

PLANNING REPORT APPLICATION FOR WORKS APPROVAL

Block 16 Section 10 City

March 2022

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1.0 Introduction & Purpose

This Planning Report has been prepared by Purdon Planning Pty Ltd as supporting documentation to a Works Approval (WA) application on behalf of Geocon (the Proponent) for **Mixed Use Development** on Block 16 Section 10 City, 70 Allara Street (the subject site).

A separate Works Approval (WA102651) was submitted for early works. This application should be read in conjunction with the previous WA

The subject site has a total area of approximately 7,641m² and it is irregular in shape. It is located within the southeast corner of the City and bound by London Circuit and Parkes Way to the northwest.

The proposed works are situated on 'National Land' within 'Designated Areas of the National Capital Plan (NCP)' where jurisdiction for planning consent rests with the National Capital Authority (NCA).

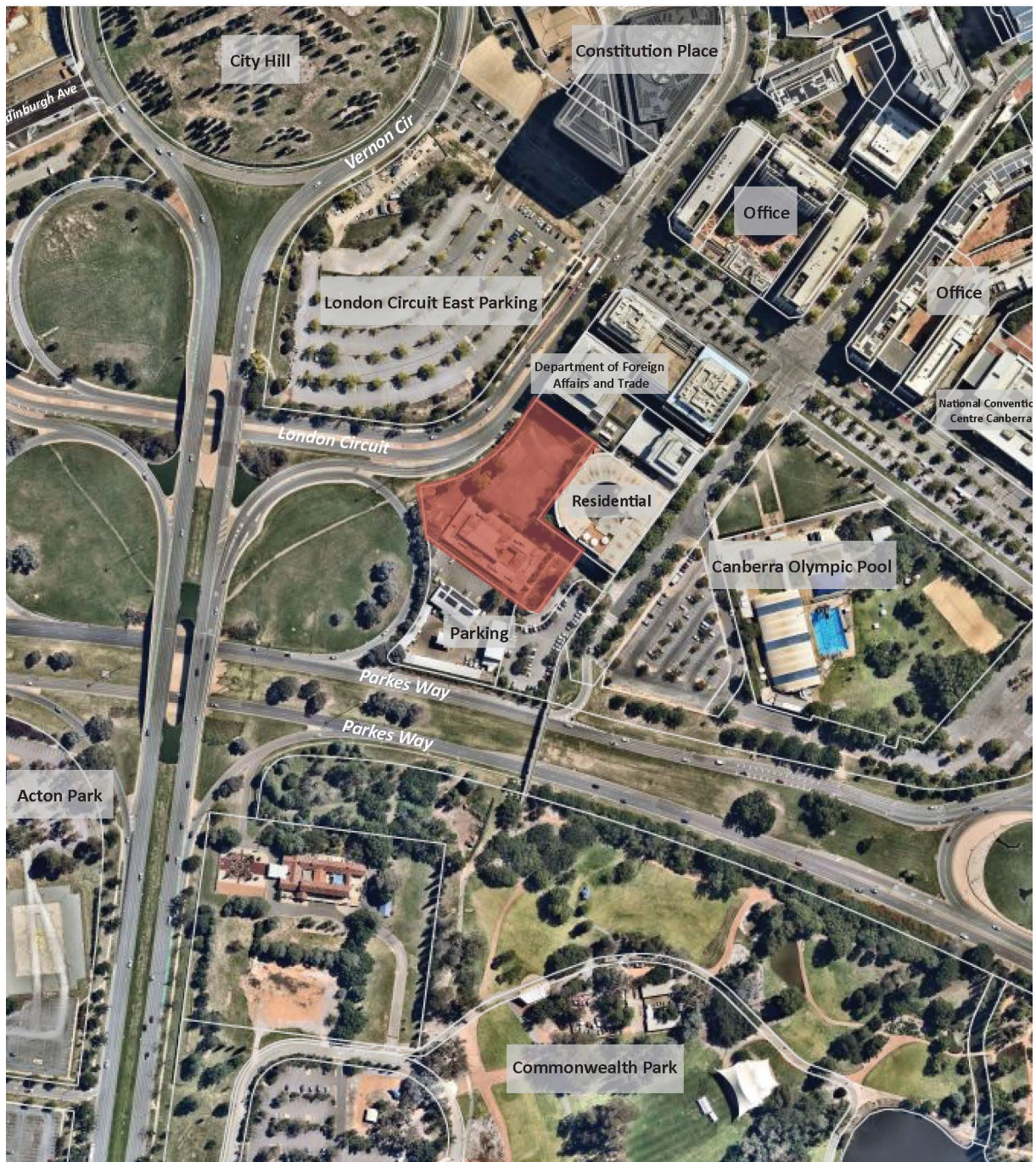
This report should be read in conjunction with plans and supporting information prepared by the project team and lodged as part of the WA, and as listed below:

Table 1: Works Approval Submission Checklist

Task	Responsibility
Planning Report	Purdon Planning
Letter of Authorisation	Lessee
Schedule of Proposed Works	See Section 3.0 in this report
A Drawing Schedule	Purdon Planning
Quantity Surveyor	WTP Australia
Site survey plan	Fender Katsalidis
Architectural Drawings	Fender Katsalidis
Landscape Plans + Drawing Schedule	Oculus
Civil & Excavation Plans + Drawing Schedule	Vital Design Solutions
Traffic Assessment Report	Cardno
Site Establishment and Construction Management Plan	Vital Design Solutions
Stormwater Management Assessment	Vital Design Solutions
Ecological Desktop Assessment	Capital Ecology
Tree Survey	Oculus
Landscape Management and Protection Plan	Vital Design Solutions
Temporary Traffic Management Plan	Vital Design Solutions
Noise Assessment	Paulse White Noise Acoustics
Wind Assessment	Vipac Engineers and Scientists
WSUD and Drainage	Vital Design Solutions
Consultation Report	Purdon Planning

Figure 1: Site Context

Site Context



 The subject site



Source: Purdon Planning (Nearmap, 2021)

2.0 The Site

The site is Block 16 Section 10 situated within the district of City. Other site characteristics include:

Site Area	Block 16 Section 10 City has an area of 7,641m ²
Current Use	<p>The subject site is currently developed with access via an internal driveway off Allara Street. The site contains a surface car park to the north and a single-storey building to the south.</p> <p>A separate WA(WA102651) was submitted for early works including demolition of the existing buildings and structure to enable this design and siting works.</p>
National Capital Plan	<p>The site is a 'National Land' and situated within the 'Designated Area' and therefore subject to provisions of the National Capital Plan (NCP). Key provisions are listed as follows:</p> <ul style="list-style-type: none"> ▪ Central National Area ▪ Constitution Avenue and Anzac Parade Precinct
Territory Plan	The site is situated within 'Designated Areas' of the NCP. The Territory Plan does not apply to this site.
Site Access	<p>Existing vehicle access to the site is via an internal driveway off Allara Street. Vehicular access from London Circuit is not possible due to the topography of the site and the location on this corner of London Circuit.</p> <p>Pedestrian access to the site is from London Circuit and Allara Street.</p>
Existing Parking	On grade parking is available on site.
Registered/regulated trees	<p>No registered trees are identified on site. However, A Tree Assessment has been undertaken by Gold Leaf Tree Services where 6 regulated trees are identified on site.</p> <p>As part of the previous WA for early works (WA102651), 13 non-protected trees were proposed to be removed to the northeastern of the existing building.</p>


This application proposes the removal of and additional 28 trees on site and immediately adjacent the block boundary.

All works associated with regulated trees will be undertaken with appropriate protection measures in accordance with *the Tree Protection Act 2005*.

Adjacent Uses	<p>Adjacent land uses are largely residential and commercial with key destinations in the nearby vicinity which include:</p> <ul style="list-style-type: none"> ▪ Canberra Olympic Pool - approx. 100m ▪ National Convention Centre - approx. 260m ▪ Canberra Theatre Centre - approx. 320m ▪ Casino Canberra - approx. 400m ▪ Canberra Centre - approx. 425m
Topography & Drainage	The site slopes up from Allara Street to London Circuit. The site drains to the surrounding street network.
Heritage	The site is not protected under the ACT Heritage Act 2004.
Easements	No registered easements are noted on site. (ACTMAPi, 2021)
Site Servicing	The site is fully serviced.
Contamination & Hazardous materials	The subject site is not registered as a contaminated site. (access Canberra, 2021). The existing building is unlikely to contain any hazardous materials. Should the site contains hazardous materials, appropriate safety measures and management plans will be prepared to mitigate the risk.

Figure 2: Site Plan



 The Subject Site



Source: Purdon Planning (Nearmap, 2021)

3.0 Proposed Development

3.1 Project Summary and Rationale

The redevelopment includes the demolition of all existing structures on site (subject to WA102651) and the construction of three (3) mixed use buildings with a maximum of 9-storey with two levels of basement car parking and a mezzanine car parking level.

The building consists of commercial uses on the ground floor level and approximately 356 residential units from the lower ground floor level and above with rooftop communal gardens and associated amenities.

The proposed **works** will include the following elements for approval by NCA as the consent authority:

- The construction of three (3) mixed use buildings with a maximum of 9-storey associated with two levels of basement car parking and a mezzanine level of car parking, consisting:
 - A total of 356 units from the lower ground level to level eight;
 - One commercial tenancy on the Ground Floor Level of Building 2 fronting London Circuit, with paved outdoor dining space;
 - Basement parking over two levels and a mezzanine level of car parking with a total of 409 parking spaces;
 - Bike hub on the lower ground floor level of Building 2 with 90 bicycle parking spaces;
 - Associated residential amenities such as dog wash, gymnasium, library and co-working space;
 - Associated communal open space on the ground floor level and landscaped rooftop communal space with plunge pool;
- Vehicle access is through the internal driveway off Allara Street;
- A landscaped central plaza is proposed connecting London Circuit and Allara Street;
- Removal of 28 trees including 6 regulated trees; and
- Associated services connection.

The proposal has been considered and designed to respond to the urban form by its siting and scale. More specifically, the building is sited to align with London Circuit and respond to Parkes Way and adjacent urban form. Commercial use is proposed fronting London Circuit, together with a landscaped pedestrian plaza to activate the ground floor.

The materiality of the proposed building is designed to be compatible with the setting of the Central National Area and the City Centre.

The proposal provides an opportunity to maximise the movement around the site and from London Circuit to Allara Street.

The proposal will provide construction jobs as well as ongoing areas for employment within the commercial uses of the building.

An early works package was submitted as a separate WA (WA102651) for the following:

- Demolition of the existing single-storey building
- Removal of 13 non-protected trees on site
- Landscape reinstatement
- Services disconnection

This application should be read in conjunction with the previous WA.

4.0 Design Statement

This section of the planning report describes the overall design intent including architectural design rationale, and should be read in conjunction with architectural plans prepared by Fender Katsalidis Architects and lodged as part of the WA package.

4.1 Design

The building has been significantly reduced in scale when compared with the original design as suggested by the NCDRP. This approach aims to reduce the bulk and scale of buildings and deliver a fit-for-purpose and compatible building. The building has been carefully located to respond sympathetically to the topography and existing urban context.

