

Hayden Pini - Assessing Officer
Territory Planning Authority
ACT Government
GPO Box 158
Canberra ACT 2601

Dear Hayden,

DA202544436 - S168
Woden Village
Response to Significant Development Stage 1 Information Package

Purdon have prepared this letter on behalf of Hellenic Group to support DA 202544436, made under the *Planning Act 2023*. This submission seeks to address the further information requests contained in the s167 further information request package provided to the proponent on the 28th of November 2025. This letter should be read in conjunction with the plans submitted as part of the s168 package.

Amendments as part of the responses include:

Architectural Drawings:

- A1. Driveways and verge crossings updated to match the Waste Management Ground Floor Plan.
- A2. Ground floor waste enclosures and waste storage updated.
- A3. Canopy above the waste collection zone removed.
- A4. Carpark link design revised.
- A5. Residential building link height adjusted.
- A6. Apartment layouts revised to improve functionality.
- A7. Development Schedule for the Community Building revised.
- A8. Not in use
- A9. Northern Residential Tower upper levels revised (façade, internal planning, and apartment mix updated).
- A10. Carpark roof landscape updated.
- A11. Roof plant area setbacks updated, and solar panel orientation adjusted.
- A12. Carpark pedestrian link updated.
- A13. Dwelling typology plans provided.
- A14. Floor-to-ceiling heights added.
- A15. Residential corridor widths adjusted to 1540 mm.
- A16. Ground floor amenity space converted to a residential lobby.
- A17. Privacy screen details provided.
- A18. Additional elevations added.

Landscape Drawings:

- L1. Quantities of trees updated.
- L2. PM14 revised to suit updated conditions.
- L3. Rooftop layouts updated.
- L4. Landscape layout adjusted to accommodate truck turning circles.
- L5. Canopy cover diagram and calculations updated.



L6. Driveways adjusted to align with engineering documentation.

L7. Planter layout revised to reflect architectural changes.

Civil Drawings:

- Site shed added
- Update to Waste Management Plan
- Turning Templates Added

Additional Report updated:

- Waste Management Report
- Noise Management Plan
- Traffic Impact Assessment Report

Please see over page for a comprehensive table demonstrating responses to TPA, entity comments and public representations.

This has been tabulated and responded to as follows:

- Table 1: Response to 1A Entity Advice
- Table 2 : Response to 1B
- Table 3: Response to 1C

If you have any questions, please contact Purdon on 02 6257 1511

Gunjan Shah

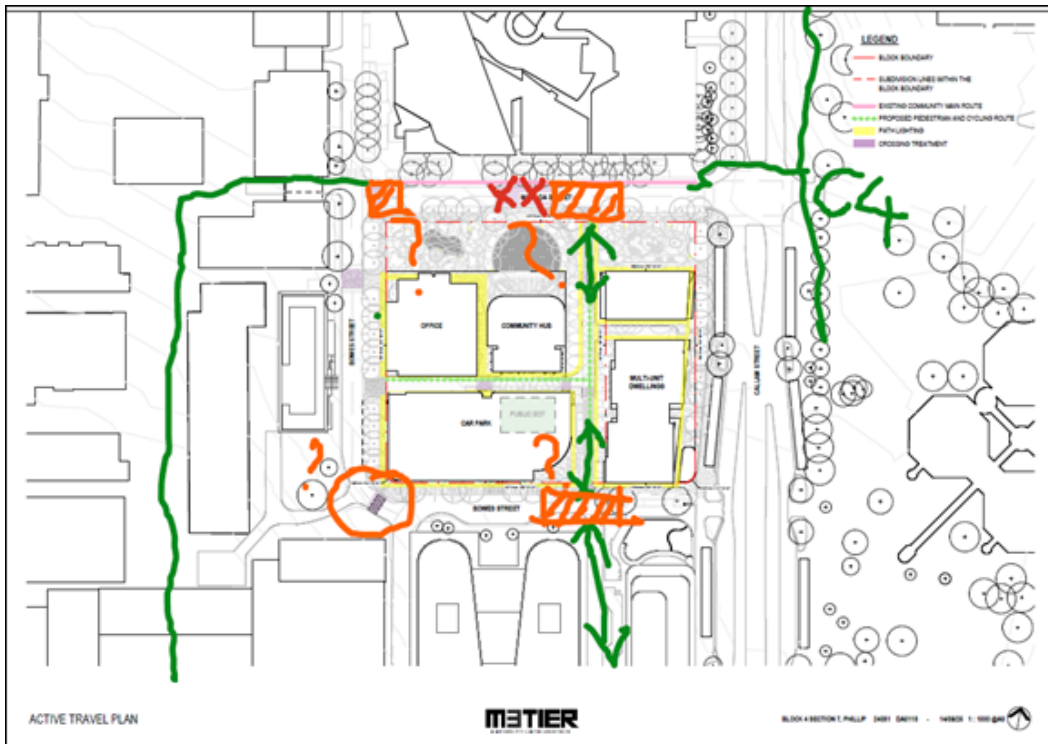
**Purdon
April 2026**



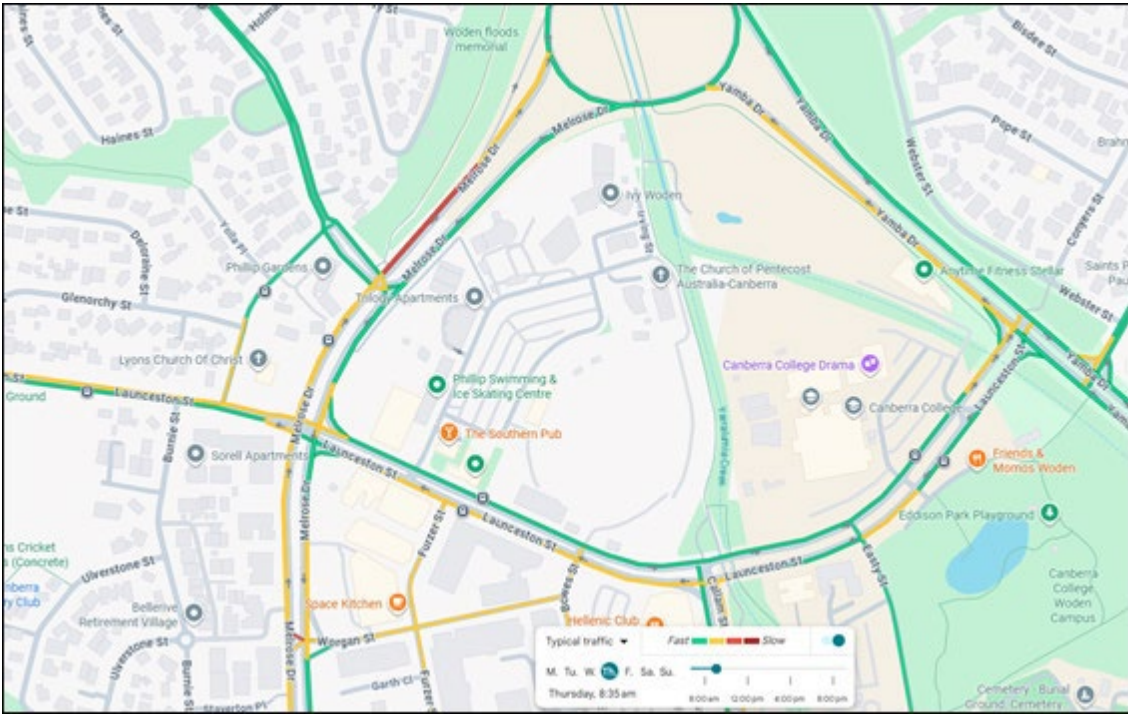
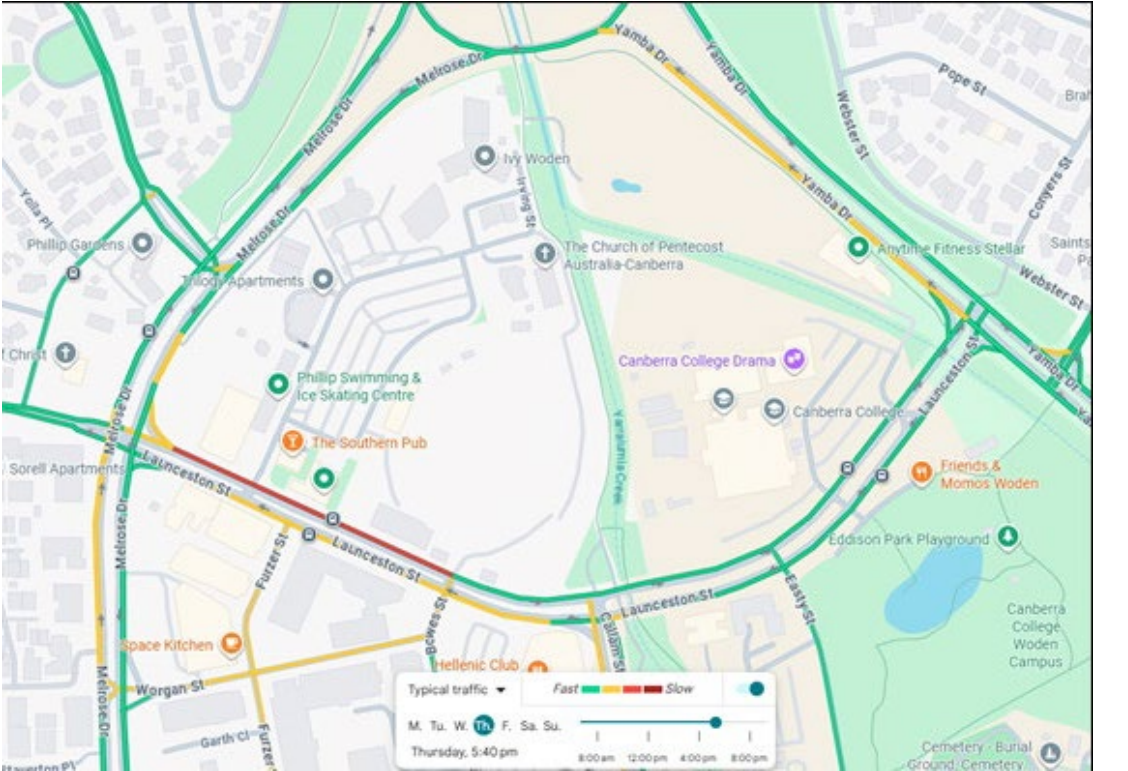
1.1 Table 1: Response to 1A Entity Advice

Comment	Response	Document Ref.
City and Environment Directorate (formerly Transport Canberra and City Services)		
Driveway / Verge Crossing		
<p>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.</p> <p>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.</p>	Drawings updated.	
LMPP/Street Trees		
<p>3. The developer must enter into a Canopy Contribution Agreement</p> <p>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.</p> <p>5. The extension of the CIT North Plaza landscaping is supported; with the understanding it is to be coordinated with CIT facilities maintenance program.</p> <p>6. Please ask to the applicant to confirm if there is any intention to gift us an internal road or anything that require maintenance?</p>	<p>3. Noted</p> <p>4. See attached updated 10675-01-950 LMPP with additional site construction amenities. Leasing requirements noted.</p> <p>5. Noted</p> <p>6. Internal road will remain a private road, maintained by the landowner.</p>	LMPP Drawing 10675-01-950.
Pedestrian Network/Active Travel		
<p>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</p> <p>8. There is an opportunity to provide raised treatment on the eastern part of Matilda Street</p> <p>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.</p> <p>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.</p> <p>Image 1</p>	For safer cycling and pedestrian movement, the existing signalised crossing at the intersection of Matilda Street and Callam Street provides a formal and controlled north south connection across the road network. In addition, the raised crossing along Matilda Street strengthens local permeability by facilitating a direct and legible connection between the two blocks, linking the community facility within Matilda Street Park with the retail and hospitality uses within the Hellenic Club. Together, these crossings support safe and convenient pedestrian and cycling access between key destinations within the precinct.	M3 – DA1100 GROUND FLOOR PLAN



Comment	Response	Document Ref.
		
Transport Canberra (TC)		
11. The proposed development shall not disrupt the interchange operation during construction.	Noted	
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.	Noted	
Traffic / TIA		
<p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>Image 2</p>	Refer to Traffic Impact Assessment Report for response.	Traffic Impact Assessment Report



Comment	Response	Document Ref.
<p data-bbox="181 279 1243 947"></p> <p data-bbox="181 961 281 993">Image 3</p> <p data-bbox="181 1010 1243 1730"></p> <p data-bbox="181 1745 985 1776">18. Section 2.6.2, pg. 25: How was background traffic growth analysed?</p> <p data-bbox="181 1843 1967 1906">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 183 Phillip?</p>		



Comment	Response	Document Ref.
<p>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?</p> <p>22. Tables 6&7, pg. 34: It is noted that the parking provision for non-residential landuses 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.</p> <p>23. Motorcycle Parking, pg. 38: It is noted that no motorcycle parking is proposed onsite. It is up to the Statutory Planning team to determine if this is appropriate.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>29. Gradients of access driveways, pg. 59: Boom gates are to be relocated to allow for vehicles to stop along a horizontal grade.</p> <p>30. Table 28, pg. 59: Please outline if there is adequate space onsite to accommodate the calculated queuing areas at the access points? a pedestrian, please detail any observed road user behaviour and road safety risks to all road users.</p> <p>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 makes sense as this area is approximately 300m south of the site.</p> <p>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</p>		
Waste		
31. ACT NoWaste does not support the development. Further information is required to address the below.	Please refer comments below.	
<p><u>Waste enclosures/Chute Rooms</u></p> <p>32. 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.</p> <p>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).</p> <p>34. Residential Waste Enclosure 1 is required to have a separate Chute Room (Image 5). The current design is not acceptable.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>Image 4</p>	<p>Response to 32 to 36:</p> <p>Ground floor chute graphics have been updated. No chute rooms are located on the ground floor. The chute rooms terminate on the level above ground floor, with the chutes discharging into separate waste and recycling hoppers located at ground level.</p> <p>The comments have been noted and addressed in the revised ground floor drawing.</p>	<p>Refer to DA1100 DA1100 Ground Floor Plan and Waste Management Drawings 800-809.</p>



