an animated streetscape that encourages pedestrian movement and passive surveillance. This arrangement supports day-to-night activation across the precinct. d. Office lobbies are positioned at highly visible corners to reinforce key arrival points, particularly at the intersection of Bowes Street and Matilda Street. Generous glazing and lighting treatments ensure these spaces remain visually permeable and contribute to a sense of safety and openness at the ground plane. e. Several ground floor tenancies have been designed with adaptable configurations, allowing for flexible fit-outs as user needs evolve. High floor-to-ceiling heights and wide shopfronts enable future changes between retail, commercial, or community uses without compromising frontage activation. This adaptability supports long-term resilience and aligns with Woden Town Centre's dynamic mixed-use vision.
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	a. The precinct embeds WSUD principles throughout the public realm and building design. Gardens, permeable paving, and bioretention planters manage stormwater at source, improving water quality and reducing runoff to existing infrastructure. Rooftop terraces and podium landscapes include rainwater harvesting systems for irrigation, supporting resilience during Canberra's dry seasons. Refer to WSUD Drawings. b. Buildings are designed to achieve high energy efficiency through passive solar orientation, high-performance glazing, and external shading devices. The car park structure is future-proofed with provision for rooftop solar PV arrays and EV charging stations to align with ACT's zero-

Theme	Design Element	Design response
		emissions transport targets. Mechanical systems prioritise low-energy consumption, and common areas include motion-sensor LED lighting to minimise energy use. c. Urban heat island effects are addressed through extensive ground-level and podium greening, a 30% tree canopy target, and reflective light-toned paving materials. Rooftop gardens with pergolas and planting provide shaded communal areas, while street trees and landscaped nooks ensure thermally comfortable pedestrian routes. These interventions create a layered green infrastructure that improves microclimate performance across the precinct.
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	a. The precinct design incorporates circular economy principles by prioritising durable, recyclable materials and minimising construction waste. At the operational level, the mixed-use nature of the precinct enables resource sharing between residential, commercial and community facilities, supporting efficient waste separation, energy use, and water management. Landscaping includes locally sourced materials and native planting to reduce supply chain impacts and enhance long-term sustainability. b. Sustainable procurement policies are proposed for major construction materials, favouring suppliers with verified environmental credentials. Construction methodologies will minimise embodied carbon through the use of low-carbon concrete mixes, recycled steel, and up-cycled materials where feasible. Modular construction techniques are considered for podium and rooftop elements to reduce waste and improve on-site efficiency. c. The development targets Green Star Design and will align with NABERS Energy and Water ratings for commercial tenancies. These frameworks ensure rigorous sustainability outcomes in energy efficiency, indoor environment quality, and materials selection, supporting the ACT's climate action plan goals. d. A comprehensive waste management strategy integrates waste separation at source, including provision for organics recycling. Residential, commercial and public realm waste facilities are co-located where possible for efficiency and include enclosed, ventilated waste rooms sleeved behind active frontages. Collection areas are designed for easy access by service vehicles without interrupting pedestrian priority zones.
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	a. The precinct embeds resilience to future climate conditions through adaptive design and robust infrastructure planning. Passive solar orientation, drought-tolerant landscaping, and water harvesting systems reduce reliance on external resources. The car park's flat-floor structure allows future adaptive reuse, ensuring long-term flexibility as transport and climate demands evolve. b. A multi-layered greening strategy, including 30% canopy coverage, 20% deep soil area, and extensive podium and rooftop planting, mitigates heat island effects. Neutral-toned, permeable paving materials further reduce surface temperatures, creating thermally comfortable public spaces. This supports pedestrian amenity and aligns with the ACT Living Infrastructure Strategy. c. Integrated WSUD features, such as planting beds, permeable paving, manage stormwater at source. These systems slow runoff, improve water quality, and reduce peak flow impacts on downstream drainage infrastructure, increasing precinct resilience during extreme rainfall events. d. While located in a highly urbanised town centre context, the landscape design incorporates fire-resistant planting palettes and maintains defensible spaces at building edges. Materials and finishes selected for facades and roofs are non-combustible where required by ACT planning and building codes, supporting compliance with bushfire safety requirements.

Theme	Design Element	Design response
		e. Hardscape materials have been selected for durability, weather resistance and low maintenance, ensuring longevity in high-use areas. Planting palettes prioritise native and climate-adapted species with minimal irrigation needs once established, enhancing ecological performance and reducing long-term maintenance inputs.

6. Design Response – Housing Design Guide

Housing Design Guide (HDG) Response – Version effective from 27/09/2024

I confirm that I, Gunjan Shah of Purdon Planning was primarily responsible for designing the development proposal and/or completing the below **design response**.