4.2 Materials and colours

The proposed buildings will incorporate the following:

- high-quality materials with earth-toned finishes;
- Blend in with or showcase the landscape;
- Detailing and materials that will weather beautifully;
- Three buildings have a similar façade design to one another, with subtle differences being used to express the individuality of each building; and
- A consistent palette of materials across the development

4.3 Building Height and solar access

The proposed buildings have a maximum height of 25m measured from adjacent kerb levels to retain the landscape backdrop of the inner hills of Central Canberra. The building contains a lower ground floor level to align with Allara Street and a ground floor level to align with London Circuit considering the topography of the site.

Plant rooms on the rooftop that extend building heights above 25 metres will be setback and screened from public view with screening materials consistent with the proposed buildings.

182 units will receive over 3 hours sunlight to daytime living areas between the hours of 9am to 3pm during the Winter Solstice, which is 51% of the total number of units. Others will received 1-2 hours of solar access during the Winter Solstice. Please refer to the Solar Access Diagrams prepared by Fender Katsalidis included in this submission.

4.4 Setbacks

Setbacks are proposed with consideration of the adjoining developments.

Setback ranges from 13.6 metres and up to 15 metres is proposed to the shared boundary with residential building on Block 4 Section 10 (Forum Apartments) to minimise overshadowing and maintain reasonable levels of privacy for dwellings on Block 4.

The proposed buildings are set back from London Circuit by at least 0.5 metres and 2.9 metres at their maximum.

A setback of approx. 3.2 metres is proposed to the part of building fronting Block 19. An electricity easement with a width of approximately 3metres is noted on Block 19 running along the boundary adjoining the subject site. With consideration of the easement, a separation distance of at least 3.2 metres to the proposed building exists should future development on Block 19 be proposed.

The proposed building is set back approx. 2 metres to the boundary adjoining Block 20 Section 10 (Department of Foreign Affairs and Trade) with approx. 7.9 metres separation distance to the façade of the DFAT building. The design has been altered to minimise the opportunity for overlooking based on comments received from stakeholder engagement.

4.5 Landscaping

An extensive landscape plan is proposed with a combination of hardscape and softscape to enhance the symbolic status of the Central National Area.

Generous deep root planting zones are proposed to accommodate mature trees throughout the development, especially within pedestrian movement areas. A mixture of evergreen and season changing trees are proposed to establish interesting, seasonal effects throughout the year. A 15.4% canopy coverage is proposed on site with 37.3% coverage within the public realm.

Hardscape treatments are proposed to complement the open space and to provide distinct walking areas for residents and pedestrians. Measures to mitigate skateboarding on site have been included in the design.

4.6 Traffic and Site Access

Vehicle access is proposed from the existing access via an internal driveway off Allara Street. Access from London Circuit is not possible due to a number of factors including traffic standards, site topology and future raising of the street to accommodate light rail. This designated access is designed to accommodate service vehicles and provide access to basement parking.

Pedestrian access is provided from London Circuit and Allara Street with separate access for commercial and residential.

4.7 Public and private open space

Pedestrian plazas are proposed connecting London Circuit and Allara Street with well-selected landscape elements to provide a smooth transition between public and private spaces on the ground floor level.

Communal open space is proposed on the ground including green stairs, central plaza, outdoor dining, worker's corner and outdoor lounges. Rooftop communal space is also provided in Building 2 with a swimming pool, outdoor kitchen, lounge and landscaping.

Each dwelling has its own private open space.

The site is ideally situated close to King's and Commonwealth Park within short walking distance, and boasts a close proximity to many of the parkland sites available close to the City Centre such as Glebe Park. The design of the ground floor plane will enable residents to move through and out of the site readily on foot to make the most of the surrounding amenity nearby.

4.8 Waste Storage/Collection

Waste storage and collection is situated to the south corner of the building bounded by Block 19 and Block 22.

Access for waste trucks is provided via the internal driveway off Allara Street with adequate manoeuvring space. Additional mitigation measures are proposed to minimise impacts to the

surrounding developments, with planting to boundary adjoining Forum Apartments and a larger enclosed waste room to enable internal manoeuvring of waste.

4.9 Water Sensitive Urban Design

The proposed development has been designed with water sensitive urban design in mind. Vital Design Solutions prepared a set of plans to demonstrate compliance with the code.

A reduction of 40% is achieved for mains water consumption compared to an equivalent development constructed in 2003.

The development achieves a total of 20.8% site permeability with the proposed green roofs constituting part of the pervious surface.

5.0 Matters for Consideration

The following sections address matters for consideration by NCA in the assessment of the Works Approval for the proposed development.

5.1 Crown Lease

The detail of the Crown Lease is listed in 7.1 below. Upon review of the Lease, we note that the purpose clause permits the proposed residential use but does not specify the maximum number of dwellings permitted on site.

For the purpose of unit titling, if a unit title application relates to a lease located within a prescribed zone, the planning and land authority may approve the application only if the lease states the number of units permitted on the land and the application is for not more than the permitted number of units (*Unit Title Act 2001*).

As stipulated in the *Unit Title Regulation 2001* (Effective: 18/11/21), the following zones are prescribed:

- a) RZ1 Suburban Zone;
- b) RZ2 Suburban Core Zone;
- c) RZ3 Urban Residential Zone;
- d) RZ4 Medium Density Residential Zone;
- e) RZ5 High Density Residential Zone;
- f) IZ1 General Industrial Zone;
- g) IZ2 Mixed Use Industrial Zone

Given Block 16 Section 10 City is identified as 'Designated Land' where no Territory Plan land use zone applies, the site is not deemed as being located within a prescribed zone as defined above. As such, the lease does not need to state the number of units permitted on the land for the purpose of unit titling. Therefore, an amendment to the Crown Lease is not required to specify the maximum number of units permitted on site.

5.2 National Capital Plan

The subject site is on 'National Land' as well as 'Designated Land' under the National Capital Plan (NCP), with the National Capital Authority (NCA) as the consent authority.

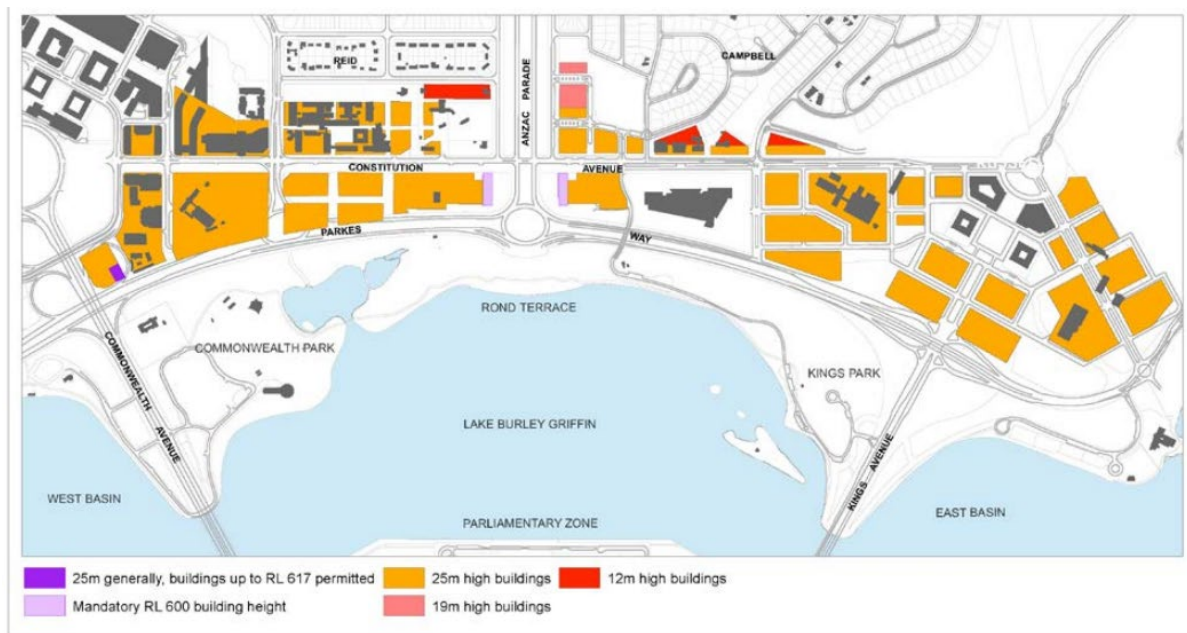
The subject site is included in the Constitution Avenue and Anzac Parade Precinct Code and can be assessed under provisions of this code (see 6.2 below).

5.3 Built Form & Height

5.3.1 Height

Figure 83 of the **National Capital Plan** depicts indicative building heights across the Constitution Avenue and Anzac Parade Precinct.

Figure 3: Constitution Avenue and Anzac Parade – Indicative Building Height and Form



Source: Consolidated National Capital Plan 2021

The proposed buildings are medium-rise with heights up to 20 metres above adjacent kerb levels to retain the landscape backdrop of the inner hills of Central Canberra.

The proposed building heights take cues from the NCP's current indicative building heights with a proposed height of 25 metres. Mechanical plant is proposed above the 25m level, and is set back and screened from the street and surrounding development so as to not form a visual impact.

The proposed heights are consistent with the built-form along London Circuit and for the precinct providing a consistent form for frontages along the Main Avenue.

5.3.2 Built form

Development of the design has been the subject of a large number of design inputs including 3 sessions with the National Capital Design Review Panel, design discussions with the National Capital Authority and through input from the broader community through pre Works Approval stakeholder engagement.

The proposed building has been significantly reduced in scale compared to its original form. The bulk and scale has been reduced and broken up from a single large dwelling into three buildings to reduce the bulk and scale and deliver an improved proposal which responds to the context of the area. The siting of the building has also been carefully assessed to minimise impacts to existing dwellings as far as practicable.

The three buildings vary between 7-9 storeys and have been sited in response to the street frontage and topography of the site. The buildings are stepped down from the west towards the southeast which creates a focal point when driving down London Circuit.

5.4 Environmental Values

The existing site has been modified from its original state. Trees on site were proposed to be removed as part of the previous WA, as well as this application.

Figure 4: ACTMapi Golden Sun Moth Habitat



Source: Capital Ecology 2022

As shown in Figure 3 above, it appears on the ACTmap that the eastern of the site contains Golden Sun Moth which is listed as vulnerable under the *Environment Protection and Biodiversity Conservation Act (EPBC)*.

A field and desktop study undertaken by Capital Ecology confirmed that the clearance of the 80 m² portion of the mapped polygon (Figure 3) which extends into the study area is not considered characteristically suitable habitat for Golden Sun Moth, and it is unlikely to impact upon habitat for the Golden Sun Moth.