Comment

Response

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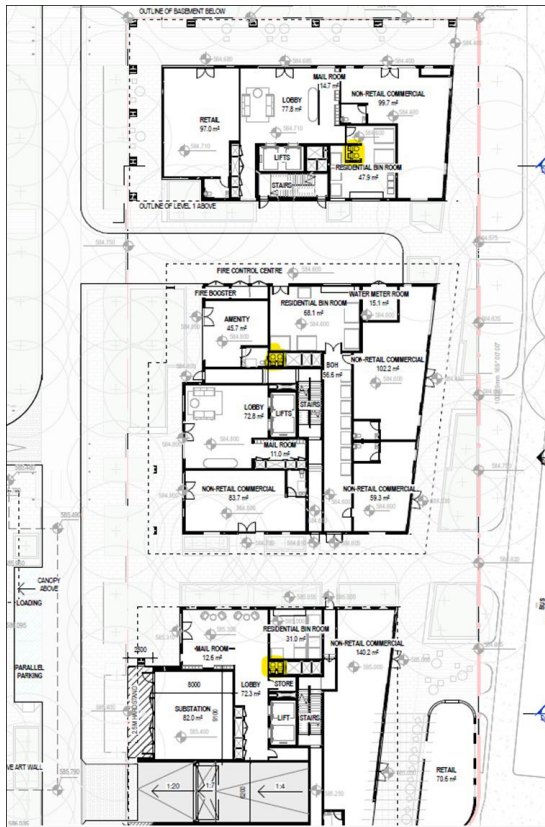
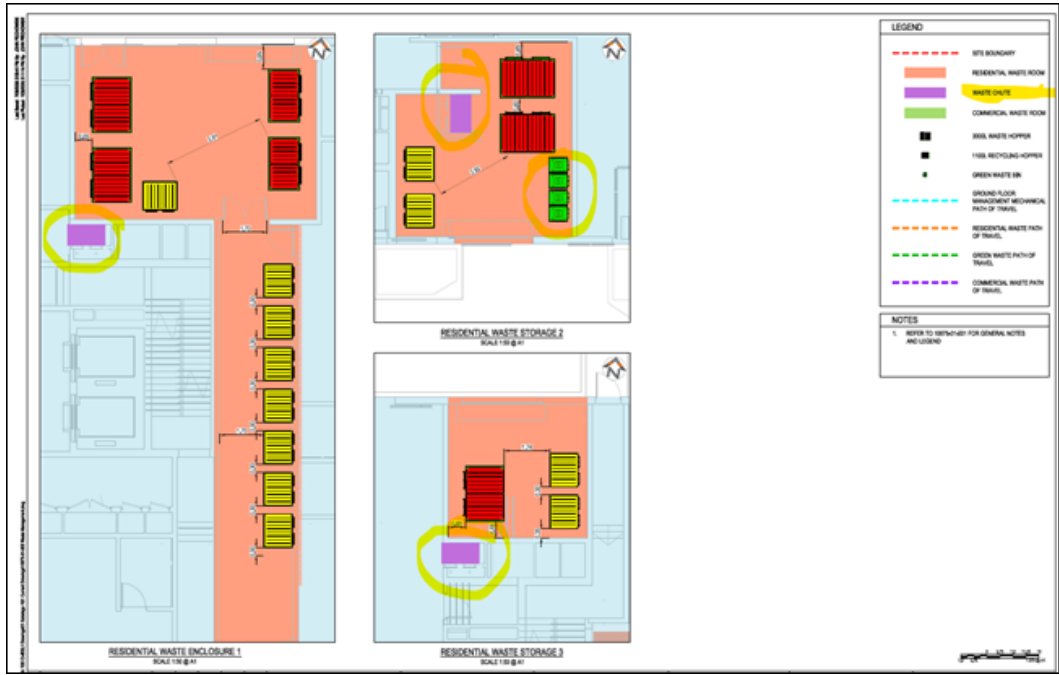


Image 5



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.

The ground floor canopy has been removed to ensure there are no obstructions to waste collection.

Refer to
DA1100
DA1100
Ground Floor



Image 6

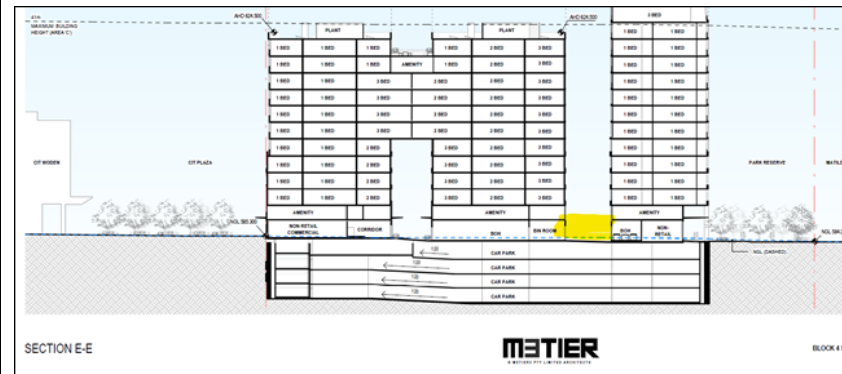
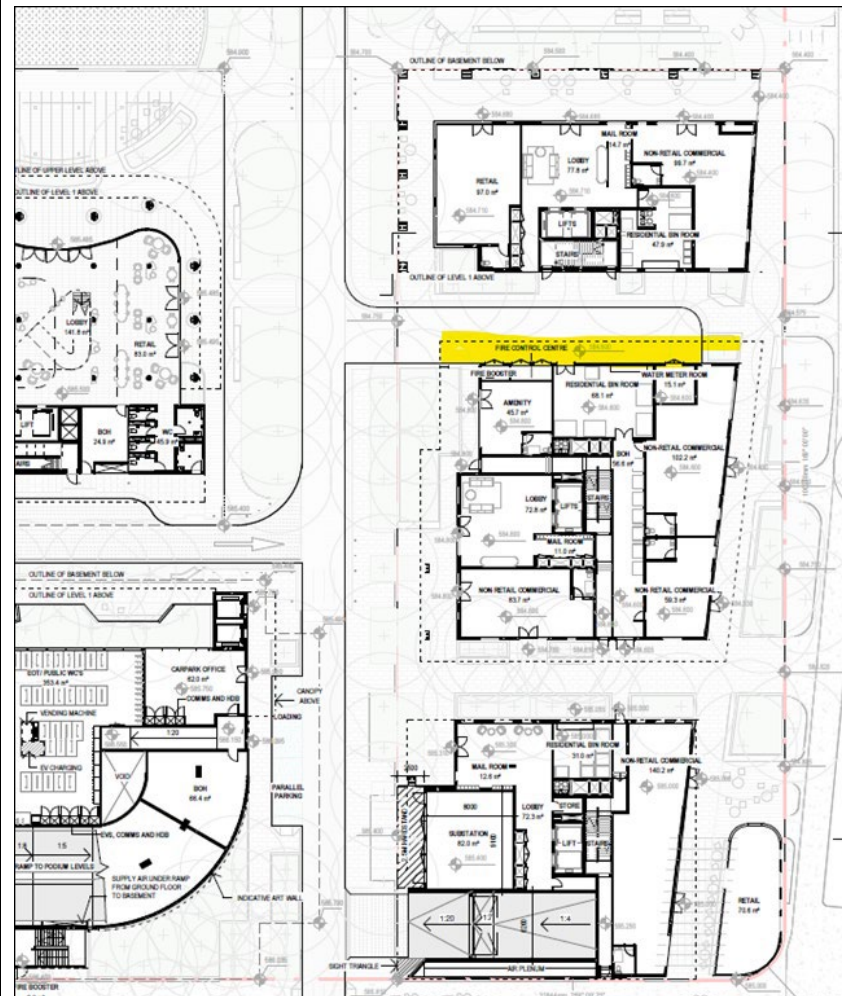


Image 7

Subdivision

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

Response

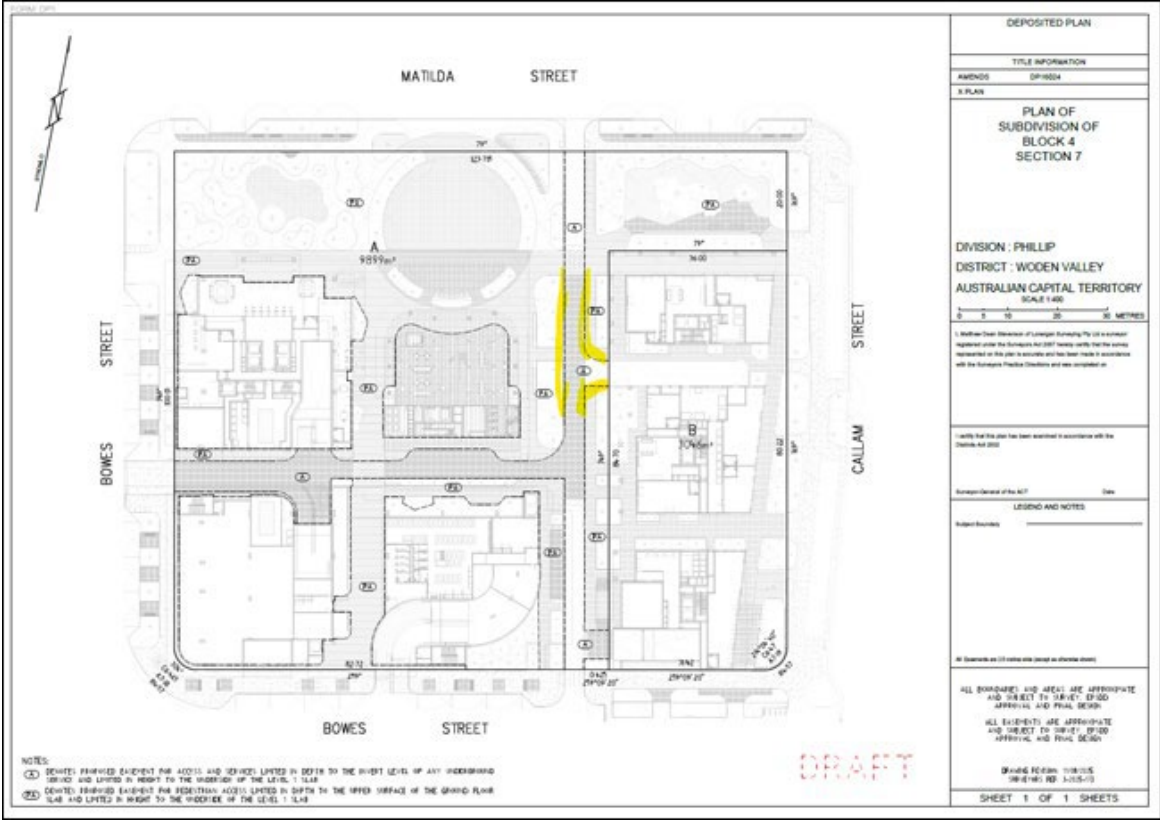
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Plan and Waste Management Drawings 800-809.

Refer to updated draft DP and turning templates.

Draft
deposited plan
and turning



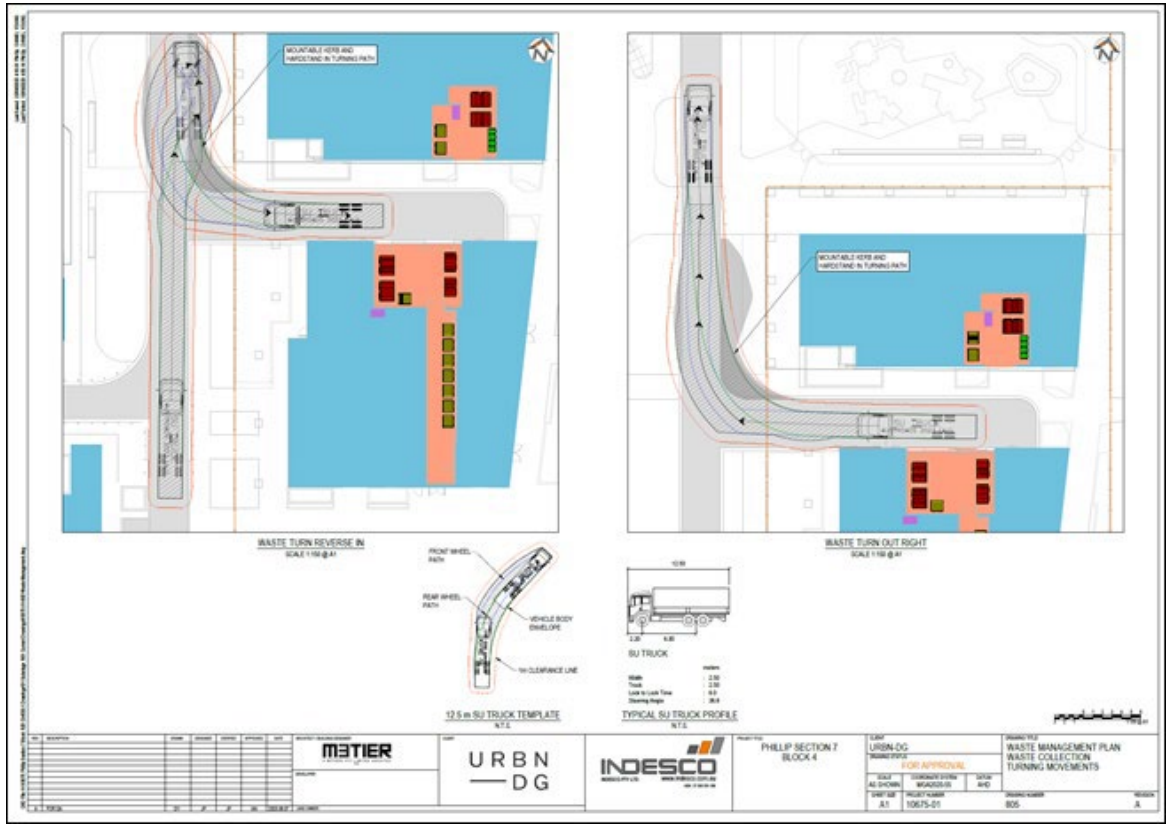
Comment	Response	Document Ref.
<p>39. The Subdivision Plan (Image 8) needs to show all relevant easements with appropriate dimensions to provide access and manoeuvring for Residential waste collection. The easements on the subdivision plan needs to correlate with the vehicle turning movements shown on the INDESCO drawings (Image 9).</p> <p>40. Easements are also required to match the vehicle manoeuvring for the commercial waste vehicle.</p> <p>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.</p> <p>Image 8</p>  <p>Image 9</p>		templates dwg 805.



