



ACT
Government

Territory Planning
Authority

Attention: Gunjan Vikram Shah
Purdon Planning Pty Ltd
PO Box 5358
Braddon ACT 2612

Dear Gunjan Vikram

Significant Development Stage 1 Information Package
DA-202544436 – Blocks 4 & 5 Section 7 PHILLIP

An assessment of your development application (DA) has been undertaken and, in accordance with section 179 of the *Planning Act 2023* (the Act), the Territory Planning Authority provides all entity advice and representations made in relation to the application in Attachment 1 below.

Attachment 1 also includes further information required by the Territory Planning Authority, pursuant to section 167 of the Act, following an initial assessment of your DA.

In accordance with section 192 of the Act, as a result of this request, the time to decide the DA has been paused.

In responding to this request, you are required to provide a written statement that outlines how all entity advice, representations and other further information has been addressed, including where changes have been made to the application as a result. On receipt of all information requested, the time to decide to DA will recommence.

If any amendments are made to the proposal in responding to the information, the amended proposal is required to be submitted under section 168 of the Act. Please note, amending your application will result in the time to decide the DA to restart, pursuant to section 192 of the Act.

If the information requested is not provided within 18-months after the day of this request, your application will be taken to have been withdrawn.

Yours sincerely,

Hayden Pini
Delegate of the Territory Planning Authority
28 November 2025

ATTACHMENT 1A – ENTITY ADVICE (STAGE 1 SIGNIFICANT DEVELOPMENT)

City and Environment Directorate (formerly Transport Canberra and City Services)

Comments

DRIVEWAY / VERGE CROSSING

1. Driveways/verge crossings appear inconsistent across the set of plans provided. Please refer to the waste comment below for further details, and request that the applicant revise the plans to ensure consistency throughout all drawings.
2. Please ask to the applicant to update the plans and demonstrate all the clearances between any infrastructure assets such as street lighting, mini-pillars, signage, etc, must be a minimum of 1.5m away from the closest edge of the driveway. In the case of stormwater sumps this minimum distance is 1.2m.

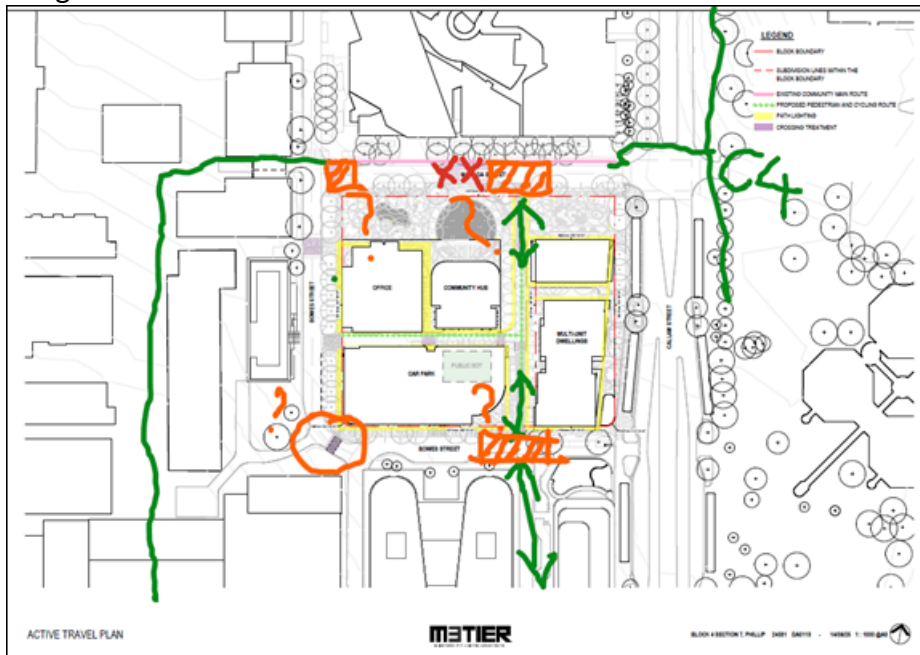
LMPP / STREET TREES

3. The developer must enter into a Canopy Contribution Agreement
4. The LMPP Submitted must indicate areas for site sheds, amenities, materials storage etc. Note that the verge to the perimeter of the site must be leased.
5. The extension of the CIT North Plaza landscaping is supported; with the understanding it is to be coordinated with CIT facilities maintenance program.
6. Please ask to the applicant to confirm if there is any intention to gift us an internal road or anything that require maintenance?

PEDESTRIAN NETWORK/ACTIVE TRAVEL

7. They are proposing the pedestrian and cycling route (north south), however the links to the existing main community route to the north (Matilda St). This is an important link that connects to the principal route (C4). We suggest moving the 'crossing treatment to align with the lane of the active travel route
8. There is an opportunity to provide raised treatment on the eastern part of Matilda Street
9. The southern side of the proposed peds and cycling route also needs to connect to the existing passage on the eastern side of the 'Grand tower' where seems to be in conflict to the entry driveway to the complex. They need to provide a detail of separated crossing facility at this location.
10. They may also need to pay attention to the crossing facility on the southwest corner of the block with another raised crossing or some threshold treatment at this location.

Image 1



PUBLIC TRANSPORT / LIGHT RAIL / TRAFFIC

TRANSPORT CANBERRA (TC)

From TC's perspective please refer to the following comments:

11. The proposed development shall not disrupt the interchange operation during construction.
12. Construction vehicle access is only via Bowes St and have a strict condition that Callam St isn't to be used for any construction vehicle access for this site.
13. The applicant shall engage Transport Canberra to collaborate and minimise disruption to passengers where possible.

LIGHT RAIL (LR)

14. Please refer to the attached email with comments from LR Operations which was sent directly to ACEPD Customer Service email.

TRAFFIC / TIA

15. Section 2.6.2, pg. 25: It seems that the SIDRA 2025 base scenario has not been calibrated and validated to represent current traffic conditions. From the modelling results (Table 4), all intersections appear to be working well (i.e. LOS C or lower) without much congestion (i.e. DOS < 0.85). However, in reality, intersections along Launceston St, Melrose Dr, Easty St and Yamba Dr experience traffic operation issues especially in the peak hours, with longer delays, queueing and congestion, as shown in the screenshots below from Google Maps. Therefore, please calibrate/ validate the existing base models, and then use the calibrated and validated models for the future base and project case scenarios. If needed, it is advised to discuss with Roads ACT and seek the existing network

- performance (such as queuing, delays, etc), as they monitor this network through PTZ cameras and other ITS tools. As the future/ project case models were developed based on the non-calibrated/ validated models, it is anticipated that the network performance outputs are likely undermined. Therefore, CED are unable to accept these results, and subsequent study outputs and conclusions.
16. In addition, it seems that pedestrian crossings have not been coded at the signalised intersections and need to be coded. Refer to Active Travel comments as well.
 17. Section 2.6.2, pg. 25: Further to this, it is also noted that during initial discussions with Quantum Traffic in April 2025, it was agreed that traffic modelling analysis is to be undertaken using microsimulation modelling. Why has SIDRA intersection analysis been used instead?

Image 2

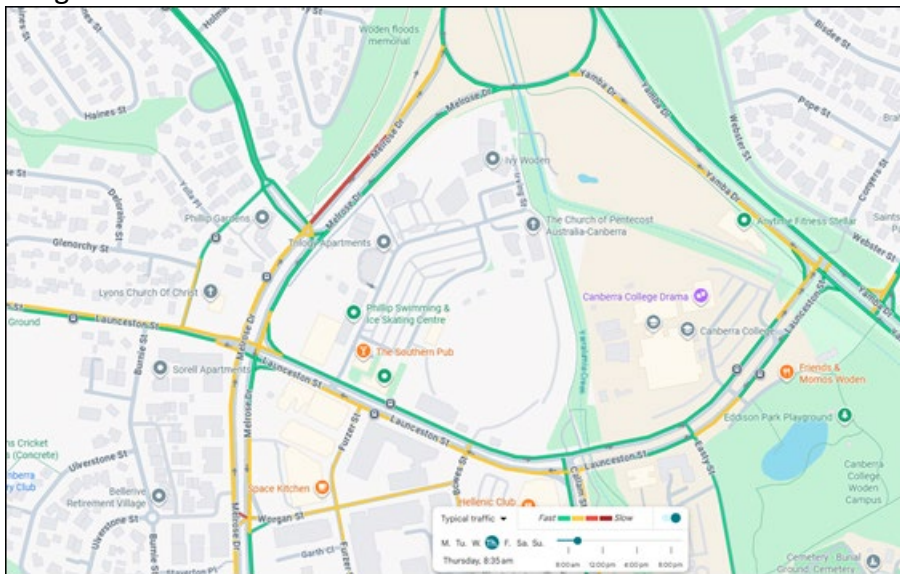
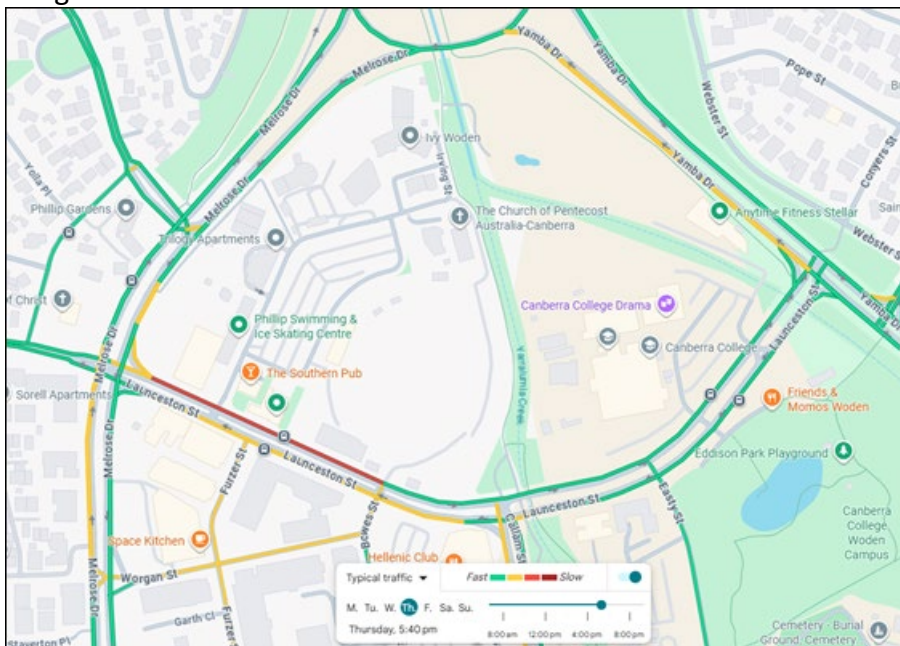


Image 3



18. Section 2.6.2, pg. 25: How was background traffic growth analysed?
19. Section 2.10, pg. 30: Given there are a high number of vulnerable road users in the area given the town centre location and crash data also showed collision with a pedestrian, please detail any observed road user behaviour and road safety risks to all road users.
20. Section 3.2, pg. 32: Description of site accesses near the Callam Street/Neptune/Street/Wilbow Street intersection and the Wilbow Street slip lane does not make sense as this area is approximately 300m south of the site.
21. Section 3.2, pg. 32: How do the proposed site accesses interact with existing and proposed site accesses in the area such as the Section 6, Section 35 and Section 183 Phillip? Are there any likely safety issues of the proposed site accesses given the crash history in the area, such as along Matilda Street and Bowes Street?
22. Tables 6&7, pg. 34: It is noted that the parking provision for non-residential land-uses in particular are within the benchmarks outlined in the Commercial Zones Technical Specifications. Residential land-uses have no minimum requirements and however have been provided 292 car parking spaces for residents and 22 car parking spaces for visitors.
23. Motorcycle Parking, pg. 38: It is noted that no motorcycle parking is proposed on-site. It is up to the Statutory Planning team to determine if this is appropriate.
24. Electric Vehicle Parking, pg. 40: It is noted that no electric vehicle parking is currently proposed on-site. Electric vehicle parking is to be provided on-site as outlined in the Commercial Zones Technical Specifications.
25. Section 3.4, pg. 47: No network changes have been assumed in the future base scenarios. Given the light rail to Woden, this needs to be considered. Please refer to Light Rail comments attached as well.
26. Table 22, pg. 48: Based on light rail modelling assumptions, a trip rate of 1 trip/100m² GFA for office has been adopted. Hence, please update the trip rate of 0.99 trips/100m² GFA to 1 trip/100m² GFA for the office land-use.
27. Section 4.2.1, pg. 49: Traffic signals have been optimised. This assumption cannot be confirmed given the proposed light rail to Woden and the changes to signal timings are unknown. In addition, in all scenarios, it seems that pedestrian crossings have not been coded at the signalised intersections and need to be coded.
28. Sight Distance, pg. 58: It is noted some access driveways proposed do not provide adequate sight distance. Adequate sight distance must be provided at the verge crossings. If this cannot be achieved, an analysis of risks and associated severity must be provided, along with mitigation measures.
29. Gradients of access driveways, pg. 59: Boom gates are to be relocated to allow for vehicles to stop along a horizontal grade.
30. Table 28, pg. 59: Please outline if there is adequate space onsite to accommodate the calculated queuing areas at the access points?

WASTE

31. ACT NoWaste does not support the development. Further information is required to address the below.

Waste enclosures/Chute Rooms

32. The residential building has 3 pairs of chutes, but the ground floor shows 1 x Residential Waste Enclosure and 2 x Waste Storage rooms (Image 4). Although the Operational Management Plan (OMP) state that the ground floor has chute rooms, the plans show waste storage rooms and an enclosure (Image 5) which cannot be used as chute rooms since the designs do not comply with the DCC and EAN24.
33. Chute Rooms are to be separate from the waste enclosure and access by residents is not permitted. The chutes and discharge points need to be located above the waste hopper and recycling hopper, and each chute room is required to provide spare hoppers (Image 5).
34. Residential Waste Enclosure 1 is required to have a separate Chute Room (Image 5). The current design is not acceptable.
35. Residential Waste Enclosure 1 layout dimensions must not require the Territory contractor to roll bins/hoppers for a distance exceeding 15m before exiting the waste enclosure (Image 5), the applicant will need to demonstrate the roll out distance for the last hopper not exceeding this distance.
36. Residential Waste Storage 2 and Residential Waste Storage 3 are required to be designed as chute rooms (Image 5). The current design is not acceptable.
37. Green MGB's are to be stored in the waste enclosure as this are not permitted to be stored in chute rooms (ie Residential Waste Storage 2) (Image 5).