I am an appropriately qualified person holding Master of Architecture and four years of local planning experience, can confirm that the development is consistent with the themes and design elements of the design guide(s)

Signature: 

Date: 24 April 2026

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

Theme	Design Element	Design response
COUNTRY AND PLACE	1.2 NGUNNAWAL CULTURAL RESONANCE d. Governance, process, and engagement e. Buildings, spaces, and landscape character f. Wayfinding and navigation	Refer to associated UDG Chapters for detailed response
URBAN STRUCTURE AND NATURAL SYSTEMS	2.1 OPEN SPACE NETWORK *UDG 2.1B*. Type, size, quality, function and connectivity *UDG 2.1C*. Topography and views	Refer to associated UDG Chapters for detailed response.
URBAN STRUCTURE AND NATURAL SYSTEMS	2.2 NATURAL SYSTEMS *UDG 2.1A.* Natural systems *UDG 2.2A.* Connectivity and access *UDG 2.2B.* Water management *UDG 2.2C.* Restoring ecology *UDG 5.3C.* Positive engagement with nature *UDG 5.3D.* Biodiversity habitats *UDG 7.1A.* Water sensitive urban design	Refer to associated UDG Chapters for detailed response.
SITE AND LAND USE	3.1 SITING a. Solar orientation ★ b. Prevailing winds and cross ventilation c. Setbacks and separation ★ d. Privacy and outlook ★	a. The proposed development optimises solar orientation at both precinct and apartment levels. Taller buildings are positioned to maximise northern and eastern aspects for residential units, while chamfered massing at upper levels allows sunlight to penetrate communal spaces and east-west pedestrian spines. The 17-storey residential tower at Matilda and Callam Streets benefits from dual arterial road frontages, ensuring minimal overshadowing of adjacent sites. Shadow and solar studies demonstrate excellent solar access performance: • Over 70% of apartments receive 3 hours of direct sunlight between 9am to 3pm during June 21. • Communal open spaces, including Matilda Street Park and rooftop terraces, are located and designed to receive direct sunlight for significant portions of the day during winter. • Podium planting and deep soil zones are positioned to take advantage of sunlight for healthy growth, supporting urban canopy objectives. This solar strategy promotes passive heating in winter, reduces reliance on mechanical systems, and supports the creation of liveable outdoor environments year-round.

Theme	Design Element	Design response
		b. The site layout and tower configuration harness prevailing north-westerly and south-easterly breezes to improve cross-ventilation and microclimate performance. Residential towers are spaced to allow breezes to flow through and around the buildings, with pedestrian-friendly wind environments confirmed through wind impact assessments. At the apartment level: • 125 of 200 of dwellings are corner units, enabling 68% of units to have cross-ventilation. • Internal corridors are naturally ventilated where possible, supported by operable windows and openable screening devices at lobby ends. • Rooftop level communal spaces are designed with sheltering pergolas and planting to mitigate wind exposure while allowing for passive cooling. These design measures improve thermal comfort, indoor air quality, and align with ACT Government climate resilience objectives. c. Proposed setbacks with calibrated building separation distances ensure privacy, daylight access, and high-quality public realm interfaces, aligning with HDG objectives for urban infill contexts. Along Matilda and Bowes Streets, setbacks accommodate deep soil planting zones, canopy trees, and active retail and community uses, creating human-scaled built environment edges that prioritise pedestrian amenity. These landscaped setbacks also contribute to passive surveillance and soften the transition between private and public realms. **Building Separation – Within Precinct** The residential towers are stepped back from street frontages to reduce visual bulk and improve sunlight penetration to ground-level open spaces. Tower separation distances have been tested to balance site efficiency with amenity outcomes: • The 12-storey residential building is set back from adjoining 8-storey car park by distances varying between 14.7m and 15.6m, providing sufficient buffer which allows for tree planting, vehicular access, and pedestrian pathways. • The 17-storey tower is separated from the 6-storey community hub by approximately 18m, supporting clear sightlines and solar access into the precinct's central open spaces. • At lower levels, the residential buildings are separated from each other by 8.4m and 7.4m, ensuring privacy for apartments while enabling east-west pedestrian movement and maintaining microclimate performance in these narrower spaces. Upper-level tower chamfering and footprint merging further reduce perceived bulk and preserve view corridors through the precinct, addressing DRP feedback regarding visual permeability and neighbourly urban design. This arrangement balances the need for density in a town centre location with high standards of amenity for residents and the surrounding community. **Building Setbacks from Site Boundaries** • Building 1 – Callam Street: 2.2 m at lower levels, increasing to 3.6 m from level 6 upwards. • Building 1 – Matilda Street: 20.35 m, providing a generous setback that accommodates Matilda Street Park as a landscaped buffer. • Building 2&3 – Bowes Street South: 0.2 m, reflecting its urban edge condition within the town centre. • Building 2&3 – Callam Street: 8.8 m, allowing for landscaped verge and active frontage treatments. d. Apartment layouts and façade designs prioritise privacy for residents while maximising access to high-quality outlooks:

Theme	Design Element	Design response
		• Primary living spaces and balconies are oriented away from neighbouring towers wherever possible, with offset window placements reducing direct overlooking. • Architectural screening, planter boxes, and landscape buffers provide additional privacy at lower levels with limited impact on daylight and ventilation. • Upper-level apartments benefit from expansive views over Woden Town Centre, Issac Ridge, Oakley Ridge, Red Hill, and surrounding landscapes, contributing to residential amenity. • Ground-level interfaces include landscaped thresholds and seating nooks that mediate between private apartment entries and public pedestrian spaces, ensuring both activation and defensible space. This attention to privacy and outlook creates a comfortable, liveable environment for a diversity of residents. Refer to architectural drawings, including, development schedule, floor plans, sectional and elevational drawings.
SITE AND LAND USE	3.2 BUILT FORM a. Building floorplates, depth and articulation b. Building heights	**a.** The residential towers employ slender and efficient floorplates to achieve high standards of daylight access, natural ventilation, and visual permeability. At ground level, the 17-storey tower occupies a footprint of approximately 30m x 13.9m, forming a compact base that allows public realm interfaces along Matilda and Callam Streets. The second 12-storey tower is expressed as two footprints of approximately 25.8m x 23.9m and 24.1m x 23.9m. This configuration contributes to a fine-grain urban structure, supporting permeability and a clearly defined pedestrian network. At the upper residential levels, floorplates are consolidated but remain within proportions conducive to residential amenity: • Building 1, which is the 17-storey tower's typical upper-level floorplate measures approximately 32.2m x 18.5m, enabling a high proportion of dual-aspect apartments and effective solar access to internal and external spaces. • Building 2 and 3 are two 12-storey buildings which transitions into a singular massing element of approximately 32.1m x 57.2m. Its linearity is mitigated through a series of volumetric reduction and vertical articulation reducing visual bulk and improving relationship between built form and surrounding streets. The taller buildings employ varied facade treatments, material contrasts, and vertical modulation to break down perceived massing and support a finer urban grain at the podium level. These elements respond directly to DRP feedback and align with Woden Town Centre's urban design objectives for contextual integration and legible built form hierarchy. **b.** The residential towers demonstrate a deliberate height strategy that responds to the precinct's urban context and reinforces its role as a transit-oriented node: • The 17-storey tower is positioned at the intersection of Matilda and Callam Streets to create a defined urban marker adjoining major arterial roads and the bus interchange. Its slender proportions and articulated upper levels minimise overshadowing impacts on Matilda Street Park and surrounding pedestrian spaces. • The two 12-storey building, located along Callam Street, establishes a secondary height datum. The massing steps down towards Bowes Street, contributing to a transition between taller forms and adjacent mid-rise developments. Podium setbacks and upper-level chamfering further refine the scale at street level, supporting pedestrian comfort and maintaining sunlight access to key public areas.

Theme	Design Element	Design response
		This hierarchy of heights and volumetric modulation delivers an appropriate balance between residential density and liveability, consistent with the performance outcomes of the Housing Design Guide and Woden District Policy. Refer to architectural drawings, including, development schedule, floor plans, sectional and elevational drawings.
SITE AND LAND USE	3.3 STREET INTERFERANCE a. Building to street interface b. Building entries c. Vehicles and servicing d. Façade, massing and modulation e. Lower storeys above ground floor (up to 4 storeys) f. Setback to street g. Ground level h. Materiality	a. The residential buildings fronting Callam Street establish a highly legible and contextually appropriate street interface. Ground-level treatments include active residential lobbies and landscaped setbacks that soften the transition between private and public realms. Transparent facades and glazed entrances provide passive surveillance over Callam Street and support a safe pedestrian environment. The design responds directly to the new proposed bus interchange by creating a clear civic edge and orienting primary building entries towards pedestrian desire lines linking the interchange to Matilda Street Park and CIT Plaza. Wide footpaths, deep soil zones, and tree planting contribute to pedestrian comfort and create a shaded, human-scaled environment adjoining the transit hub. Additionally refer to response UDG Chapter 5.1d Building Interface b. The residential towers adopt a deliberate entry strategy that distinguishes private residential access from the active, transit-oriented environment along Callam Street. Lobby entrances are located on the internal landscaped road, reinforcing a sense of privacy and calm for residents while preserving Callam Street's verge for future active frontages and transit-related uses associated with the new bus interchange. For the 17-storey tower, the primary residential entry is positioned facing Matilda Street Park. This placement provides a direct connection to a high-quality green space, offering a landscaped threshold and a quieter arrival experience for residents. The lobby designs incorporate generous glazing to support passive surveillance of adjacent pedestrian routes. Recessed entries and canopy structures provide weather protection, while landscape elements at thresholds establish a clear transition between public and private realms. c. Vehicle and service access points are consolidated to secondary streets and laneways, minimising interruptions to pedestrian routes and active frontages. Basement parking and loading areas are sleeved behind active uses to preserve the integrity of the public realm. Refer to UDG Chapters 4.6 and 6.2 d. The facades of the residential towers are articulated with vertical and horizontal elements, recessed balconies, volumetric play and material variation to break down massing. Chamfered corners at upper levels contribute to a sculpted skyline and mitigate overshadowing impacts on adjacent open spaces. This modulation reflects Housing Design Guide objectives for fine-grain detail and context-responsive forms. Refer to HDG Response 3.2a e. The residential taller buildings have been intentionally designed at their lower levels to support a finer urban grain and improve the relationship between building mass and surrounding public spaces. For the 12-storey building, the first six storeys are expressed as two distinct building footprints. This separation creates physical and visual breaks that allow sunlight and natural ventilation to penetrate internal streets and shared open spaces. These breaks also support pedestrian permeability across the site and provide varied frontage conditions along Callam Street. From level seven upward, the two footprints consolidate into a singular building mass with varying recessed articulation and play. The transition is further resolved through changes in facade treatment, materiality, and vertical articulation to ensure a cohesive overall form without excessive bulk. The **17-storey tower** maintains a singular compact footprint at its lower levels. Its articulation responds to Matilda Street Park and adjacent pedestrian routes through recessed facades, glazed ground floor edges, and landscape thresholds that establish a strong connection between