Comment

Response

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Green MGB kerbside collection

42. The location of the green MGB kerbside collection along Matilda Street drawings by INDESCO is required to show unobstructed vertical clearances (ie 4.8m = 4.5m Loading height + 0.3m) provided along the kerb. The drawings show a street tree that would obstruct the side collection (Images 10 & 11).
43. Furthermore, the Stage 1 green waste collection section does not appear to show the raised shared zone to the Hellenic Club that is shown in the Landscape Plan Ground Floor by OCULUS (Image 11).
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

Image 10

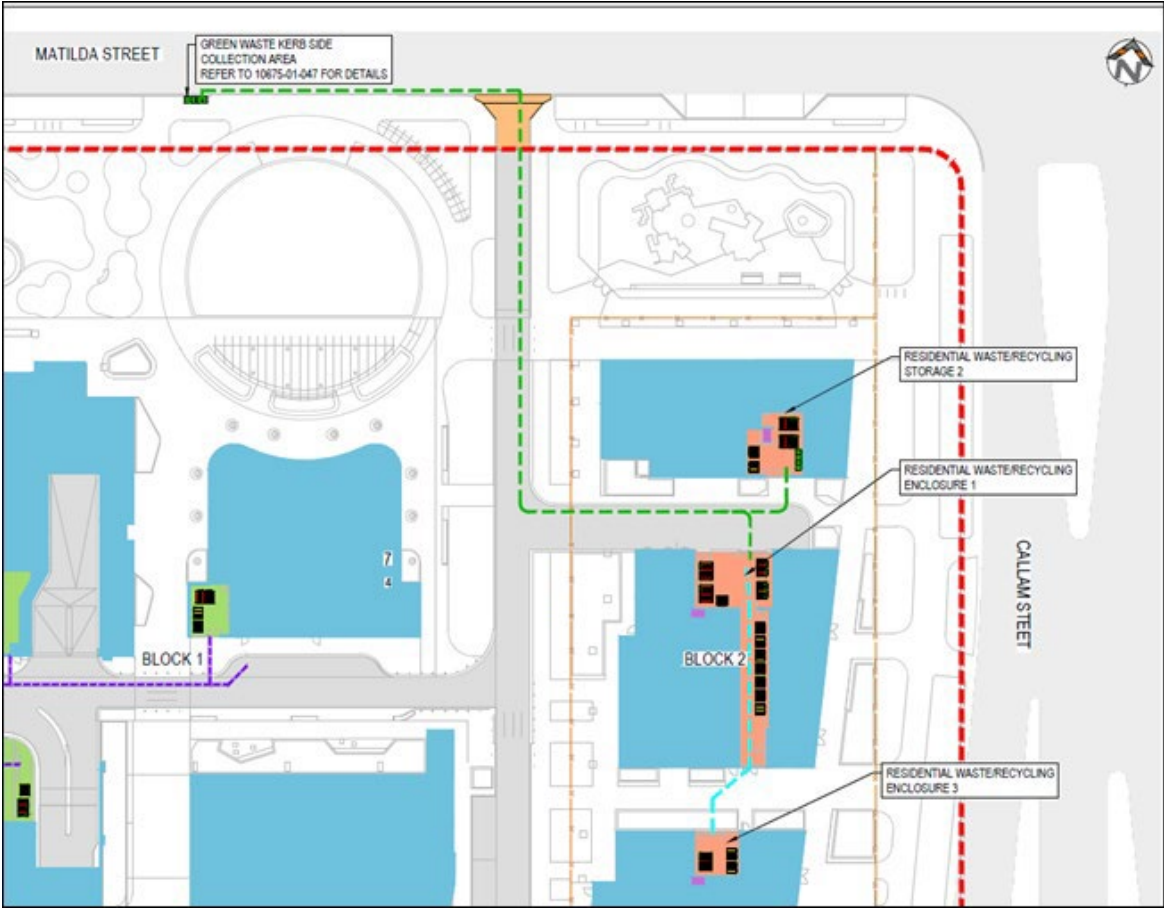
All items have been updated on drawings. Details of carting paths, clearances and raised shared zone have been updated.

Refer to Waste Management Drawings 800 - 809

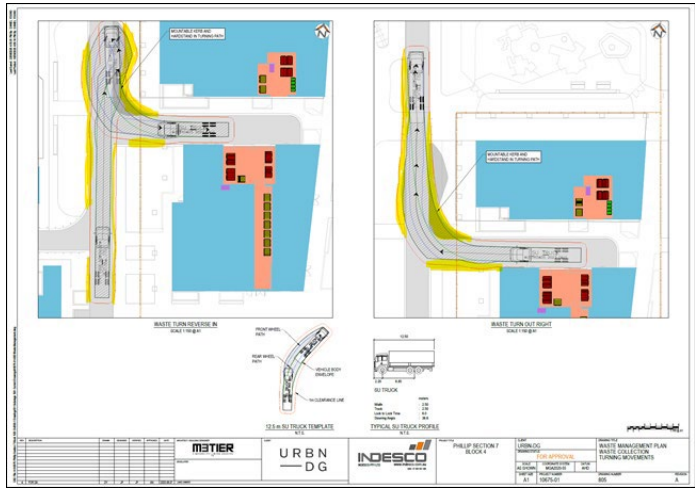
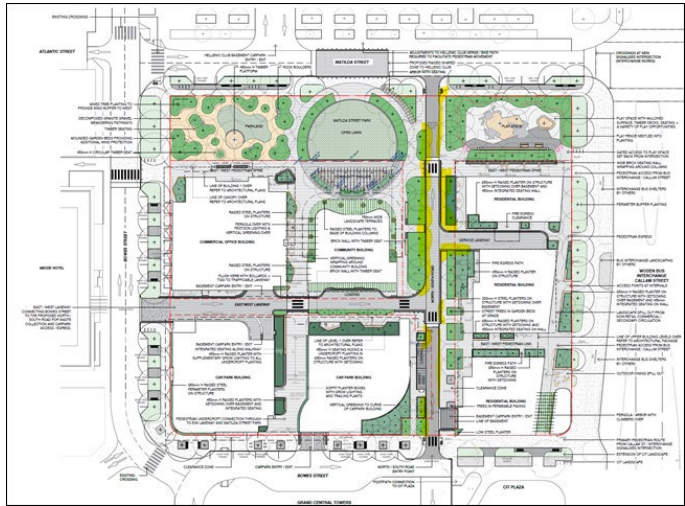
Image 11

Image 12

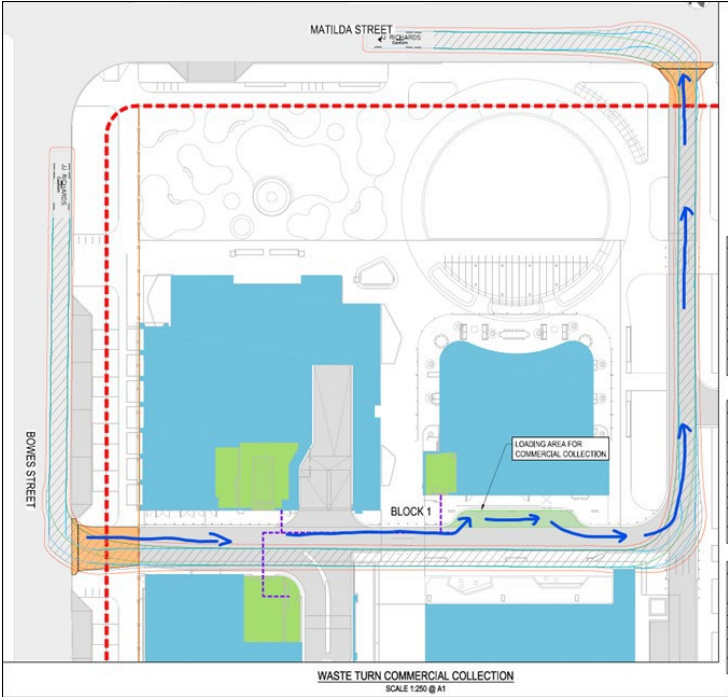
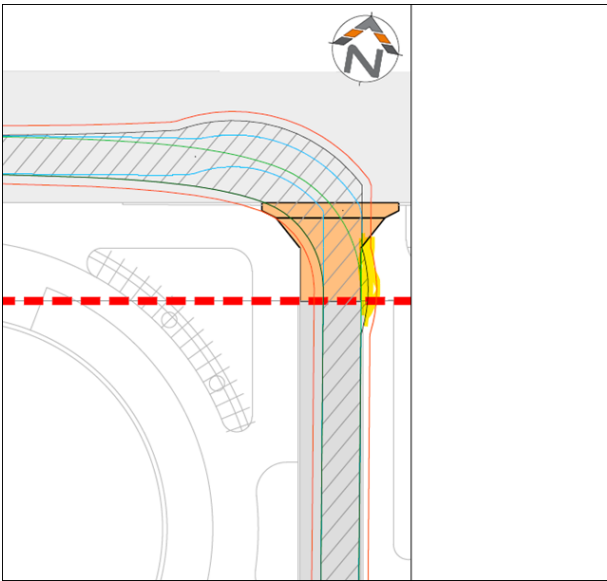


Comment	Response	Document Ref.
		
<p><u>traVehicle manoeuvring-Residential Waste/recycling Collection</u></p> <p>46. The collection vehicle must be able to safely navigate to and from the waste and recycling storage facility. The swept path simulation must demonstrate 1.0m minimum clearance between the 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.</p> <p>47. There are tree canopies and kerbs located along the North/South Road and Service Laneway that encroach into the waste collection vehicle movements (Image 14).</p> <p>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).</p> <p>Image 13</p>	<p>46. Turning templates have been updated and detailed.</p> <p>47. The proposed canopy has been developed in accordance with the requirements established through the Deed and the Design Brief for this site, which set out a series of outcomes relating to street character, landscape provision and public realm quality. Given these requirements, the design approach for the street environment must balance operational servicing needs with the mandated public realm outcomes.</p> <p>Tree planting and mountable kerb configuration respond to the landscape framework which are necessary to achieve canopy cover, manage urban heat, and uphold consistent streetscape character along the North South Road and service laneway. As such, their placement reflects the broader design obligations for the site and surrounding road reserve. During procurement trees can be pruned to create a high canopy and clear trunk to</p>	<p>Refer to waste management drawings.</p>



Comment	Response	Document Ref.
<div data-bbox="186 279 834 735"></div> <div data-bbox="186 751 296 781">Image 14</div> <div data-bbox="186 795 825 1268"></div>	<p>ensure clearances and sight lines are maintained for pedestrian and vehicles.</p> <p>48. Vehicle movement update.</p>	
<p><u>Vehicle manoeuvring-Commercial Waste/recycling Collection</u></p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>Image 15</p>	<p>Drawings updated accordingly.</p>	



Comment	Response	Document Ref.
		
<p><u>Verge crossings</u></p> <p>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).</p> <p>55. The vehicle movement templates for driveway 02 have not been provided (Image 21).</p> <p>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).</p> <p>Image 18</p> 	<p>Driveway drawings have been updated.</p> <p>Consistency along different plans have been updated and maintained.</p> <p>Rollout distances have been noted in the drawing.</p> <p>Noted further details to be provided at detail design stage.</p>	<p>Refer to driveway plans.</p>



Comment

Response

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Image 19

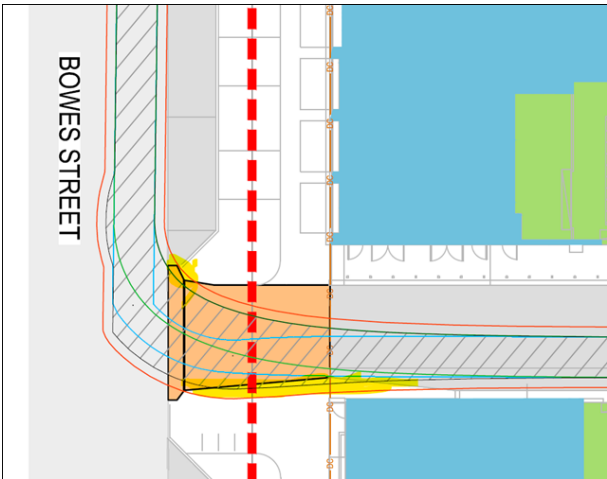


Image 20

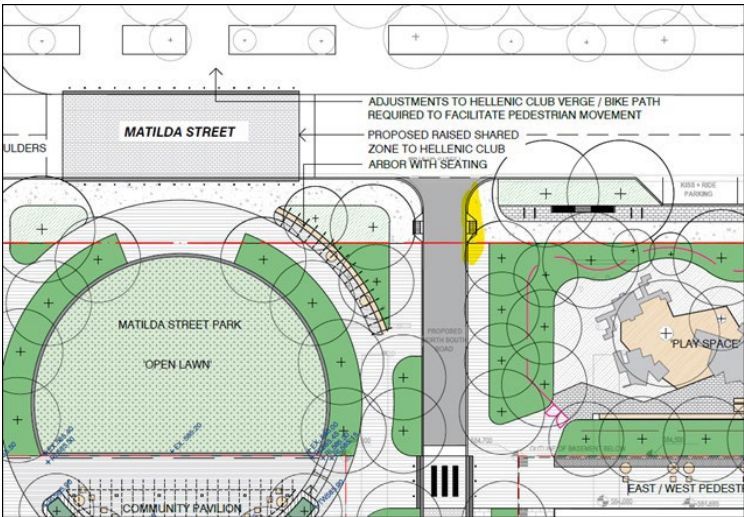
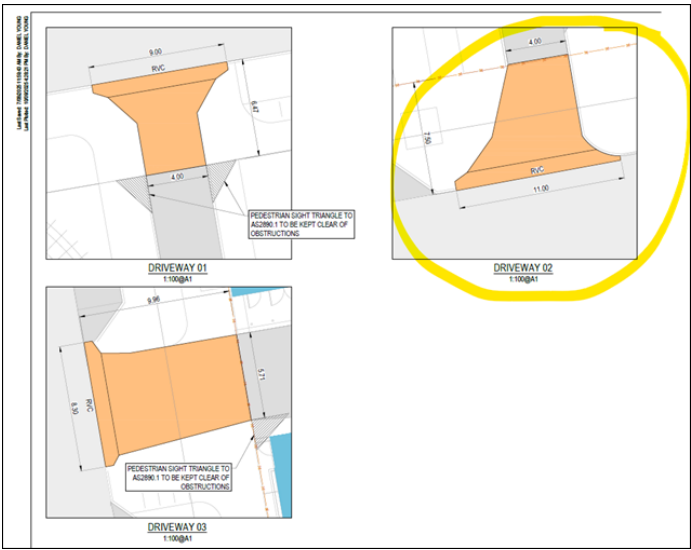
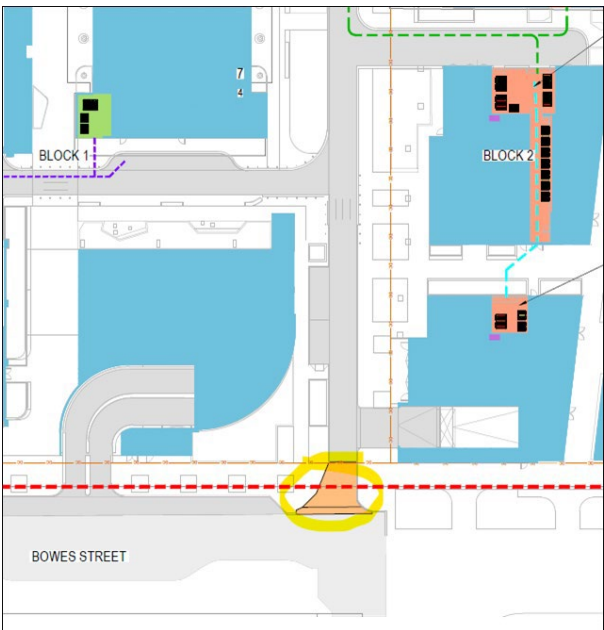
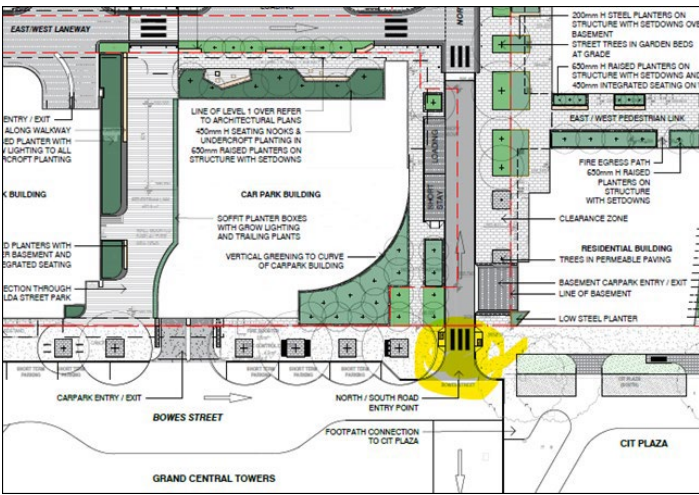


Image 21



Comment	Response	Document Ref.
<p data-bbox="189 331 296 363">Image 22</p>  <p data-bbox="189 1077 296 1108">Image 23</p>  <p data-bbox="189 1644 2012 1822">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.</p> <p data-bbox="189 1759 2012 1822">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.</p>		



Comment	Response	Document Ref.
<ul style="list-style-type: none">• 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.<ul style="list-style-type: none">– 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.<ul style="list-style-type: none">– 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:<ul style="list-style-type: none">– 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.		
<p><u>Noise</u></p> <ul style="list-style-type: none">• The Noise Management Plan (NMP) titled “<i>Noise Management Plan for DA Phillip Hellenic Woden</i>”, 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.<ul style="list-style-type: none">– 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.<ul style="list-style-type: none">– 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.<ul style="list-style-type: none">– 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.	Noted.	
<p><u>ADVICE:</u></p> <p>Construction Noise</p> <ul style="list-style-type: none">• 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:<ul style="list-style-type: none">– 6:00am to 8:00pm, 7 days a week (including public holidays)	Noted.	