Image 4

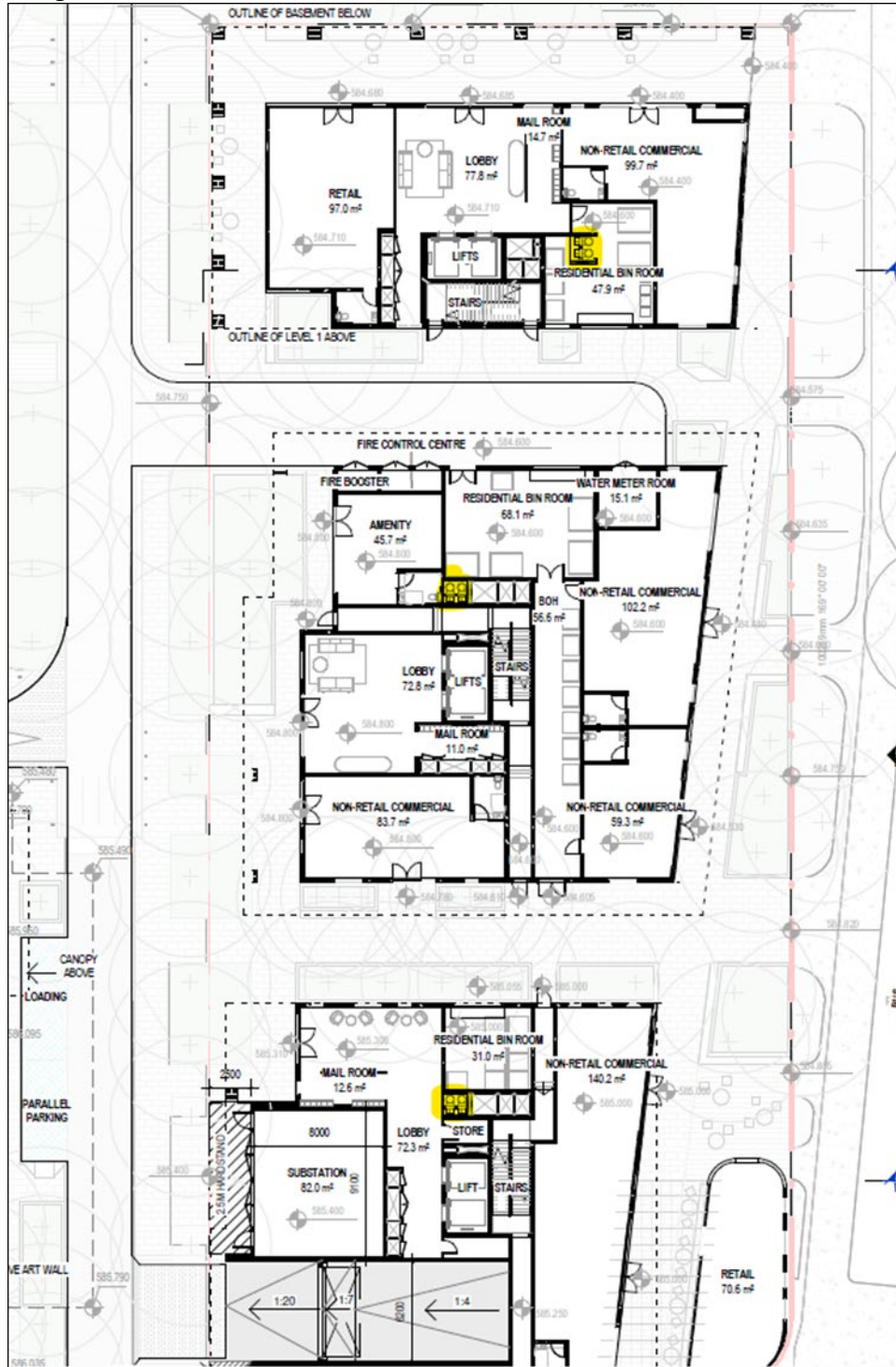
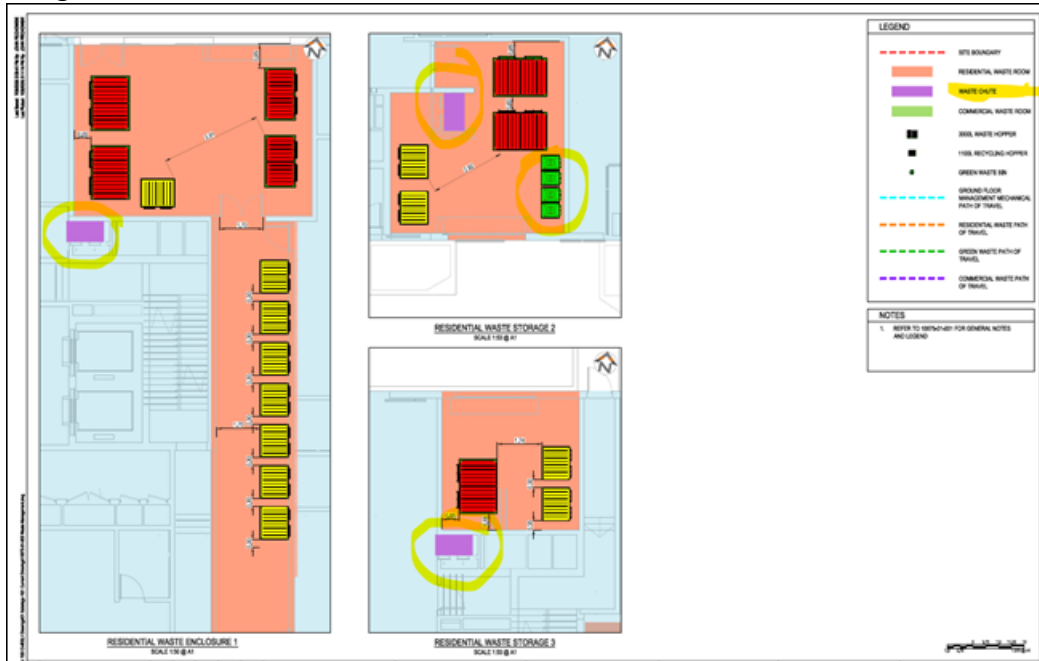


Image 5



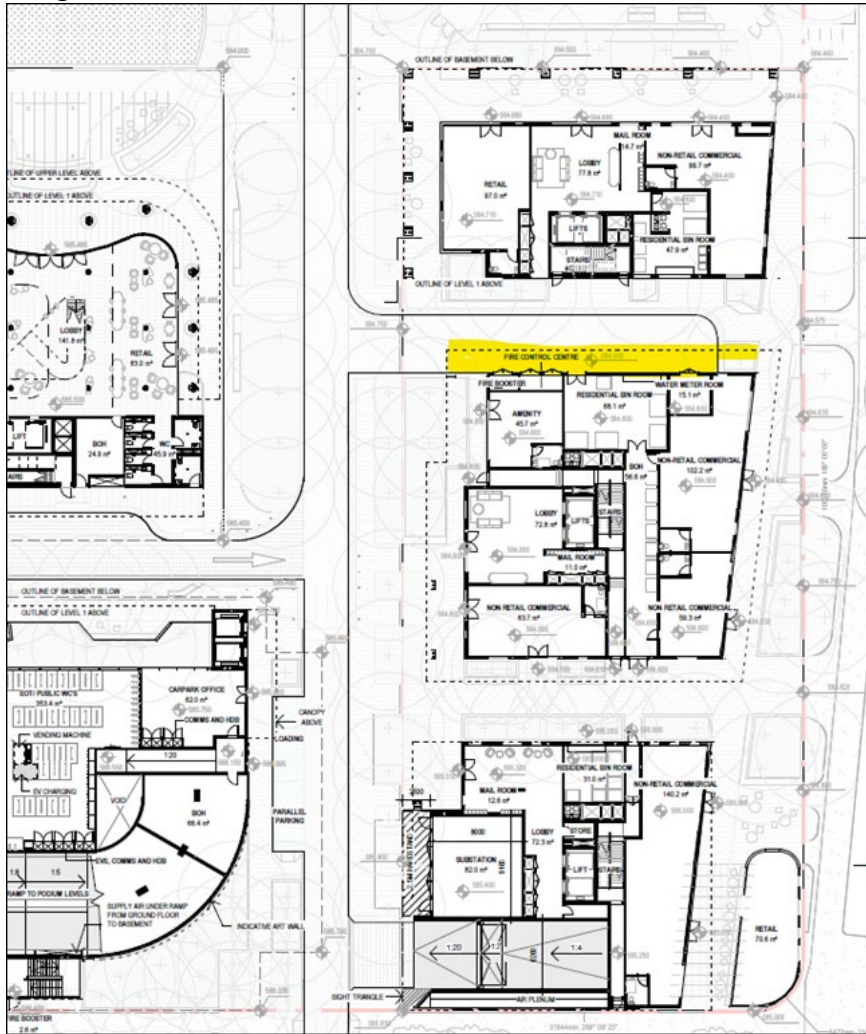
Vertical clearance

38. Vertical clearance for residential collection of 6.8m is required in the Service Laneway. Although Section E shows no obstructions on level 1 (Image 6), the ground floor plan shows an encroaching canopy (Image 7). Verification is required to confirm that 6.8m is provided in the laneway for waste collection.

Image 6



Image 7



Subdivision

The Development is on Block 4, which will be subdivided to create two Blocks (Block A & Block B).

39. The Subdivision Plan (Image 8) needs to show all relevant easements with appropriate dimensions to provide access and manoeuvring for Residential waste collection. The easements on the subdivision plan needs to correlate with the vehicle turning movements shown on the INDESCO drawings (Image 9).
40. Easements are also required to match the vehicle manoeuvring for the commercial waste vehicle.
41. Note: The vehicle turning movements are required to be amended since they do not satisfy clearance requirements from obstacles-refer elsewhere in this email.

44. The quantitative carting distances are to be shown on the drawings and not just the path of carting (Image 12).
45. Carting distances exceeding 75m requires mechanical devices to assist the Building Manager to cart MGB/hoppers. If a mechanical device is to be used for carting, the plans are to show the storage location and specific details of the type of device is to be provided.

Image 10

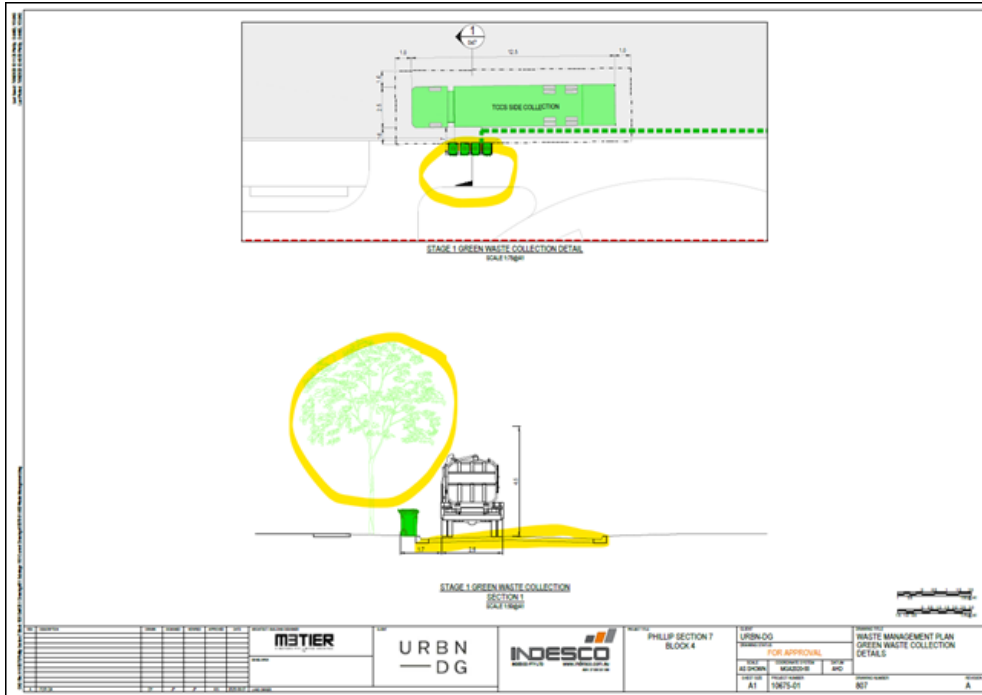


Image 11

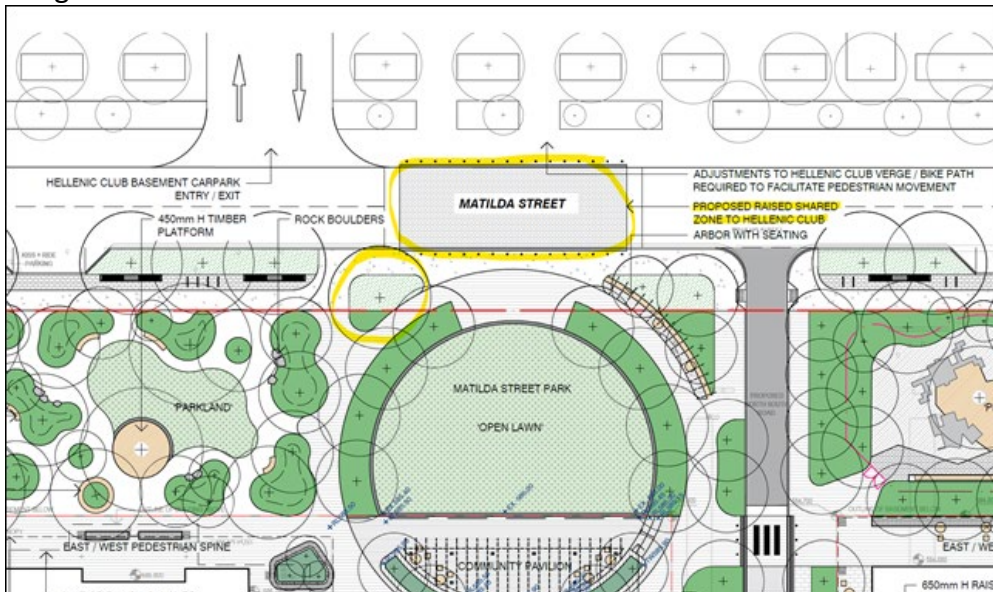
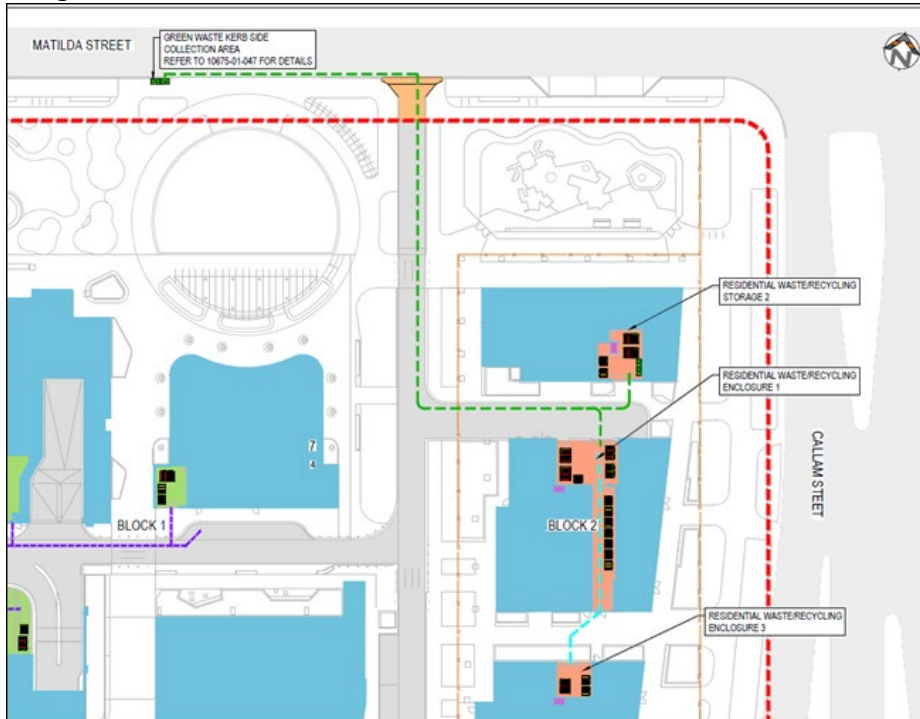


Image 12



Vehicle manoeuvring-Residential Waste/recycling Collection

46. The collection vehicle must be able to safely navigate to and from the waste and recycling storage facility. The swept path simulation must demonstrate 1.0m minimum clearance between the collection vehicle's wheels and the kerb, even at pinch points, at all times. Swept vehicle software may not be accurate and does not account for driver error. To compensate for inaccuracies and driver error, the distances between wheels and kerb when navigating bends must show a minimum of 1.0m by using a vehicle length of 12.5m.
47. There are tree canopies and kerbs located along the North/South Road and Service Laneway that encroach into the waste collection waste vehicle movements (Image 14).
48. The waste collection vehicle movement drawing by INDESCO is required to show the entire movement for the residential waste collection when the vehicle enters the site from Bowes Street, manoeuvres into the service laneway and exiting onto Matilda Street (Image 14).

Image 13

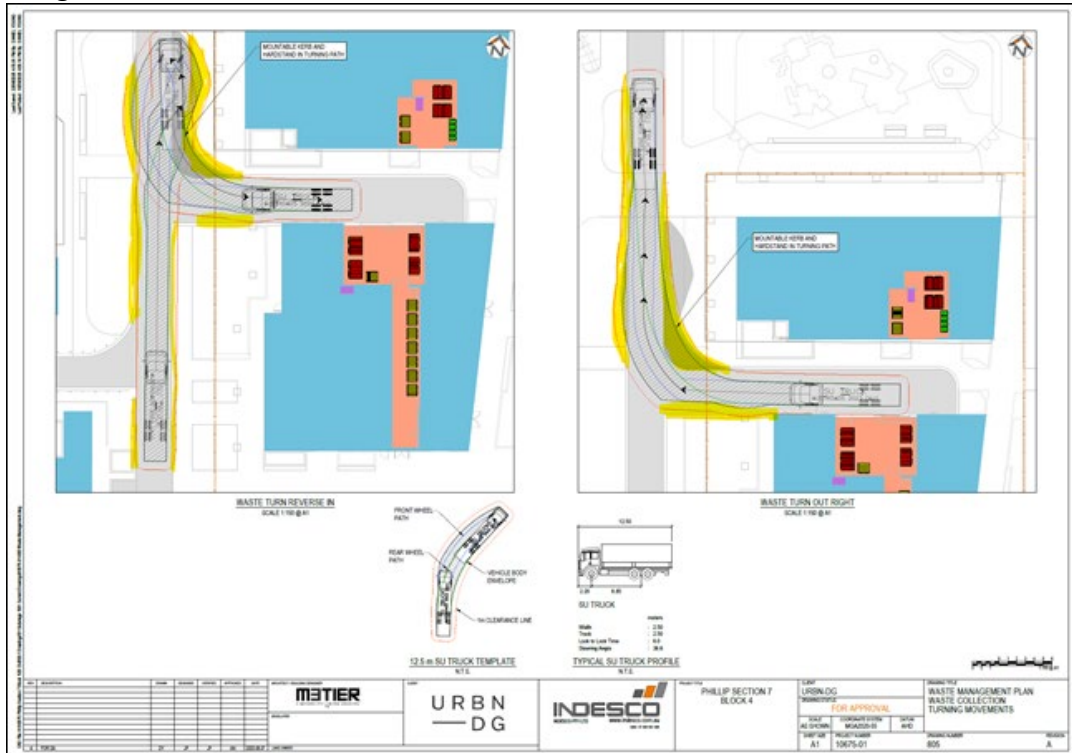
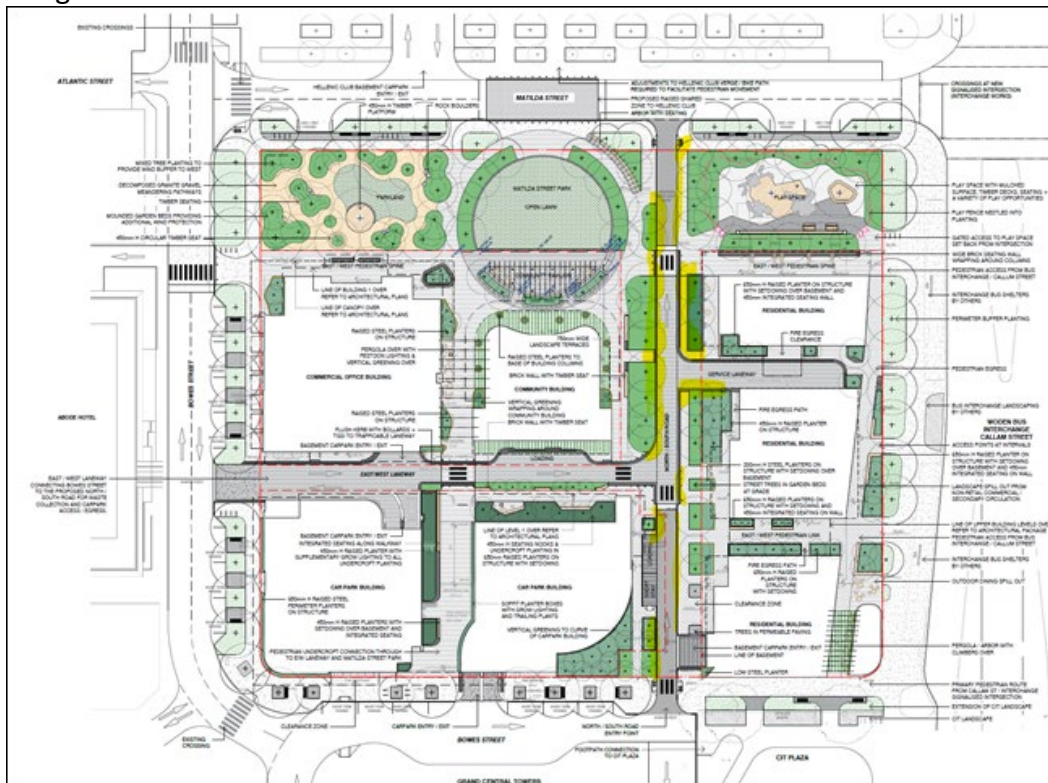