Theme	Design Element	Design response
		indoor and outdoor environments. The lower levels are designed to support active uses and resident entries while maintaining a human-scaled street interface. Both towers avoid a monolithic presence by introducing variation in massing, texture, and material finishes at the lower levels. f. The residential building incorporates setbacks that enhance both amenity and the public realm, including 20.15m to the site boundary along Matilda Street, 2.25m to the site edge at Callum Street, and 0.30m to the site edge towards Bowes Street. These setbacks create space for landscaping and widened footpaths, ensuring privacy for ground-level dwellings, maintaining sunlight penetration into the public domain, and establishing a layered transition between building frontages and pedestrian corridors. g. The ground level of the precinct has been designed to prioritise activation, legibility, and service efficiency while maintaining a high-quality public realm. Services, including waste collection areas, bin rooms and substations, are located away from primary frontages and tucked within the internal layout of the buildings. These areas are accessed from proposed internal roads, ensuring they do not compromise active frontages or the amenity of adjoining public spaces. Architectural screening and landscape buffers further reduce their visual and acoustic impact. Retail and non-retail commercial spaces are distributed along street edges to maintain activity throughout the day. The design includes a variety of tenancy sizes to support diverse uses and future adaptability. At the corner of Callam and Bowes Streets, a separate articulated retail block establishes a unique urban marker. Over ground level facing Callum Street incorporates large glazed frontages, fine-grain detailing, and active uses that draw pedestrian movement through the precinct and reinforce connections to CIT North Plaza and the bus interchange. h. The material palette comprises a combination of high-quality, durable finishes selected for their weather resistance and low maintenance requirements. Variation in tone and texture at podium levels establishes a robust base, while lighter materials and vertical expression at upper levels reduce the apparent mass of the towers and contribute to visual interest across the precinct. Refer to architectural drawings, including, development schedule, floor plans, sectional and elevational drawings.
SITE AND LAND USE	3.4 PRIVATELY OWNED PUBLIC SPACES (POPS) a. POPS General b. Parks and plaza c. Forecourts d. Landscaped setbacks e. Cross-block connections f. Laneways g. Arcades/interior connections h. Courtyards	The privately owned public spaces (POPS) within Woden Village precinct are designed to reinforce the urban structure of the broader town centre through a coordinated network of connected, legible, and functional spaces. The integration of parks, landscaped setbacks, courtyards, and interior connections supports block permeability and prioritises pedestrian-oriented movement throughout the site. It is noted that this development application includes subdivision as well as detailed design for one of the blocks, which is predominantly residential. Accordingly, response to this section considers the precinct holistically, recognising that the design and functional arrangements have been developed as part of a coordinated masterplan approach. Within the residential block itself, multiple POPS opportunities are embedded, including landscaped rooftop spaces, laneways, and semi-public amenity spaces on upper levels. Together these elements contribute to a broader POPS framework that delivers accessible, high-quality spaces for residents, workers, and visitors. The key POPS outcomes for the precinct are outlined below. • **Park:** Matilda Street Park provides a consolidated open space which includes, intimated landscaped gardens, open lawn and playspace for children. This larger POPS element serves as the precinct's primary outdoor amenity and a civic node within the broader urban structure. Additionally, the precinct design includes provision for infrastructure such as 3-phase power and communications services at key public spaces, particularly Matilda Street Park. This enables flexibility for hosting community events and activations, contributing to the precinct's role as a social and civic hub.

Theme	Design Element	Design response
		• **Forecourt:** POPS are positioned adjacent to active ground-floor uses, including retail and non-retail commercial tenancies, the community hub, and residential lobbies. Transparent facades and spill-out opportunities from these spaces ensure passive surveillance and animate adjoining public areas. • **Cross block connections:** Seating, shade trees, lighting, and public art are integrated throughout the POPS network. Landscaped setbacks and forecourts provide comfortable resting areas and visual relief. These elements respond to the needs of residents, workers and visitors, supporting Housing Design Guide principles for high-quality public interfaces. • **Laneways:** The subdivision of the site into two distinct blocks creates opportunities for generous east-west and north-south pedestrian connections (with additional easement), landscaped roads with 24/7 public access (with additional easement), and secondary laneways allow users to traverse the precinct easily between Callam Street, Bowes Street, and Matilda Street Park, linking to CIT Plaza and the bus interchange. • **Landscaped setbacks:** 20m wide landscaped setbacks along Matilda and Bowes Streets accommodate deep soil planting, street trees, and pedestrian paths. These setbacks soften building edges, maintain solar access at the street level, and provide passive surveillance over adjacent pedestrian routes. This coordinated approach to POPS supports Woden Town Centre's mixed-use character while ensuring the precinct remains permeable, legible, and adaptable to diverse community needs. Refer to Landscape drawings.
ACCESS AND MOVEMENT	4.1 SITE ACCESS AND CONNECTIVITY **On site access** *UDG 6.1A.* Block permeability *UDG 4.6B.* Parking access and entries *UDG 4.6H.* Access to buildings and parking *UDG 4.6I.* On site access *UDG 4.6J.* Green accessways on lots **Cross block links** *UDG 6.1A*. Block permeability *HDG 3.4E*. Cross-block connections *HDG 3.4F*. Laneways *HDG 3.4G*. Arcades / interior connections	Refer to associated UDG and HDG Chapters for detailed response.

Theme	Design Element	Design response
ACCESS AND MOVEMENT	4.2 PARKING AND SERVICES **Vehicle access and driveways** *UDG 4.6B*. Parking access and entries **Parking** *UDG 4.6D*. Underground parking *UDG 6.2D*. Sleeved podium parking and services **Electrification and ZE vehicles** *UDG 4.6G*. Electrification and ZE vehicles **Integrated services** *UDG 6.2C*. Ground floor services and infrastructure	Refer to associated UDG Chapters for detailed response.
ACCESS AND MOVEMENT	4.3 ENGAGING THE STREET **Street and building interface** *UDG 6.3*. Ground floor edge conditions *HDG 3.3A*. Building to street interface *HDG 3.3F*. Setback to streets **Building entries** *UDG 4.6H.* Access to buildings and parking *UDG 4.6I*. On site access *HDG 3.3B*. Building entries **Landscaping and canopy cover** *HDG 3.4D*. Landscaped setbacks *UDG 4.6J.* Green accessways on lots *UDG 5.3A.* Boosting tree canopy and coverage *UDG 5.3B.* Local planting and vegetation species *UDG 5.4B.* Landscaped building interface	Refer to associated UDG and HDG Chapters for detailed response.