5.5 Environment Protection and Biodiversity Conservation Act (EPBC)

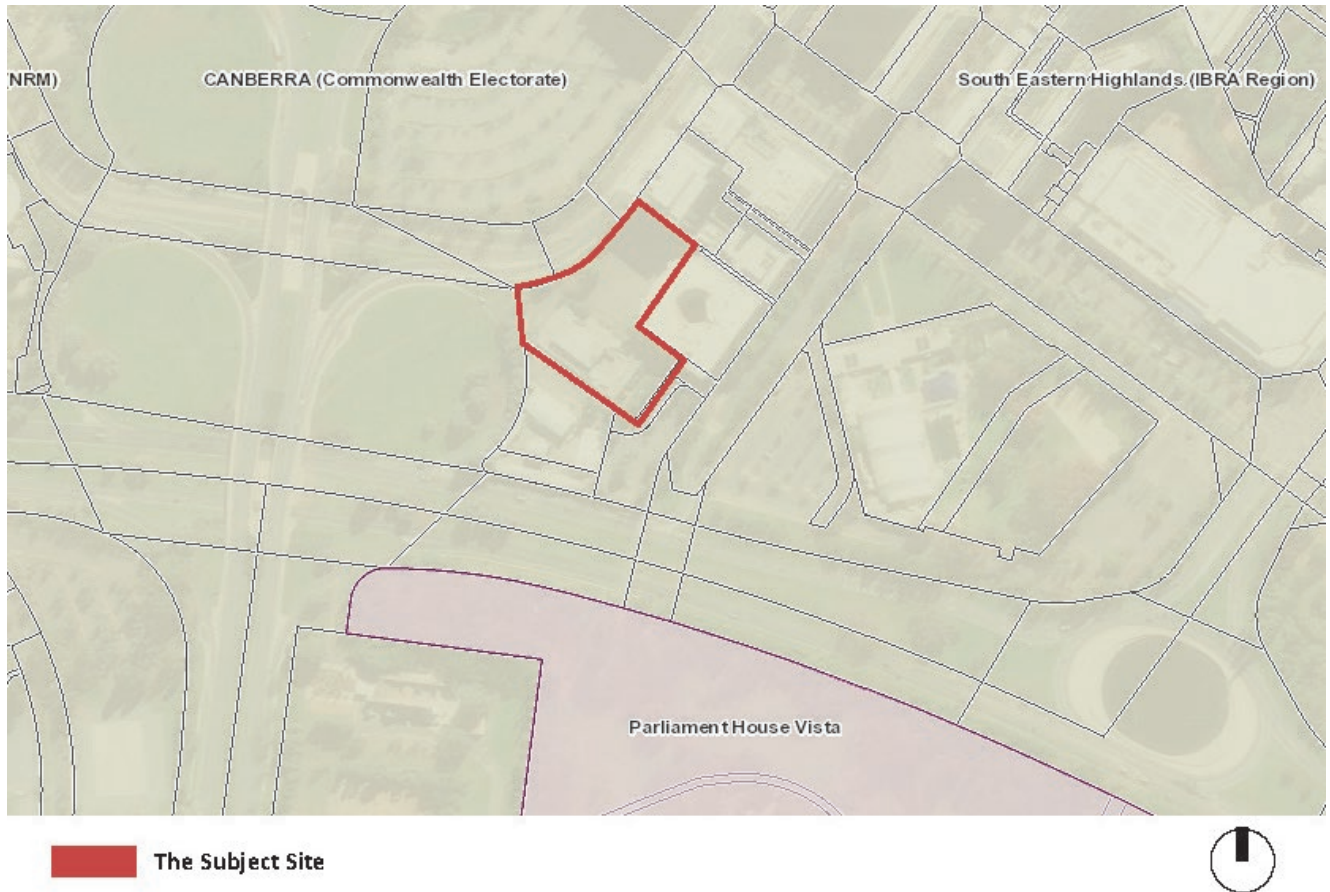
Under Section 26 of the Act, actions on Commonwealth land that will have or are likely to have a significant impact on the environment require formal approval. Under Section 523 (1), an action includes a project, a development, an undertaking an activity of the like.

The site assessment undertaken for this Works Approval concludes that there are no heritage or environmental values of significance to be considered under the EPBC Act.

A desktop search of the subject site using the Commonwealth Department of Environment's Protected Matters Search Tool identified that the subject site is within close proximity to Parliament House Vista, which is identified as Commonwealth Heritage Place under the EPBC Search Tool (refer to Figure 4). However, the proposed works will not have any direct or indirect impact on the Parliament House

Vista either during construction or once the development is operational, nor will there be any impact on any NES identified vegetation or flora/fauna communities in adjacent areas.

Figure 5: National Environmental Significant Places



Source: Department of Agriculture, Water and the Environment (2022)

5.6 Visual Impact

The proposed development will be visible from London Circuit, Commonwealth Avenue and Parkes Way. The site is also adjacent the Forum Apartments situated on Allara Street. Part of the development will be visible from Allara Street.

While views are impacted by the proposal, the development has been setback a minimum of 13.6 metres to the shared boundary with the Forum Apartments to minimise visual impact on the existing building.

Substantial planting throughout the ground plane, combined with high quality architectural design have been employed to improve the visual impact of the proposal. The design uses high quality materials with minimal applied finishes. This will ensure the quality of the façade will endure over time.

Building 3 along London Circuit are set back at least 2.9m from the block boundary and at least 2m from the boundary adjoining DFAT building, which is consistent with other existing development along this road and have a footprint that is at right-angles to the street, thus increasing the views into the development and reducing the massing of built form to the street.

Upon discussion with representations from 255 London Circuit, building 3 has been positioned to allow outlook from the Building by providing approx. 7.9m setback between buildings.

Overall, the proposal is expected to provide a positive visual impact in response to the sites civic location, consistent with the objectives of the National Capital Plan, the Constitution Avenue and Anzac Parade Precinct and City Hill.

5.7 Parking Provision

The proposed development includes 409 parking spaces in the basement and lower ground floor levels, along with a total of 174 available spaces identified off site as stated in the Traffic Impact Assessment prepared by Cardno.

The parking provided on-site is sufficient to accommodate residential and commercial staff parking needs in accordance with the NCP and PVAGC where the NCP does not provide guidance.

It should be recognised that the proposal is within a central city location, well serviced by public transport and with multiple well-established options for active travel. The site is also situated within the employment centre of the ACT. It is expected that the majority of residents will work in or close to the city and will therefore generate a lower demand for private vehicle use during the working week, especially when the Light Rail Stage 2 is completed which is expected to run closely to the proposal along part of London Circuit through to Woden in the South.

5.8 Compatibility with surrounding land uses

The proposed development contains commercial uses on the ground floor level and residential uses for levels above. The proposed uses are consistent with the central City location.

The proposed residential units will generate additional foot traffic for the existing activity centres and the proposed commercial use are consistent with the central City location and will diversify the land uses.

5.9 Noise

The proposed development will not be a noise generator and noise during construction will be minimised by the proposed CFA/bored piles installation method (see methodology included with this WA lodgement).

Buildings and open spaces will be exposed to external traffic noise generated by traffic along London Circuit, Parkes Way and Allara Street at certain times of the day (especially peak hour traffic) but noise levels are not regarded as a constraint on development.

Building design will address noise issues to ensure appropriate Australian Standards are achieved. Please refer to the Noise Management Plan prepared by Pulse White Noise Acoustics.

5.10 Wind

The building is not in an exposed location and outdoor common areas will be protected from colder westerly/southerly winds by the building form and surrounding buildings and landscape.

The height of the building or the building design is not expected not generate any unreasonable wind patterns that would cause any concern for the safety or discomfort of the residents, adjacent buildings

or the public. Please refer to the Wind Impact Design Review prepared by Vipac Engineers and Scientist Ltd.

5.11 Lighting

The proposed development will provide safe and environmentally sustainable lighting throughout the precinct in accordance with NCA requirements and appropriate Australian Standards.

5.12 Access & Mobility

The proposed development has been designed to meet all Australian Standards in relation to disability access.

All pathways and associated entrance points have been designed to meet relevant accessibility standards including AS1428 Design for Access and Mobility and other relevant Australian Standards.

5.13 Sustainable Design

The development is designed with sustainability in mind with intention to reduce negative impact on the environment, and the health and conform to building occupants. The project design incorporates a range of environmentally sustainable features including:

- Good solar access for residential spaces;
- A well-designed landscaped setting for the buildings and open spaces;
- Roof-top gardens with usable open spaces;
- A strong emphasis on active travel with a 148m² end-of-trip facility on the lower ground floor level ;
- Double glazed windows;
- Use of water and energy-efficient appliances ;
- Access to public transport;
- Access to bicycle and pedestrian networks; and
- High EER rating

The proposed building is of high performance which will reduce consumption of resources, minimise waste, and ultimately connect people with the natural environment.

5.14 Overshadowing

The overshadowing generated by the proposed buildings has been minimised by providing generous separation to the surrounding developments, as well as by breaking up the built form. This being said it is recognised that overshadowing of the Forum Apartments, which is built to the shared boundary, will occur.

The surrounding developments are currently overshadowed by the buildings to the northeast from 9am at the Winter Solstice. The proposed development will overshadow the road reserve of Parkes Way and Block 19 Section 10 at this time of the Winter Solstice.

As shown on the Shadow Diagrams, the proposed buildings will overshadow a portion of the Forum Apartments from 12 pm at the Winter Solstice. The overshadowing by the proposed development is considered reasonable considering the siting of the adjacent building. Analysis of alternatives for the possible siting along with consideration of the importance of meeting the built-form requirements for the London Circuit frontage were undertaken early in design development. The proposed siting

minimises overshadowing impacts as far as practicable throughout the year. The proposed buildings will have less overshadowing on the Forum Apartment seasonally outside of the winter solstice.

5.15 Crime Prevention Through Environmental Design (CPTED)

The design has considered the ACT Crime Prevention and Urban Design Resource Manual, including landscaped areas, building footprints, entrances and central pedestrian spine are consistent with CPTED principles. While not applicable to the site, the code provides an appropriate framework to measure crime prevention through the design.

The proposed development generates activity and is located adjacent activity generating uses both at the ground floor and in the public domain.

The central shared open space encourages natural surveillance by allowing pedestrians movement through the space, ensuring clear sightline from, and between buildings and open space and designing out any entrapment spaces.

Lighting is also provided to encourage legitimate users and activities at night.

Hardscape treatment has been included as part of the landscape arrangement to mitigate skateboarding on site.

5.16 Sediment & Erosion control

A Sediment and Erosion Control Plan prepared by Vital Design Solution has been included as part of this submission.

Basement excavation will act as a sediment and erosion control pond for the duration of construction.

All other works will be carried out as per the Sediment and Erosion Control Plan and Notes. Please refer to Sediment and Erosion Control Notes and Plan included in this submission.

5.17 Site Contamination

The subject site is not registered as a contaminated site. (access Canberra, 2021). The existing building is unlikely to contain any hazardous materials. Should the site contains hazardous materials, appropriate safety measures and management plans will be prepared to mitigate the risk.

5.18 Waste management

The waste room is situated on the ground floor of Building 1 along the internal driveway. The waste collection truck will access the site via the internal driveway off Allara Street and collect the waste in the designated waste collection room.

Residential waste management is provided through 8 x 2000L waste hoppers which will be collected twice every week. Body corporate is responsible for rotating hoppers throughout the week to allow access when the waste bins are full.

Commercial waste and recycling management is provided through 3 x 1100L waste hoppers which will be collected twice a week.

5.19 Economic stimulus

The proposed development has an estimated overall construction value of approximately \$106 million including buildings, roads, landscape and early works, and represents a major contribution to local economic activity.

The project is also expected to make a significant contribution to the local construction industry in terms of direct and indirect employment.

6.0 Public Consultation

Public consultation associated with the WA to develop Blocks 16 Section 10 City has been undertaken through 10 week consultation period which forms part of the WA submission package.

The consultations included:

- Letter/newsletter advice to surrounding residents and businesses
- Information on the Purdon Planning website
- Emails to community groups
- Two virtual meetings with representatives from DFAT
- Three Virtual Consultation Sessions held on Wednesday 15 December 2021, Thursday 20 January 2022 and Thursday 3 February 2022
- Media articles in the Canberra Times and Riot Act website
- Opportunity for feedback during the virtual consultation sessions as well as via phone or email to Purdon Planning

A majority of submissions received expressed general opposition to the development in the due primarily to the proposed traffic arrangement, height of the building and the perceived overshadowing and overlooking issues that would result from this.