Comment	Response	Document Ref.										
<p>– At all other times, noise emissions must not exceed the zone noise standard.</p> <p>60 dB daytime and 50 dB nighttime (Zone B)</p> <p>Lights</p> <ul style="list-style-type: none">• All external lights must comply with Australian Standards AS4282:2023 Control of the obtrusive effects of outdoor lighting. <p>Dust</p> <ul style="list-style-type: none">• 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. <p>For further information, please contact the EPA Planning Liaison Officer at EPAPanningLiaison@act.gov.au.</p>												
ACT Heritage Council												
<p>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.</p> <p>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:</p> <ul style="list-style-type: none">• 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. <p>The development proposal also includes internal access roads, tree removal, services, verge and off-site works, landscaping, and associated works.</p> <p>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.</p> <p>Informed by this review, and as a Council delegate, I advise that:</p> <ul style="list-style-type: none">• The proposed development is unlikely to diminish the heritage significance of a registered place or object, and no <i>Heritage Act 2004</i> requirements are identified.• There is no objection to approval of DA202544436. <p>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.</p>	Noted.											
Conservator of Flora and Fauna (including Tree Protection Unit & Office of Water)												
<p>The DA has been assessed and the following Conservator’s Advice in accordance with Sections 107 and 108 of <i>Urban Forest Act 2023</i> is provided:</p> <table><tr><td>No regulated tree/s on the site (nor on neighbouring block/s)</td><td>X</td></tr><tr><td>Supported with Conditions</td><td></td></tr><tr><td>Advice for the Applicant</td><td></td></tr><tr><td>Not Supported</td><td></td></tr><tr><td>Further Information/Amendments Required</td><td></td></tr></table> <p>Comments:</p>	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		Noted.	
No regulated tree/s on the site (nor on neighbouring block/s)	X											
Supported with Conditions												
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Not Supported												
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Comment	Response	Document Ref.
<p>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.</p> <p>They should be of substantial mature size, resilient for years to come and have sufficient rootzone to achieve capacity.</p> <p>The development application (DA) has NO trees on site</p> <p>NOTE: Planning (minimum Development Application Documentation) Guideline 2024</p> <p>(No 2) link is attached below for further information.</p>		
<p><u>Office of the Conservator</u></p> <p>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.</p> <p>We advise <i>Liriope muscari</i> 'Evergreen giant' be removed from the plant list due to weed threat. We recommend <i>Acer palmatum</i>, <i>Ulmus parvifolia</i>, <i>wisteria sinensi</i>, <i>Laurus nobilis</i>, <i>Ajuga reptans</i> and <i>Teucrium fruticans</i> are swapped with local natives as they also pose a weed risk. This is a recommendation not a requirement.</p> <p>From the off-site planting schedule, we recommend <i>Liquidambar styraciflua</i> and <i>Ulmus parvifolia</i> are swapped with local natives as they also pose a weed risk. This is a recommendation not a requirement.</p>	<p>2no. Eucalyptus leucoxylon and 1no. Eucalyptus melliodora are proposed for removal based on design grounds. All three trees are in poor health and have low retention value based on the arboriculture assessment. The proposed off-site tree plantings include 9no. Eucalyptus mannifera, 2no. Eucalyptus mannifera 'Little Spotty' and 1 no. Melaleuca linariifolia with many more native and local species proposed on block to support habitat and biodiversity.</p> <p>We will take the recommended changes into further consideration during design development but have not proposed any changes currently.</p>	<p>Refer to updated landscape set.</p>
<p><u>Office of Water</u></p> <p>The following ESCP drawings and notes are supported and required with one condition:</p> <p>SEDIMENT-202544436-0.pdf</p> <p>SEDIMENT-202544436-NOTES-0.pdf</p> <p>Condition:</p> <ul style="list-style-type: none">• 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. <p>Please have this condition incorporated into the NoD. The following WSUD information is also noted:</p> <p>WATERURBANDESIGN-202544436-01.pdf</p>	<p>Noted. The proponent is happy for this being included as a condition in the Notice of Decision (NOD).</p>	
ACT State Emergency Service		
<p>ACTSES has reviewed the subject DA and have no comments or objections. Any previous commentary remains valid and expected of this DA.</p>	<p>Noted.</p>	
Evoenergy Gas		
<p>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:</p> <p>https://www.legislation.act.gov.au/View/a/2010-41/current/html/2010-41.html</p> <p>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.</p>	<p>Noted.</p>	



Comment	Response	Document Ref.
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		
<u>Traffic</u> This will need to be considers in consolidation with greater transport planning outcomes, i.e. understanding what Luke’s aim is for the interchange (transport corridor). This maybe an issue with the TIA, where Callam St is considered as arterial road, public traffic maybe distributed incorrected 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)	Refer to updated Traffic Impact Assessment Report.	Traffic Impact Assessment Report
<u>On-Site</u> 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)	Refer to updated Traffic Impact Assessment Report.	Traffic Impact Assessment Report
<u>Off-Site1</u> 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 maybe 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.	Pavement finishes and delineation has been utilised in design to accentuate pedestrian access and calm the traffic environment. Refer to landscape plans.	
<u>On-Street Parking</u> 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 maybe changed based on usage data later on. (this was discussed roughly on pre-DA meeting) <u>General</u> 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.	Noted.	
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.	Noted.	



Comment	Response	Document Ref.
<p>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.</p> <p>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.</p> <p>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-andassessments/environmental-impact-assessment/environmental-impactstatement/light-rail-stage-2b-eis202400003) or iCBR website (https://caportal.com.au/act/canberra-light-rail/stage-2b/stage-2b-eis) for more information.</p> <p>In the Woden precinct the following elements may be relevant context to the current proposal:</p> <ul style="list-style-type: none">• 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 interaction, 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. <p>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:</p> <ul style="list-style-type: none">• 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:<ul style="list-style-type: none">o further improvements to passive surveillance or activation of the street, ando opportunities to enhance the interface between the public realm and the development ando opportunities to reduce conflicts between vehicle and active travel movements.		
<p>Detailed comments</p> <p>Construction</p> <p>Given the site's proximity to the LRS2B Delivery Phase Area, iCBR highlights the following:</p> <p><u>Construction Timing</u></p> <ul style="list-style-type: none">• 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. <p><u>Construction Traffic Management Plan</u></p>	Noted.	



Comment	Response	Document Ref.
<ul style="list-style-type: none">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. <p>Traffic Impact Assessment</p> <p>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.</p> <p>This approach must be agreed with CED prior to acceptance.</p>		
<p>Noise Management</p> <p>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.</p>	Refer to updated NMP.	Noise Management Plan
<p>Other comments</p> <p>iCBR notes that the site boundary indicated on the following drawings overlaps with Callam Street:</p> <ul style="list-style-type: none">Waste Management Plan/Typical Floor: Drawing No. 802 RevADemolition Plan: Drawing No. 010 RevABulk Earth Works: Drawing No. 050 RevAGeneral Arrangement: Drawing No. 005 RevASewer Masterplan: Drawing No. 370 RevA <p>The proponent must review and revise boundaries in consultation with CED to confirm the extent of works on Territory land.</p>	The plans identify the boundary for Block 5; however, the boundary for Block 4 is also shown within the drawings.	
Spatial Data		
<p><u>Digital Data:</u></p> <p>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.</p>	Noted.	
<p><u>Survey:</u></p> <p>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.</p> <p>3. A future Units Plan may be required.</p> <p>4. A future Stratum Subdivision DP may be required for any multi-use buildings</p>	Noted.	
<p><u>Easements:</u></p> <p>5. Ensure assets are protected by easements in gross where required by the service provider.</p> <p>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’.</p> <p>See chapter 44 Land+Titles+Practice+Manual</p>	Noted. Refer to updated draft DP.	Draft DP drawing.
<p><u>Preservation Of Survey Infrastructure (POSI):</u></p> <p>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.</p> <p>a. Note it is an offence to destroy a survey mark unless authorised by the Surveyor-General pursuant to section 53 of the <i>Surveyors Act 2007</i>.</p>	Noted.	



Comment	Response	Document Ref.												
b. Please include a provision for the preservation of survey infrastructure as part of the development.														
<u>Access:</u> 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.	Noted. Driveway added onto Territory land along Bowes Way, refer to updated draft DP.	Draft DP drawing												
<u>Addressing:</u> 9. New street addressing will be required for development. The Lessee or developer should contact DigitalData@act.gov.au after Development Application approval	Noted.													
<u>Road Opening:</u> 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.	Noted.													
Planning and Urban Policy														
<table><tr><th colspan="2">Planning and Urban Policy’s position is:</th></tr><tr><td>That the proposal is supported</td><td>X</td></tr><tr><td>That the proposal is not supported</td><td></td></tr><tr><td>That advice is provided</td><td>X</td></tr><tr><td>No comment</td><td></td></tr><tr><td>That further information is required</td><td></td></tr></table> <p>Comments:</p> <p>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</p> <p>Urban Policy (to be read in conjunction with the attached Panel’s Advice).</p> <ul style="list-style-type: none">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 primary 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;<ul style="list-style-type: none">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.	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		<ul style="list-style-type: none">Proponent team appreciates the Panels acknowledgement.The proponent team acknowledges the Panel’s concern regarding night-time activation and the importance of ensuring that the precinct remains safe and comfortable outside daytime hours. The proposal adopts a layered activation strategy that complements existing night-time destinations within the Woden Town Centre and Hellenic Club, while ensuring that the site maintains an appropriate level of activity and passive surveillance beyond standard business hours. Retail and service tenancies are distributed along pedestrian routes and laneways to create active edges throughout the ground plane. Anchor tenants with the capacity for extended operating hours are currently being explored to support evening activity and reinforce passive surveillance across the site. <p>The community building also forms an important component of this strategy. The project team is also exploring potential occupants and operational models that would allow the facility to support a variety of civic, community or cultural uses. These uses could include informal gathering spaces, workshops, learning activities and community programs. The intention is to identify a tenant or program that can support extended hours of operation and contribute to both daytime and evening activation within the precinct. In addition, the landscape framework has been</p>	<p>DA1100 ground floor plan</p> <p>DA2002 streetscape elevation - Callam street and building east elevation & DA2008 west residential elevation & DA3005 section EE</p> <p>DA5000 affordable housing apartment types series various drawings.</p>
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														



Comment	Response	Document Ref.
<p>o 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.</p> <p>o 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).</p> <ul style="list-style-type: none">• 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.	<p>designed to support programmed events and temporary activation. The event lawn, plaza spaces and laneways can accommodate markets, performances, pop up events and seasonal activities which can occur during evenings and weekends. These programmed uses will contribute to an ongoing presence within the public realm.</p> <ul style="list-style-type: none">• The proposal incorporates several measures that respond to the Panel's recommendation to strengthen passive surveillance and improve the application of CPTED principles. Active uses including retail, recreation and community functions are located along key pedestrian corridors to ensure that building frontages overlook public spaces and movement routes. This arrangement provides consistent visual oversight of the laneways, plazas and park edges. <p>Sightlines across the public domain have been improved through refinement of landscape elements and building interfaces. Planting, seating and built elements have been arranged to maintain clear visibility across pedestrian routes and gathering spaces. The pedestrian circulation network has also been rationalised following design review to better align with natural desire lines through the site. This improves legibility of movement and reduces fragmented pathways.</p> <p>Lighting, wayfinding and landscape design will further support the safety and usability of these spaces after dark by ensuring that key pedestrian routes and gathering areas remain visible and comfortable to occupy.</p> <ul style="list-style-type: none">• The community building is being designed to provide a high degree of flexibility to accommodate a variety of future uses. The building can support a range of civic oriented or community focused activities including workshops, co working spaces, cultural programs and community events. <p>The project team is currently exploring potential occupants and operational models that would ensure the building remains active</p>	




Comment	Response	Document Ref.
	<p>and responsive to community needs over time. The intent is to identify uses that support both daytime activity and evening presence, while allowing the building to adapt to evolving partnerships or programming opportunities.</p> <p>The public domain has also been structured to support a broad range of activities. Distinct landscape zones have been introduced across the site to cater to different users and forms of occupation. These include the sensory play space within the park landscape, a sheltered seating zone adjacent to food tenancies, a central event lawn and terrace space for community events, and a quieter parkland setting with canopy planting and seating nooks. These spaces are designed to support both everyday informal use and larger programmed events such as markets, performances and seasonal festivals. In relation to residential amenity, apartment layouts have been refined following design review to improve spatial efficiency and functionality. Several apartments have been adjusted to reduce excessive corridor areas and increase usable living and bedroom spaces.</p> <ul style="list-style-type: none">○ The project team notes Planning and Urban Policy's support for the revisions to the ground plane and the refinement of pedestrian desire lines. The ground plane has undergone multiple design iterations and has been organised to reinforce primary pedestrian routes across the site and to ensure that retail and active uses are concentrated along key activation corridors. This approach strengthens connections between the proposal, the Woden Bus Interchange, CIT plaza and surrounding streets. These refinements contribute to a more legible pedestrian environment and support a mix of retail and community uses along the most active movement routes.○ Improved landscape design solutions have been undertaken to ensure that the interface between the pedestrian route and the southern vehicular access ramp from Bowes	

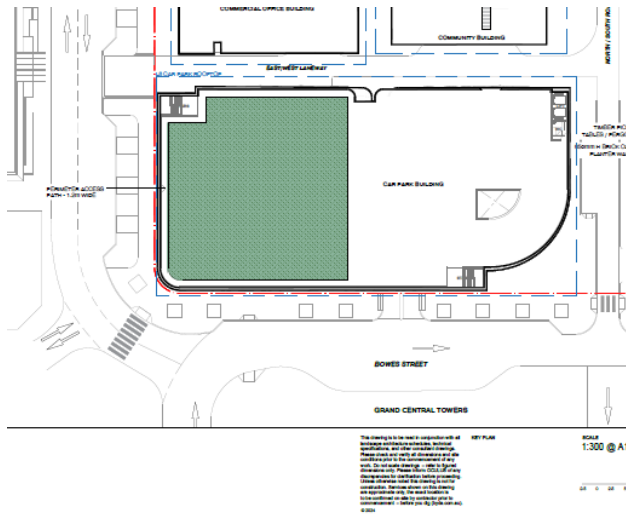


Comment	Response	Document Ref.
	<p>Street is appropriately managed. The design intent is to ensure that pedestrian movement remains safe, clear and legible through the use of landscape treatment, paving continuity and visual cues that reinforce pedestrian priority along the route.</p> <ul style="list-style-type: none">○ The residential link has been revised and now occurs one level lower to align with the datum height established by the transition in materiality. This change improves the overall composition of the built form and reinforces the intended architectural hierarchy across the residential buildings. <p>Additionally, the identified three bedroom southeast apartments within the central residential building have been revised to reduce the extent of entry corridors and increase the usable bedroom areas. Similarly, the one bedroom south east apartments within the southern residential building have been modified to reduce corridor widths and increase the size of bedroom and bathroom spaces. Additional minor adjustments have also been implemented across other apartments to improve functional layouts and residential amenity.</p> 	



Comment	Response	Document Ref.
		