Theme	Design Element	Design response
ACCESS AND MOVEMENT	4.4 ACTIVE TRAVEL **Safe pedestrian cycle access** *UDG 4.4A.* Safe, inclusive and legible active travel network **End of trip facilities** *UDG 4.4C.* Supporting infrastructure for active travel *UDG 4.6I.* On-site access	Refer to associated UDG Chapters for detailed response.
PUBLIC SPACE AND AMENITY	5.1 COMMUNAL OPEN SPACE **Cross block links** *UDG 4.6I.* On-site access *UDG 4.6J.* Green accessways on lots *UDG 6.1A.* Block permeability *HDG 3.4E.* Cross-block connections *HDG 3.4F.* Laneways *HDG 3.4G.* Arcades / interior connections **Privately owned public spaces** *HDG 3.4A.* POPS general *HDG 3.4B.* Parks and plazas *HDG 3.4C.* Forecourts *HDG 3.4D.* Landscape setbacks *HDG 3.4H.* Courtyards *HDG 6.1B.* Size and location *HDG 6.1C.* Integrated landscaping	Refer to associated UDG and HDG Chapters for detailed response.
PUBLIC SPACE AND AMENITY	5.2 PRIVATE OPEN SPACE **Amenity**	Refer to associated UDG and HDG Chapters for detailed response.

Theme	Design Element	Design response
	UDG 6.1C. Orientation *UDG 6.1D.* Overshadowing *HDG 3.1A.* Solar orientation *HDG 3.1D.* Privacy and outlook *HDG 6.4A.* Private open space and balconies *HDG 6.4B.* Connections	
PUBLIC SPACE AND AMENITY	5.3 QUALITY PUBLIC SPACE **Green infrastructure** *UDG 5.4A.* Street planting and canopy *UDG 5.3A.* Boosting tree canopy and coverage *UDG 5.3B.* Local planting and vegetation species *HDG 3.4D.* Landscaped setbacks *HDG 7.3A.* Deep soil planting and tree canopy cover *HDG 7.3B.* Integrated green infrastructure **Furniture and materials** *UDG 5.6A.* Urban furniture *UDG 5.6B.* Public spaces and places material treatment	Refer to associated UDG and HDG Chapters for detailed response.
PUBLIC SPACE AND AMENITY	5.4 DIVERSE USERS AND AMENITIES **Inclusivity** *UDG 5.5A.* CPTED *UDG 5.5B.* Inclusive design elements *UDG 5.5C.* Gender sensitive urban design principles *UDG 5.5E.* Lighting **Amenities** *UDG 5.2A.* Flexibility, adaptability and activation capacity	Refer to associated UDG Chapters for detailed response.

<table>
<tr><th>Theme</th><th>Design Element</th><th>Design response</th></tr>
<tr><td></td><td>UDG 5.2B. Responsive design and programming

UDG 5.2C. Pedestrian comfort, urban amenities and conveniences

UDG 5.5D. Legibility and wayfinding</td><td></td></tr>
<tr><td>BUILT FORM AND BUILDING DESIGN</td><td>6.1 COMMUNAL OPEN SPACE

a. Activities and uses

b. Size and location

c. Integrated landscaping</td><td>The residential taller buildings integrate a layered network of communal open spaces that provide diverse opportunities for recreation, social interaction, and passive use. These spaces are distributed vertically and horizontally across the site, ensuring equitable access for all residents while contributing to the broader precinct’s public realm activation.

At the ground level (first storey) semi-private landscaped areas between building footprints offer flexible spaces for passive recreation and informal gatherings. Second storey across the residential towers is further dedicated to flexible amenity spaces. These forecourts are designed to create transitional zones between private residential entries and the public domain, with seating, shade planting, and lighting supporting day-to-night use. Visibility from upper storeys, residential lobbies and circulation spaces ensures passive surveillance and reinforces a sense of safety.

The mid-level indoor communal rooms on upper levels of the 12-storey building have been designed as multi-functional spaces facing Callam Street and Isaac Ridge. Their positioning at the building’s central recess provides both excellent solar access and outlook, as well as acoustic separation from street activity. These rooms accommodate a variety of uses such as resident meetings, coworking, study groups, and social functions, and respond to the DRP’s recommendations for amenity spaces that are accessible, equitable and encourage a sense of community.

At storey 12, a landscaped rooftop garden functions as the primary outdoor communal space. Features include:

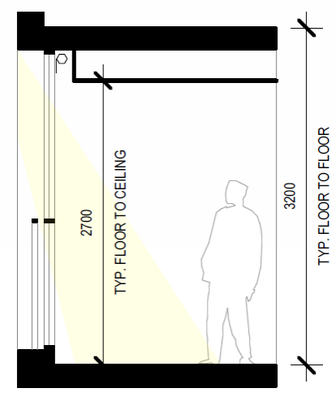
• Defined zones for quiet retreat, group socialisation, and small resident gatherings.
• Shade structures and wind buffers to ensure microclimatic comfort throughout the year.
• Seating clusters with direct views towards Woden Town Centre and the Brindabella Range.
• Drought-tolerant planting and integrated planters that reinforce the precinct’s urban greening strategy.