Changes to the design have been made to incorporate feedback received, such as refinement of the facades, enhanced setbacks and clarity of traffic arrangement and structural engineering. All misrepresentations on plans provided for consultation have also been resolved as part of the WA submission.

A Consultation Report detailing the process and outcome of the consultation has been included as part of this application.

7.0 Statutory Planning Assessment

7.1 Lease

The key provisions of the Lease for Block 16 Section 10 is detailed below:

Key Provisions																							
Lessee	NG Landholdings No.18 Pty Ltd																						
Land	Block 16 Section 10 City																						
Area	7640 square metres or thereabouts																						
Term	Commencing on 4 April 2017, terminating on 03/04/2116																						
Deposited Plan	Number 11234																						
Purpose	<p>(a) To use the Premises for Residential and for one or more of the following ancillary purposes:</p> <table border="0"> <tr> <td>i. Administrative Use;</td><td>xi. Motel;</td></tr> <tr> <td>ii. Bank and co-operative society;</td><td>xii. Office;</td></tr> <tr> <td>iii. Bar;</td><td>xiii. Park;</td></tr> <tr> <td>iv. Café;</td><td>xiv. Personal service establishment;</td></tr> <tr> <td>v. Car park;</td><td>xv. Place of assembly;</td></tr> <tr> <td>vi. Club;</td><td>xvi. Public utility;</td></tr> <tr> <td>vii. Cultural facility;</td><td>xvii. Restaurant;</td></tr> <tr> <td>viii. Education establishment;</td><td>xviii. Retail;</td></tr> <tr> <td>ix. Hotel;</td><td>xix. Social/community facility;</td></tr> <tr> <td>x. Indoor recreation facility;</td><td>and</td></tr> <tr> <td></td><td>xx. Tourist facility</td></tr> </table>	i. Administrative Use;	xi. Motel;	ii. Bank and co-operative society;	xii. Office;	iii. Bar;	xiii. Park;	iv. Café;	xiv. Personal service establishment;	v. Car park;	xv. Place of assembly;	vi. Club;	xvi. Public utility;	vii. Cultural facility;	xvii. Restaurant;	viii. Education establishment;	xviii. Retail;	ix. Hotel;	xix. Social/community facility;	x. Indoor recreation facility;	and		xx. Tourist facility
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ix. Hotel;	xix. Social/community facility;																						
x. Indoor recreation facility;	and																						
	xx. Tourist facility																						
Car Spaces	(j) That the Lessee shall provide and maintain hard standing car spaces to the satisfaction of the Commonwealth in accordance with standards set by the Territory at the time;																						

The proposed Residential Use, Bar and Café are permitted in the Lease purpose clause. Therefore, a lease variation is not required to add additional uses.

In addition, the site is not located within a prescribed zone as detailed in 5.1 above, hence the lease variation to specify the maximum number of units permitted on site is not required for the purpose of unit title application.

7.2 National Capital Plan

The land is situated in a Designated Area of the National Capital Plan. The land is therefore subject to the relevant provisions of the National Capital Plan (NCP).

Figure 6: Designated Areas



Source: ACTMmap, 2021

The proposed works are identified in the NCP and its crown lease as follows:

- Residential
- Bar
- Café

The definition for the above-mentioned uses are set out in Land Use Definitions under the National Capital Plan as listed below:

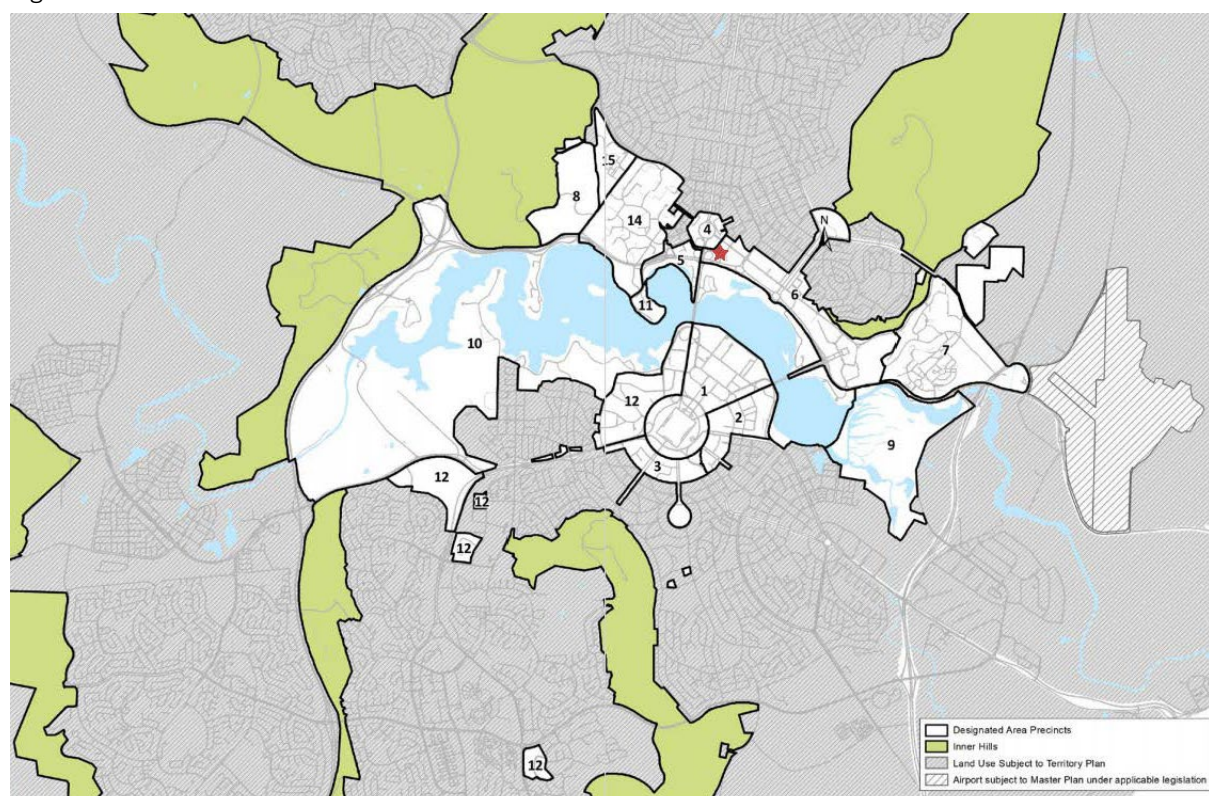
Table 2: Land Use Definition (NCP, April 2021)

Land Use	Definition
Residential	<i>The use of land for the primary purpose of providing shelter for human habitation together with such outbuildings as are incidental to and ordinarily associated with the residential use of the land.</i>
Bar	<i>Any premises or part of a premises primarily used or intended for use for the sale of alcoholic beverages and spirits to members of the public for consumption on the premises, subject to the issue of an on-licence pursuant to the relevant legislation.</i>
Café	<i>Any premises used or intended for use for the preparation and sale to the public of food and non-alcoholic beverages for consumption on the premises or elsewhere and includes take-away food, fast food and snack bars and the like.</i>
<i>The proposed use is consistent with the definition listed above under the NCP. It is recommended that the proposal be assessed against the above listed uses.</i>	

7.2.1 The Central National Area – Principles and Policies

Block 16 Section 10 is wholly located within the Central National Area (Constitution Avenue and Anzac Parade precinct) of the NCP (refer to number 6 on the map of the Central National Area in Figure 6 below).

Figure 7: Central National Area



 The Subject Site

Source: Consolidated National Capital Plan 2021

Table 3 below provides an assessment of the project against the land use policies and principles relevant to any future development of the site.

Table 3: Detailed conditions of planning, design and development

NCP Central National Area – Detailed conditions of planning, design and development	
<p>1. In the Parliamentary Zone (the area bounded by the southern edge of the Lake, Kings Avenue, State Circle and Commonwealth Avenue):</p> <p>a. Land uses will comprise:</p> <ul style="list-style-type: none"> - Parliamentary Uses and National Capital Uses, including national legislative, judicial and executive functions, and Commonwealth cultural institutions - such other uses, including a limited range of commercial uses and tourism facilities that complement and enhance the function and character of the area. <p>b. Development must be guided by the principles, policies and Indicative Development Plan for the Parliamentary Zone set out in the Parliamentary Zone Precinct Code.</p>	
Response:	
Block 16 Section 10 City is not situated within the Parliamentary Zone. However, the proposed development will complement the character of the Parliamentary Zone by proposing compatible land uses.	
2. Other parts of the Designated Areas will be used in accordance with relevant Precinct Codes.	
Response:	
The proposed development complies with the provisions of the Constitution Avenue and Anzac Parade Precinct Code. Please find the statement against the Precinct Code in section 6.2.2 of this report.	
3. Land uses will relate primarily to national functions. This should not, however, preclude the establishment of appropriate ACT Government functions, suitably located.	
Response:	
The proposed development will provides an important mix to the residential offering of central Canberra providing higher residential population and therefore contributing to the city's vibrancy which will enhance its role as a national capital.	
4. Consideration of commercial uses in those parts of the Designated Area that lie in the City will have regard to the planning effects on City as well as on the Central National Area.	
Response:	
The proposal complies with this consideration. The scale of proposed commercial use will not affect the viability of other local facilities in the vicinity of the city centre.	
5. Special consideration will be given to community, cultural, residential, tourism, entertainment and leisure uses which complement and enhance the function and character of the Designated Area.	

NCP Central National Area – Detailed conditions of planning, design and development

Response:

The proposed mixed use development consists of commercial and residential use. The proposed commercial use is situated on the ground floor level fronting London Circuit which will activate the street frontage and provide amenity for the occupants and local residents and workforce. The proposed residential use is compatible with the adjoining residential development. Shared space is provided for the community with high-quality landscaping throughout the space which will enhance the character of the city centre.

6. Traffic capacity and traffic arrangements on major routes in the Designated Area will be planned to ensure safe and dignified access for all ceremonial occasions, and for residents, staff, tourists and visitors.

Response:

A Traffic Impact Assessment has been included in this submission to demonstrate the existing roads can accommodate the additional traffic generated by the proposed development.

Across all intersections, the key performance metrics including the level of service remains within current capacity, and within the requirements set out within the TCCS Guidelines for Transport Impact Assessment.

The Traffic Impact Assessment also does not indicate any issues regarding individual movement performance relating to the safety of the pedestrian and traffic network.

7. The transport system within the Designated Area will be planned and managed for volumes of traffic and parking consistent with the significance and use of the area. Transport infrastructure should foster the use of transport systems which minimise adverse effects from vehicular traffic.

Response:

The proposal does not include a new transport system, nor alteration to the existing transport system. Therefore, the proposal will not adversely impact transport infrastructure.

The subject site is fronting London Circuit to the north. Stage 2 of the Light Rail project is currently underway and the route is proposed through London Circuit. The Light Rail project is anticipated to significantly reduce the vehicle traffic along the route and provide more convenient, reliable and high-quality public transport services that better connect Canberrans.

8. The urban design of the area is to achieve an integrated design of the highest quality by managing building height and bulk, and by encouraging building forms and layouts on consistent building alignments which enhance the structure of the Griffins' plans.