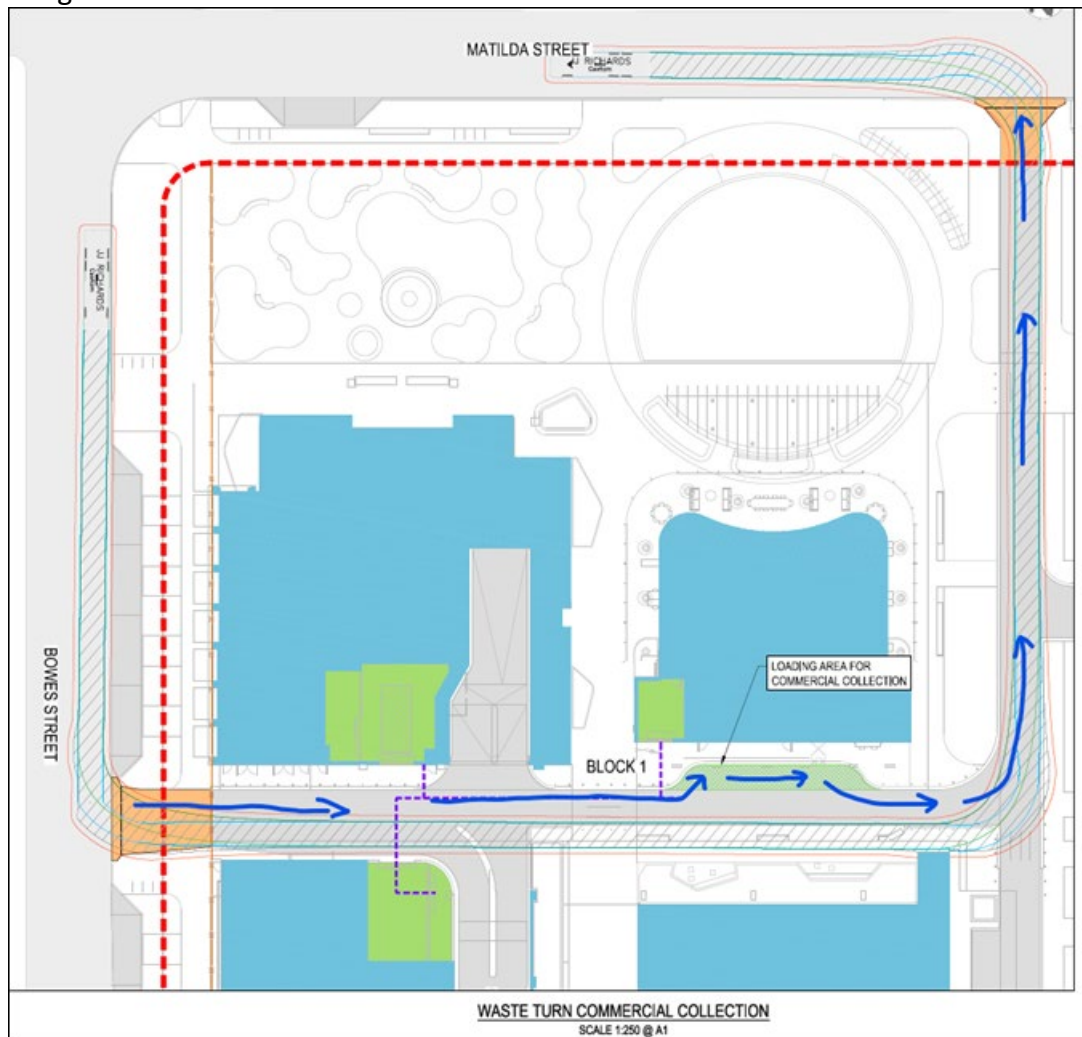
Image 14



Vehicle manoeuvring-Commercial Waste/recycling Collection
 49. The applicant must provide a Truck Turning Template (TTT) of the largest vehicle entering and exiting the site which in this case is a Heavy Rigid Vehicle (HRV) through a Forward In and Forward Out (FIFO) arrangement.

50. The TTT must show the full swept-path with a 600mm clearance envelope on both sides of the vehicle and a 1000mm clearance at pinch points, at all times. Swept vehicle software may not be accurate and does not account for driver error. To compensate for inaccuracies and driver error, the distances between wheels and kerb when navigating bends must show a minimum of 1.0m by using a HRV of 12.5m.
51. The commercial turning movement by INDESCO shows a movement that would be obstructed along the route, and the vehicle movement is not contained fully within the internal roads (Image 15).
52. There are tree canopies and other obstacles located along the East/West Lane and North/South Road that encroach into the commercial waste collection vehicle movements (Image 14 above).
53. The commercial vehicle movement is required to show the vehicle entering the site from Bowes Street, onto the East/West Lane, enter the loading area for commercial collection, then continue towards the North/South Lane and exit onto Matilda Street (Image 15).

Image 15



Verge crossings

54. The verge crossings (Driveways 01 on Matilda Street, 02 and 03 on Bowes Street) do not have adequate dimensions since the turning path diagrams shows the vehicle movement encroaching outside of the driveway areas (Images 18, 19 & 20).
55. The vehicle movement templates for driveway 02 have not been provided (Image 21).
56. Driveway 02 along the southern part of Bowes Street shows driveway layout design that is shown inconsistent in the Driveway Plan, Landscape Plan, Waste Management Plans, Site Plan and Ground Floor Plans (Images 22 & 23).