Deed Management		
<ol style="list-style-type: none">1. Ensure all service easements extends to the areas where services are proposed (e.g. stormwater) and update all relevant plans.2. Service easement (A) in the deposited plan<ul style="list-style-type: none">○ 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).3. Confirm if the public car park/toilet/other publicly accessible areas within the buildings are intended to be open to the public 24/7.4. Confirm if it is intended to community title the lots.5. Confirm how public access will be provided to community spaces/publicly accessible areas within the buildings (e.g. TGEs).6. Confirm if you propose to provide public access in the following areas.<ul style="list-style-type: none">○ 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 verge7. Confirm if CED (formally TCCS) supports the portion of landscape that extends to the Matilda Street verge<ul style="list-style-type: none">○ Landscape Plan (Off-site Works) states this area will be maintained by Hellenic Club. Confirm if you intend to seek relevant licences for this.8. Confirm if CED (formally TCCS) supports the proposed raised shared zone to Hellenic Club on Matilda Street.	<ol style="list-style-type: none">1. Noted. Refer to updated draft DP.2. Noted. Refer to updated draft DP.3. There is no public toilet. Toilets located in the ground floor commercial building will have access for public users within normal business operations only.4. No Community title5. TGEs to be utilised and updated as each stage is completed6. Both lanes ways/ landscape areas will be open to public access through to Callum St. TGEs to manage.7. Considered as part of offsite works within approval.8. Considered as part of offsite works within approval.9. Understand in principle it is not a concern.10. Landscape drawings updated to correctly refer to Landscape plan L203 & L503.	<p>Draft DP DA1112 FLOOR PLAN OVERALL LEVEL 12</p> <p>DA9901 DEVELOPME T SCHEDULE</p> <p>DA1100 GROUND FLOOR PLAN</p>



Comment	Response	Document Ref.
<p>9. Confirm if CED (formally TCCS) supports the proposed two stormwater ties for Block 1.</p> <p>10. Floor Plan – Overall – Level 8 states ‘refer landscape plans for details of nonhabitable green roof’ on the carpark building. Which landscape plan shows this?</p> <p>11. 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.</p> <p>12. 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?</p> <p>13. 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?</p> <p>14. Show offsite works in the staging plan</p>	 <p>11. Development Summary has been updated for the community building.</p> <p>12. The proposed development includes 26 accessible car parking spaces, which represents a surplus of 19 spaces compared to the accessible car parking requirement and a surplus of six (6) spaces compared to the benchmark for accessible car parking. It is more than what is existing on site.</p> <p>13. Wayfinding to be further detailed at DD stage.</p> <p>14. The staging for the offsite works is in process of discussion with the Deed management team and the Hellenic Club.</p>	
<p>Evoenergy</p> <p>This application is approved subject to compliance with the following conditions:</p> <p>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.</p> <p>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.</p> <p>Development is to comply with minimum separation requirements to underground assets.</p> <p>Ref Evoenergy Drawing 3832-018</p> <p>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.</p>	<p>Noted.</p>	



Comment	Response	Document Ref.						
<p>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.</p> <p>No development activity shall be undertaken</p> <p>a) within an electricity easement or,</p> <p>b) that restricts access to Evoenergy asset/s</p> <p>The location of the proposed or existing Point of Entry/ Meter Box is to comply with Evoenergy's Service and Installation rules.</p> <p>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.</p> <p>Please Note</p> <p>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.</p> <p>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 electricity network. Any attached reticulation or servicing plan is preliminary only. Contact Evoenergy for final plans prior to the commencement of any construction activity.</p> <p>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.</p>								
Icon Water								
<p>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.</p> <p>On confirmation, please resubmit a Network Protection Compliance application to Icon Water via https://portal.iconwater.com.au/</p>	Noted.							
<p>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.</p> <p>On obtaining 'In-Principle' design acceptance, please resubmit a Network Protection Compliance application to Icon Water via https://portal.iconwater.com.au/</p>								
<p>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.</p>								
ACT Fire & Rescue								
<table><tr><td colspan="2">ACT Fire & Rescue position on the Development Application is:</td></tr><tr><td>• That the proposal is supported</td><td>•</td></tr><tr><td>• That the proposal is supported with conditions</td><td>• X</td></tr></table>	ACT Fire & Rescue position on the Development Application is:		• That the proposal is supported	•	• That the proposal is supported with conditions	• X	Noted.	
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1. Fire Station Response Area:																														
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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:																														



Comment	Response	Document Ref.
<p>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.</p> <p><i>ACTF&R Access Requirements for Rear Lanes:</i></p> <p>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:</p> <ul style="list-style-type: none">• 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 <p><i>ACTF&R Access requirements for building greater than 3 storeys</i></p> <p>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—</p> <ol style="list-style-type: none">a) the function or use of the building; andb) the fire load; andc) the potential fire intensity; andd) the fire hazard; ande) any active fire safety systems installed in the building; andf) the size of any fire compartment. <p>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.</p> <p>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:</p> <ul style="list-style-type: none">• Working footprint: 12.3m x 8m• Length: 12.3m• Minimum height clearance: 3.9m• Width: 2.9m inc. mirrors (Vehicle is 2.55m)		



Comment	Response	Document Ref.
<ul style="list-style-type: none">• Weight: 29t, with point loads up to 250kN• Minimum turning circle (Kerb to Kerb): 25m• Minimum turning circle (wall-to-wall): 30m <p>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.</p> <p>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.</p> <p><i>4. Battery Energy Storage and Electric Vehicle Charging</i></p> <p>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.</p> <p><i>5. Street Furniture, Landscaping and Tree Planting:</i></p> <p>ACTF&R has the following requirements concerning the location of street furniture, landscaping, existing trees and tree planting with the following criteria applying:</p> <ul style="list-style-type: none">• Street furniture, landscaping, and trees must not impede or cover in-ground and aboveground 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. <p><i>6. Building Fire Safety System:</i></p> <p>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.</p> <p>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.</p> <p>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</p>		



1.2 Table 2 : Response to 1B

PUBLIC REPRESENTATIONS		
<p>REPRESENTOR 1:</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>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).</p>	<p>The proponent team acknowledges the concerns raised regarding the pace of change occurring within the Woden Town Centre.</p> <p>The site was made available through a competitive tender process undertaken by the Suburban Land Agency. The tender brief identified the site as suitable for a mixed-use development incorporating residential, commercial, retail and public parking uses. The proposed development has been prepared in response to this brief and aligns with the applicable land use provisions of the Territory planning framework.</p> <p>The tender conditions also capped the number of residential apartments at 200, which has informed the scale of the residential component of the proposal. Residential development within town centres is encouraged through ACT Government planning policy to support population growth within existing urban areas, enable housing close to services and employment, and support the ongoing vitality of centres.</p> <p>In relation to parking, the existing surface car park currently provides approximately 250 spaces. While the current surface parking area will be removed as part of the redevelopment, the proposal consolidates parking within a purpose built multi storey public car park providing 641 spaces. This results in a significant increase in public parking supply for the town centre. Additional basement parking will also be provided for the office and residential buildings. Temporary parking arrangements will be provided during construction to maintain parking availability throughout staging.</p> <p>The proposed development also introduces new publicly accessible open space within the site, including a 2000sqm landscaped park fronting Matilda Street with a children's playground and seating areas. This is roughly over half the size of the existing Woden Town Square.</p> <p>This represents a transition from a site currently dominated by surface car parking to one that incorporates landscaped public space and places for community use.</p> <p>Furthermore, the proposal is located adjacent to the Woden public transport interchange and the future light rail corridor. Development in these locations is intended to support transit-oriented outcomes by enabling people to live and work within close proximity to high quality public transport, reducing reliance on private vehicles over time while still maintaining public parking supply.</p> <p>Overall, the proposal seeks to deliver a mixed-use precinct that contributes to the ongoing evolution of the Woden Town Centre, providing increased public parking, new open space, and development that supports activity and services within the centre.</p>	
<p>REPRESENTOR 2:</p> <p>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</p>	<p>The proponent team acknowledges and appreciates the support expressed for the proposed development.</p>	



PUBLIC REPRESENTATIONS		
<p>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.</p> <p>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.</p>		
<p>REPRESENTOR 3:</p> <p>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.</p>	<p>The proponent team acknowledges and appreciates the support expressed for the proposed development.</p>	
<p>REPRESENTOR 4:</p> <p>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.</p> <p>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.</p>	<p>The proponent team acknowledges and appreciates the support expressed for the proposed development.</p>	
<p>REPRESENTOR 5:</p> <p>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</p>	<p>Thank you for taking the time to provide feedback on the proposed development in Phillip. The Woden Town Centre, including the site, has been identified through ACT Government strategic planning as an area where change and renewal are anticipated.</p> <p>The ACT is experiencing significant population growth and is expected to approach around 700,000 residents by 2050. Planning frameworks therefore identify town centres such as Woden as appropriate locations to accommodate additional housing close to employment, services, and public transport.</p> <p>Within this context, the Woden District Strategy identifies the town centre as a key location for gradual urban transformation, including the delivery of additional housing, employment opportunities, and improved public spaces supported by future light rail and enhanced transport connections.</p>	



PUBLIC REPRESENTATIONS		
likely intensify these traffic problems, compromising safety, mobility and quality of life for residents and commuters.	<p>These directions are in alignment with the planning minister and his Statement of Planning Principles 2025-28, ACT District Strategies Woden and ACT Infrastructure Plan – Housing, Land Release and City Services</p> <p>In this context, the proposal seeks to introduce a mixed-use development supported by a landscaped public park, replacing a site that is currently largely occupied by surface car parking. This will contribute to a more active town centre environment and provide additional public space for the community.</p> <p>Traffic and access have been considered through the design process. The proposal incorporates multiple site access points to distribute vehicle movements under different traffic conditions, supporting efficient circulation and safe access to and from the site.</p> <p>In the long term, the increased parking provision replaces the existing supply while accommodating parking for new uses, additional public parking for the broader community, park and ride services associated with public transport including the proposed light rail, and overflow parking for surrounding destinations such as CIT Woden, commercial accommodation, the Hellenic Club and other users of the Woden Town Centre.</p> <p>Active uses including retail, recreation and community functions are located along key pedestrian corridors to ensure that building frontages overlook public spaces and movement routes. This arrangement provides consistent visual oversight of the laneways, plazas and park edges.</p> <p>Sightlines across the public domain have been improved through refinement of landscape elements and building interfaces. Planting, seating and built elements have been arranged to maintain clear visibility across pedestrian routes and gathering spaces.</p> <p>The pedestrian circulation network has also been rationalised following design review to better align with natural desire lines through the site. This improves legibility of movement and reduces fragmented pathways.</p> <p>Lighting, wayfinding and landscape design will further support the safety and usability of these spaces after dark by ensuring that key pedestrian routes and gathering areas remain visible and comfortable to occupy.</p> <p>While the level of development occurring in Woden can understandably feel significant, it reflects a broader, planned transition of the town centre into a mixed residential and employment hub supported by improved infrastructure, public spaces, and transport connections. Delivering housing in these well-located areas is an important component of ensuring Canberra can accommodate future population growth while maintaining access to services, jobs, and transport.</p>	
<p>REPRESENTOR 6:</p> <p>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 (QTAFC), endorses the project, highlighting the transformation and benefits for the community.</p> <p>Features of the Proposal Development of Matilda Street Park, a 2,152 m²neighbourhood-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-</p>	<p>The proponent team acknowledges and appreciates the support expressed for the proposed development.</p>	



PUBLIC REPRESENTATIONS		
<p>storey community hub comprising ground-level civic and community spaces, midlevel 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.</p> <p>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.</p> <p>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.</p>		
<p>REPRESENTOR 7:</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>The proponent team acknowledges and appreciates the support expressed for the proposed development.</p> <p>The need to maintain parking availability during the construction period is recognised and will be considered as part of the construction staging for the project. Relevant, ongoing information will be provided to the local community to ensure residents are kept informed of staging, any changes, and temporary parking arrangements during construction.</p>	



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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.		
<p>REPRESENTOR 8:</p> <p>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:</p> <p>-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.</p> <p>- 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.</p> <p>- 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 it's bulk.</p> <p>- 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.</p> <p>- 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.</p> <p>- 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.</p>	<p>The proponent team acknowledges and appreciates the support expressed for the proposed development and the constructive feedback provided.</p> <p>In relation to the ground floor tenancies beneath the residential buildings, it is envisaged that the proposed nonretail commercial tenancies, given their size, scale and proximity to public transport, are well suited to small businesses such as hairdressers, pharmacies, newsagents, training facilities and allied health services. These uses are intended to support day to day services for residents and workers and contribute to a diverse, fine grain commercial mix within the precinct.</p> <p>With respect to the public car park, the existing surface car park currently provides approximately 250 spaces. The proposed development consolidates parking within a multi storey structure providing 641 spaces. This number accommodates replacement of the existing parking supply while also providing parking for new uses, additional public parking for the broader community, park and ride services associated with public transport including the proposed light rail, and overflow parking for surrounding uses such as CIT Woden, commercial accommodations, Hellenic club and other users of the Woden Town Centre.</p> <p>The car park has been designed to incorporate active uses along the ground floor where possible, including an indoor recreation tenancy. The structure also includes specially designed screening elements that allow natural ventilation while mitigating headlight glare through the use of concrete upstands and rotated screening panels, which function as partial walls to limit light spill toward surrounding residences.</p> <p>The façade design adopts a functional and cohesive architectural approach that responds to the operational requirements of the car park while contributing positively to the town centre streetscape. The building is integrated within the broader landscape strategy that strengthens the connection between CIT Woden and the development, including planting along the ground level to soften the interface and a landscaped roof edge to provide visual relief from and to surrounding buildings.</p> <p>Vertical green walls were considered, however they have not been incorporated due to the challenges associated with long term plant establishment, irrigation requirements, and ongoing maintenance. Instead, the landscape strategy prioritises robust ground level planting that can provide a more reliable and durable greening outcome over time.</p> <p>End of Trip facility has been located at ground level to maximise visibility and accessibility, encouraging bicycle use and supporting active travel. The location of vehicle entries and ramps has been examined extensively during the concept design phase, undergone three reviews with the Design Review Panel and verified by the project traffic engineer to ensure safe and efficient vehicle circulation while avoiding queuing impacts to Bowes Street and maintaining pedestrian safety.</p> <p>The eastern side of the car park ground plane is softened through the sculptural form of the circular ramp and a dense landscaped frontage along the new north south street. Together with the active uses on other frontages, the design seeks to balance functional parking requirements with improved streetscape outcomes within the evolving Woden Town Centre.</p>	



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<p>REPRESENTOR 9:</p> <p>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 abroad 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>The proponent team acknowledges the importance of maintaining access to public parking throughout the construction process. As noted, the proposed development will ultimately deliver a substantial increase in public parking through the delivery of the multi storey public car park.</p> <p>Temporary parking arrangements will be provided during each stage of construction to ensure continuity of access for users while works are undertaken. At this stage, the detailed location, capacity and timing of temporary parking arrangements will be determined as part of the construction staging and contractor procurement process. These arrangements will be finalised closer to construction commencement to ensure they respond appropriately to the staging sequence and operational requirements at that time.</p> <p>Relevant information will be communicated to the community as the staging plan is confirmed to ensure users are informed of any temporary arrangements during construction.</p>	



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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.