Response:

The proposed built form is consistent with the character of the precinct by providing three buildings, pedestrian connectivity and alignments to adjoining developments.

The proposed buildings address Parkes Way to the west, London Circuit to the north and Allara Street to the southeast.

NCP Central National Area – Detailed conditions of planning, design and development

The building height is sympathetic to the topography and adjoining development by stepping down the building height towards Allara Street.

A central landscaped area is proposed to promote pedestrian connectivity.

Building 3 aligns with the DFAT building which creates a strong urban structure along London Circuit.

9. New development should seek to respect the design and character of adjacent buildings in terms of scale, colour, materials, massing and frontage alignment.

Response:

The development responds to the scale of adjacent buildings by breaking up the development into three separate buildings addressing each street frontage, such arrangement aligns with the adjoining roads and buildings which provide a level of consistency along the London Circuit.

Generous setbacks are proposed to adjoining developments to maintain the character of the existing building.

The proposed buildings will incorporate high-quality, hard-wearing materials with earth-toned finishes that will weather beautifully.

The three buildings have a consistent palette of materials across the development, with subtle differences being used to express the individuality of each building. The proposed buildings respond sympathetically to the adjacent development by using earthed-toned finishes and a deep profile façade that is compatible with Forum Apartments and vertical elements that is consistent with the DFAT Building.

10. Individual development proposals will be assessed on their merits in respect to sunlight penetration, amenity, pedestrian and vehicle access. No buildings taller than RL617 will be permitted in the Designated Area, but the general building height will be 3-4 storeys except where the National Capital Authority determines otherwise.

Response:

A Solar Access and Shadow Diagram is included in this submission, detailing 51% of the total number of units that will receive over 3 hours of solar access between 9am – 3pm during the winter solstice, while others will receive 1-2 hours of solar access during the Winter Solstice. Please refer to the Solar Access Diagrams prepared by Fender Katsalidis included in this submission.

Residential amenities are provided both indoor and outdoor. The lower ground floor accommodates indoor amenities such as gymnasium, dog wash, library, co-working space, and outdoor amenities such as rooftop pool, landscaped communal area is also provided for the residents.

As stipulated in the Precinct Code of the NCP, buildings on Block 16 Section 10 City are permitted up to 25 metres above adjacent kerb levels and minor building elements that extend building heights above 25 metres will be considered where this enhances the architectural quality of the building, and fosters energy efficiency, indoor amenity and appropriate urban scale.

NCP Central National Area – Detailed conditions of planning, design and development

11. Buildings in the area must show an appropriate quality of architectural design consistent with their location in this area of special national importance.

Response:

An interesting yet practical architectural design is proposed incorporating high-quality, hard-wearing materials with earth-toned finishes that will weather beautifully.

Recessed elements and hard edges are proposed throughout the building design that creates a symbolic rhythm that is consistent with adjacent buildings, such as vertical screening devices that is compatible with the DFAT Building and deep profile façade that is compatible with the Forum Apartments.

12. Direct access to and from major roads will be permitted where practicable and not inconsistent with traffic safety requirements. The design and maintenance of all roadways and parking areas, including their associated landscaping, signs and lighting, will be of a consistently high quality.

Response:

Access from Allara Street is proposed with appropriate safety measures such as line marking and signposting.

Access from London Circuit is not possible due to a number of factors including traffic standards, site topology and future raising of the street to accommodate light rail.

High quality landscaping elements are proposed along the internal driveway. Stone paving is proposed for the internal driveway with raised planters at the end of the driveway to eliminate vehicle access. In addition, climbers are proposed to be planted on wide/mesh screens near the boundary adjoining Block 4 Section 10 City.

Lighting will be to the relevant Australian Standard and consistent with NCA Lighting Guidelines.

13. Commonwealth, Kings and Constitution Avenues, the avenues connecting the nodal points of the National Triangle, are of critical significance in delineating the geometric form of the Griffins' plans. They are not only the primary movement routes, but they are powerful generators of structure and urban form. Their formal expression is paramount and is to be achieved by strong avenue planting, consistent road design, special lighting and detailing. Building heights and setbacks will be planned to ensure consistency and continuity. Except where otherwise specified in the Plan, setbacks for buildings adjacent to Kings and Commonwealth Avenues south of Lake Burley Griffin should be 10 metres. Setbacks for buildings adjacent to Kings and Commonwealth Avenues north of Lake Burley Griffin should be six metres.

Response:

Block 16 Section 10 City is not adjacent to Kings and Commonwealth Avenues. However, the building heights and setbacks are proposed to ensure consistency and continuity, especially where addressing London Circuit.

NCP Central National Area – Detailed conditions of planning, design and development

14. Landscaping is to enhance the visual setting of the Designated Area and integrate the buildings with their landscape setting. This will be carried out in accordance with a landscape masterplan to be prepared by the National Capital Authority which particularly emphasises the following landscape themes:
- a. the formal and consistent landscaping of Main Avenues and mall spaces
 - b. the combination of formal and informal landscaping which occurs around the Lake's edge and is the setting for Parliament House and its adjacent area.

Response:

The landscaping sits seamlessly with the architectural elements and softens the visual impact of the building from the street level and adjacent developments.

15. Residential blocks must not be subdivided for separate occupation.

Response:

Subdivision is not proposed as part of this WA.

16. Any proposal to subdivide land within the Central National Area will require the approval of the National Capital Authority

Response:

Subdivision is not proposed as part of this WA.

7.2.2 Constitution Avenue and Anzac Parade Precinct Code – Principles and Policies

The proposed works are situated within the Constitution Avenue and Anzac Parade Precinct under the NCP (Figure 7) which incorporate policies to achieve an identifiable approach to the National Capital, which increases in formality as it gets closer to the Central National Area.

Figure 8: Constitution Avenue and Anzac Parade Precinct



Source: National Capital Plan

7.2.2.1 Objectives for Constitution Avenue and Anzac Parade

Responses to the objectives for Constitution Avenue and Anzac Parade are listed below in Table 4.

Table 4: Objectives for Constitution Avenue and Anzac Parade

Objectives for Constitution Avenue and Anzac Parade
<p>1. Establish Constitution Avenue as a diverse and active grand boulevard lined with shops, cafés and a mix of commercial, entertainment and residential uses.</p> <p>Response:</p> <p>Block 16 Section 10 City is not adjacent to Constitution Avenue.</p>
<p>2. Establish Constitution Avenue as a prestigious address for National Capital Uses.</p> <p>Response:</p> <p>Block 16 Section 10 City is not adjacent to Constitution Avenue.</p>

Objectives for Constitution Avenue and Anzac Parade

3. Link education and high-tech employment clusters located in the corridor between the Australian National University and the Canberra International Airport.

Response:

The proposed development is not used for education establishments or offices. However, it supports the City Centre as a key employment cluster depicted in the *ACT Planning Strategy 2018*.

4. Complete the base of the National Triangle.

Response:

The proposed development emphasises the principle of Griffin's plan by proposing high-quality buildings which are consistent with the existing area. The built-form responds appropriately to the London Cct frontage and surrounding development in the area.

5. Support Constitution Avenue with an integrated transport system and mix of land uses contributing to the life of the National Triangle.

Response:

Block 16 does not front Constitution Avenue.

6. Establish Constitution Avenue with higher density development, public transport, broad tree-lined footpaths and outdoor dining and street parking.

Response:

Block 16 does not front Constitution Avenue.

7. Develop a built environment which demonstrates design excellence.

Response:

The proposed development complements the existing built environment by providing a leading design, employing high-quality materials and finishes integrated with landscape promoting pedestrian access between London Circuit and Allara Street.

The design of 70 Allara Street responds to the locality within the City Centre and its prominent location on London Circuit. The proposal creates a unified and accessible ground plane that responds to the civic nature of London Circuit and Allara Street. The selected material palette is simple and robust, allowing the planting and architecture to become the focus of the space.

Stone paving, off form concrete walls and timber seating elements create a muted material palette which brings colour and culture to the site.

Objectives for Constitution Avenue and Anzac Parade

8. Achieve leading practice environmentally sustainable development.

Response:

The project design incorporates a range of environmentally sustainable features including:

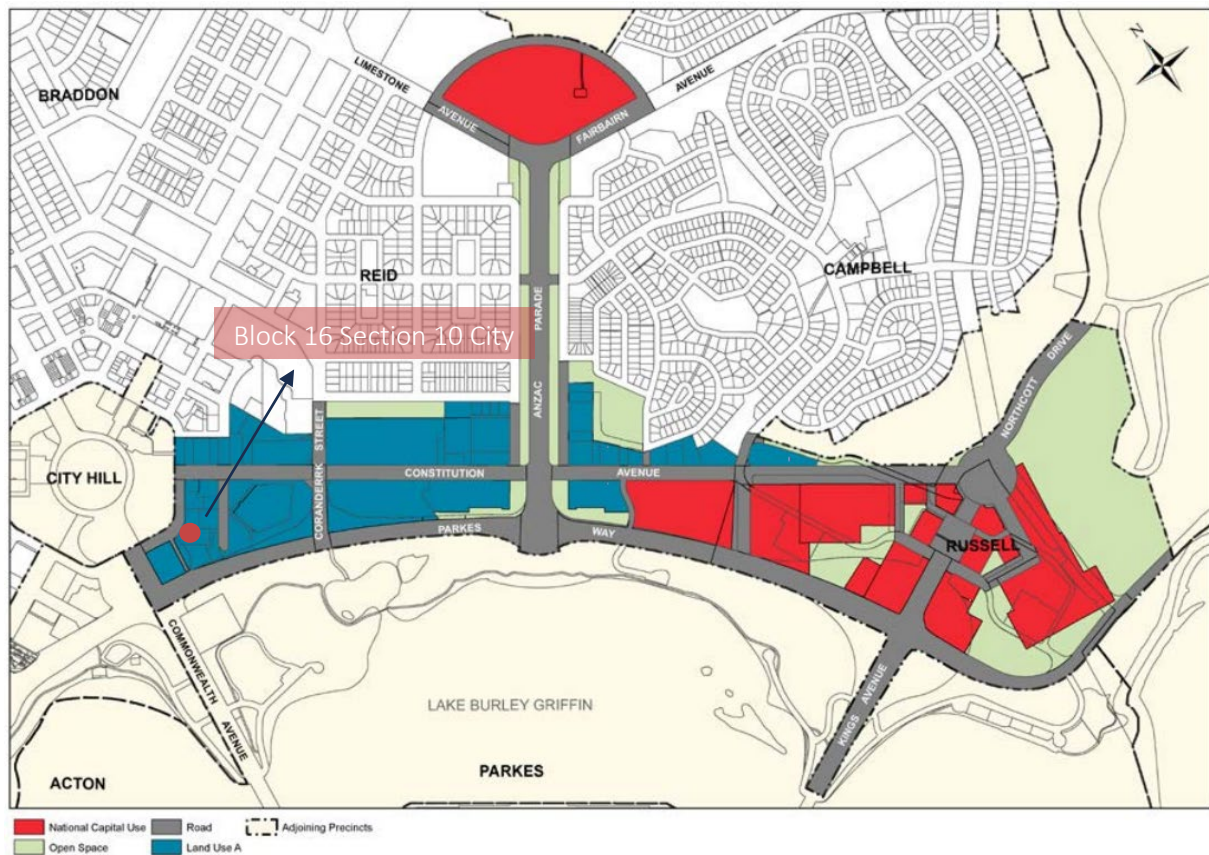
- Good solar access for residential spaces
- A well-designed landscaped setting for the buildings and open spaces
- Roof-top gardens with usable open spaces
- A strong emphasis on active travel with a 148m² end-of-trip facility on the lower ground floor level
- Double glazed windows
- Use of water and energy-efficient appliances
- Access to public transport
- Access to bicycle and pedestrian networks
- High EER rating

It is concluded that the proposed development complies with all relevant NCP principles and policies.