Image 18

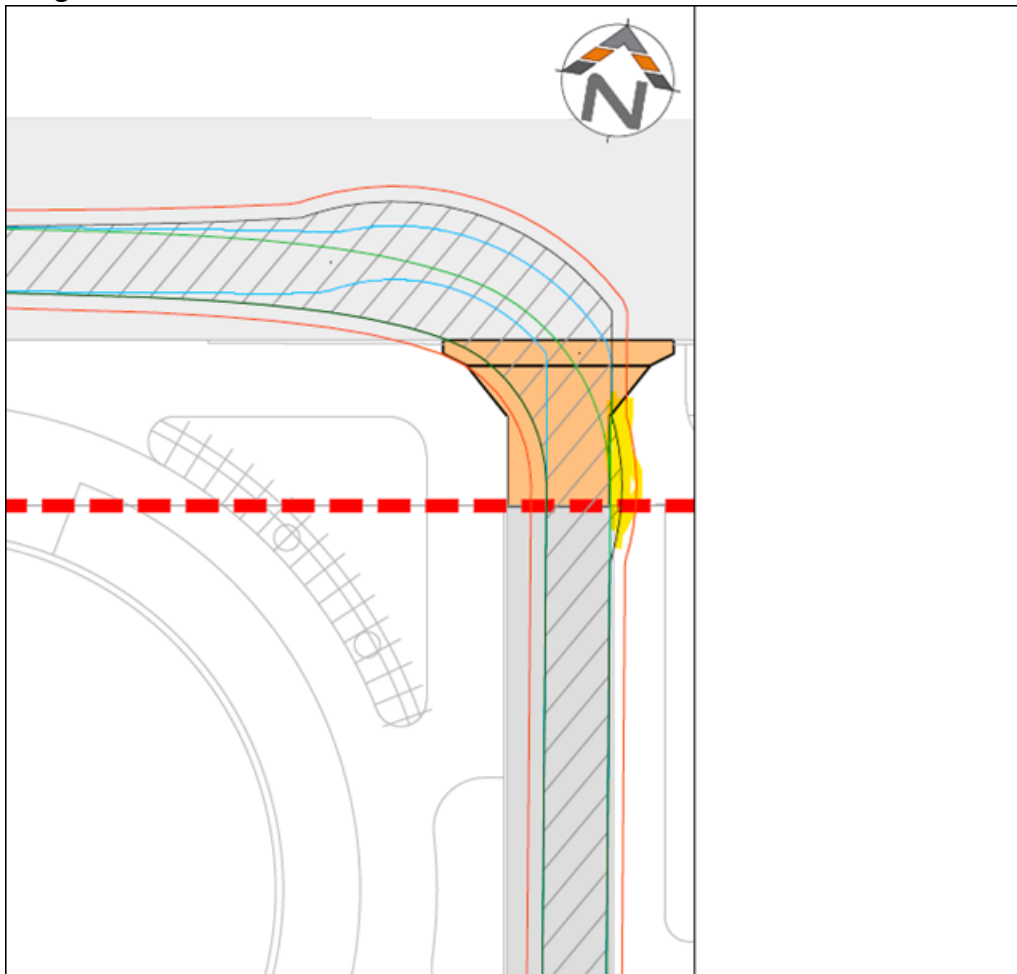


Image 19

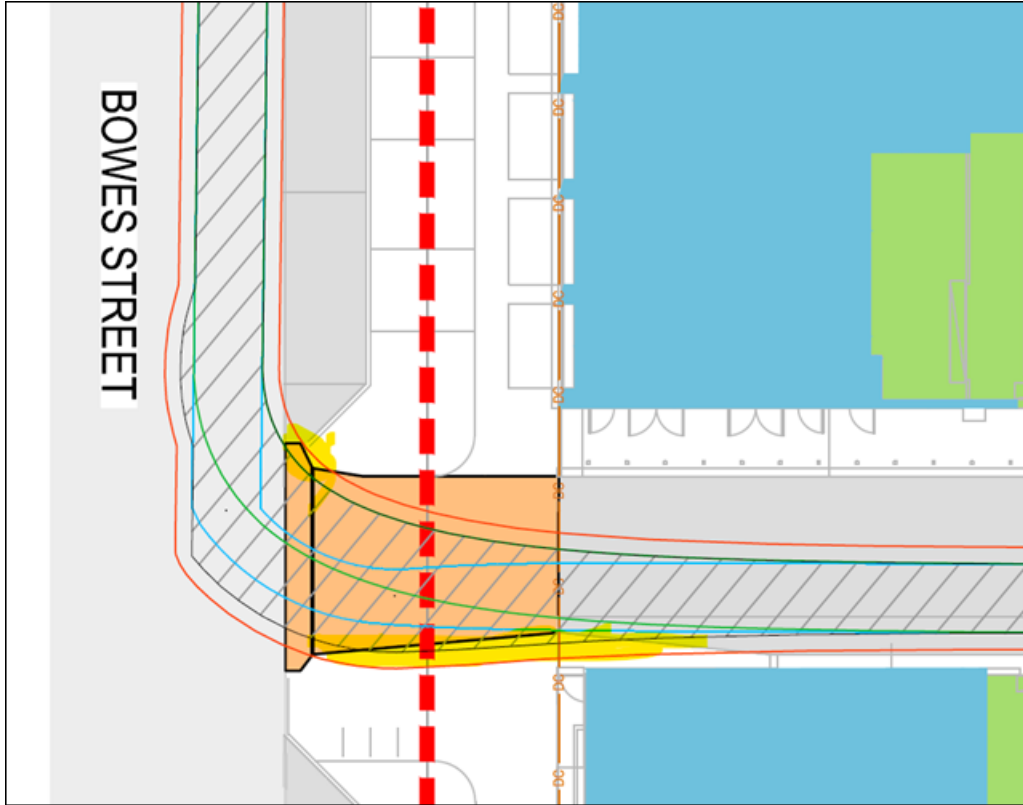


Image 20

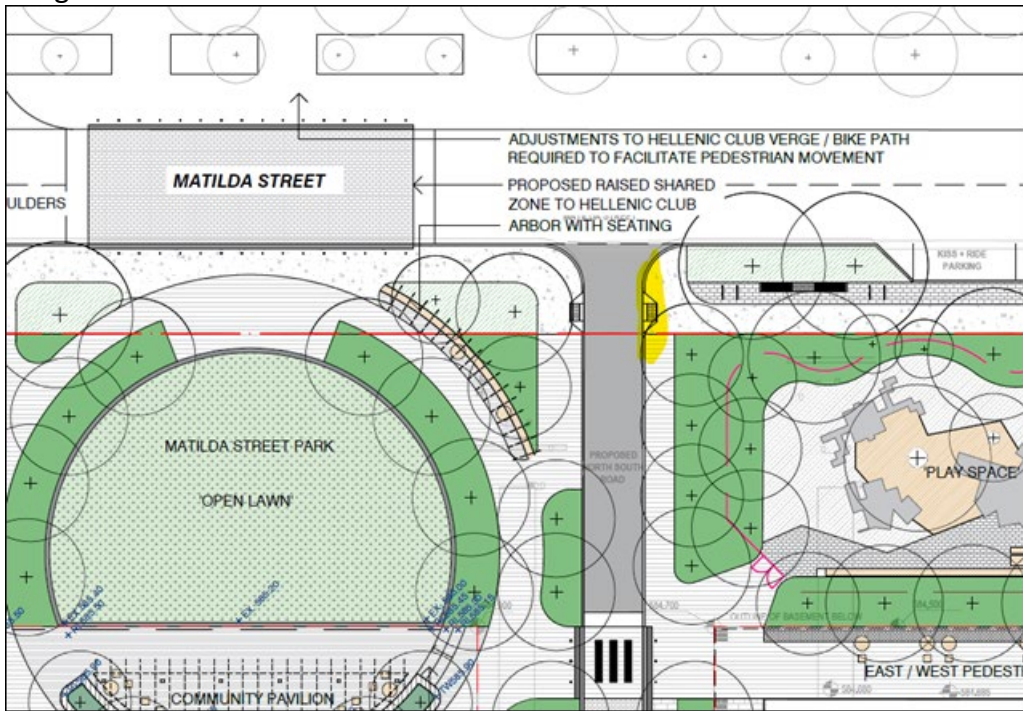


Image 21

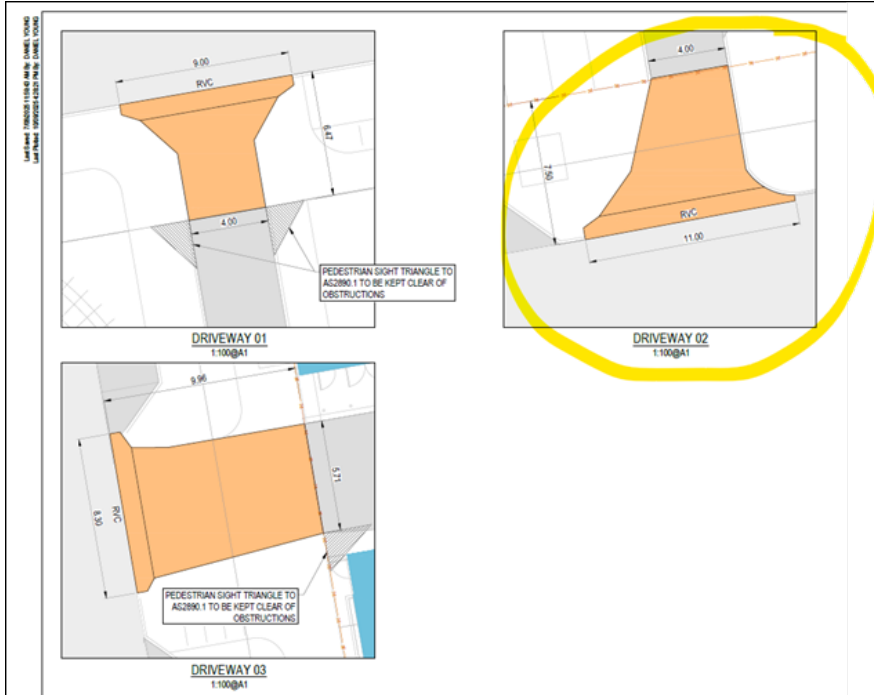


Image 22

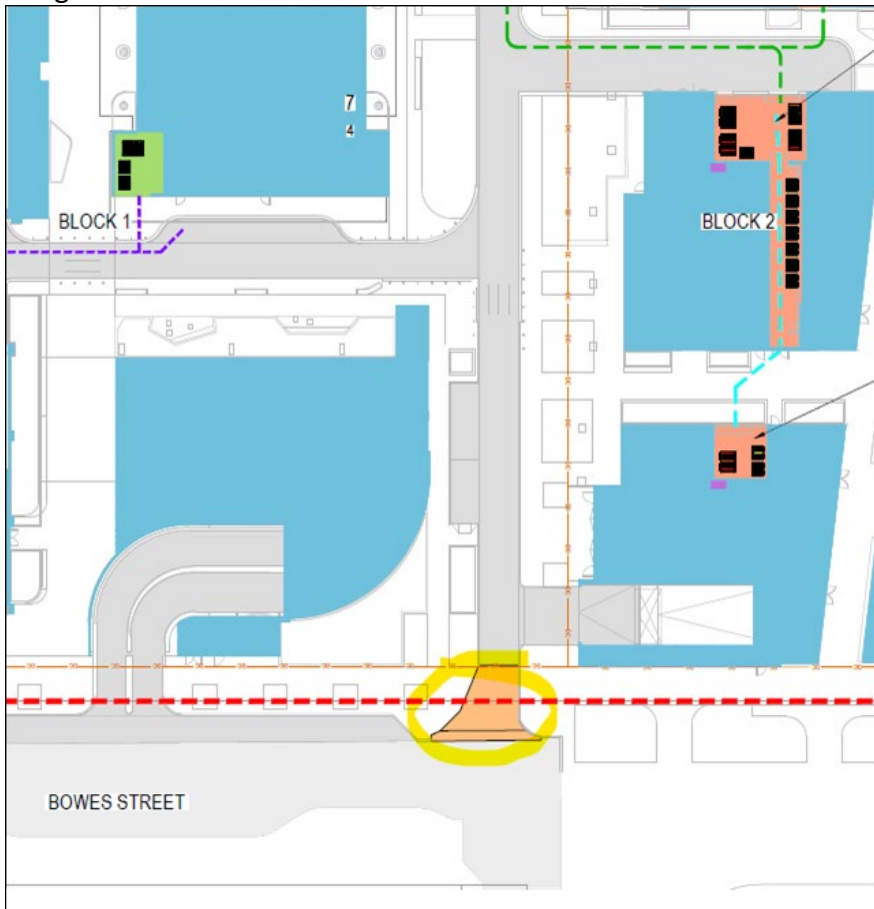
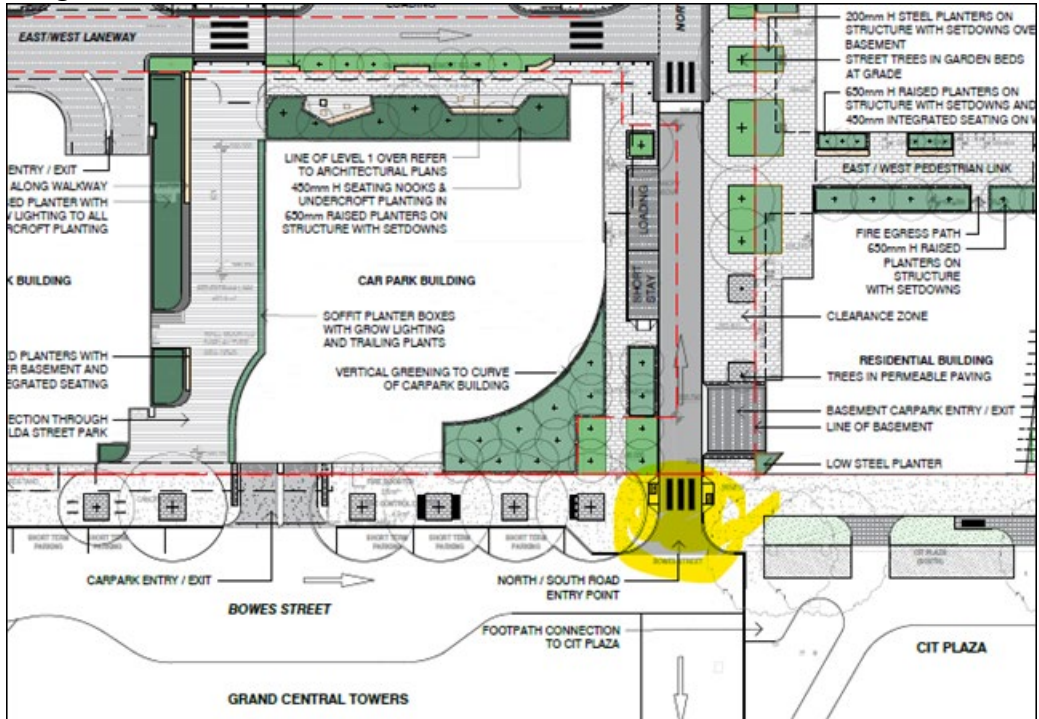
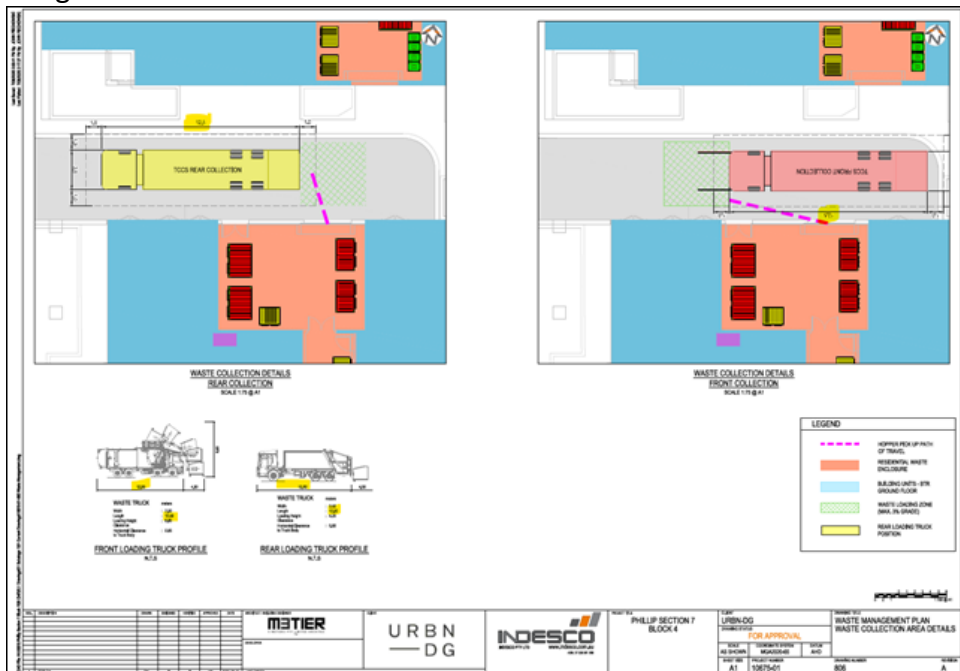


Image 23



57. As shown in Image 24 below, the roll-out distance is diagonal and not dimensioned. The applicant must demonstrate a roll-out path from the waste enclosure to the hopper pad that does not exceed 4 metres. Additionally, the roller door of the waste enclosure currently restricts proper manoeuvring of the hoppers to the hopper pad.
58. The applicant must update the drawings to clearly demonstrate a safe manoeuvre path for the hoppers in front of the roller door, ensuring the distance does not exceed 4 metres.

Image 24



59. Please note that the above issues are not an exhaustive list. The applicant is required to address the DCC and EAN24 and provide sufficient plans and supporting information. The application currently presented in the drawings and supporting information are incomplete, inconsistent and do not comply with the DCC and EAN24.

Environment Protection Authority (EPA)

The Office of the Environment Protection Authority (EPA) advises that the [Erosion and Sediment Control Plan](#) submitted with the DA does not meet EPA requirements.

EPA supports the DA subject to the following conditions of approval being included in the Notice of Decision and enforced under the [Planning Act 2023](#).

CONDITIONS:

Hazardous Materials

- Appropriately ACT licensed contractors and consultants able to perform the full range of licensable duties in the ACT must be engaged for the assessment, removal, transport, and disposal of all hazardous materials found on the site.
- All hazardous materials found on the site must be disposed of at a facility lawfully authorised/licensed to accept the waste.

Contamination

- An environmental assessment, in accordance with EPA endorsed guidelines, must be undertaken by a suitably qualified environmental consultant to determine whether past and current activities have impacted the site from a contamination perspective and to determine whether the site is suitable for the proposed and permitted uses.
- The consultant's assessment report and a letter of introduction from the land custodian and/or person/company responsible for commissioning the report detailing the purpose of the report and the action being requested must be submitted for review and endorsement, in accordance with [Contaminated Sites Information Sheet 11 – EPA Report Submission Requirements](#), prior to the site being used for these purposes.
 - Reports and documents relating to contamination must be submitted to EPA via contaminatedsites@act.gov.au.
 - The standard response time for reviewing documents is 15 working days from date of receipt; however, EPA endeavours to provide responses as soon as possible.
- All spoil identified at the site must be managed in accordance with EPA Guidelines for [Spoil Management in the ACT](#) available at [Environment Protection Policies & Guidelines](#).
- All soil subject to disposal from the site must be assessed in accordance with EPA [Information Sheet 4 - Requirements for the reuse and disposal of contaminated soil in the ACT](#) available at [Contaminated Sites](#).
- No soil is to be disposed from the site without EPA approval.

Construction

- All works must be carried out in accordance with “[Environment Protection Guidelines for Construction and Land Development in the ACT, August 2022](#)” available at [Environment Protection Policies & Guidelines](#) or by calling 132281.
- As the site is greater than 0.3 hectares, the construction is an activity listed in Schedule 1 as a Class B activity under the [Environment Protection Act 1997](#).
 - The contractor/builder developing the site must hold an Environmental Authorisation or enter into an Environmental Protection Agreement with EPA in respect of that activity prior to works commencing.
- A revised [Erosion and Sediment Control Plan \(ESCP\)](#) must be submitted to and be endorsed by EPA prior to works commencing on site.
 - Any subsequent changes to the ESCP must be endorsed by EPA prior to implementation.
- All sediment and erosion control measures must be in place prior to works commencing and must be maintained until development completion.
- Adjacent roads must be swept clean at all times
- For sites greater than 1 hectare, sediment control ponds must be incorporated during the construction phase of the development until 85% of the site is stabilised.
- Pond construction should be in accordance with the following guidelines:
 - Be of adequate size to control all runoff from the site.
 - No discharge from dam unless sediment level is less than 60mg/litre. If sediment level is greater, then prior to discharge, the dam must be dosed with either Alum or Gypsum and allowed to settle until the sediment is less than 60 mg/litre.
 - Water level must never exceed 20% capacity to ensure there is runoff storage during a rain event.
 - Regular dredging of the dam must be carried out to remove silt.

Noise

- The Noise Management Plan (NMP) titled “*Noise Management Plan for DA Phillip Hellenic Woden*”, revision 1, dated 28 August 2025, prepared by Paradigm 42 is endorsed by EPA on the basis all assumptions and recommendations included in the report must be incorporated into the final building construction and design.
 - The NMP must be included in the approved plans stamped by the ACT Planning & Land Authority to ensure all recommendations and assumptions included in the document are confirmed and signed off by the building certifier prior to a certificate of occupancy and use being issued.
- The applicant/lessee must register a MISCELLANEOUS APPLICATION ENCUMBRANCE (MAE) at Access Canberra Land Titles against the Crown Lease of Block 4 Section 7 Phillip.
 - At a minimum, the MAE must include a copy of the EPA endorsed Noise Management Plan.

- Noise from equipment, which is installed permanently or used temporarily during development, including air conditioning units, heat pumps, pool pumps, etc. must comply with the noise standard at the site boundary at all times as per the [Environment Protection Regulation 2005](#).
 - Please consider the type and location of noise generating equipment prior to installation.
 - Written assurance should be sought from the supplier/installer of the equipment confirming it complies with the Noise Zone Standard as per the [Environment Protection Regulation 2005](#).

ADVICE:

Construction Noise

- Building work, by its nature, is noisy. Within the identified area, any noisy activities including material deliveries and work site preparation are only permitted between the following hours:
 - 6:00am to 8:00pm, 7 days a week (including public holidays)
 - At all other times, noise emissions must not exceed the zone noise standard.

60 dB daytime and 50 dB nighttime (Zone B)

Lights

- All external lights must comply with Australian Standards AS4282:2023 Control of the obtrusive effects of outdoor lighting.

Dust

- Where building work generates dust, all reasonable and practicable measures must be taken to minimise that dust. This can often be achieved by damping the ground with a light water spray.

For further information, please contact the EPA Planning Liaison Officer at EPAPanningLiaison@act.gov.au.

ACT Heritage Council

Thank you for seeking ACT Heritage Council (Council) advice on DA202544436, which seeks approval for the subdivision and construction works at Block 4 Section 7 Phillip.

DA202544436 proposes the demolition of the existing surface car park and temporary bus interchange, and the subdivision of Block 4 Section 7 to create two new blocks (A and B). Specifically:

- Block A is proposed for construction of a 12-storey office building, a 6-storey community hub, an 8-storey car park, and a neighbourhood park; and
- Block B is proposed for construction of three multi-unit residential buildings containing 200 apartments and four levels of basement car parking.

The development proposal also includes internal access roads, tree removal, services, verge and off-site works, landscaping, and associated works.

Review of the ACT Heritage Register (the Register) has not identified any registered, nominated or recorded heritage places or objects within the subject block. However, the proposed development is in the vicinity of 'the Callam Offices' which is registered on the ACT Heritage Register.

Informed by this review, and as a Council delegate, I advise that:

- The proposed development is unlikely to diminish the heritage significance of a registered place or object, and no *Heritage Act 2004* requirements are identified.
- There is no objection to approval of DA202544436.

In providing this advice, I note that the Callam Offices is located approximately 80m to the east of the block and will not be impacted by the proposed works.

Conservator of Flora and Fauna (including Tree Protection Unit & Office of Water)

The DA has been assessed and the following Conservator's Advice in accordance with Sections 107 and 108 of *Urban Forest Act 2023* is provided:

No regulated tree/s on the site (nor on neighbouring block/s)	X
Supported with Conditions	
Advice for the Applicant	
Not Supported	
Further Information/Amendments Required	

Comments:

No (protected) trees under the UF Act 2023 are on this lease

The only comment to make is that any new trees will have to do heavy lifting for environmental control/mitigation on and alongside this lease.

They should be of substantial mature size, resilient for years to come and have sufficient rootzone to achieve capacity.

The development application (DA) has NO trees on site

NOTE: Planning (minimum Development Application Documentation) Guideline 2024 (No 2) link is attached below for further information.

[Planning \(Minimum Development Application Documentation\) Guideline 2024 \(No 2\)](#)
[| HTML view](#)

Office of the Conservator

Thanks for the opportunity to comment on the 4/7 Phillip DA. I note 36 trees will be removed by the proposal, three of which are native and one is locally native. The trees provide foraging habitat value but this is not limited in the landscape.


We advise *Liriope muscari* 'Evergreen giant' be removed from the plant list due to weed threat.


We recommend *Acer palmatum*, *Ulmus parvifolia*, *wisteria sinensi*, *Laurus nobilis*, *Ajuga reptans* and *Teucrium fruticans* are swapped with local natives as they also pose a weed risk. This is a recommendation not a requirement.

From the off-site planting schedule, we recommend *Liquidambar styraciflua* and *Ulmus parvifolia* are swapped with local natives as they also pose a weed risk. This is a recommendation not a requirement.

Office of Water

The following ESCP drawings and notes are supported and required with one condition:

 SEDIMENT-202544436-0


 SEDIMENT-202544436-NOTES-0

Condition:

- Establish a washdown area next to the stabilised access onto Matilda Street to ensure no mud, silt or sediment is tracked onto the adjacent road network.

Please have this condition incorporated into the NoD.

The following WSUD information is also noted:

 WATERURBANDESIGN-202544436-01

ACT State Emergency Service

ACTSES has reviewed the subject DA and have no comments or objections. Any previous commentary remains valid and expected of this DA.

Evoenergy Gas

Jemena has reviewed the location of the Development Application and the associated documentation provided. Please be advised that all works must comply with the ACT Government regulation and Development/Building Approvals as outlined here: <https://www.legislation.act.gov.au/View/a/2010-41/current/html/2010-41.html>

It is noted that there is a HIGH PRESSUIRE gas network in the vicinity. Therefore, all due care must be undertaken around our underground assets. Please ensure that the appropriate Before You Dig Australia (BYDA) processes are strictly followed during the construction phase.

If a metre relation or service pipe relocation is required, you must comply with Evoenergy standards. Please note that only personnel accredited by Evoenergy are authorised to carry out such work.