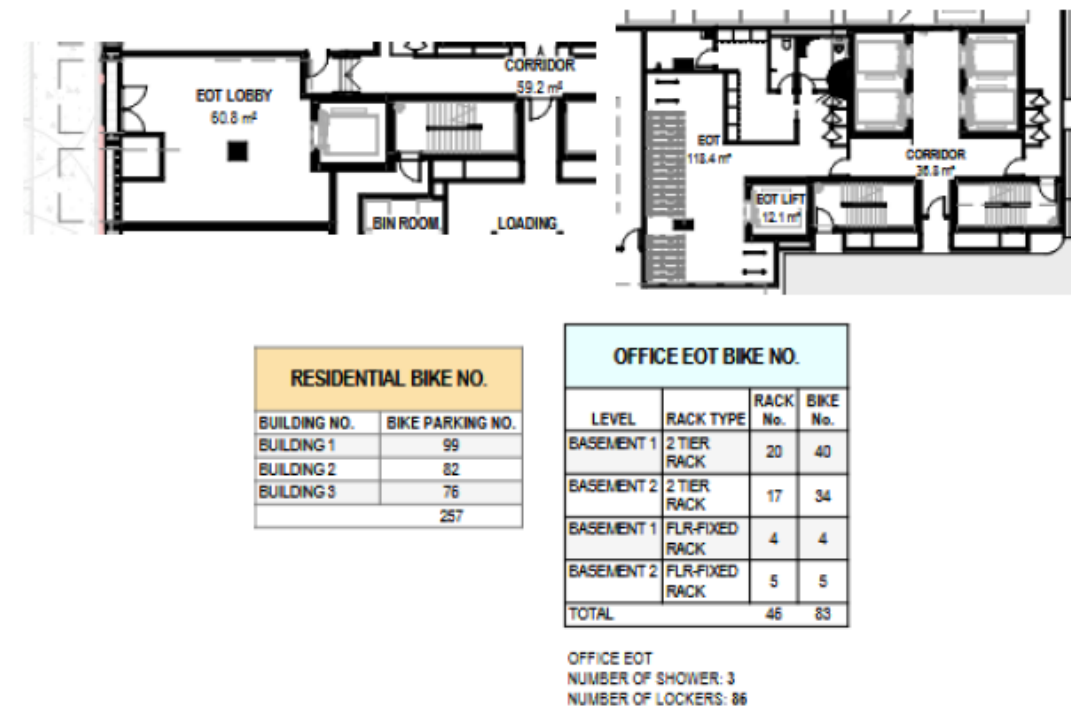
LATE REPRESENTATIONS

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:



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.

The proponent appreciates the constructive engagement undertaken with Pedal Power ACT during the preparation of the proposal and acknowledges the organisation's recognition of the bicycle parking provision and end of trip facilities within the development. The matters raised in the representation are addressed below.

Bicycle Parking-Residential Buildings

Residential bicycle parking is provided within the residential buildings and distributed across the site as part of the overall bicycle parking strategy. Apart from bicycle storage, addition storage areas for each unit have been provided on the same level. These facilities are intended to be accessed and used by residents of the respective buildings and will be managed through the building access control system and future strata management arrangements. The residential bicycle parking is located on Level 1 within the residential buildings. Refer to Drawing DA9701 Public Notification Level 1 floor plan.

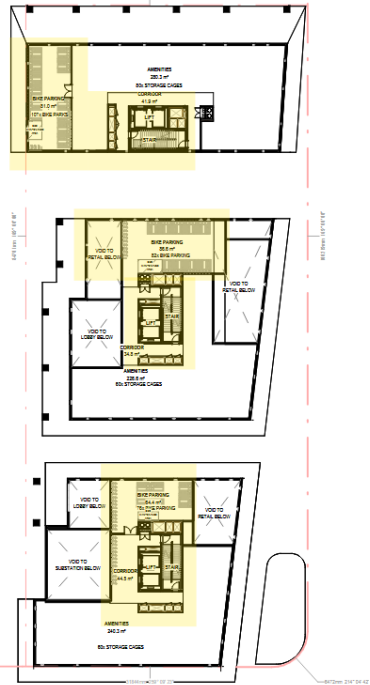


Figure 1: Drawing DA9701 Public Notification Level 1 floor plan

The development overall provides a total of 360 long stay and 102 short stay bicycle parking spaces, which exceeds the benchmark requirements set out within the Territory Plan technical specifications.

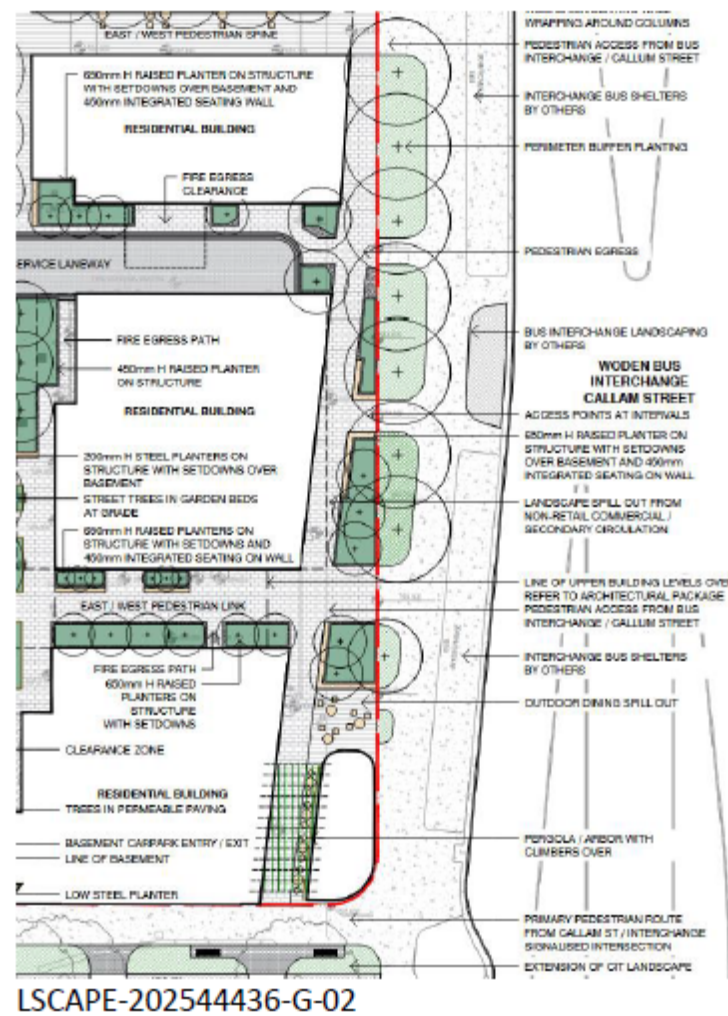
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Short stay ground level bicycle parking

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:

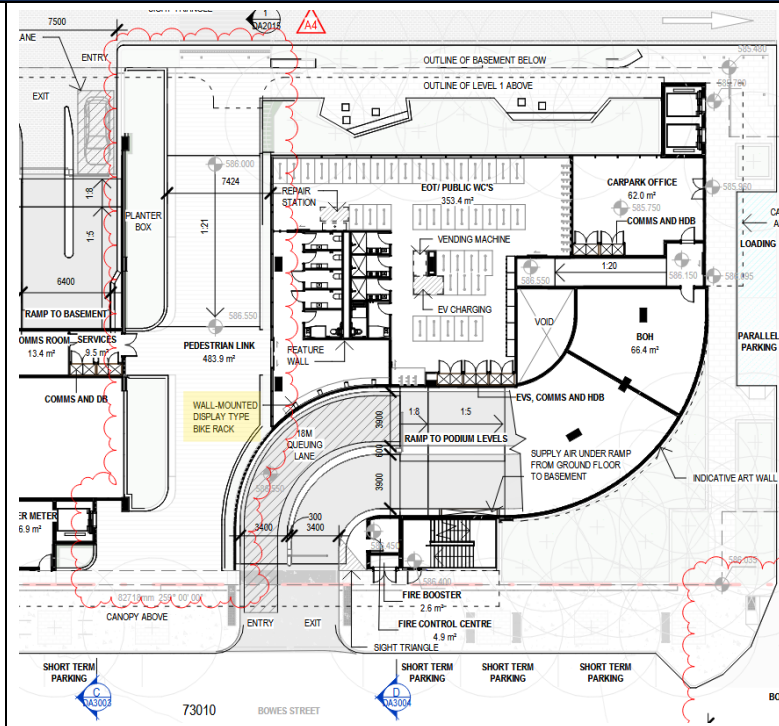


Figure 2 : Drawing DA 9700, Ground Floor Plan

Additionally wall mounted bike racks have been provided within the end-of-trip facilities. Refer to Drawing DA 9700, Ground Floor Plan for further details.

Traffic Impact Assessment - Bicycle Mode Share

The bicycle trip estimates contained within the Traffic Impact Assessment represent a modelling assumption based on existing travel behaviour within the Phillip SA2 catchment using Australian Bureau of Statistics Census data. This methodology is standard practice for development traffic assessments and provides a conservative baseline for modelling purposes.

Importantly, the modelling assumptions do not limit or constrain potential bicycle usage associated with the development. The proposal has been designed to support increased active travel through the provision of bicycle parking well above the minimum requirements, a publicly accessible end of trip facility, and convenient connections to the surrounding pedestrian and public transport network.

Bicycle Parking

The proposed development provides 360 long stay and 102 short stay bicycle parking spaces, exceeding the benchmark requirements set out within the technical specifications. Bicycle parking is distributed across the site to support both residents and visitors and includes residential bicycle storage areas located within the buildings, bicycle parking within the publicly accessible End of Trip (EOT) facility, and short stay bicycle parking within the public domain and along the site perimeter.

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- 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.

Short stay bicycle parking is specifically located within publicly accessible areas of the development and along the site perimeter to support visitors, retail customers and short duration trips.

On the ground plane, 56 bicycle parking spaces are provided within the verge and public domain interface, positioned near building entrances, active frontages and pedestrian desire lines to support convenient visitor access. An additional 62 bicycle parking spaces are provided on the ground floor within the public car park end-of-trip facility, supporting cyclists accessing the wider Woden Town Centre and nearby public transport.

The placement of bicycle rails has been coordinated with the landscape and public domain layout to maintain clear pedestrian movement corridors ensuring convenient access for cyclists. The final configuration and positioning of these bicycle rails will be resolved during the detailed landscape design stage to ensure integration with planting, street furniture and pedestrian circulation zones.

Pedestrian Interface along Callam Street

The design of this interface has been developed in response to the operational role of Callam Street in the future. In this context, the street functions as a transit corridor where bus operations, passenger waiting areas and pedestrian movement must operate within a defined urban corridor.

Contemporary street design guidance, for example, the Western Sydney Street Design Guide, recognises that streets serving major public transport functions must balance public transport efficiency with safe pedestrian movement. Streets form the backbone of urban public space and must accommodate movement, gathering and connectivity within constrained corridors.

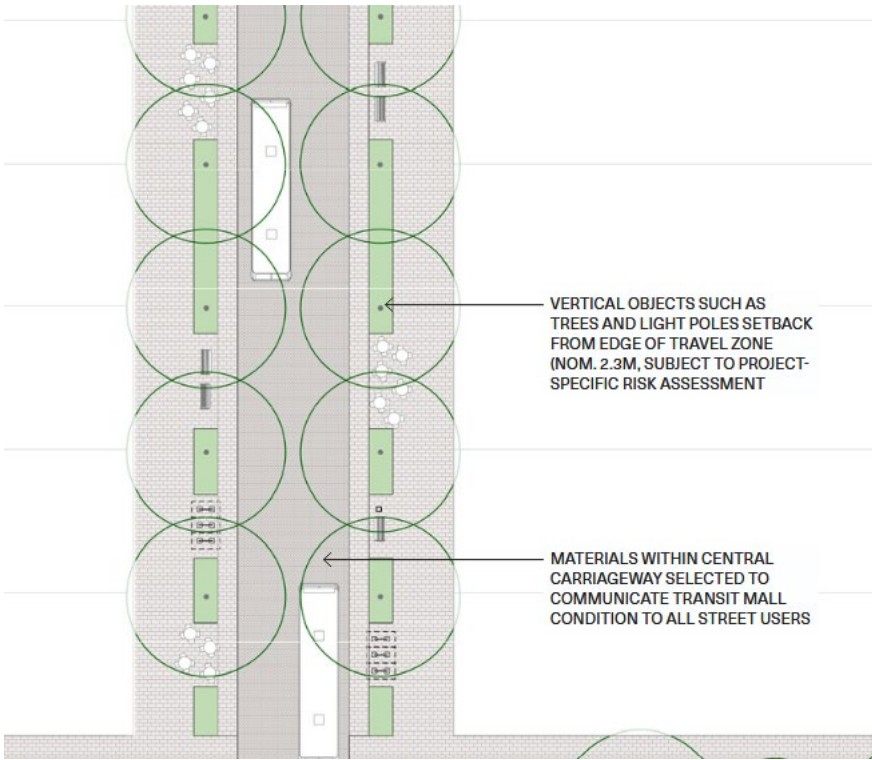


Figure 3: Typical concept plan – Transit Mall, Western Sydney Street Design Guide

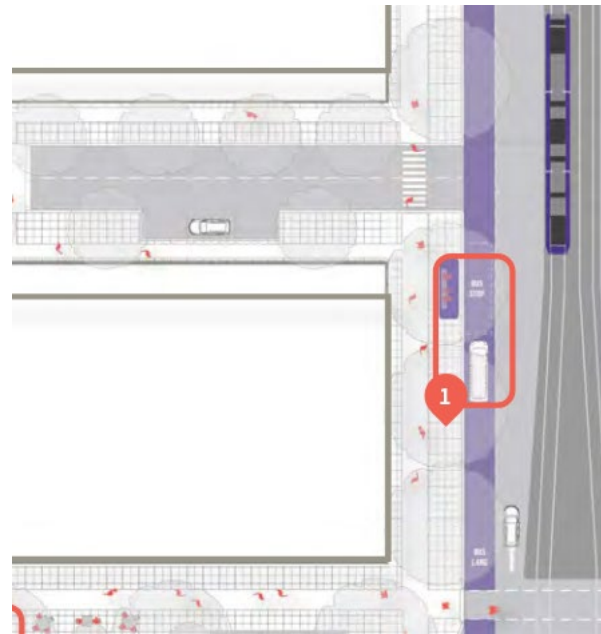


Figure 4: ACT Urban Design Guide

Based on the principles outlined within contemporary street design guidance, including the ACT Urban Design Guide, the spatial arrangement proposed along the Callam Street interface reflects the urban grain typically associated with transit-oriented corridors. Streets adjacent to major public transport infrastructure are expected to accommodate high pedestrian volumes while balancing bus operations and other modes of movement.