This arrangement of amenity spaces distributed vertically and horizontally provides equitable access to all residents, regardless of their location within the towers. It also allows a balance between private dwelling amenity and opportunities for social connection.

Sizes for various amenity spaces and respective areas are listed below:

<table><tr><td>Level 1 (across all proposed residential towers)</td><td>761 m²</td></tr><tr><td>Level 9 (12 storey tower)</td><td>117 m²</td></tr><tr><td>Level 10 (12 storey tower)</td><td>117 m²</td></tr><tr><td>Rooftop Amenity (12 storey tower)</td><td>185 m²</td></tr></table></td></tr>
</table>

Theme	Design Element	Design response
		<table><tr><td>Total Amenity Area</td><td>1180 m²</td></tr></table> Additionally, DRP's suggestion for flexible programming has been addressed through the provision of multi-purpose indoor rooms and adaptable outdoor spaces, which can accommodate small events, exercise classes, and informal gatherings. Infrastructure such as power and lighting ensures these areas can be used safely into the evening. Refer to architectural and landscape plans along with development schedule for further details.
BUILT FORM AND BUILDING DESIGN	6.2 COMMON CIRCULATION e. Common circulation and spaces ★	The circulation design within the residential towers prioritises efficiency, accessibility, and resident amenity while achieving a high standard of safety and legibility. Each residential building contains centrally positioned lift cores incorporating two lifts, a fire-rated staircase, and service areas. This configuration is designed to serve approximately six apartments per floor, ensuring a low dwelling-to-core ratio that reduces corridor congestion and supports a sense of privacy. With centrally located cores, the average walking distance from any apartment to a lift is close to 12 metres, ensuring convenient access. Corridors have been designed to achieve natural light and outlook wherever possible, with glazed ends strategically placed to introduce daylight, improve wayfinding, and create visual relief. These design moves align with the DRP's recommendations for circulation spaces that are more than utilitarian, instead becoming comfortable and legible elements of the resident experience. At ground level, residential lobbies are positioned off the internal landscaped street, separating private access from the active Callam Street frontage and the future bus interchange. Transparent glazing and landscape thresholds establish a clear delineation between public and private domains while supporting passive surveillance and safe arrival points for residents. The integration of communal amenity spaces at Levels 10 and 11 in the 12-storey building further activates the internal circulation system by introducing gathering spaces adjacent to lift lobbies. This adjacency provides opportunities for informal interaction, reinforcing social cohesion within the vertical community. Refer to architectural floor plan drawings.
BUILT FORM AND BUILDING DESIGN	6.3 DIVERSE HOUSING CHOICES a. Types of housing b. Apartment size and layout ★ c. Ceiling heights ★ d. Complementary uses e. Housing accessibility	a. The residential towers deliver a balanced mix of dwelling types to address the needs of a diverse resident population, supporting Housing Design Guide objectives for inclusivity and long-term liveability in high-density contexts. The development includes a total of 200 apartments across the two towers, with the following mix: • 1-bedroom apartments - 113 units (56%), supporting singles, young professionals, and downsizers. • 2-bedroom apartments - 49 units (24.5%), including 20 affordable units and 10 community housing units to accommodate a range of household sizes and promote equitable access to amenity. • 3-bedroom apartments - 41 units (20.5%), designed for family households and multi-generational living. This variety ensures that the precinct can accommodate a range of household types, from singles and couples to small families and multi-generational households. Additionally, the above mix with higher proportion of one-bedroom apartments directly responds to objectives and findings outlined in Woden District Strategy. These are:

Theme	Design Element	Design response
		• The increased supply of smaller dwellings offers affordable housing options and addresses demand from key groups within the precinct, including students and teachers associated with CIT, medical professionals working nearby at Canberra Hospital, and police personnel at Woden Station. • Supporting affordability and accessibility: Smaller apartments provide more affordable housing options in the town centre, which aligns with the Strategy's direction to increase housing choice and affordability • Enabling sustainable urban lifestyles: One-bedroom units are well-suited for single occupants or couples who prioritise access to services, public transport, and employment over larger dwelling sizes. This is consistent with the Strategy's vision of a "busy centre with more people living and working in and close to the town centre" Furthermore, the development demonstrates a commitment to social diversity through the provision of: • 20 affordable 2-bedroom apartments, distributed across the towers to ensure equitable access to communal spaces and amenities. • 10 community housing 2-bedroom apartments, designed to the same quality and standard as market dwellings, supporting inclusion within the broader residential population. b. Apartments have been designed to provide functional layouts that optimise internal amenity, responding to Housing Design Guide minimum internal area standards and beyond. Typical apartment sizes include: • 1-bedroom apartments: 54–75 m² • 2-bedroom apartments: 75–100 m² • 3-bedroom apartments: 100-112 m² Layouts are planned to minimise deep, narrow floor plans and avoid internalised rooms without direct access to natural light. Living spaces and balconies are oriented to capture sunlight and views, with clear separation between private and shared zones to support resident privacy. Circulation spaces within apartments are designed to be efficient while allowing for flexible furniture arrangements, ensuring long-term adaptability to changing household needs. c. Ceiling heights have been designed to ensure there is no compromise on performance outcomes, supporting high standards of residential amenity, solar access, and internal environmental quality. • Residential floors provide 3.2 m floor-to-floor heights with a 2.7 m floor-to-ceiling clearance. This proportion allows for daylight penetration, cross-ventilation, and supports integration of building services without reducing habitable space quality. • Ground floor levels provide 4.0 m floor-to-floor heights to accommodate retail and non-retail commercial uses, future adaptability, and generous entry lobbies. This height supports a legible transition between public and private domains and reinforces the precinct's fine-grain urban character at street level. Design of vertical proportions continues to maintain solar amenity for both apartments and adjoining public spaces. The design of taller residential towers, combined with the sloping and articulated building facades, ensures sunlight access to Matilda Street Park and key pedestrian corridors is preserved. This aligns with Housing Design Guide objectives to deliver liveable high-density environments that support resident wellbeing and precinct-wide microclimate quality.  TYPICAL RESIDENTIAL BUILDING