7.2.2.2 Land use for Constitution Avenue and Anzac Parade Precinct

Land use for the Constitution Avenue and Anzac Parade Precinct should be in accordance with Figure 8 below.

Figure 9: Land use for the Constitution Avenue and Anzac Parade Precinct



Source: National Capital Plan

The subject site is identified as 'Land Use A' in the below figure and permitted land uses for 'Land Use A' are:

- | | |
|--|---|
| <ul style="list-style-type: none"> ▪ Administrative Use ▪ Aquatic recreation facility ▪ Bank and cooperative society ▪ Café, bar, restaurant ▪ Car park ▪ Club ▪ Commercial Accommodation (Served Apartment only) ▪ Consulting Rooms ▪ Cultural facility ▪ Diplomatic Mission ▪ Education establishment ▪ Health Centre | <ul style="list-style-type: none"> ▪ Hotel ▪ Indoor recreation facility ▪ Motel ▪ Office ▪ Park ▪ Personal service establishment ▪ Place of assembly ▪ Public utility ▪ Residential ▪ Retail (ground floor of buildings only) ▪ Road ▪ Social/Community facility ▪ Tourist facility |
|--|---|

Ancillary land uses for 'Land Use A' are:

- Child Care Centre
- Retail (either ground floor or above)

The proposed work includes the use of Residential, Café and Bar and they are permitted on the subject site as bold above.

7.2.2.3 Detailed conditions of planning, design and development

Table 5 provides an assessment of the proposed works against the detailed policies and principles of the precinct.

Table 5: Detailed conditions of planning, design and development

Detailed conditions of planning, design and development
<p>General</p> <p>Built form and landscape design should respond to the primacy of the geometry of Constitution Avenue and the Russell apex of the National Triangle with building form emphasising the alignments of Constitution Avenue, Kings Avenue and Parkes Way.</p>
<p>Response:</p> <p>The proposed development breaks up into three separate buildings which are 1-3m away from the front boundaries adjoining streets with throughways connecting London Circuit and Allara Street.</p> <p>Through consultation with the NCDRP and NCA the orientation of the building responds to the geometry of the National Triangle and its main Avenues.</p> <p>The underlying orientation and alignment of the building is related to the geometry of the adjoining street network, with particular focus on the presentation to London Circuit. The resultant formation of the site, the influence of adjoining buildings and potential future built form, the slope across the site, and solar orientation are also considerations for the design.</p> <p>Detailed built form responses relate to the creation of an appropriate scale to London Circuit, and the interrelationship of that with the adjoining residential uses. A built form response to the possibilities of public connection and communal gathering spaces are central to the design.</p> <p>This approach responds to the existing built form of the precincts surrounding City Hill and also emphasises the street alignment.</p>
<p>Reinforce the city's three-dimensional structure based on its topography and the landscape containment of the Inner Hills.</p>
<p>Response:</p> <p>The buildings respond to the slope in the landscape and the unconventional shape of the site.</p> <p>The buildings also respond to the curve of London Cct on this corner providing visual interest to the street and surrounding area.</p>
<p>Develop Constitution Avenue (generally east of Anzac Parade) as a prestigious setting for national capital uses, related employment and amenities.</p>
<p>Response:</p> <p>Not applicable. Block 16 is not the situation along Constitution Avenue, east of Anzac Parade.</p>

Detailed conditions of planning, design and development

Reduce the barrier created by Parkes Way and its high speed intersections along its length by changing the character of Parkes Way to become a boulevard addressed with prestigious buildings, at grade pedestrian crossings and appropriately scaled road reserves and intersections.

Response:

Western site boundary fronts the on-ramp entering Commonwealth Avenue from Parkes Way. Building 3 is proposed along this boundary with commercial use on the ground floor level to create a sense of welcoming, and speaks to the indicative future removal of the cloverleaf, and the alignment of the proposed building with the future indicative layout of built-form in the area.

Provide a mix of land uses that contributes to the creation of a 24 hour community with dynamic activity patterns including retail, restaurants, residential and hotels close to public transport, employment areas, cultural attractions and the parklands of Lake Burley Griffin.

Response:

The proposed development provides a combination of commercial use and residential use which will contribute to the existing area and is also an activity centre itself. The site is also close to future Light Rail routes, employment areas, attractions and the parklands of Lake Burley Griffin.

This section has limited residential development apart from the Forum Apartments, and therefore has a much higher level of activity within business hours. The introduction of residential in this area will contribute to nighttime activity in the area, and will hopefully provide interest for future evening business to locate nearby.

Integrate public transport priority in the design of Constitution Avenue including provision for future light rail.

Response:

Not applicable. The proposal is for a mixed use development only.

Development should include a high level of access to a diversity of uses and activities, have cohesion and diversity in design character and detail, and be able to respond to changes over time.

Response:

The proposed mixed use development consists of residential and commercial uses with the potential of being used as café, bar, restaurant. The site is accessible to other commercial and retail areas as being situated within Canberra City.

The commercial use proposed is adaptable to changes over time as its layout and location are suitable for various uses.

Provide a transition in building scale and use to protect the amenity of adjoining residential areas.

Response:

The proposed building has been significantly reduced in scale when compared to its original form to reduce the bulk and scale of buildings and deliver a fit in context and fit for purpose building. It also has been carefully located to respond sympathetically to the topography and adjoining residential building.

Detailed conditions of planning, design and development

The three buildings vary between 7-9 storeys and have been sited in response to the street frontages. The buildings are stepped down from the west towards the southeast which creates a focus point when driving down London Circuit.

The proposed building is set back approx. 2 metres to the boundary adjoining Block 20 Section 10 with approx. 7.9 metres separation distance to the façade of 255 London Circuit. Setbacks range from 13.6 metres and up to 15 metres is proposed to the shared boundary with the adjacent residential building on Block 4 Section 10 (Forum Apartments) to minimise overshadowing and maintain reasonable levels of privacy for dwellings on Block 4.

Ensure conveniently located parking in a manner that does not dominate the public domain. All basement and service vehicle entries are to be located from secondary street frontages.

Response:

Parking is proposed in the basement and mezzanine levels. The proposed basement access is via the internal driveway off Allara Street, which is considered a secondary street frontage as it is shorter in length and less in traffic flow in comparison to London Circuit.

The convenient location is expected to vastly reduce demand for car ownership. The location of the site in the City Centre lends the project the capacity to respond and reduce car ownership. Promoting active travel modes such as walking, cycling and public transport is considered appropriate. To this end, 409 parking spaces are proposed for 356 residential units and 1 commercial unit with the option for purchasers to forego a car space if it is desired.

Create an open and legible network of paths and streets that extends and connects City Hill and the adjoining suburbs of Reid and Campbell to Constitution Avenue, Kings and Commonwealth Parks and Lake Burley Griffin.

Response:

Designated footpaths and streets are not proposed as part of this application. However the proposal provides a new throughway for pedestrians from London Circuit to Allara Street, contributing to pedestrian activity in the area. The site is bounded by private leased lands to the southwest (Block 19 and 22 Section 10) and northeast (Block 4 Section 10) where new connections are limited. It is however fronting London Circuit and Allara Street and the design responds to the existing networks by providing pedestrian connectivity between London Circuit and Allara Street to extend the existing networks.

Create a public domain that forms a linked sequence of spaces that are accessible, safe, comfortable, and pedestrian-scaled, that promotes walking and use of public transport and minimises reliance on cars.

Response:

The landscaped central plaza provides pedestrian connectivity between London Circuit and Allara Street, and provides a user-friendly experience promoting foot traffic to the future light rail station along London Circuit, which ultimately promote the use of public transport and minimise reliance on cars.

Detailed conditions of planning, design and development

Integrate perimeter security, if required, with streetscape elements that enhance the public domain.

Response:

The proposed development provides a publicly accessible landscape area with an extensive amount of landscaping that enhances the public domain.

Appropriate security measures will be put in place, such as but not limited to, CCTV cameras, intercom systems, access control devices. The buildings are sited in a way that promotes passive surveillance by providing clear sightline, effective lighting and proposing communal space on the ground floor level.

Architectural character should develop a contemporary palette of styles and materials, reflecting the varied land uses and providing activity and interest, particularly at street level. Particular attention should be paid to building form and roof profiles in areas of high visibility.

Response:

A contemporary architectural design is proposed incorporating high-quality, hard-wearing materials that respond well to the proposed and adjacent land uses.

Recessed elements are proposed throughout the building design, acting as weather protection on the street level.

The materiality of the building is consistent with the desired character while proposing a warmer material palette than usually seen on contemporary development with colder colours such as grey concrete.

Design proposals should be site responsive, taking maximum advantage of varying characteristics and features of each site, complementing adjoining development – both existing and proposed – and expressing physical and environmental features.

Response:

The building design responds to the site topography and existing context by proposing various building height and stepped down design that complements the importance of City Hill and promotes pedestrian connectivity. The design also adapted several elements of adjoining developments, such as recessed façade, hard edging, and earth-tone materials.

The street network, building form and facilities should be inherently flexible to accommodate changing uses and demands across the site and within buildings over time.

Response:

The proposed buildings are designed in a way that is adaptable and compatible with changes over time.

The ground floor commercial use could accommodate different uses based on market demand.

With the development of public transport especially light rail stage 2, purchasers have the opportunity to forego a car space if desired.

Detailed conditions of planning, design and development

Development should command high standards of urban design, sustainability, architecture and social inclusion reflecting the character of the national capital and providing a model for city development in Australia in the 21st century.

Response:

The proposed development is designed with high standards by industry-leading consultants that have extensive experience in various national and international award-winning projects.

The London Circuit alignment forms a re-entrant corner in this location. The London Circuit street frontage is enriched with commercial uses to promote activity at that street interface, and the public linkage between London Circuit and Allara Street is celebrated as a primary element of the design.

The proposed buildings are orientated to maximise solar access, together with appropriate façade selection to promote sustainability.

The central landscaped area provides the opportunity for social activities, especially by using street furniture that creates great conditions for people to participate in society.

Urban structure

Reinforce Constitution Avenue as the base of the National Triangle and the Russell apex with appropriate urban form.

Response:

Not applicable. The subject site is not fronting Constitution Avenue.

Create a street grid, sympathetic to Griffin's intended pattern of streets and city blocks that provides a high level of integration with the street and path network of City, Reid and Campbell and link these areas with Lake Burley Griffin and Kings and Commonwealth Parks.

Response:

The proposal is consistent with the desired street grid, making the most of the unorthodox block shape with a design that responds to the London Circuit frontage and the surrounding buildings.

Landscape structure

Landscape planting should reinforce the urban structure of Constitution Avenue and its integration with the setting of the Central National Area and the Lake Burley Griffin parklands.

Response:

Not applicable. The subject site is not fronting Constitution Avenue.

A formal treatment should be applied to the main avenues including Constitution, Kings and Commonwealth Avenues, as well as Parkes Way. Continuous street trees should define the pattern of major and minor streets.