The proposed design establishes multiple pedestrian routes across the site, each providing clear movement corridors exceeding 3m in width. These routes are complemented by wider east-west connections that support movement between the transport interchange, internal public spaces and surrounding streets. This network of paths distributes pedestrian movement across the site rather than concentrating it within a single corridor, reducing potential congestion and improving overall permeability.

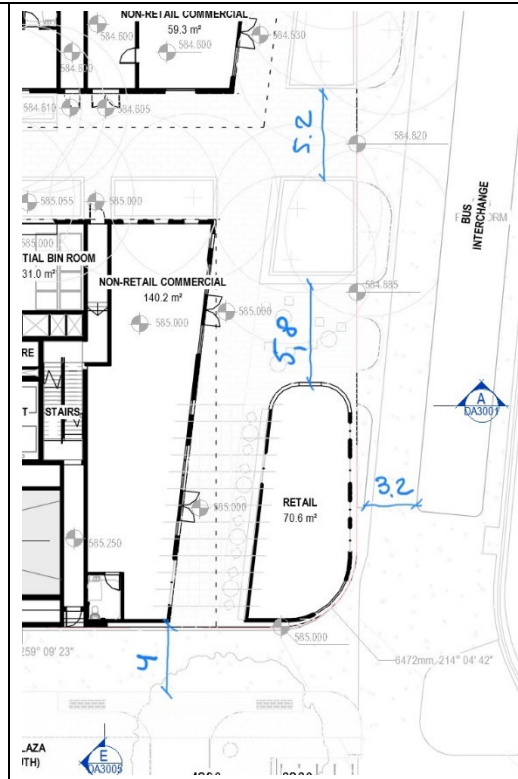


Figure 5: Sketch Ground Floor Plan

The layout also introduces a finer urban grain through a network of smaller block dimensions and multiple pedestrian links. This finer grain increases permeability and creates a more legible pedestrian environment while supporting a diverse and active ground floor interface. In doing so, the development enables cyclists, pedestrians and public transport users to move through the precinct via a variety of routes, improving connectivity and reinforcing the transit-oriented character of the Woden Town Centre.

The proposed building setback also responds to the need to balance several design considerations, including:

- maintaining efficient bus operations associated with the interchange
- improving solar access to the CIT public space to the south
- providing a defined building edge that improves passive surveillance
- creating a clear and legible pedestrian connection between the interchange and the internal public domain.

The inclusion of the small retail pavilion and outdoor seating area contributes to activation and passive surveillance of the public realm, which is an important factor in improving perceived safety and usability of pedestrian environments adjacent to transport infrastructure.

Lastly, increasing the building setbacks would materially affect the overall building envelope and development program established through the Design Competition process with the Suburban Land Agency (SLA), which defined the key spatial, urban design and delivery parameters for the site. **Landscaping and Public Domain Design**

The landscaping strategy along Callam Street is designed to improve amenity and provide shade while maintaining clear pedestrian movement corridors. Planting locations and tree pits are arranged to ensure that pedestrian paths remain unobstructed.



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	<p>The proposed tree species have been selected with reference to the existing planting palette within Woden to support a consistent and integrated streetscape character. Where possible, trees are located within landscaped garden beds to allow for passive irrigation and to reduce potential impacts on adjacent footpaths and paved surfaces.</p> <p>During the detailed design phase, root management measures such as root barriers will be explored in coordination with the civil engineer to further mitigate the potential for root intrusion or lifting of adjacent pavements and footpath surfaces over time.</p> <p>Moreover, the public realm language is also in alignment with the Stage 2B Draft Environmental Impact Statement, Public Domain Masterplan.</p> <p>Overall, the design provides clearly defined pedestrian movement corridors, multiple connections, active ground floor uses and improved landscape amenity that collectively strengthen the pedestrian network within the Woden Town Centre.</p>	
<p>REPRESENTOR 11:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The application is very unclear as to the purpose of the Community building, In the NCD RP 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.</p> <p>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.</p> <p>Traffic model</p>	<p>The proponent acknowledges the submission provided by the Woden Valley Community Council and appreciates the constructive feedback regarding the proposed development. The matters raised relate primarily to urban design outcomes, pedestrian connectivity, the role of the community building, and technical considerations relating to traffic and wind conditions. Each matter is addressed below.</p> <p>Northern and Southern Public Realm Outcomes</p> <p>The design intent for the southern portion of the site has been to balance a number of competing requirements, including vehicle access, servicing requirements, and the integration of the multi-storey public car park, while maintaining pedestrian permeability across the site.</p> <p>The development provides a north-south pedestrian link through the site which connects Matilda Street to Bowes Street and the broader Woden Town Centre. This connection is designed as a publicly accessible route with lighting, landscaping, and active edges to support safe movement throughout the day and evening. The design of this connection has been progressively refined through the design review process and in response to Planning and Urban Policy comments as part of this submission regarding the relationship between pedestrian movement and vehicular access.</p> <p>The southern portion of the site accommodates the principal vehicle entry and ramp access to the public car park. The configuration of access points along the southern edge of the site is required to support servicing, waste collection, and parking operations associated with the development. While this introduces a different urban condition compared with the northern Matilda park interface, the design incorporates planter beds, lighting, and material articulation to soften the pedestrian experience along this route. The adjoining CIT campus, including its landscaped plaza and pedestrian pathways extending toward the southern edge of the site, will further contribute to softening this interface by providing an active and landscaped transition between the development and surrounding public realm.</p> <p>The southern facade of the car park has been designed with screening elements and architectural treatment intended to reduce visual bulk and improve the interface with surrounding pedestrian areas. Landscaping and public realm improvements along Bowes Street further assist in mediating the transition between the car park building and adjacent residential buildings.</p>	

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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.

Carpark Buidling

View from GCT

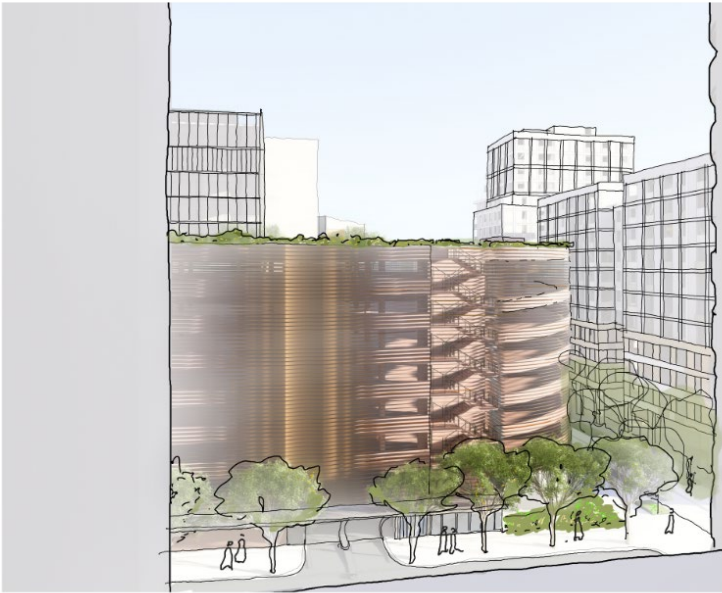


Figure 6 : View from Grand Central Towers, Response to RFI (Supplementary Report)

Pedestrian Connectivity to Woden Town Centre

The site is located within a highly connected town centre block and provides multiple pedestrian routes linking to surrounding destinations. Key connections include:

- North-south pedestrian access through the site linking Matilda Street and Bowes Street
- East-west connections toward the CIT campus and Callam Street
- Connections toward the bus interchange and town centre retail areas

The pedestrian network has been designed to align with the broader movement framework identified in the Woden District Strategies and Woden District Policy, which emphasises improving permeability and strengthening connections between key civic destinations within the town centre.

Figure 11 Phillip – Public space and roads

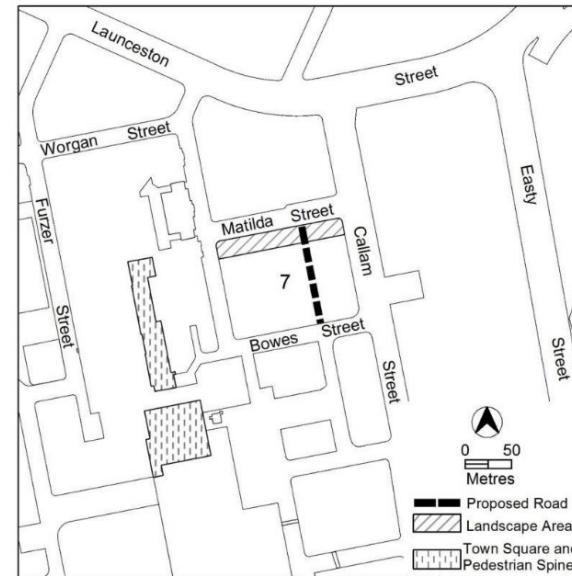


Figure 7: Woden District Policy 2026

While the existing built form and road network limit the ability to create a direct diagonal connection toward the town square, the proposed network provides multiple legible routes that integrate with surrounding footpaths and signalised crossings.

Ground Plane NCDRP Design Process: Landscape and Public Realm Strategy



Figure 8: Ground Plane DRP Process, Response to RFI (Supplementary Report)



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Design of the Pedestrian Link Adjacent the Car Park

The pedestrian link located adjacent to the car park building has been designed with a combination of lighting, landscape elements, and material treatment to maintain a safe and legible environment. Planter beds and landscape elements are incorporated along the route to soften the built form and create visual interest.

Lighting and sightlines have been considered as part of the detailed design to support passive surveillance and pedestrian comfort. The route maintains clear sightlines along its length and avoids concealed or recessed spaces as much as possible. Artificial lighting is integrated within the structure to ensure appropriate illumination levels during evening periods, supporting safe movement between the bus interchange, surrounding residential buildings, and Matilda Park. The integration of lighting and passive surveillance principles reflects CPTED considerations adopted through the design review process and subsequent design refinement.

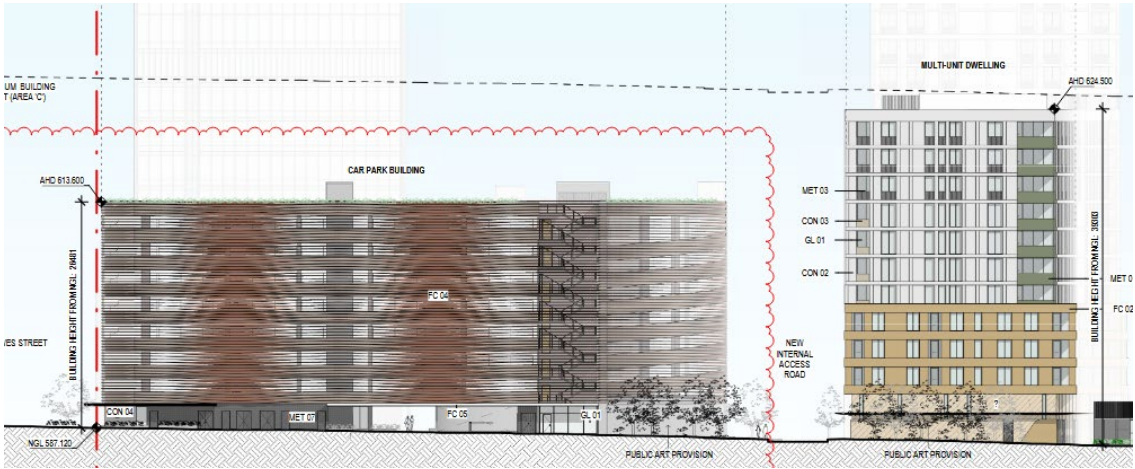


Figure 9 : Bowes Street South Elevation, Drawing DA2003

Role and Function of the Community Building

The community building has been designed as a flexible community facility capable of accommodating a range of uses rather than a single fixed program. At ground level, the building provides a publicly accessible lobby, toilets and interface with surrounding open space. Upper levels comprise flexible studio spaces capable of accommodating a range of community activities including classes, workshops, meetings, recording activities, and small events. The flexible configuration allows the space to adapt over time to community needs and potential tenancy arrangements. This approach is consistent with the design review process, where the potential for anchor uses such as cultural or learning facilities was discussed as part of broader community programming opportunities.

The building is therefore capable of supporting a range of community-oriented activities rather than being limited to a single private commercial use.

Outdoor Recreation and Informal Youth Activity

The northern open space area has been designed as a neighbourhood park with flexible areas capable of supporting informal recreational use. The park includes open lawn areas, a playground, and flexible gathering spaces which can support casual activities and informal



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play. While the site is constrained by its urban location and the need to integrate residential and commercial uses, the design provides a mix of structured and unstructured recreation spaces intended to support a range of age groups.

Indoor Recreation Space

The indoor recreation space located on the south-west corner of the car park building is intended to support recreational uses such as fitness or wellbeing facilities. The final tenancy configuration will determine the internal layout, including any associated change facilities or amenities required by the tenant or operator. These facilities would be provided at the later design stage in accordance with building code and operational requirements.

Traffic Modelling and Transport Considerations

A detailed Traffic Impact Assessment has been prepared and revised as part of this resubmission to evaluate the transport impacts of the proposed development. The comprehensive report evaluates existing traffic conditions, projected background traffic growth, and development-generated traffic across the surrounding road network and key intersections within the Woden Town Centre.

The assessment has been undertaken in accordance with accepted traffic engineering practice and transport assessment guidelines. The modelling framework uses the SIDRA Intersection software package to evaluate the operational performance of surrounding signalised intersections, including metrics such as degree of saturation, average delay, level of service and queue lengths. These parameters provide an established methodology for understanding how intersections perform under existing and future conditions.

It is also worth noting that the schools within Woden District are located at relatively close distance to the site and most are around the public transport network.



Figure 10: ACTmap Education Map

In response to technical review comments from CED DCB (previously TCCS) as part of this submission, the modelling of existing conditions was recalibrated to better reflect observed traffic conditions within the Woden road network. The calibrated models were then used as



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the basis for assessing both future background conditions and development scenarios. This calibration process ensures that the modelling reflects the operational characteristics of the existing network before the impacts of additional traffic are tested.

The modelling includes both base case and development scenarios for future analysis years, incorporating background traffic growth across the study area. A growth rate of 2% per annum has been adopted to represent broader changes in travel demand over time. This allows the modelling to test the cumulative effect of regional growth in addition to traffic generated by the development itself.