Light Rail Operations

Traffic

This will need to be considered in consolidation with greater transport planning outcomes, i.e. understanding what Luke's aim is for the interchange (transport corridor). This may be an issue with the TIA, where Callam St is considered as arterial road, public traffic may be distributed incorrectly if Callam St (Woden Interchange) is indeed Public Transport Corridor. Hence wait-time may need to model the outcome as suggested.

It is also noted that the intersection impact assessment did not include the Callam St x Launceston St or Callam St x Matilda St, therefore the service level is not clear. It is also unclear if the model has included relevant light rail movements such as proposed high light rail priority at these intersections. (LRS2B Travel Time Assessment report)

On-Site

The location of the development site is at the current Temporary Interchange. There are several uses including parking, commercial and residential spaces. All of which are trip generators by various forms of travel. In a multi-modal planning consideration, the proposal provided the necessary features to encourage the future policy outcome.

There are 3 substations proposed, the developer is encouraged to consult with their electrical engineer to consider if interference with Light Rail infrastructure should be studied, noting the distance to the nearest proposed HV Light Rail power line is roughly 50metres away. (Future proofing design on Woden Interchange)

Off-Site¹

Development driveways may provide opportunities for rat runs. Consideration should be given to provide pedestrian/active travel priority connectivity between proposed commercial space and public transportation, e.g. the entire driveway may be shared with low speed limit.

No offsite work concerns near transport interchange from light rail perspective as no conflict with light rail infrastructure is foreseen.

On-Street Parking

There are some on-street parking spaces made available on Bowe St (southern frontage). It is recommended that these parking spots be used for kiss & ride during peak hours to assist with patrons using the transport interchange in addition to the 2 kiss & ride spaces provided on Matilda St. However, this remains a decision for the road authority and may be changed based on usage data later on. (this was discussed roughly on pre-DA meeting)

General

Located close to light rail, accessibility between Light Rail Terminal and the development is well connected with public footpaths and development footpaths. However, there seems to be some overhang on the Multi-Unit Dwellings proposed on the southern corner. (Just an observation.)

This submission appears to have missing flow rate information from stormwater. WSUD calculation is high level and revised stormwater management plan is expected in the next stage. A more detailed calculation and outcome will help inform future impacts to light rail terminal.

Infrastructure Canberra

Infrastructure Canberra (iCBR) has reviewed DA202544436 for the proposed development on Block 4, Section 7 in Phillip, adjacent to the proposed Light Rail Stage 2B (LRS2B) project. Please see below iCBR's comments on the documentation provided for this proposal.

Due to the project interface with the proposed LRS2B and the Woden Public Transport Interchange, the proponent must ensure that the development's project elements and activities, whether in the design or construction stage, will not adversely impact any existing CED assets or the design and delivery of future CED assets, including LRS2B. It is strongly recommended that the proponent coordinate closely with relevant ACT Government agencies maintaining or delivering these assets to avoid or minimise impacts. Any unavoidable impacts must be communicated to CED and iCBR as soon as possible for review and approval.

The LRS2B project is currently completing an Environmental Impact Statement (EIS) that proposes to deliver light rail from Commonwealth Park to Woden. The EIS is available on the TPA (<https://www.planning.act.gov.au/applications-and-assessments/environmental-impact-assessment/environmental-impact-statement/light-rail-stage-2b-eis202400003>) or iCBR website (<https://caportal.com.au/act/canberra-light-rail/stage-2b/stage-2b-eis>) for more information.

In the Woden precinct the following elements may be relevant context to the current proposal:

- The alignment is proposed to travel from the southern extent of the Yarra Glen roundabout, continuing south along the western side of Yarralumla Creek, across Launceston Street and Callam Street, and terminating north of Bradley Street at the Woden Interchange.
- Upgrade the Yarra Glen roundabout to a high-capacity intersection, with associated roadworks and traffic management.
- Undertake supporting works including utilities, active travel upgrades, and urban realm.
- Install a traction power substation (TPS) off Spoering Street near Phillip Oval and a construction compound at the Easty Street carpark in Woden.

Noting that delivery of the LRS2B project is yet to be approved, iCBR recommends the proponent liaise with the LRS2B and Woden Public Transport Interchange project teams and CED on design and delivery interfaces to provide a future wholistic urban realm outcome within the area. The following are recommended for consideration by the proponent to improve coordination with the LRS2B Project and Woden Public Transport Interchange:

- When necessary, the proponent should coordinate with the Light Rail Traffic and Transport Liaison Group (TTLG) and nearby or affected stakeholders in the development of any Traffic Guidance Schemes necessary to enable the construction of the proposal.
- The proponent should attend meetings with iCBR and CED to discuss and align respective project interfaces, particularly with regard to active travel, access to the light rail terminus, Callam Street public realm and the Woden Public Transport Interchange
- Consideration of any additional opportunities to enhance active travel and public transport access within the site, including:
 - further improvements to passive surveillance or activation of the street, and
 - opportunities to enhance the interface between the public realm and the development and
 - opportunities to reduce conflicts between vehicle and active travel movements.

Detailed comments

Construction

Given the site's proximity to the LRS2B Delivery Phase Area, iCBR highlights the following:

Construction Timing

- The proponent must identify indicative build and construction commencement date and expected duration. Detailed construction coordination will be required between the building and LRS2B delivery contractors should the respective construction periods overlap, including coordination on construction traffic.

Construction Traffic Management Plan

- The proponent is to provide a Construction Traffic Management Plan (CTMP) addressing proposed haulage routes and estimated traffic moments (i.e. heavy and light vehicles) during day and night shifts.

Traffic Impact Assessment

The Traffic Impact Assessment Report (Section 7, Phillip) references 5 and 15-year traffic growth periods and "background growth" but does not specify the methodology used. iCBR requests clarification of whether the modelling is based off the Canberra

Strategic Transport Model v2, the Woden Valley Reference Model, or another dataset. This approach must be agreed with CED prior to acceptance.

Noise Management

The Noise Management Plan must consider potential noise intrusion from future light rail operations, including platform public address systems and general operational noise at the adjacent Woden Interchange, in combination with existing bus traffic noise.

Other comments

iCBR notes that the site boundary indicated on the following drawings overlaps with Callam Street:

- Waste Management Plan/Typical Floor: Drawing No. 802 RevA
- Demolition Plan: Drawing No. 010 RevA
- Bulk Earth Works: Drawing No. 050 RevA
- General Arrangement: Drawing No. 005 RevA
- Sewer Masterplan: Drawing No. 370 RevA

The proponent must review and revise boundaries in consultation with CED to confirm the extent of works on Territory land.

Spatial Data

Digital Data:

1. To assist with the Authorised Plan process the surveyor must lodge digital data to: DigitalData@act.gov.au. The data should include the new block boundaries, easements, road edges and road centrelines.

Survey:

2. A survey and a Deposited Plan (DP) will be required to create the two new blocks and to enable registration of the blocks with Land Titles.
3. A future Units Plan may be required.
4. A future Stratum Subdivision DP may be required for any multi-use buildings.

Easements:

5. Ensure assets are protected by easements in gross where required by the service provider.
6. Please note that a DP shows the location of proposed easements but does not create easements, only a Dealing lodged on Title, a Transfer and Grant of Easement (TGE) can create an easement & Leases refer to a 'reservation of rights'. See chapter 44 [Land+Titles+Practice+Manual](#)

Preservation Of Survey Infrastructure (POSI):

7. Multiple survey control marks and numerous cadastral reference marks (drill holes and wings in the kerbs) are located adjacent to the development and

must be preserved or replaced pursuant to: [Guideline Number 8 - Preservation of Survey Infrastructure](#).

- a. Note it is an offence to destroy a survey mark unless authorised by the Surveyor-General pursuant to section 53 of the *Surveyors Act 2007*.
- b. Please include a provision for the preservation of survey infrastructure as part of the development.

Access:

8. Legal access to the new blocks is only via Matilda St due to a strip of Territory land surrounding the other three sides of the parcel. If access is intended over the territory land it would be via a road related area over territory land and noted on the DP.

Addressing:

9. New street addressing will be required for development. The Lessee or developer should contact DigitalData@act.gov.au after Development Application approval.

Road Opening:

10. If the cadastral changes include the widening of the road with the removal of Block 5 Section 7 Phillip, a road opening will be required at the end of the development process.

Planning and Urban Policy

Planning and Urban Policy's position is:	
That the proposal is supported	X
That the proposal is not supported	
That advice is provided	X
No comment	
That further information is required	

Comments:

The proposal for Block 4 Section 7 Phillip was presented to the National Capital Design Review Panel (NCDRP) on 25 September 2024 (first session), 27 March 2025 (second session), and 28 June 2025 (third session). Notable comments made by the NCDRP are provided below for your information and are further expanded on by Planning and Urban Policy (to be read in conjunction with the attached Panel's Advice).

- At design review the Panel considered proposal to demonstrate a strong ambition to establish a vibrant daytime community hub. The Panel recognised the thoughtful inclusion of civic and family-oriented features such as a playground and a potential anchor use for the community building, as well as

enhancements to vehicular circulation. These elements contribute positively to the creation of a welcoming and accessible precinct.

- The Panel however remained primarily concerned on the lack of night-time activation and the resulting safety implications. The absence of after-hours programming, limited passive surveillance, and underutilised public spaces, particularly around the Woden Bus Interchange and proposed laneways were seen as significant risks to user comfort and security after dark. This is compounded by fragmented pedestrian pathways, inactive edges, and an unclear application of CPTED principles.
- The Panel recommended introducing anchor tenants with extended hours, improving sightlines, and reconfiguring public domain elements to support continuous, inclusive, and safe use throughout the day and night.
- Additional concerns include the limited flexibility of the community building, inefficient apartment layouts, and the under-programmed public domain.
- In addition to the highlighted NCDRP comments, Planning and Urban Policy (PUP) notes the following;
 - PUP is supportive of the revisions to the ground plane and refinement to pedestrian desire lines following design review for the resemblance of the mix of retail along main key activation and pedestrian areas within the proposal.
 - PUP is supportive of the refinement of the north south pedestrian link, however suggests that further consideration is required to mitigate and impact of the southern vehicular access ramp from Bowes Street.
 - PUP notes the increased residential building 'link height' in response to design review. PUP recommends the link height be reduced by one storey to match the datum height of the proposed building to tie into the change in materiality.
 - PUP notes that the apartment layouts have been rationalised following design review to improve function, however apartment layouts remain that require further refinement to reduce inefficiencies. Examples are the three bedroom south east apartments in the centre residential building (excessive entrance that could be relieved to increase bedroom sizes) and the one bedroom south east apartments the southern residential building (excessive entrance that could be relieved to increase bedroom and bathroom size).
- Planning and Urban Policy is supportive of the independent view of the NCDRP and therefore has attached the Panel's Advice and the development proposal at the time of design review for your information and review.

Deed Management

- Ensure all service easements extends to the areas where services are proposed (e.g. stormwater) and update all relevant plans.
- Service easement (A) in the deposited plan
 - Please clarify if you intend to provide service easements without allowing any vertical separation from the invert level of the services.

- Please separate the service easement from easement (A), as the service easement only covers a portion of easement (A).
- Confirm if the public car park/toilet/other publicly accessible areas within the buildings are intended to be open to the public 24/7.
- Confirm if it is intended to community title the lots.
- Confirm how public access will be provided to community spaces/publicly accessible areas within the buildings (e.g. TGEs).
- Confirm if you propose to provide public access in the following areas.
 - Two east-west laneways from north/south road to Callum Street through Block 2 (multi unit building)
 - Parallel pedestrian path within the Block 2 to the Callum Street verge
- Confirm if CED (formally TCCS) supports the portion of landscape that extends to the Matilda Street verge
 - Landscape Plan (Off-site Works) states this area will be maintained by Hellenic Club. Confirm if you intend to seek relevant licences for this.
- Confirm if CED (formally TCCS) supports the proposed raised shared zone to Hellenic Club on Matilda Street.
- Confirm if CED (formally TCCS) supports the proposed two stormwater ties for Block 1.
- Floor Plan – Overall – Level 8 states ‘refer landscape plans for details of non-habitable green roof’ on the carpark building. Which landscape plan shows this?
- Gross floor areas for various uses in the Development Schedule don’t appear to be consistent with gross floor areas shown in the floor plans (e.g. community area on level 3). Please confirm.
- Is the number of proposed accessible car parking spaces equal to or greater than the number of existing accessible car parking spaces on the site?
- Is wayfinding provided to guide the public from publicly accessible areas within the site to the public toilet in the car park building? Is the public toilet directly accessible from these areas?
- Show offsite works in the staging plan



Electricity Networks

STATEMENT OF

CONDITIONAL COMPLIANCE

Application No: 225956 **Suburb:** Phillip

Block/Section 4 / 7

Applcn Type: Mixed Use/New Construction with Demolition Inclusions : Basement,
Car Park/driveway, Landscape

Addtnl Block/Sect Phillip 5/7

Attached Plans

%FLOORASSESS-202544436-B1-01.pdf

%FLOORASSESS-202544436-B2-01.pdf

%FLOORASSESS-202544436-B3-01.pdf

%FLOORASSESS-202544436-B4-01.pdf

%FLOORASSESS-202544436-G-03.pdf

%FLOORASSESS-202544436-L1-02.pdf

DEMO-202544436-02.pdf

ELEV-202544436-CARPARK -01.pdf

ELEV-202544436-EAST COMMERCIAL-01.pdf

ELEV-202544436-SOUTH COMMERCIAL-01.pdf

ELEV-202544436-WEST RESIDENCE-02.pdf

SITE-202544436-01.pdf

**This application is approved subject to compliance
with the following conditions:**

Conditions

A Minimum of 1.0M clearance is required within the block boundary for the proposed or existing Meter Box.

An area for a substation must be allowed for within the developed block/s. The substation requirements will be determined when the proponent submits the electrical load (to AS3000) of the development to Evoenergy. The area will be 14.2m (L) x 6.2m (W) for all padmount substation loads within 1,500kVA. If a compliant padmount substation location cannot be provided (including earthing system) then the proponent must allow for an Indoor Chamber Type Substation. If the load exceeds 1.5MVA an Indoor Chamber Type substation will be required. Evoenergy may consider an Indoor Chamber Type Substation for loads <1.5MVA to suit project and spatial requirements if requested by the proponent. Evoenergy may determine that twin padmount substations will be installed if the load does not exceed 3MVA. The required area for twin padmount substations is project specific.

Development is to comply with minimum 1.5m machinery access clear of obstacles and vegetation to assets within the block.

Development is to comply with minimum separation requirements to underground assets. Ref Evoenergy Drawing 3832-018

Proponent is required to submit the Request for "Preliminary Network Advice" via <https://www.evoenergy.com.au/Forms/PrelimElecNetworkAdvice> prior to commencement of any development activity to negotiate the connection of new and/or relocation of existing electricity assets.

Proposed and existing development is to comply with minimum 1.5m machinery access clear of obstacles and vegetation to assets within or adjacent to the block. The development must maintain existing access arrangements to Evoenergy assets that located within or adjacent to the block at all time.

- No development activity shall be undertaken
- a) within an electricity easement or,
- b) that restricts access to Evoenergy asset/s

The location of the proposed or existing Point of Entry/ Meter Box is to comply with Evoenergy's Service and Installation rules.

The proponent is responsible for ensuring that Evoenergy's Design and Siting requirements for substations are met. This includes but not limited to meeting all the requirements of Evoenergy Drawing 3832-018, in particular that no underground uninsulated metal work, metal pipes, metal fencing or metal clad buildings are within 7 meters of any part of a padmount substation. Unhindered direct access to the substation will be required 24/7.

Please Note

- WARNING Evoenergy underground assets may be in or adjacent to this block. It is your responsibility to ascertain the location of such assets.
- Development and Building Applications will need to include any proposed Evoenergy works
- If Evoenergy approval conditions are not met, a breach of the law may result.
- Separate applications are required for water & sewerage, and communication network services.
- Construction of unapproved works may result in action being taken to require the property owner to remove non-compliant structures and/or the property owner to fund rectification works on Evoenergy's electricity network.
- Any attached reticulation or servicing plan is preliminary only. Contact Evoenergy for final plans prior to the commencement of any construction activity.
- A failure of this application to show accurately located electricity assets may result in damage and costs for which the proponent will be liable. Damage to network assets must be reported to Evoenergy.

Comments:

Signed Peter Drummond

Date 20 Oct 2025

For further information please phone Evoenergy Electricity Networks: 6293 5770

Evoenergy Gas Networks: 6203 0640



FAILED TO COMPLY

Application No: 03804/2025

Suburb: PHILLIP **Block/Section** 4 / 7

Application Details:

Mixed Use development

New Construction with Demolition

Inclusions

Nil

Additional Block and Sections

PHILLIP, 5 / 7

This statement is in relation to DA 202544436 with additional details and amendments (if provided) submitted to Icon Water directly.

The following plans and documentation have been included in our assessment of your application.