Response:

A small portion of the western boundary fronts Parkes Way on-ramp and the majority of existing trees are proposed to be retained to maintain the existing landscape grid along Parkes Way.

The visual impact of parking on the public domain should be minimised by integrating parking layouts with street tree plantings and pavement design.

Detailed conditions of planning, design and development

Response:

Not applicable. On-grade parking is not proposed as part of this application.

Public transport, access and circulation

Allow for an integrated public transport system with Constitution, Kings and Commonwealth Avenues and London Circuit as the principal public transport route.

Response:

The design has been developed in consultation with Capital Metro with the design responding to the proposed raiding of London Circuit to accommodate Light Rail. The building and landscape design responds to the ongoing light rail stage 2 project, with stepped down landscape design addressing raised London Circuit.

Provide a hierarchy of pedestrian routes ranging from Constitution, Commonwealth and Kings Avenues and London Circuit as urban boulevards, major streets (including Coranderrk Street and Blamey Crescent and Sellheim Avenue), minor streets, laneways and arcades.

Response:

The proposed landscaped shared zone provides public access between London Circuit and Allara Street, which emphasises the importance of London Circuit as an urban boulevard.

Ensure safety and comfort for pedestrians, with intersections designed to minimise slip lanes for fast turning traffic.

Response:

Not applicable. New intersections are not proposed as part of this application.

Provide on-street parking on all streets where practicable.

Response:

Not applicable. On-street parking is not proposed as part of this application.

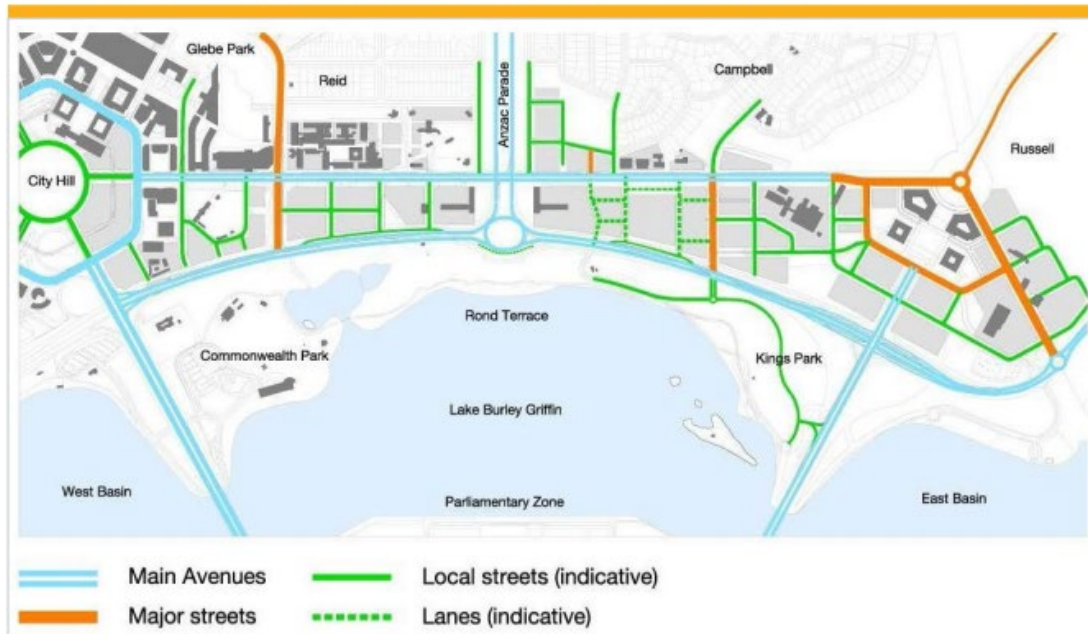
Access to the western portion of Block 7 Section 3 Parkes from Block 6 Section 3 Parkes must be maintained to allow access to Commonwealth Park via underpass from the northern side of Parkes Way.

Response:

Not applicable. The subject site is not near Block 7 and 6 Section 3 Parkes.

Road hierarchy

Figure 78: Constitution Avenue and Anzac Parade – Indicative road structure



The road hierarchy provides a legible and connective framework for moving throughout the area with:

- Constitution, Commonwealth and Kings Avenues and Parkes Way having the role of principal routes for through traffic and pedestrians connecting other parts of the city to the area
- major connecting streets including Coranderrk Street, Blamey Crescent and Sellheim Avenue having a role of providing the main connections from the City Centre and adjoining neighbourhoods
- minor streets having a local access role with priority for pedestrians and cyclists
- lanes, shareways and arcades having a service, access and pedestrian network role.

Response:

New roads are not proposed as part of this application. London Circuit is identified as a Main Avenue as shown in Figure 78 of the NCP. The development is designed in a way that addresses the street frontages and emphasises the existing road network.

Cycle ways

Provide an attractive and direct network for pedestrians and cyclists catering to recreation and commuter needs, separated spatially and by visual character where appropriate to prevent pedestrian conflicts.

Response:

New cycle ways are not proposed as part of this application.

Streetscape design

Provide a complementary hierarchy of streetscape elements that relates to the road hierarchy giving primacy to the main avenues, emphasising continuity along their length through avenues of appropriately scaled street trees, consistent pedestrian pavement materials, street furniture and lighting.

Response:

Trees are proposed off site along London Circuit as the main avenue to create a continuous streetscape along the eastern bound of the road.

Pavement, light and street furniture will be consistent with the existing streetscape.

Development should generally be constructed to the street boundary to define and enclose streets and create continuous street frontage while allowing variations in individual buildings and uses.

Response:

Building 2 sets back 0.5m to London Circuit whereas Building 3 sets back at least 2.9m to be consistent with the adjoining DFAT building on Block 20 Section 10.

Use a limited palette of high quality pedestrian pavement materials, street furniture and lighting. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.

Response:

As detailed in the Landscape Plans prepared by Oculus, the selected material palette is simple and robust which is integrated with the architectural design. Stone paving, off-form concrete walls and timber seating elements are proposed to create a mutual yet interesting material palette that emphasises the geometry and formality of the roads.

Ensure streetscapes are well lit for pedestrians and optimise security and safety for night time use. Footpath areas should be wide enough to cater for pedestrians and specific land use requirements and allow for seating areas, outdoor cafés, planting and urban art.

Response:

External lighting is proposed within the public domain to improve safety on site and in its surroundings. Designated footpath areas are not proposed, however the landscape shared zone is proposed with outdoor seating areas, planting and worker's corner. Paved outdoor areas are also available for commercial use on the ground floor area.

Wider pavements for outdoor cafés and public amenities are to be located on the sunny southern side of the avenue.

Response:

Paved outdoor spaces are proposed on the sunny southern side of London Circuit.

Active frontages

Individual buildings will contribute to the definition of blocks and streets, with the greatest levels of public activity, shops and building entrances on main avenues, streets and public spaces.

Response:

The proposed buildings provide active frontages by proposing commercial use that is publicly accessible from London Circuit, and building entries are situated within the shared zone.

Blank façades to public spaces and streets are to be avoided.

Response:

No blank façade to public spaces is proposed as part of this application.

Active streets should be a priority along Constitution Avenue and other streets throughout the area, with new development generally incorporating active ground level frontages to enliven public streets and spaces and provide passive surveillance.

Response:

Not applicable. The subject site is not immediately adjoining or adjacent to Constitution Avenue.

Ground level frontages will present an attractive pedestrian-oriented frontage providing active uses for a minimum of 30 percent of the street frontage. Key active frontages are to have a minimum of 75 percent active uses. Residential uses, except for home offices, should be avoided at street level at those locations identified as having an active frontage in Figure 82.

Figure 82: Constitution Avenue and Anzac Parade – Indicative active frontage



Response:

London Circuit is identified as active frontage in Figure 82 of the NCP. With commercial use proposed on the ground floor level and landscaped shared zone fronting London Circuit, the proposed ground floor level present a pedestrian-oriented frontage. Only 10 residential units are proposed along this frontage with planting proposed to minimise its dominance of street frontage and provide offset from the public realm.

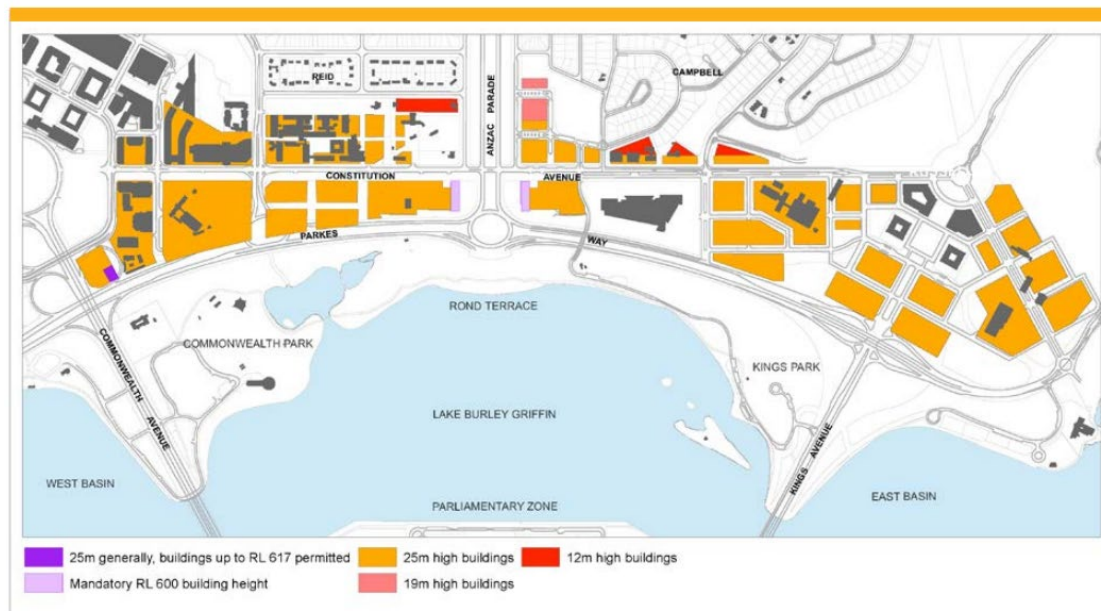
Blank walls are discouraged. Pedestrian entries should be clearly visible from the public domain.

Response:

Blank walls are not proposed on the street level. Pedestrian access is clearly identified by the landscape design.

Building height and form

Figure 83: Constitution Avenue and Anzac Parade – Indicative building height and form



Provide climate protection to areas where retailing and service based developments form the predominant ground level use at the street.

Response:

A commercial tenant is proposed on the ground floor of building 2 with recessed façade elements acting as weather protection on the street level.

Buildings above 25 metres in height are to be the subject of wind testing, including down draught conditions and turbulence, to ensure the development does not have adverse impacts on building entrances and the public domain.

Response:

Buildings have a maximum building height of 25m measured from kerb levels of adjacent streets. The buildings vary in RL as a Result with Building 1 at RL585.2m, Building 2 at RL590.85m and Building 3 at RL588.7m.

A Wind Impact Design Review prepared by Vipac Engineers & Scientists Ltd is included in this submission, confirming the publicly accessible areas, main building entrances and the alfresco dining areas at the café are expected to be within the recommended comfort criterion. In terms of roof terraces proposed on Building 1, the letter also confirmed that this area is expected to meet the more stringent standing comfort criterion which is suitable for outdoor recreation.