The analysis also considers the wider transport context of the Woden Town Centre. The site is located within a highly accessible urban centre immediately adjacent to the Woden bus interchange and within walking distance of major employment, education and retail destinations including the CIT campus, Woden Library and Westfield Woden. These locational characteristics influence travel behaviour and reduce reliance on private vehicle travel when compared with suburban residential development.

Consistent with ACT Transport Strategy 2020, the modelling also recognises the role of proposed and existing public transport, walking and cycling within the town centre environment. The Woden District Strategy, Statement of Planning Priorities 2025-28, and broader ACT planning framework encourage development within town centres where access to rapid public transport and active travel infrastructure can support a reduction in private vehicle dependency over time.

Based on the calibrated modelling and future growth assumptions, the TIA concludes that the surrounding intersections and road network will continue to operate within acceptable performance thresholds under the future development scenario. The assessment therefore demonstrates that the proposed development can be accommodated within the existing and planned transport network without resulting in unacceptable traffic impacts.

Accordingly, the concerns raised in the representation regarding the adequacy of the traffic modelling have been considered through a detailed technical assessment undertaken by a qualified traffic engineering consultant, and the findings of that assessment confirm that the proposed development is compatible with the capacity and function of the surrounding road network.

Wind Environment

A detailed wind assessment has been undertaken to understand potential ground level wind conditions associated with the proposed built form and its relationship to surrounding buildings and public spaces. The assessment evaluates pedestrian comfort and safety across the site and within the immediate public domain.

The modelling indicates that while some areas experience increased wind conditions typical of urban environments with taller built form, pedestrian safety thresholds are maintained across the site. Where areas of higher wind speeds were identified, the design has incorporated mitigation measures through building articulation and landscape treatment to improve pedestrian comfort.

In response to the findings of the wind assessment, refinements have also been made to the architectural design of the residential buildings as part of this submission. The current residential facade updates introduce additional vertical elements and facade articulation, which act as wind barriers and assist in breaking down wind flow around building corners.

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These elements reduce the potential for wind acceleration and downdraft effects at ground level, particularly at key pedestrian interfaces.

Together with landscaping and public realm treatments, these design refinements contribute to moderating wind conditions within the public domain and support a comfortable pedestrian environment across the site and surrounding streets.

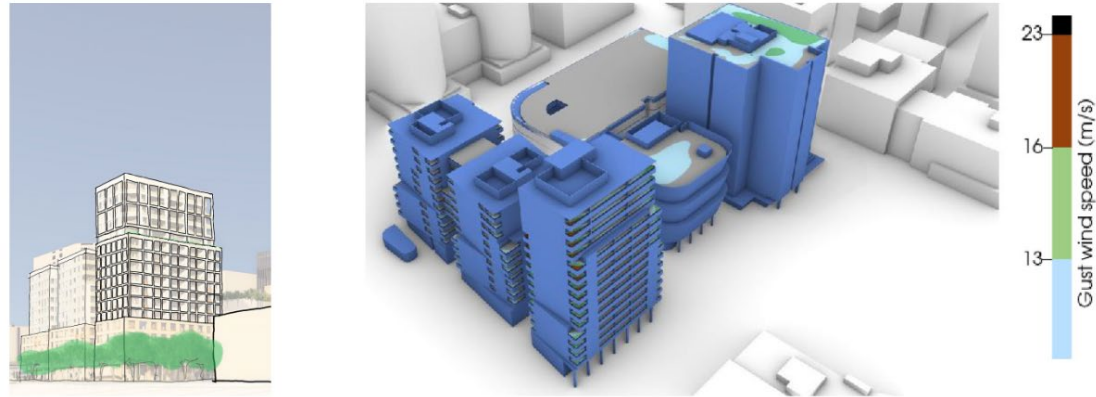


Figure 11 : Wind Assessment Findings, Response to RFI (Supplementary Report)



1.3 Table 3: Response to 1C

Comment	Response	Document Ref.
TERRITORY PLANNING AUTHORITY		
<p><u>Residential Tower</u></p> <p>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.</p> <p>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.</p>	<p>Further consideration of the proposed façade strategy has been undertaken. It is a subtle yet legible transition in materiality and articulation as the building rises. The lower levels adopt a robust and grounded material expression that responds to the human scale of the street and contributes positively to the public realm. As the tower grows in height, the façade transitions to a more refined, lighter, and simplified material palette, reducing perceived bulk and visually differentiating the tower element from the podium below.</p> <p>In addition, the upper portion of the northern tower has been revised in terms of façade articulation and massing, culminating in a wider concrete grid that provides a clear and resolved architectural expression to the tower's top.</p> <p>Refer to Supplementary report submitted named RFI Response Package, page 8 detailing response to RFI raised. Also refer to updated elevations, sections, perspective and floor plan drawings submitted as part of this application.</p>	<p>RFI Response Report.</p> <p>Architectural drawings – DA001 – DA9903.</p>
<p><u>Building Interface</u></p> <p>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.</p> <p>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.</p>	<p>The primary focus of the car park façade design is to visually reduce bulk through a functional, high quality and minimalist approach, with an emphasis on activating the ground plane and directing attention away from the upper levels.</p> <p>Headlight glare has been carefully considered and mitigated through a multi layered façade design, introducing concrete upstands on each level and rotated screening elements to block light spill. To soften the overall building expression, a landscaped green edge is introduced along the roofline.</p> <p>The bridge link height has also been adjusted to align with the podium façade datum, ensuring consistency in the overall façade articulation.</p> <p>Further detail is provided in the Supplementary Report titled RFI Response Package, refer to page 32 for the detailed response to this RFI. Updated elevations, sections, perspectives, and floor plan drawings submitted as part of this application also demonstrate the design refinements described above.</p>	<p>RFI Response Report.</p> <p>Architectural drawings – DA001 – DA9903.</p>
<p><u>Screening/setbacks</u></p> <p>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.</p> <p>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.</p>	<p>The roof plans have been updated to include dimensions. Solar panels have been reoriented to face north to optimise performance and reduce potential glare.</p> <p>During the detailed design stage, consideration can also be given to the application of low reflectivity coatings and the use of dark black panels to further minimise glare impacts.</p>	<p>Roof Plans</p>



Comment	Response	Document Ref.
<p><u>Passive surveillance</u></p> <p>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.</p>	<p>The pedestrian link through the multi storey car park has been designed to support passive surveillance and user comfort, consistent with Crime Prevention Through Environmental Design principles. The link forms part of a key north south pedestrian connection through the site, connecting Matilda Street, the internal park space along with surrounding pedestrian and vehicular routes. The design approach focuses on visibility, activation and clear sightlines to ensure the space remains safe and legible throughout the day and evening.</p> <p>Passive surveillance is supported through the arrangement of surrounding built form and active frontages. The pedestrian link is directly overlooked by adjacent residential buildings and communal areas, providing consistent passive observation of the space. In addition, active uses and pedestrian routes within the precinct are oriented towards this connection, ensuring regular foot traffic and natural activity throughout the day.</p> <p>Sightlines through the pedestrian link have been configured to maintain clear visibility along the full length of the route. The alignment of the link preserves direct visual connections between entry and exit points, with views available from Matilda Street, Bowes Street, CIT Plaza, Grand Central Towers, proposed office towers and adjoining residential towers. This level of visual connectivity reduces opportunities for concealment and strengthens passive surveillance from surrounding streets and buildings.</p> <p>The link has been designed with open edges, wide pathway widths and broadly unobstructed circulation zones to maintain strong visual permeability. These design measures ensure that pedestrians moving through the space remain visible from multiple vantage points while also allowing users to clearly observe their surroundings. Collectively, this approach supports user comfort, improves perceived safety and reinforces the pedestrian link as a legible and well overlooked connection within the precinct.</p> <p>Lighting has also been incorporated as a key component of the safety strategy. Integrated pedestrian scale lighting will be provided along the length of the link to ensure the path remains clearly visible during evening hours. Lighting levels are intended to provide consistent illumination without creating deep shadow areas, improving both visibility and perceived safety. The placement of lighting elements along the pedestrian route also assists with intuitive wayfinding and reinforces the link as an active and accessible movement corridor through the precinct.</p> <p>Together, these measures ensure the pedestrian connection functions as a visible, well-lit and well overlooked route within the broader precinct circulation network, supporting CPTED outcomes and contributing to a safe and legible public realm.</p>	
<p><u>Way finding</u></p> <p>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.</p> <p>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.</p> <p>Note: the plan can be limited to maximum distances.</p>	<p>Detail is provided in the Supplementary Report titled RFI Response Package, refer to page 46 for the detailed response to this RFI. Updated elevations, sections, perspectives, and floor plan drawings submitted as part of this application also demonstrate the design refinements described above.</p>	<p>RFI Response Report.</p> <p>Architectural drawings – DA001 – DA9903.</p>



Comment	Response	Document Ref.
<p><u>Pedestrian movement</u></p> <p>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.</p>		
<p><u>Affordable/community housing</u></p> <p>Please identify the 20 affordable housing units and 10 community housing units for ease of assessment.</p> <p>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.</p>	<p>The location of the 20 affordable housing units and 10 community housing units remains consistent with the plans previously submitted to the Suburban Land Agency (SLA). As these matters relate to requirements under the deed, identification and allocation of these units are addressed through separate coordination with SLA.</p> <p>The affordable housing units are identified within drawings DA5000–DA5003 for ease of reference.</p> <p>No units within the proposed development are designed as adaptable dwellings. Accordingly, post adaptable floor plans are not applicable to this proposal.</p>	DA5000-5003
<p><u>Unit layout and residential amenity</u></p> <p>Please provide dwelling typology plans for ease of assessment.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please clarify the intended use of the amenity room on the ground floor of the central residential building.</p>	<p>Detail is provided in the Supplementary Report titled RFI Response Package, refer to page 56 for the detailed response to this RFI. Updated elevations, sections, perspectives, and floor plan drawings submitted as part of this application also demonstrate the design refinements described above.</p>	<p>RFI Response Report.</p> <p>Architectural drawings – DA001 – DA9903.</p>



Comment	Response	Document Ref.
<p><u>Privacy</u></p> <p>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.</p>	<p>Details are provided in the Supplementary Report titled RFI Response Package, refer to page 57 for detailed response to this RFI. Updated elevations, sections, perspectives, and floor plan drawings submitted as part of this application also demonstrate the design refinements described above.</p>	<p>RFI Response Report.</p> <p>Architectural drawings – DA001 – DA9903.</p>
<p><u>Signage</u></p> <p>Please provide details of any proposed signage, including size and illumination details.</p>	<p>Each building will adopt a unique signage language reflective of its respective tenant.</p> <p>Detailed signage design will be subject to a separate DA application</p>	
<p><u>Parking</u></p> <p>Please identify EV ready car parking spaces. It is noted that the Traffic Assessment states that 416 spaces can accommodate for EV parking.</p> <p>Please provide a minimum of 12 dedicated motorcycle parking spaces as identified as being required in the Traffic Assessment.</p> <p>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?</p> <p>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.</p> <p>Please provide details of any proposed temporary parking arrangements during construction. This issue was raised in multiple representations.</p>	<p>The Traffic Impact Assessment identifies a benchmark provision of 348 EV ready car parking spaces for the development. The architectural drawings have been updated to identify EV ready car parking spaces consistent with this benchmark.</p> <p>With respect to motorcycle parking, the Traffic Impact Assessment notes that while dedicated motorcycle parking spaces are not currently provided, this represents an acceptable shortfall compared to the suggested benchmark as motorcycles can be accommodated within standard car parking spaces.</p> <p>The proposed development provides 360 long stay and 102 short stay bicycle parking spaces, exceeding the benchmark requirements set out within the technical specifications. Bicycle parking is distributed across the site to support both residents and visitors and includes residential bicycle storage areas located within the buildings, bicycle parking within the publicly accessible End of Trip (EOT) facility, and short stay bicycle parking within the public domain and along the site perimeter.</p> <p>Short stay bicycle parking is specifically located within publicly accessible areas of the development and along the site perimeter to support visitors, retail customers and short duration trips.</p> <p>On the ground plane, 56 bicycle parking spaces are provided within the verge and public domain interface, positioned near building entrances, active frontages and pedestrian desire lines to support convenient visitor access. An additional 62 bicycle parking spaces are provided on the ground floor within the public car park end-of-trip facility, supporting cyclists accessing the wider Woden Town Centre and nearby public transport.</p> <p>Residential bicycle parking along with storage areas are located within the respective residential buildings and are intended to be accessed by residents of those buildings. Access to these spaces will be controlled through building access arrangements and managed through the future strata management framework.</p> <p>Temporary parking and traffic management arrangements during construction will be addressed at design acceptance stage through a Temporary Traffic Management Plan.</p> <p>This approach is consistent with developments of this scale and allows construction staging and contractor methodologies to be appropriately considered.</p> <p>Please refer to the updated Traffic Impact Assessment along with parking plan and basement plan drawings submitted with this response.</p>	<p>Traffic Impact Assessment Report along with drawings DA1096-DA1099, DA0112.</p>



Comment	Response	Document Ref.
<p><u>Communal/community facilities</u></p> <p>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.</p> <p>Consider further opportunities for outdoor seating/street furniture along Callam Street interface adjacent the interchange.</p> <p>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.</p> <p>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.</p>	<p>The community building has been designed to accommodate a range of community oriented and flexible uses that support both daytime activity and potential evening programming. The current indicative layout includes:</p> <p>Ground Floor: Publicly accessible lobby space incorporating retail tenancies and public amenities, designed to support activity along the park edge and provide a welcoming interface with the surrounding public domain.</p> <p>Levels 1–2: Flexible studio spaces that can be configured or combined as required. These spaces are suitable for a range of activities including classes, workshops, community meetings, recordings and similar community uses. The spaces are intended to operate on a booking basis, allowing the building to accommodate a diverse range of programs and users over time.</p> <p>With respect to public amenities, the current proposal includes publicly accessible toilet facilities located within the Community Hub at ground floor level, as well as within the public End of Trip (EOT) facilities at ground floor level. Opportunities to increase the number of publicly accessible toilets are currently being reviewed as part of the ongoing design development.</p> <p>Detail is provided in the Supplementary Report titled RFI Response Package, refer to page 62 for the detailed response to this RFI. Updated elevations, sections, perspectives, and floor plan drawings submitted as part of this application also demonstrate the design refinements described above.</p>	<p>RFI Response Report.</p> <p>Architectural drawings – DA001 – DA9903.</p>
<p><u>Elevation plans</u></p> <p>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.</p>	<p>Five internal elevations added.</p>	
<p><u>Encroachments</u></p> <p>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.</p>	<p>The canopy encroachment over the western boundary has been identified and is shown on the ground floor and level 1 plans for both the office building and the multi storey car park fronting Bowes Place. Respective drawings have been updated to clearly annotate the extent of the encroachment.</p> <p>The canopy area beyond the block boundary is identified as “Landowner use under licence,” acknowledging that the encroachment would be subject to the appropriate licensing arrangement.</p>	<p>M3 – DA1100-DA1101</p>
<p><u>Representations</u></p> <p>Please provide a response to all written representations included in the Stage 1 Information Package.</p>	<p>Please see responses in Table 3: Response to 1B</p>	