- %FLOORASSESS-202544436-G-03.pdf
- %FLOORASSESS-202544436-L11-02.pdf
- %FLOORASSESS-202544436-L12-02.pdf
- %FLOORASSESS-202544436-L15-02.pdf
- LSCAPE-202544436-DETAIL-01.pdf
- %FLOORASSESS-202544436-L10-02.pdf
- %FLOORASSESS-202544436-L14-02.pdf
- %FLOORASSESS-202544436-L16-02.pdf
- %FLOORASSESS-202544436-L8-02.pdf
- %FLOORASSESS-202544436-L4-02.pdf
- %FLOORASSESS-202544436-L13-02.pdf
- DEMO-202544436-01.pdf
- %FLOORASSESS-202544436-B1-01.pdf

APP-202544436-03.pdf
LSCAPE-202544436-G-02.pdf
%FLOORASSESS-202544436-L9-02.pdf
%FLOORASSESS-202544436-L1-02.pdf
%FLOORASSESS-202544436-L5-02.pdf
%FLOORASSESS-202544436-L3-02.pdf
%FLOORASSESS-202544436-B3-01.pdf
%FLOORASSESS-202544436-B4-01.pdf
DEMO-202544436-02.pdf
LOCALITY-202544436-01.pdf
%FLOORASSESS-202544436-L7-02.pdf
%FLOORASSESS-202544436-L6-02.pdf
%FLOORASSESS-202544436-L2-02.pdf
LSCAPE-202544436-L3, L4, L5-01.pdf
%FLOORASSESS-202544436-B2-01.pdf
SITE-202544436-01.pdf

The design depicted in this application has been assessed by Icon Water and FAILS TO COMPLY with their water and sewerage network protection.

Reasons for Failure to Comply.

- Please complete attached Icon Water Design Form Pack - Minor Works and external services plan (if changes proposed to water and sewer services) and email to hydraulicassetacceptance@iconwater.com.au. Icon Water will then identify whether the Water and Sewerage Capital Contribution Code scheme applies to your development, and will issue a letter to confirm.
On confirmation, please resubmit a Network Protection Compliance application to Icon Water via <https://portal.iconwater.com.au/>
- Design Acceptance for External Services or off site works must be 'In-Principle' design accepted by Icon Water - Developer Services team. Please complete attached Icon Water Design Form Pack - Minor Works and email the external services plan to hydraulicassetacceptance@iconwater.com.au or call Icon Water - Developer Services on 6248 3111.
On obtaining 'In-Principle' design acceptance, please resubmit a Network Protection Compliance application to Icon Water via <https://portal.iconwater.com.au/>
- Icon Water is unable to assess the current application until an 'In-Principle' acceptance of

the External Services Plan is obtained. Additional requirements including but not limited to detailed existing asset survey, basement excavation and ground anchor details may apply once an 'In-Principle' accepted ESP is submitted for assessment.

See Additional Comments below.

The following plans and documentation have NOT been included in our assessment of your application.

LANDUSE-202544436-01.pdf
FLOORREG-202544436-B3-01.pdf
FLOORREG-202544436-B4-01.pdf
AREA-202544436-02.pdf
PERSP-202544436-02.pdf
LSCAPE-202544436-PLANTING-01.pdf
COMPSTREET-202544436-N-02.pdf
ELEV-202544436-WEST RESIDENCE-02.pdf
SECTION-202544436-A-01.pdf
SECTION-202544436-B-01.pdf
SHADOW-202544436-06.pdf
SHADOW-202544436-10.pdf
LSCAPE-202544436-OFFSITE-01.pdf
SHADOW-202544436-03.pdf
PERMEABILITYSOIL-202544436-CANOPY COVER-01.pdf
FLOORREG-202544436-L10-02.pdf
FLOORREG-202544436-L11-02.pdf
SOLAR-202544436-LEVEL 10-01.pdf
FLOORREG-202544436-L7-02.pdf
LSCAPE-202544436-PLANTING L6, L11, L12-01.pdf
TURNTEMPLATE-202544436-06.pdf
TURNTEMPLATE-202544436-05.pdf
SOLAR-202544436-LEVEL 5-01.pdf
COLOUR-202544436-01.pdf
PLAN-202544436-EXTERNAL NOTES-01.pdf
STAGING-202544436-01.pdf
TURNTEMPLATE-202544436-09.pdf
TURNTEMPLATE-202544436-12.pdf
TURNTEMPLATE-202544436-BASEMENT-02.pdf
TURNTEMPLATE-202544436-15.pdf
TURNTEMPLATE-202544436-02.pdf
SITEANALYSIS-202544436-01.pdf
WASTECOLLECTION-202544436-01.pdf
WASTE-202544436-RESI-01.pdf
ELECTRICITYMASTER-202544436-06-R.pdf
WASTE-202544436-COMMERCIAL-01.pdf
ELECTRICITYMASTER-202544436-08-R.pdf
FLOORREG-202544436-B2-01.pdf
TREE-202544436-SCHEDULE-01.pdf
TREESURVEYMANAGE-202544436-01_Part2.pdf
TREE-202544436-TMP-01_Part1.pdf
TRAFFICREPORT-202544436-01_Part4.pdf
WASTEREPORT-202544436-01_Part2.pdf

INDEX-202544436-05.pdf
BLOCKDETAIL-202544436-01.pdf
SEDIMENT-202544436-NOTES-0.pdf
PLAN-202544436-NOTES-02.pdf
VERGE-202544436-NOTES-01.pdf
AREA-202544436-01.pdf
PERSP-202544436-01.pdf
COMPSTREET-202544436-E-02.pdf
ELEV-202544436-EAST COMMERCIAL-01.pdf
ELEV-202544436-CARPARK -01.pdf
LSCAPE-202544436-PLANTING-02.pdf
LSCAPE-202544436-OFFSITE WORK-01.pdf
LSCAPE-202544436-L6, L11, L12-01.pdf
SECTION-202544436-E-01.pdf
PARKING-202544436-01.pdf
SOLAR-202544436-LEVEL 9-01.pdf
DRIVEWAYPLAN-202544436-01.pdf
FLOORREG-202544436-L12-02.pdf
FLOORREG-202544436-L13-02.pdf
FLOORREG-202544436-L15-02.pdf
FLOORREG-202544436-L13-01.pdf
SOLAR-202544436-ROOF-01.pdf
LSCAPE-202544436-PLANTING L3, L4, L5-01.pdf
FLOORREG-202544436-L6-02.pdf
%WASTE-202544436-TYPICAL-01.pdf
WASTECOLLECTION-202544436-02.pdf
WASTE-202544436-G-01.pdf
WASTE-202544436-NOTES-02.pdf
TURNTEMPLATE-202544436-07.pdf
FLOORREG-202544436-L4-02.pdf
TURNTEMPLATE-202544436-01.pdf
TURNTEMPLATE-202544436-11.pdf
ESTATEDEVPLAN-202544436-01.pdf
TURNTEMPLATE-202544436-18.pdf
FLOORREG-202544436-L2-02.pdf
SOLAR-202544436-LEVEL 2-01.pdf
TURNTEMPLATE-202544436-16.pdf
FLOORREG-202544436-L1-01.pdf
TURNTEMPLATE-202544436-BASEMENT-01.pdf
TYPICALCROSSSECTION-202544436-01.pdf
SOLAR-202544436-BASEMENT-01.pdf
ENTITYENDORSEMENT-202544436-SLA-01.pdf
TREE-202544436-SCHEDULE-02.pdf
TREE-202544436-SCHEDULE-04.pdf
SUPP-202544436-ENGAGEMENT REPORT-01_Part1.pdf
TREE-202544436-TMP-01_Part4.pdf
%WASTEREPORT-202544436-01_Part3.pdf
NCDRP-202544436-03.pdf
INDEX-202544436-03.pdf
AUTHORISATION-202544436-01.pdf
SOLAR-202544436-BASEMENT-03.pdf
%DEPOSITEDPLAN-202544436-SUBDIVISION-01.pdf
ELECTRICITYMASTER-202544436-05.pdf
ELECTRICITYMASTER-202544436-04.pdf
ELEV-202544436-SOUTH COMMERCIAL-01.pdf
ELECTRICITYMASTER-202544436-02.pdf
LSCAPE-202544436-MATERIALS-02.pdf
SHADOW-202544436-09.pdf

SHADOW-202544436-01.pdf
SHADOW-202544436-07.pdf
SHADOW-202544436-02.pdf
WATERSUPP-202544436-01.pdf
ELECTRICITYMASTER-202544436-03.pdf
ACTIVETRAVEL-202544436-01.pdf
ROOF-202544436-01.pdf
SOLAR-202544436-LEVEL 11-01.pdf
ROADDETAILS-202544436-01.pdf
FLOORREG-202544436-L14-02.pdf
SOLAR-202544436-LEVEL 13-01.pdf
ROOF-202544436-02.pdf
SOLAR-202544436-LEVEL 7-01.pdf
SOLAR-202544436-LEVEL 6-01.pdf
FLOORREG-202544436-L5-02.pdf
PLAN-202544436-SURVEY DRAWING-01.pdf
SOLAR-202544436-LEVEL 4-01.pdf
TURNTEMPLATE-202544436-08.pdf
TURNTEMPLATE-202544436-10.pdf
SOLAR-202544436-LEVEL 1-01.pdf
SOLAR-202544436-BASEMENT-02.pdf
SUBDIVISION-202544436-01.pdf
TREE-202544436-SCHEDULE-03.pdf
ACCESSREPORT-202544436-01.pdf
WASTEREPORT-202544436-01_Part1_Part1.pdf
TREESURVEYMANAGE-202544436-01_Part1.pdf
SUPP-202544436-ENGAGEMENT REPORT-01_Part2.pdf
TREESURVEYMANAGE-202544436-01_Part4.pdf
DEVOUTCOMEREP-202544436-01.pdf
NOISE-202544436-01.pdf
VERGE-202544436-01.pdf
COMPSTREET-202544436-S-02.pdf
ELECTRICITYMASTER-202544436-07.pdf
SECTION-202544436-D-01.pdf
FLOORREG-202544436-G-02.pdf
SOLAR-202544436-GROUND-02.pdf
PLAN-202544436-EXTERNAL SERVICES-01.pdf
PLAN-202544436-GA-02.pdf
LSCAPE-202544436-PLANTING G-02.pdf
CONCEPTMASTER-202544436-01.pdf
SOLAR-202544436-LEVEL 8-01.pdf
FLOORREG-202544436-L9-02.pdf
SOLAR-202544436-LEVEL 12-01.pdf
SOLAR-202544436-LEVEL 14-01.pdf
TURNTEMPLATE-202544436-14.pdf
TURNTEMPLATE-202544436-04.pdf
PLAN-202544436-EARTH WORKS-02.pdf
COLOUR-202544436-02.pdf
SURVEY-202544436-01.pdf
WASTE-202544436-COLLECTION-01.pdf
TURNTEMPLATE-202544436-13.pdf
COLOUR-202544436-03.pdf
SOLAR-202544436-LEVEL 3-01.pdf
WASTE-202544436-TYPICAL-01.pdf
ROADHIERARCHY-202544436-01.pdf
WASTE-202544436-GREEN-01.pdf
SUPP-202544436-DEED RESONSE-01.pdf
SUPP-202544436-SEWER-01.pdf

INDEX-202544436-04.pdf
TRAFFICREPORT-202544436-01_Part2.pdf
TRAFFICREPORT-202544436-01_Part3.pdf
%WASTEREPORT-202544436-01_Part2.pdf
%WASTEREPORT-202544436-01_Part1.pdf
SUPP-202544436-ENGAGEMENT REPORT-02.pdf
%SUMMARYOFCOSTS-202544436-01_Part1.pdf
SUPP-202544436-ENGAGEMENT SUMMARY-01.pdf
WIND-202544436-01.pdf
SOLAR-202544436-BASEMENT-04.pdf
AREA-202544436-03.pdf
PERSP-202544436-03.pdf
SECTION-202544436-C-01.pdf
TREESURVEYMANAGE-202544436-01_Part3.pdf
DEPOSITEDPLAN-202544436-SUBDIVISION-01.pdf
TREE-202544436-01.pdf
ELECTRICITYMASTER-202544436-01.pdf
LSCAPEMASTER-202544436-01.pdf
COMPSTREET-202544436-W-02.pdf
LSCAPE-202544436-MATERIALS-01.pdf
SHADOW-202544436-08.pdf
SHADOW-202544436-04.pdf
SHADOW-202544436-05.pdf
SEWER-202544436-02.pdf
SURVEY-202544436-SET-01-R.pdf
TURNTEMPLATE-202544436-03.pdf
FLOORREG-202544436-L8-02.pdf
TURNTEMPLATE-202544436-17.pdf
SOLAR-202544436-LEVEL 15-01.pdf
FLOORREG-202544436-L16-02.pdf
SOLAR-202544436-LEVEL 16-01.pdf
PARKING-202544436-02.pdf
SEDIMENT-202544436-0.pdf
FLOORREG-202544436-L3-02.pdf
SWMASTER-202544436-01.pdf
LSCAPE-202544436-PLANTING OFFSITE-01.pdf
SEWER-202544436-01.pdf
FLOORREG-202544436-B1-01.pdf
INDEX-202544436-02.pdf
WATERURBANDESIGN-202544436-01.pdf
TREE-202544436-TMP-01_Part2.pdf
TRAFFICREPORT-202544436-01_Part1.pdf
%SUMMARYOFCOSTS-202544436-01_Part2.pdf
TREE-202544436-TMP-01_Part3.pdf
NCDRP-202544436-01.pdf
NCDRP-202544436-02.pdf

A new application must be made to Icon Water in order to ensure that subsequent changes to the plans meet Icon Water compliance requirements. You may also need to resubmit the application to other referral entities to ensure the changes comply with their requirements.

WARNING

Failure to comply with these conditions is likely to result in interference with an Icon Water sewer or water asset. Part 14 of the Utilities (Technical Regulation) Act 2000 applies, which indicates a person who interferes with a utility asset may be subject to

prosecution. The current maximum penalty is 200 penalty units, imprisonment for two years, or both. In addition, the landholder can be ordered at their expense to stop the interference, which may involve removal of the building work or that part of the building work that is causing, or is likely to cause, interference.

Comments:

Nil

Signed Bibek Ligal

Date

27/10/2025

For further information please phone Icon Water 6248 3111.

ACTF&R | 9 Amberley Avenue | Fairbairn Business Park | Majura ACT 2609

DEVELOPMENT APPLICATION NO: 202544436

DATE RECEIVED: 3 October 2025

BLOCKS: 4	SECTION: 7	DIVISION: PHILLIP
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DESCRIPTION: PROPOSAL FOR MIXED USE DEVELOPMENT AND SUBDIVISION - Demolition of the existing surface car park and temporary bus interchange, construction of three multi-unit residential buildings with 200 apartments and 4 level basement car parking, 12-storey office building, 6-storey community hub, 8-storey car park, neighbourhood park, internal access roads, tree removal, landscaping, services, verge and off site works, landscaping and associated works. Subdivision of Block 4 Section 7 to create two new blocks.

ACT Fire & Rescue position on the Development Application is:	
That the proposal is supported	
That the proposal is supported with conditions	X
That the proposal is not supported	
That further information is required for assessment	

ACT Fire & Rescue (ACTF&R) has assessed the proposal regarding the following:

Criteria	Assessed	Not Applicable
Fire Station Response Area		X
Water Supply	X	
Fire Brigade Access	X	
Battery Energy Storage and Electric Vehicle Charging	X	
Bushfire Protection Requirements		X
Hazardous Materials		X
Street Furniture, Landscaping and Tree Planting	X	
Building Fire Safety Systems	X	

ACTF&R – Support with the following conditions

1. Fire Station Response Area:

The proposed development's location indicates that ACTF&R will be able to respond operationally to the area and its surroundings.

2. Water Supplies:

Fire Risk Type (FRT) is designated based on land use zoning and a risk-based assessment considering building classification, occupancy, building size, and other factors that may demand specific water flow and hydrant spacing requirements.

The subject site is zoned **CZ1 and the development is consistent with Core Commercial development** and has been assessed as **FRT4**, requiring a minimum firefighting flow provision of **100 l/s**.

The proponents must seek clarification from ICON Water to determine the adequacy of existing infrastructure, including hydrant spacing, for the proposed development.

Rear lanes

Due to the potential for fires within rear lanes and the inability to access hydrants from the street front, ACTF&R requires hydrant provision for rear lanes and unit complexes to be consistent with the development's fire risk type as determined by ACTF&R.

The location of hydrants in rear lanes should be designed to comply with Australian Standard 2419.1 (as referenced) and ACTF&R operational requirements. ACTF&R may also accept Performance-based solutions for water supplies but will require principal support from the ACTF&R Fire Safety Section.

Hydrants During construction

Buildings over an effective height of 12m must have provisions for fire protection during construction compliant with NCC performance requirement E1P5. For more information, please see fire safety guideline FSG-06 (<https://esa.act.gov.au/be-emergency-ready/fire-safety>). Where fire water supply is required during construction, the developer is advised to contact ICON water during the early design stage.

3. ACT Fire and Rescue Access:

All roads and driveways on the development site must be suitably constructed to allow access and egress for firefighting vehicles, crews, and equipment.

Paths of travel that traverse or are close to basement surfaces or water retention pits require pavement loading suitable for ACTF&R Pumper/Specialist Vehicles access/egress.

ACTF&R Access Requirements for Rear Lanes:

Driveway access and rear lanes must be constructed to provide vehicular access for emergency services in all developments where direct access to is not available from the street front. This is particularly important where garaging and rubbish services etc. are intended to be provided within a complex or at the rear of properties.