Theme	Design Element	Design response
		d. The residential towers are integrated into a mixed-use precinct that provides complementary services and amenities. Adjacent to the towers, the precinct includes: • A community hub with ground-level community spaces, mid-level offices, and a rooftop communal area, supporting resident access to services and employment opportunities. • Retail and non-retail commercial spaces at the ground plane along Callam and Bowes Streets, providing convenience retail, cafés, and local services. • Matilda Street Park and landscaped pedestrian corridors, offering passive recreation and informal gathering spaces accessible to all residents. These complementary uses contribute to the creation of a walkable, self-sustaining urban neighbourhood where residents can access daily needs without reliance on private vehicles. Refer to architectural drawings, development schedule, accessibility report.
BUILT FORM AND BUILDING DESIGN	6.4 PRIVATE OPEN SPACE a. Private open space and balconies ★ b. Connections	a. Each apartment in the residential towers is provided with a private open space component, to ensure a high standard of usability and amenity. The development schedule and architectural drawings demonstrate that: • 1-bedroom apartments include balconies of approximately 8-10 m², supporting small outdoor seating and planting. • 2-bedroom apartments include balconies of 10-12 m², providing sufficient space for outdoor dining and additional planting zones. • 3-bedroom apartments incorporate larger balconies or terraces up to 15 m², accommodating family use and supporting flexible outdoor activities. All balconies achieve a minimum depth of 1.8m, ensuring functionality for seating, dining, and passive recreation. Balconies are partially enclosed to provide weather protection, wind buffering, and visual privacy. Balconies have been oriented to optimise solar access, particularly for primary living spaces. For dual-aspect and corner apartments, private open spaces are distributed across different orientations, allowing residents to benefit from varying sun and wind conditions throughout the day. The angled facades of both towers further improve daylight access to balconies while minimising overshadowing between floors. b. Private open spaces are directly connected to primary living areas. These connections extend the usable floor area of apartments and support indoor-outdoor transitions, encouraging their use as true extensions of the dwelling. Visual connections between private open spaces and the surrounding precinct have also been prioritised. Many balconies overlook Matilda Street Park, CIT Plaza, or Callam Street, offering residents active visual engagement with the public realm while retaining sufficient screening for privacy. The distribution of private open spaces also supports natural ventilation of apartments, as doors to balconies can be used to promote cross-breezes in dual-aspect dwellings. This design response aligns with DRP feedback encouraging high-quality private open spaces that are not only functional but also contribute to the environmental performance and liveability of apartments. Refer to architectural drawings and development schedule.
BUILT FORM AND BUILDING DESIGN	6.5 STORAGE a. Within dwellings b. Bulky items	a. Storage is integrated within primary circulation zones, bedrooms, and kitchens to ensure usability and flexibility without compromising the efficiency of apartment layouts.

Theme	Design Element	Design response
		b. In addition to internal storage, the towers provide dedicated areas for bulky item storage within the basement levels. Allocated secure storage cages are available for each apartment and are sized to accommodate larger household goods such as bicycles, prams, seasonal equipment, or sporting gear. A total of 200 secure basement storage cages is allocated across the three residential buildings: • 17 storey residential tower (Building 1): 80 storage cages • 12 storey residential building (Building 2): 60 storage cages • 12 storey residential building (Building 3): 60 storage cages These facilities are located in proximity to lift cores, ensuring convenient access for residents while maintaining separation from parking and service zones. Their placement supports efficient movement of goods in and out of apartments without disrupting primary circulation areas within the buildings. Also, this approach reinforces the liveability of higher-density dwellings by providing secure, accessible, and weather-protected external storage. It also supports adaptability for a range of household types, from singles to families, aligning with Woden District Strategy objectives for inclusive and practical urban housing. Refer to architectural drawings, development schedule.
BUILT FORM AND BUILDING DESIGN	6.6 DESIGN PERFORMANCE a. Solar and daylight access ★ b. Shading c. Thermal performance d. Natural ventilation e. Noise and acoustic comfort f. Visual amenity	a. The design of the residential towers achieves strong solar amenity outcomes consistent with the ACT Housing Design Guide requirement for three hours of direct sunlight between 9 am and 3 pm at the winter solstice. Solar access modelling demonstrates: • 73% of all apartments receive a minimum of three hours direct sunlight on 21st June. Apartment layouts are optimised to support natural light penetration, with a high proportion of dual-aspect and corner dwellings. Recessed balconies, generous glazed openings, and strategically positioned habitable rooms ensure that natural light reaches primary living areas while allowing for cross-ventilation. At the precinct scale, the design also protects solar amenity for key public spaces, including Matilda Street Park and adjacent pedestrian corridors. Sunlight modelling demonstrates that these spaces remain sunlit during critical winter hours, supporting their usability and contributing to the broader public realm's environmental quality. b. The residential towers incorporate passive design principles to achieve effective solar shading while preserving daylight access and views. Facades are designed with a combination of recessed balconies, horizontal slab projections, and vertical screening elements. These shading devices are dimensioned to block high-angle summer sun while allowing low-angle winter sun penetration, improving thermal performance and occupant comfort. Key technical features include: • Chamfered tower massing and slender floorplates minimise overshadowing between towers and support cross-ventilation. • Rooftop communal areas are designed with pergolas and lightweight structures providing partial shade while enabling filtered daylight. At the precinct level, street trees with large, deciduous canopies are located along Callam and Matilda Streets, offering seasonal shading to ground-level residential interfaces and contributing to urban heat mitigation. Together, these architectural and landscape strategies deliver a robust shading outcome consistent for solar protection and energy efficiency.