Minimum access standards for unit complexes and rear lanes intended to be trafficable for emergency vehicles are:

- Minimum carriageway width of 5.5m (5.0m where the lane is <60m in length), with verge of 1.5m;
- Pavement loading for driveways suitable to carry a 26 tonne appliance;
- Minimum horizontal radius to accommodate a 12.5m single unit truck;
- The carriageway width measurement is not to include any designated car parking spaces, cycling lanes, indented car parking bays or medians;
- Maximum longitudinal gradient of 12.5%; and
- On street parking is prohibited.

ACTF&R Pumper (including Combined Aerial Pumping Appliance CAPA) dimensions:

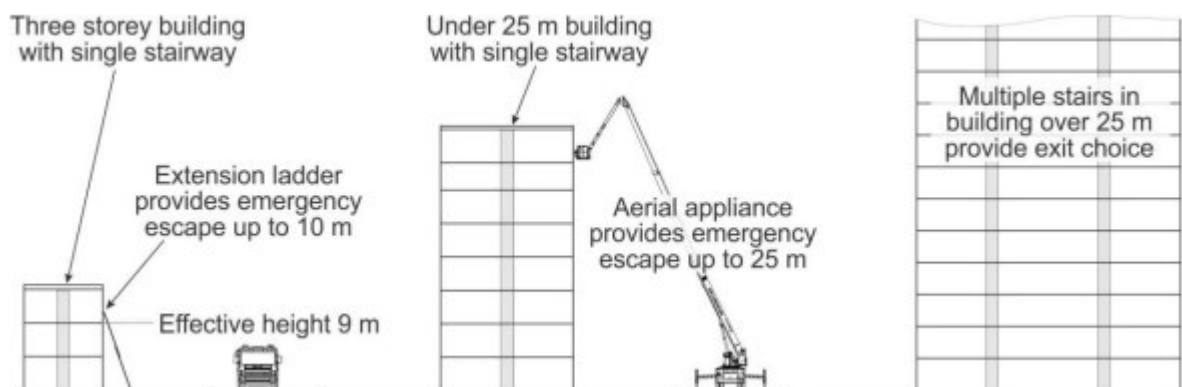
- Length: 9.4m
- Width: 2.5m (excluding mirrors)
- Height: 3.8m
- Weight: 26 tonnes
- Turning circle: 20.8m
- Working footprint: 4.5m

ACTF&R Access requirements for building greater than 3 storeys

The performance requirement C1P9 of the NCC requires that access be provided to and around a building, to the degree necessary, for fire brigade vehicles and personnel to facilitate fire brigade intervention appropriate to—

- a) the function or use of the building; and
- b) the fire load; and
- c) the potential fire intensity; and
- d) the fire hazard; and
- e) any active fire safety systems installed in the building; and
- f) the size of any fire compartment.

An extension ladder may provide emergency access up to an effective height of 9m. Any building greater than 3 storeys should demonstrate that an aerial appliance can be positioned to provide emergency access to each floor or multiple exits may be required.



An aerial appliance has a limited field of operation that requires a working footprint for it to be positioned near the building. Buildings set back >20m from the hardstand may be outside the reach and should seek confirmation of access.

The aerial appliance has the following dimensions to consider when providing access:

Working footprint:	12.3m x 8m
Length:	12.3m
Minimum height clearance:	3.9m
Width:	2.9m inc. mirrors (Vehicle is 2.55m)
Weight:	29t, with point loads up to 250kN
Minimum turning circle (Kerb to Kerb):	25m
Minimum turning circle (wall-to-wall):	30m

The wall-to-wall measurement is the minimum distance required to turn the appliance around. The required road distance is the Kerb-to-Kerb, but it must be at least 2.5m clear on each side past the Kerb with a rise of no more than 120mm.

Basement or podium surfaces that are required to accommodate the aerial appliance must be certified for the appropriate structural loading and confirmed with ACTF&R fire safety section at building application.

4. Battery Energy Storage and Electric Vehicle Charging

Alternative energy supply and storage systems are commonly incorporated into new building designs and on-site infrastructure. Development that includes a battery over 30kW is required to be endorsed by the Emergency Services Agency.

Battery energy storage systems with a total storage >1MWh are classified as large-scale systems for the purposes of assessment and a Fire Safety Study will be required as part of the development and building proposal.

Further guidance on design and installation may be found at AFAC guideline for Battery Energy Storage Systems - commercial and industrial installations and the CFA Design Guidelines and Model Requirements for Renewable Energy Facilities provide guidance.

The inclusion of electric vehicles charging facilities within buildings introduces a new hazard into the built environment. ACTF&R consider the implementation of the special hazard clauses of the NCC (E1D17) as an appropriate mechanism to address the fire safety requirements for storage of electric vehicles and charging equipment inside a building.

Any new building/project containing a carpark (Class 7a building or part of a building) ACTF&R will require the completion of a risk assessment in the form of a special hazard report to be submitted to ACTF&R as part of the building application.

Guidance is available in the ACTF&R Fire Safety Guideline—FSG-22 Electric Vehicles and EV Charging Equipment in the Built Environment accessible on the ESA website.

Contact ACTF&R Fire Engineering Section at 62078372 or ACTFR.Fireengineer@act.gov.au for further information regarding Fire Safety Studies or Special Hazard Reports.

5. Street Furniture, Landscaping and Tree Planting:

ACTF&R has the following requirements concerning the location of street furniture, landscaping, existing trees and tree planting with the following criteria applying:

- Street furniture, landscaping, and trees must not impede or cover in-ground and above-ground hydrants, other water supplies and all service shut-offs;
- Hydrants are identified, easily accessible and do not have vehicles parking over them, and
- Street furniture, landscaping, and trees must allow the progress of emergency service vehicles attending the facility.
- The minimum height clearance for ACTF&R vehicles is 4.5 metres. Site maintenance should include pruning any overhanging branches over driveways and pathways.
-

6. Building Fire Safety System:

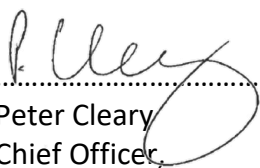
Compliance with the National Construction Code and inbuilt fire safety systems are **outside** the scope of this document and will be assessed separately by the ACTF&R Fire Safety Section at the building approval stage.

All significant alterations, construction, alternate building solutions or extensions of buildings greater than 500m² will require a fire safety review at the building application to ensure NCC compliance.

For further information regarding building fire safety reviews, please get in touch with ACTF&R Fire Safety Section at 62078370 or ACTFR.FireSafety@act.gov.au

7. ACTF&R Further Information:

Please email actfr.riskplanning@act.gov.au for further information regarding these comments.



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Peter Cleary
Chief Officer,
ACT Fire & Rescue
22/10/2025

ATTACHMENT 1B – PUBLIC REPRESENTATIONS (STAGE 1 SIGNIFICANT DEVELOPMENT)

REPRESENTOR 1:

I am writing to express my objection to the above development application. I am a born-and-bred Canberran and have lived the majority of my life in South Canberra. While I am a 'young' person, I have vivid memories of weekends and school holidays at the AMF which used to be where Grand Central Towers is now and at the Cosmopolitan Cinema which was just below the current location of Access Canberra. I remember a free, open South Canberra (with a lot more parking).

Like a lot of Canberrans, I have serious concerns about the rapid pace of development in the Woden area. Over the last decade or so, Woden has 'modernised' at the cost of public space, both on the ground and in the skyline (remember when Sky Plaza was the only high rise around here?). The fact that so many high-density buildings are being crammed into a place as tiny as Woden, especially around the central shopping area, is killing the spirit of the area and is an ugly contrast to the country town type of vibe we have always had.

In regards to the development itself, the fact that this development will see the end of the parking lot opposite GCT and Abode is outrageous. Sufficient public parking has always been an issue in Canberra and it has been infuriating watching these places disappear in the name of development over the years. Remember the decent parking lot that used to exist behind the Woden Library? Closed to facilitate the building of more structures and half of the former car park area is just paved off anyway! All of these proposed developments are encroaching on the open space of Woden and turning it into some kind of pseudo-CBD when it's just a small town area and should be kept that way. How do you justify having, effectively, another GCT across the road from GCT? The proposed development also encroaches on the bus interchange and light rail spaces. For what? What is the reason to cram in another couple hundred apartments right next to GCT, literally 5 minutes down the road from Wova which was only finalised this year? Will the CIT be the justification? That we anticipate so many droves of students who must be accommodated close by? With all due respect to CIT, it will not be attracting the kind of interest from local, interstate or overseas persons that an institution of the level of, say, the ANU will. Or is it the increasing migration that we want to encourage by rolling out the Geocon apartments? I mean no disrespect to migrants either but this area was never designed to accommodate so many people.

I was extremely disappointed to receive the notification of this development application. It is unnecessary and un-Canberran. This city is NOT Sydney or Melbourne, it is not an urban metropolis and never will be. This city is effectively a step-up from a country town and the level of construction that has already occurred is inappropriate for a city of this size. The Woden skyline has been marred by the extensive building in recent years but we can still keep the spirit of the Valley if we make better urban planning choices (which DA 202544436 is absolutely not).

REPRESENTOR 2:

As Chair of the Migrant and Refugee Settlement Services Australia (MARSS) and of Fair Canberra Inc I am delighted with the proposed facilities being planned for the expansion of the Hellenic Club. Both organizations continue to use the Hellenic Club as a base for their activities. Fair Canberra has over 500 community members who are leaders within their own respective communities across the ACT while MARSS provided settlement services to over 830 former refugees and migrants last financial year. Our members and clients would greatly appreciate undertaking their outdoor cultural and family activities in the new neighbourhood-scale park and in the new community hub comprising community spaces that can appropriately accommodate the delivery of a range of services to our clients. The availability of a number of new residences in the new development would also provide an opportunity for our MARSS clients to access supported (negotiated by MARSS) accommodation in Woden and for them to be close by the new CIT and the new light rail. Many of our clients possess bicycles and would be delighted with the proposed bicycle parking spaces and storage. From the perspective of both MARSS and Fair Canberra Inc the proposed development is strongly supported and is to be commended as responding directly to the needs of our members and clients.

REPRESENTOR 3:

I am making a representation in support of this DA. The proposal is a great addition to the ongoing development and modernisation of the Woden town centre. I am supportive of the provision of additional residential accommodations as well the parking, office and community amenity. The scale of the development is in proportion to the ongoing development of the Woden town centre and should be supported.

REPRESENTOR 4:

The Woden Valley Rams RLFC have been an active member of the Woden Community for almost 60 years. Our mission is to be one of Canberra's leading community sporting clubs where all people, regardless of age or ethnicity, have a place they can call home. The Hellenic Club of Canberra has been a partner of the Rams for almost 10 years. Over this time, we have worked together to provide a space where our members can call home. The Rams fully support the Hellenic Clubs proposed Woden Village project. The Rams have a player base of about 500 people including junior and senior teams. To this number we add over 1,000 parents, supporters and helpers. The development will further allow the Rams to continue to be a best practice community club with particular emphasis placed on our capacity to use the Matilda Street Park. The landscaped edges and active frontages along Bowes Street West and South will improve pedestrian accessibility and contribute to our ability to use these areas safely. The new tree plantings, widened footpaths, and improved public realm will also contribute to pedestrian safety and amenity and we are looking forward to using these in the future for our large Club's outside functions.

REPRESENTOR 5:

I wish to object to the proposed construction of the three multi-unit residential buildings being proposed in Phillip. This is situated directly across from my apartment building. My objection is based on an overall assessment of the local context, which

collectively highlights significant concerns regarding overdevelopment in Phillip, oversupply of apartments, traffic impacts and community viability. This area currently exhibits a high density of apartment blocks being erected, with ongoing construction having taken place ever since I moved in. The continuous proliferation of such projects has led to market saturation, diminishing the necessity and sustainability of additional residential units. There is an oversupply of apartments already, with more apartment buildings proposed for the near future which is creating overdevelopment in an area which requires careful management of infrastructure and liveability of the community. This area, and surrounding streets already faces persistent traffic congestion, exacerbated by increased population density and ongoing construction disruptions. The new development will likely intensify these traffic problems, compromising safety, mobility and quality of life for residents and commuters.

REPRESENTOR 6:

Woden Village Precinct – Development Support I am writing to express my strong support for the proposed development of Woden Town Centre, Block 4, Section 7, Development Application (DA) Reference 202544436. The Queanbeyan Tigers Football Club (QT AFC), endorses the project, highlighting the transformation and benefits for the community. Features of the Proposal 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 640 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 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 143 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 improved public realm for better pedestrian safety and amenity. Development of three residential towers comprising 200 apartments, including 1, 2, and 3 bedroom dwellings. Building 1, 17-storey residential building, housing 80 units. Building 2 & 3, 12-storey residential building, 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 292 car park spaces and bicycle storage. 351 dedicated long-stay and 98 short-stay bicycle parking spaces. Addition of two accessible landscaped roadways for public access, connecting Matilda and Bowes Street Anticipated Community and Economic Impact The development is expected to deliver modern, efficient, and visually appealing commercial spaces to enhance local business activity and precinct vitality. The multi-residential spaces are designed to provide high-quality housing, complementing the character of the neighbourhood. The proposal supports local housing diversity, urban

design outcomes, and aligns with the government's vision for economic growth and employment generation in the area.

REPRESENTOR 7:

As a medical specialist and clinical researcher based in Woden, I welcome the opportunity to submit this statement in support of the Woden Village Development Application (DA 202544436), in accordance with the Planning Act 2023. I write on behalf of the growing network of healthcare providers located within and around Bowes Place, which has become one of Canberra's most concentrated and essential hubs for specialist medical care. Our precinct includes Woden Dermatology, which I lead, alongside Paratus Clinical Research—a facility conducting advanced clinical trials for dermatological conditions such as psoriasis, alopecia, and hidradenitis suppurativa. Co-located with Rheumatology ACT, Woden General Practice, and Dental Specialists, Phillip, we form a multidisciplinary ecosystem that supports individuals managing long-term and complex health conditions. A new medical centre is also set to open in our building, further strengthening this collaborative hub. Over the past few years our medical practices have had to endure many interruptions to parking and access whilst the new structures and facilities e.g. CIT building, temporary and permanent bus interchanges, and residential multistorey buildings have been built. We have found parking options during these periods of construction to be inadequate. Our primary representation, accordingly, relates to our many patients who rely on accessible parking due to mobility challenges or treatment schedules. Any reduction in parking availability would directly impact their ability to receive timely care. For this reason, we view the commitment to maintaining public parking access throughout the development's three construction stages as essential. While the existing surface car park will be removed, the proposed eight-storey public car park will ultimately increase capacity. The inclusion of temporary parking arrangements during each stage is welcome; however, the absence of specific details - such as location, capacity, and timing - creates uncertainty. We strongly encourage recognition of our community's need to maintain access to these services, and the early release of this information to ensure continuity of care and confidence for healthcare users. Thank you for the opportunity to contribute to this process.

REPRESENTOR 8:

Thank you for the opportunity to provide feedback. It is exciting to see this proposal, which will hopefully contribute positively to the evolution of the Woden town centre into a lively urban hub. However, there are a number of items which I think need to be improved before finalisation of this proposal. These are: -Tenancies under the residential building: I strongly support having non-residential uses on the ground floor of these buildings, which will help to activate the area. However, having so many tenancies as only non-retail commercial uses seems overly restrictive, and risks a dominance of commercial uses which have low interactivity with the public domain, leading to a dead and unactivated ground plane. Flexibility for a broader range of non-residential uses should be enabled here, especially given it's frontage onto the future light rail and bus interchange.- Multi-storey car park - number of car spaces: With the focus on reducing car usage and encouraging active and public transport use, the number of car spaces proposed is substantial, and consideration should be given to reducing this. - Multi-story car park - height, bulk, and scale: On a connected

matter, an 8-storey car park is an excessively dominant and inactive structure, which would have a negative amenity impact on the surrounding area. I would recommend reducing the number of floors of this structure to help reduce its bulk. - Multi-storey car park - headlight glare: Given the location of this car park, cars will be parked directly facing into residences at Grand Central Towers and other surrounding buildings (both current and those proposed in this application). This creates an amenity impact on residents as cars parking or leaving at night will turn their headlights on, causing glare straight into the units. - Multi-storey carpark - visual amenity: The current facade design for the multi-story carpark in the plans provided is visually dominant and harsh and presents a stark outlook for residences in surrounding buildings (both present and proposed). I would suggest a redesign of this facade to create more visual interest and soften the presentation, while also providing a (preferably hidden) part-wall on each floor to block car headlight glare from surrounding buildings. Elements that could assist with this include planter boxes and/or vertical gardens (as long as suitable conditions of consent are provided to ensure their ongoing maintenance), and a lighter and more varied facade design that uses a variety of materials. - Multi-story car park - ground plane: The proposed indoor recreation tenancy on the ground floor has good potential to provide activity to the western side of this structure. However, the entirety of the eastern side of the car park ground floor is inactive and blocked off, which is inconsistent with surrounding uses (both existing and proposed). I would suggest flipping the vehicle entry ramp to the upper floors to instead access via the new east-west laneway (which would be consistent with the service functions proposed to face this laneway for the other buildings that adjoin it), and shifting the EoT facility up a level to create another ground floor tenancy which responds to and activates the facade of the structure along Bowes St and the new north-south laneway. Many thanks for your consideration of my submission.

REPRESENTOR 9:

The ACT Scale Modellers Society, a not-for-profit incorporated community organisation with over 180 financial members, submits this statement in support of the Woden Village Development Application (Development Application 202544436) in accordance with the Planning Act 2023. Our members represent a broad cross-section of the ACT community - public servants, tradespeople, academics, military/ex-military, AFP members, professionals, retailers, retirees, and students - and we maintain a long-standing connection to the Woden precinct through our alliance with the Hellenic club, our nominated HQ for monthly meetings and other activities throughout the year and have done so for many years. While we do not offer technical amendments, our support reflects informed perspectives from members with experience in construction and related sectors. This statement affirms our strong support for the proposal. We consider the package to be comprehensive and ready for implementation and submit this statement in good faith, with the intention of contributing constructively to the planning process. We consider the proposal aligns well with the ACT Planning Strategy 2023, particularly in its approach to zoning, transport, and community infrastructure. In our view, this proposal represents a well-considered and transformative vision for the future of the Woden Town Centre. To inform our position of support, we consulted several members with experience in governance and infrastructure delivery in the ACT. Their insights helped

us assess the planning merits of the Woden Village Precinct and reinforced our belief that this redevelopment is strategically aligned with the region's long-term needs. We believe the Woden Village proposal reflects sound planning principles and aligns with the ACT Government's strategic goals for urban renewal, housing diversity, and improved public spaces. In our view, the mix of residential, commercial, and community infrastructure is appropriate for the location and responds to the evolving needs of the Woden community. We are particularly supportive of the inclusion of affordable and community housing, as well as the variety of apartment types proposed. In our view, this approach promotes inclusivity and liveability, while contributing to the broader goal of housing accessibility across Canberra. We also welcome the emphasis on public realm improvements and pedestrian-friendly design. In our opinion, features such as Matilda Street Park, landscaped roadways, widened footpaths, and active street frontages will greatly enhance the experience for residents, visitors, and local businesses. These elements reflect a people-focused approach that we consider is essential to successful urban renewal. From our perspective as a community group that relies on shared public venues, the proposed 6-storey community hub is a particularly valuable inclusion. In our view, the combination of civic spaces, office levels, and rooftop gathering areas will provide flexible infrastructure that supports not-for-profit organisations like ours. ACTSMS regularly hosts public events and exhibitions, and we know how critical it is to have venues that are centrally located, well-serviced by public transport, and designed for diverse uses. Without such facilities, our Society could not operate effectively or deliver the community engagement we are known for. We also wish to acknowledge the vital role of the Hellenic Club in this project. The Club is a longstanding source of pride for the Woden community and a key supporter of grassroots organisations such as ourselves. Its continued presence and investment in the precinct, in our opinion, will help ensure Woden Village remains a cultural and civic centre. We understand the development will be delivered in three stages and, in our view, the commitment to maintaining public parking access throughout construction is essential. While the existing surface car park will be removed, the inclusion of an eight-storey public car park will ultimately increase capacity. Importantly, the proposal confirms that temporary parking arrangements will be provided during each stage of construction. However, in our view, the lack of specific details - such as location, capacity, and timing - creates uncertainty for users.

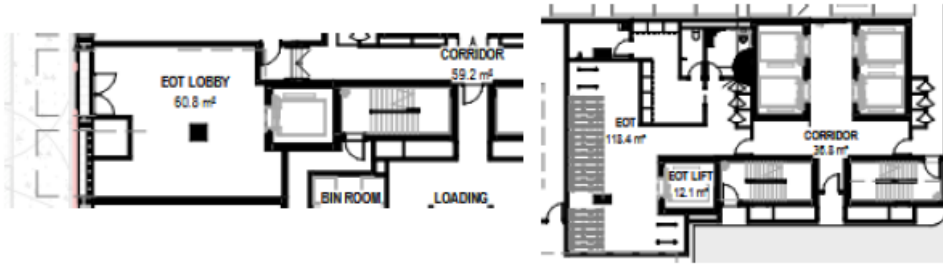
LATE REPRESENTATIONS

REPRESENTOR 10:

Pedal Power ACT appreciates the opportunity to comment on this Development Application. We also appreciate the time the proponent's consultants have given to discuss the development with Pedal Power.

Our primary concern with most large-scale developments is usually bicycle parking and end of trip provision. Not so here. We commend:

- the proposed provision rates, above those required under the technical specifications
- the separate entrance lobby and lift to basement end of trip facilities and use of tiered racks:



RESIDENTIAL BIKE NO.	
BUILDING NO.	BIKE PARKING NO.
BUILDING 1	99
BUILDING 2	82
BUILDING 3	76
	257

OFFICE EOT BIKE NO.			
LEVEL	RACK TYPE	RACK No.	BIKE No.
BASEMENT 1	2 TIER RACK	20	40
BASEMENT 2	2 TIER RACK	17	34
BASEMENT 1	FLR-FIXED RACK	4	4
BASEMENT 2	FLR-FIXED RACK	5	5
TOTAL		46	83

OFFICE EOT
 NUMBER OF SHOWER: 3
 NUMBER OF LOCKERS: 86

The plans for the residential buildings fronting Callum St do not appear to show access to and location of bicycle parking. Pedal Power ACT asks that the proponent provide plans showing access and location of bicycle parking in the residential buildings. We have concerns with other aspects of the development.

The Traffic Impact Assessment Report

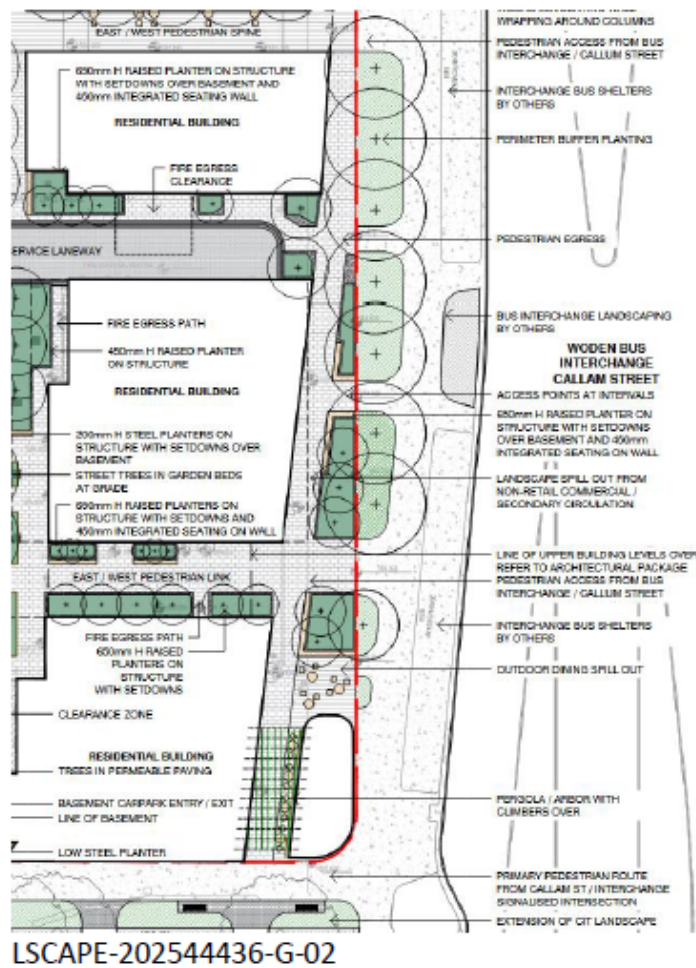
The report assumes that the proposed development has similar mode shares as the broader Phillip SA2 based on the 2021 Census and suggests 'the proposed development would generate a total of approximately four (4) bicycle trips during each of the weekday morning and evening peak hours. That fails to consider the extra trips from all the people living in and visiting the proposed development, let alone the increase in population in nearby developments.

Short stay ground level bicycle parking

Neither Documents PARKING-202544436-02 nor LSCAPE-202544436-G-02 show the location of short stay bicycle parking rails. Pedal Power ACT asks that the proponent be required to provide that detail.

Setback of buildings fronting Callum St

We note that the setback of these buildings has been altered to provide more solar access for the CIT park to the south. The east west pedestrian spine and pedestrian link are to provide access from the interchange. Along the southern border is a primary pedestrian route. A small retail structure is proposed on the southeast corner with a pergola and outdoor dining:



The proposed space between the buildings and the interchange platforms is very narrow considering the number of people likely to go to and from the bus platforms. When strollers, wheelchairs, scooters and bicycles are added to the mix it will be very congested. When human behaviour is considered (e.g. people rushing to catch a bus or running late for a CIT class), Pedal Power suggests the area will be unsafe.

Pedal Power ACT asks that:

- the proponent be required to increase the setback of the three buildings
- the proposed small retail structure, pergola and outdoor dining area not be approved
- the landscaping between the buildings and the interchange platforms be narrowed
- the proponent use small landscaping species for perimeter planting that, when fully grown, will not produce tree root intrusion and pavement tripping hazards.

REPRESENTOR 11:

Apologies for being late with this submission. I hope the comments are useful even if they are too late to be formally considered. The Woden Valley Community Council can commend the northern end of the development proposal for planning welcoming, accessible and usable green space within the precinct. It is backed by a small community building and has a good mix of pedestrian activities, residential,

public and office workers. It tries to activate this part of Bowes St west. Connectivity south and south east. The southern end of the site does not meet the same standard. There is connectivity towards the bus interchange and across Matilda St to the Hellenic Club, and across the Bowes St west at the northern part of the site. It fails to link attractively or actively south or southwest towards the central town square and Westfield plaza – the active centre of Woden. It places a grim face to the main entry of Grand Central Towers block across Bowes St south. The promising pedestrian linkway running south from the community building is squeezed under the parking building (albeit with planter boxes – and artificial lighting – and its exit to Bowes St south is squeezed further beside the entry ramp to the car park itself. The south and south west corners should be created more actively and the face of the car park building made more attractive, as seen in the south elevation. Community building and recreation space. The application is very unclear as to the purpose of the Community building, In the NCDRP reports reference is made in glowing terms to a library, galleries. In the development outcomes reference is made to co-working – a private business model supporting digital nomads, not a community use such as culture, craft, art, music, low key social. Providing a roof space for gatherings and social events is very restricted by the need to use a lift to get access. Is this a public amenity as claimed in one place? Or semi-public? The community area does not meet the need for unorganised youth uses for ball knockabout on basketball hoops, anticipate other small group unsupervised, casual games, skateboards, hoverboards, rollerblades etc (as fashions come and go). The indoor recreation space on the SW corner of the parking building is also a puzzle – designed for indoor recreation space (presumably a gym or similar) it appears to have no associated toilets or change rooms. Traffic model The traffic model is inadequate to show the effect of opening CIT campus (which caused a big change in the number of people coming to the area, starting 3 weeks after the single one day traffic survey. The model uses the unwarranted assumption that 400 residential units will give rise to only 67 car movements each day (presumably workers)– but what about school runs? New unit dwellers mature and have children who so quickly grow to young primary school age – and there is no public primary school in walking distance; parents of school children are frequently themselves workers who will drive the children to school and then go on to their own jobs and activities. Public transport is currently not a realistic attractive alternative. Wind model Wind ground level modelling shows pedestrian safety (fig 4a, environment report) is high though not unsafe for the area south of this block, between CIT and Grand Central. This suggests that the car park and southern residential buildings in section 7 have an effect outside this site. The design should look at reducing this wind, to reduce the risk of making the primary pedestrian routes from Callam St unusable at times, discouraging pedestrians and bus passengers.

ATTACHMENT 1C – TERRITORY PLANNING AUTHORITY FURTHER INFORMATION

The Territory Planning Authority requires further information to progress the assessment of your DA.

Further information is required on the following:

Residential Tower

- Section 43 of the Woden District Policy permits One tower element per block (prior to any subdivision), in areas 'a', 'b' and '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.

The Authority considers further refinement to the design of the northern residential building is required to support the additional height increase of the tower element. Whilst the changes to the building form at the upper floor levels are noted, the Authority considers that the design should provide a greater response to this provision noting the presence the development will have within the Woden Town Centre skyline. This could be achieved by providing greater articulation, façade treatments or material changes to further distinguish this part of the building from the levels below.

Building Interface

- The Authority has concerns regarding the proposed façade treatment to the multi-storey carpark. Noting there is no breakup in material proposed, and the scale of the building may be quite polarising, particularly for neighbouring residents within the central and southern residential buildings and neighbouring residential building to the south (Grand Central Towers). The Authority considers that changes in material, or additional landscaping should be explored for this building. The Authority also has concerns regarding how lighting may impact the visual appearance of the building at night from ceiling mounted lighting fixtures, as well as possible glare impacts from car lights.
- It is recommended that the building link height between the two residential buildings be reduced by one storey to match the datum height of the proposed building and tie into the change in materiality.

Screening/setbacks

- Please identify all roof top plant areas on roof plans to ensure that they are appropriately screened and setback 3 metres from the building façade of the floor immediately below. Currently this is only shown for the northern residential building.

- It is noted that solar panels are proposed for some of the building rooftops. Please clarify how possible glare impacts have been considered and any proposed mitigation measures to reduce impacts to neighbouring residential buildings.

Passive surveillance

- Please provide further information regarding opportunities for nighttime passive surveillance of the pedestrian link through the multi-storey car park appear in line with Crime Prevention and Environmental Design principles.

Way finding

- Please provide a wayfinding plan that details the intentions for pedestrian movement through the site. The plan should differentiate between public and private spaces, identify locations of pedestrian awning covers and note any other way finding mechanisms used to attract and deter movement through the site, i.e. landscaping, signage, changes in pavement materials, lighting, etc..
- Please provide an accessible path of travel plan that complies with the requirements of item 26.7 of the Commercial Zones Specifications. The plan should capture paths of travel for accessible parking spaces and associated uses, and for residential units to shared facilities i.e. mail room, storage and bicycle parking areas, waste areas and parking.

Note: the plan can be limited to maximum distances.

Pedestrian movement

- Concerns have been raised regarding tight spaces for pedestrian movement between the proposed stand-alone retail building in the south east corner of the site and the bus interchange. This space is likely to facilitate a high proportion of pedestrian activity and congregation. This could conflict with the pathway which will be a main active travel route, including for cyclists. Please provide further information demonstrating that the active travel route will have sufficient separation from areas of congregation.

Affordable/community housing

- Please identify the 20 affordable housing units and 10 community housing units for ease of assessment.
- Please confirm if any of the proposed units are proposed to be adaptable? If so, please provide post-adaptable floor plans to support this and address any accessibility requirements.

Unit layout and residential amenity

- Please provide dwelling typology plans for ease of assessment.

- Further refinement of apartment layouts are required to reduce inefficiencies. For example, proposed three-bedroom south-east apartments in the central residential building include excessive entrances that could be relieved to increase bedroom sizes. This is also the case for one-bedroom south-east apartments in the southern residential building.
- The floor to ceiling heights have not been demonstrated. Please provide further information demonstrating that the floor to ceiling heights will provide residents sufficient amenity levels as advised by Elements 6.3C of the Housing Design Guide and Assessment outcome 17.7 of the Commercial Zones Specification.
- Please provide further information demonstrating how the wind assessment findings have been addressed in the design for residential units on north-east and south-east corners and whether any further mitigation is required.
- Please provide further information demonstrating how the findings in the access report have been addressed in the design. For example, the report states that in the residential buildings, some corridors scale at approximately 1500mm in width which falls slightly short of the required 1540mm for a turning space. These occur near fire stairs and services cupboards.
- Please clarify the intended use of the amenity room on the ground floor of the central residential building.

Privacy

- Please provide details of the proposed privacy screens for residential units. Additionally, please provide information detailing how these windows can still facilitate natural cross ventilation with privacy screening.

Signage

- Please provide details of any proposed signage, including size and illumination details.

Parking

- Please identify EV ready car parking spaces. It is noted that the Traffic Assessment states that 416 spaces can accommodate for EV parking.
- Please provide a minimum of 12 dedicated motorcycle parking spaces as identified as being required in the Traffic Assessment.
- Please provide further information detailing how the residential bicycle storage areas will be accessed, i.e. will all residents from the development be able to access all areas, or will this be limited on a 'per building' access arrangement? There could be a scenario where, due to parking availability, residents of one building are having to access the other buildings bicycle parking space via the

associated elevator and lobby, only to have to transit back to their own building via elevators to street level and back up.

- Please provide details of any proposed temporary parking arrangements during construction. This issue was raised in multiple representations.

Communal/community facilities

- Please provide further detail surrounding the indicative uses of the community building. It is noted that comments from the NDRP requested the primary use/s be defined, such as a library or performance space.
- Consider further opportunities for outdoor seating/street furniture along Callam Street interface adjacent the interchange.
- Please increase the number of externally available public toilets. One gender-neutral toilet is not considered to be sufficient noting the scale of the development.
- Provide a ground floor activation plan that differentiates commercial uses that will be limited to daytime activity and those that will provide for night time activity to further understand how the precinct will function during different hours of the day.

Elevation plans

- Please provide elevation plans for the eastern side of the commercial building and southern elevations for the northern residential building and central residential building, and northern elevations for the central residential building and southern residential building.

Encroachments

- Please provide further information identifying any boundary encroachments. For example, the awning on the western façade of the multi-story carpark fronting Bowes Place appears to encroach the block boundary.

Representations

- Please provide a response to all written representations included in the Stage 1 Information Package.