Theme	Design Element	Design response
		c. The residential buildings achieve strong thermal performance through an integrated passive design approach and high-performing building fabric. External walls are designed with insulated systems that meet NCC requirements for Canberra's climate zone, and double-glazed window systems are specified to minimise heat loss in winter and solar gain in summer. Floor-to-ceiling heights of 2.7 m support effective daylight penetration and improve thermal comfort by reducing air stratification within apartments. d. The residential towers have been designed with slender floorplates and chamfered massing to maximise cross-ventilation opportunities. Approximately 68% of apartments allow for crossflow ventilation, while single-aspect apartments maintain operable windows sized to meet the NCC requirement of 5% of the floor area of habitable rooms. These strategies maintain indoor air quality and occupant comfort, aligning with passive design best practices for high-density living. e. Acoustic separation within the residential towers is designed to comply with NCC, with wall and floor assemblies achieving minimum airborne sound insulation between apartments. Bedrooms are orientated away from high-traffic roads where feasible, and facade glazing incorporates acoustic laminates to mitigate external noise from Callam Street and the adjacent bus interchange. Building services are located and insulated to avoid noise transfer between dwellings. These provisions support a high standard of acoustic comfort, ensuring a quiet living environment in a dense urban setting. f. The residential buildings are designed to provide high levels of visual amenity for residents. Apartments have generous glazing and balconies oriented to key vistas, including Matilda Street Park, CIT North Plaza, and the surrounding hills, offering a strong connection to the natural and urban landscape. Vertical and horizontal articulation in the facades, combined with staggered massing, outlook while maintaining privacy between apartments. Deep planting zones and canopy trees at the ground level contribute to a pleasant visual environment, and rooftop communal spaces offer residents elevated views of the Woden Town Centre and beyond. Refer to architectural drawings and development schedule.
SUSTAINABILITY AND ENVIRONMENT	7.1 CLIMATE CHANGE RESILIENCE d. Flood resilience e. Bushfire resilience f. Heatwave and urban heat island resilience	Refer to UDG Chapter 7.3 Climate Change Resilience
SUSTAINABILITY AND ENVIRONMENT	7.2 RESOURCE CAPTURE AND MANAGEMENT e. Rainwater capture and reuse f. Energy capture and management g. Electrification and energy efficiency h. Local food production	Refer to UDG Chapter 7.1

Theme	Design Element	Design response
SUSTAINABILITY AND ENVIRONMENT	7.3 INTEGRATED LANDSCAPE PLANTING f. Deep soil planting and tree canopy cover g. Integrated green infrastructure	Refer to UDG Chapter 5.3 and 7.3b
SUSTAINABILITY AND ENVIRONMENT	7.4 FLEXIBLE, ROBUST AND FUTURE-PROOFED a. Robust, low maintenance materials b. Flexibility, adaptability and future proofed	Refer to UDG Chapter
SUSTAINABILITY AND ENVIRONMENT	7.5 SOCIAL RESILIENCE a. Affordability and economic diversity b. Sense of community cohesion c. Safety and security	**a.** The residential component includes a diverse mix of housing typologies, tenure options, and price points to support economic diversity within the Woden Town Centre. Of the 200 apartments, ensuring access for lower-income households and key workers. This provision aligns with ACT Government policy goals for inclusive, socially sustainable communities and contributes to housing affordability in a location well-served by public transport and employment opportunities. **b.** The development fosters community interaction through the provision of high-quality communal spaces at multiple levels. Landscaped rooftop gardens, indoor resident lounges, and podium-level amenity spaces encourage casual social encounters and organised gatherings. Ground-level retail and community spaces activate the precinct's edges, integrating the residential towers into the broader Woden Village environment. Matilda Street Park, community hub and cross-block pedestrian links further support neighbourhood interaction by creating safe, inviting public spaces shared by residents and the wider community. **c.** The design prioritises safety and security using Crime Prevention Through Environmental Design (CPTED) principles. Active frontages with regular entries and transparent facades maximise passive surveillance to streets and public spaces. Internal layouts minimise dead-end corridors and concealment points, while lift lobbies and access points are controlled to ensure resident safety. External lighting, wayfinding, and clear sightlines support a safe environment at all hours, complementing the precinct's pedestrian-friendly street network.
SUSTAINABILITY AND ENVIRONMENT	7.6 GOVERNANCE MODELS AND PROCESSES a. Procurement, construction, up-cycling and embodied carbon b. Waste management	Refer to UDG Chapter 7.2