Buildings heights will generally be medium rise up to 25 metres above adjacent kerb levels to retain the landscape backdrop of the inner hills of Central Canberra.

Response:

Buildings have a maximum building height of 25m measured from kerb levels of adjacent streets. Please refer to the elevations included in this submission.

Buildings to a maximum height of RL600 are permitted in the locations identified in Figure 83. Buildings to RL600 are contingent on meeting applicable heritage requirements. To ensure that a balanced building massing and portal effect is maintained at the southern end of Anzac Parade, buildings on the second site to be developed must be equal in height to those of the first site to be

redeveloped. This is applicable only to buildings in the area subject to the maximum RL600 height limit.

Response:

Not applicable. The subject site is not in the locations identified in Figure 83 permitting a maximum height of RL600.

Buildings in the area subject to the maximum RL600 height limit.

Response:

The proposed buildings are below the maximum RL600 height limit with Building 1 at RL585.2m, Building 2 at RL590.85m and Building 3 at RL588.7m.

A landmark building to RL 617 adjacent to Commonwealth Avenue will be subject to consultation.

Response:

Not applicable. The proposed buildings are below the maximum RL600 height limit.

Minor building elements that extend building heights above 25 metres will be considered where this enhances the architectural quality of the building, and fosters energy efficiency, indoor amenity and appropriate urban scale.

Response:

Buildings have a maximum building height of 25m measured from kerb levels of adjacent streets. Consistent with the Precinct Code for this site.

Building height should transition down in scale to a maximum of 3 storeys (generally 12 metres above natural ground level) to be sympathetic to scale of adjoining suburbs of Reid and Campbell.

Response:

Not applicable. A maximum height of 25m is permitted on site.

Development should generally be constructed to the street boundary to define and enclose streets and create continuous street frontage while allowing variations in individual buildings and uses. Development on the northern side of Constitution Avenue will be set back a minimum of 6.5 metres from the block boundary

Response:

Building 2 has a minimum 0.54m setback to Parkes Way and 0.5m to London Circuit, Building 3 has a minimum 2.9m setback to London Circuit.

Both buildings have various setback distances to the street boundary which creates a fit-for-purpose design allowing building articulation whilst maintaining street alignments.

Where buildings are required to be set back to achieve security stand-off distances, continuity of the building line should be reflected in the design of passive security measures (for example, building plinth walls on the street boundary).

Response:

Not applicable. Security stand-off distances are not required for this development.

Where fronting residential streets in Campbell and Reid, building setbacks should generally complement existing building setbacks.

Response:

Not applicable. Block 16 does not front residential streets in Campbell and Reid.

Building forms, materials and finishes should be responsive to microclimate issues including solar access and wind. Use of sunscreen devices as articulation elements should be employed to achieve climate responsive façades.

Response:

The proposed building responds positively to microclimate issues due to the positioning of the buildings and the materials being wind-resistant as well as having high heat capacity and low heat conductivity.

Powdercoated metal façade fins are proposed on Building 2 acting as screening devices to block unwanted western sunlight in the summer months while still allowing solar access in winter.

The unit layout and orientation allow solar access, daylighting and passive cooling which ultimately provides energy-efficient buildings surround by landscaped areas that will reduce the urban heat island effect.

Buildings should generally be modulated to clearly express the grid of the building. Tactility, silhouette and human scale in relation to built form should be achieved with the design of buildings.

Response:

The buildings are sited to align with London Circuit and respond to Parkes Way and the future removal of the cloverleaf.

The proposed buildings have a similar façade design to one another, with subtle differences being used to express the individuality of each building.

Recessed elements and hard edges are proposed throughout the building design that creates a symbolic rhythm which is consistent with adjacent buildings.

New buildings are encouraged to be delivered through design competitions in order to encourage innovation and design excellence.

Response:

The buildings are designed by Fender Katsalidis Architects which produced many landmark buildings in Melbourne and other Australian cities.

The underlying orientation and alignment of the building is related to the geometry of the adjoining street network, the resultant formation of the site, the influence of adjoining buildings and potential future built form, the slope across the site, and solar orientation.

Detailed built form responses relate to the creation of an appropriate scale to London Circuit, and the interrelationship of that with the adjoining residential uses. A built form response to the possibilities of public connection and communal gathering spaces as central to the design.

The ambition of 70 Allara Street is to integrate the development within City Centre, creating a unified and accessible ground plane that responded to the civic nature of London Circuit and the residential nature of Allara Street. The selected material palette is simple and robust, allowing the planting and architecture to become the focus on the space.

Building design, layout and construction should take account of the impacts of noise on surrounding uses.

Response:

The proposed development does not contain any noisy uses.

The excavation works will be undertaken by progressively installing CFA/bored pile which is a quiet exercise with low vibration.

Noise during construction will be conducted within the time periods detailed in Schedule 2 of the Environment Protection Regulation 2005, as below:

Time	Noise Standard (dB(A))
Monday-Thursday 7 am–10 pm	60
Friday and Saturday 7 am–12 am	
Sunday and public holiday 8 am –10 pm	
Any other time not mentioned above	50

Building height is to be measured from and between the finish footpath level at each corner of a development block.

Response:

The heights of each building are measured from adjacent kerb levels up to a height of 25m consistent with the NCP.

Minimum floor-to-ceiling heights within buildings are to be as follows:

Location	Min. floor height
Ground Floor facing Constitution Avenue and roads where 'Indicative Active Frontages' are located	6.5 metres floor to ceiling (mezzanine level permitted over 30% of ground floor)
Ground Floor (Residential)	3.3 metres floor-to-ceiling
Ground Floor (other uses, including commercial/office use)	3.6 metres floor-to-ceiling
Residential (general)	<p>2.7metres floor-to-ceiling minimum for all habitable rooms, 2.4 metres is the preferred minimum for all non-habitable rooms however 2.25 metres is permitted.</p> <p>For two-storey units, 2.4 metres minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights.</p> <p>For two-storey units with a two-storey void space, 2.4 metre minimum ceiling heights. Attic spaces are permitted, with a</p>

1.5 metre minimum wall height at edge of room with a 30 degree minimum ceiling slope.

Response:

Response:

The front boundary adjoining London Circuit is identified as active frontage in Figure 82 of the NCP, ground floor facing this frontage requires a minimum 6.5 metres floor to ceiling height. However, Building 2 provides 2.75m and Building 3 provides 3.35m floor to ceiling height on the ground floor fronting London Circuit.

The façade treatments to Building 2 fronting London Circuit was proposed with the intention to visually appear as having high floor to ceiling height by using the same building materials with vertical elements on the first two levels.

Residential units on the ground floor level of Building 3 has a 3.35m floor-to-ceiling height which is in excess of the 3.3m required by the NCP.

Levels above the ground floor which is being used as residential generally has a 2.75m floor-to-ceiling height which is in exceed of 2.7m required by the NCP.

Water sensitive urban design

Implement water sensitive urban design strategies, including bio-filtration systems integrated with street and landscape design, to protect lake water quality.

Response:

A water sensitive urban design strategy has been included in this submission to demonstrate water quality protection measures.

To protect the water quality of Lake Burley Griffin, a catchment management approach should be implemented to detain and filter stormwater in the upper catchment or at the source.

Response:

Stormwater will be retained and detained on site.

Parking

Provide on-street car parking and conveniently-located bicycle parking to support retail uses, pedestrian amenity and after-hours activity.

Response:

Vehicle and bicycle parking spaces are provided for ground floor commercial uses on site.

Large off-street permanent surface car parks are to be avoided; car parking is to be accommodated in basements or in above-ground structures concealed from public areas by habitable building façades.

Response:

Only basement and mezzanine level parking is proposed as part of this development and it is concealed from public areas.

All parking for the development is accommodated on site, with limited use of surrounding parking areas for some visitors accounted for through the parking study undertaken by Cardno.

Development of existing surface car parks will need to demonstrate that an adequate public car parking provision (on-street or in appropriately designed structures) will meet the needs of Constitution Avenue.

Response:

Not applicable. The existing surface car parks on site is not for public use.

Car parking for new development should accord with the following rates:

Land Use(s)	Car Parking Rate	Locational Requirements
Residential	One space per dwelling and one visitor space per four dwellings or part thereof.	Long-stay resident parking: on-site Short stay/visitor parking: on-site or off-site immediately adjacent to the site.
Office	One space per 100 square metres of gross floor area.	On-site or off-site immediately adjacent to the site.
Administrative use; Bank; Child Care Centre; Consulting Rooms; Cooperative Society; Health Centre; Personal Services Establishment	Two spaces per 100 square metres of gross floor area.	On-site or off-site immediately adjacent to the site, with the exception of Child Care Centre where parking must be provided on-site.
Bar, Café, Restaurant, Retail	Two and a half spaces per 100 square metres of gross floor area	On-site or off-site immediately adjacent to the site.
Hotel, Motel	One space per employee, plus one space per guest room or unit for establishments up to 36 units; or 25 spaces plus 0.3 spaces per guest room for establishments of more than 36 units.	On-site.

Response:

89 visitor parking and 356 resident parking are required for 356 residential dwellings proposed, and 8 spaces are required for 297m² of commercial use to be used as bar, café or restaurant.

As such, a total of 453 parking spaces are required for the development. Please note only long stay resident parking is required on site. The vast majority of visitor parking and commercial parking can be accommodated on-site or off-site immediately adjacent to the site. Therefore, 409 parking spaces are provided on site with 174 paid parking spaces available directly adjacent the development within Allara Street for visitors.

The proposal is within a central city location, it is well serviced by public transport and with multiple well-established options for active travel. With the development of public transport and the ACT's emission reduction targets, it is expected that the majority of residents will work in or close to the city and will therefore generate a lower demand for private vehicle use during the working week, especially when the Light Rail Stage 2 is completed.

Therefore, the parking provided on site is considered adequate as it introduces a city living style while providing the opportunity for the occupants to purchase or forego a car space if desired.

Land uses for which car parking rates are not prescribed above will be subject to individual assessment.

Response:

Not applicable. The proposed uses are prescribed above.

Proponents must demonstrate the access and parking capacity of the proposed development, and its impacts on the transport network and surrounding area.

Response:

The traffic and parking analysis provided within the Transport Impact Assessment indicates that the proposed development does not pose a significant impact to the local traffic and parking network.

Across all intersection, the key performance metrics including the level of service remains below capacity, and within the requirements set out within the TCCS Guidelines for Transport Impact Assessment.

Please refer to the Traffic Impact Assessment prepared by Cardno.

A higher on-site and/or off-site parking provision for any use may be required by the National Capital Authority after taking into account the relationship between on-site parking, off-site parking opportunities, the capacity of public transport in the area at the time of development, and anticipated future levels of public transport.

Response:

A Traffic Impact Assessment has been included in this submission demonstrating the parking required by the proposed development could be sufficiently accommodated on site and off site. Please note the report has been prepared to AustRoads Standards and is based on pre-pandemic traffic levels. The report has not considered the expected downward pressure on traffic generation from the future light rail extension.

It should be recognised that the proposal is within a central city location, well serviced by public transport and with multiple well-established options for active travel. It is expected that the majority of residents will work in or close to the city and will therefore generate a lower demand for private vehicle use during the working week.

Additional parking will be provided for bicycles, motorcycles and vehicles owned and operated under car-sharing schemes.

Response:

An End-of-trip facility is provided on the lower ground level of Building 3 with 90 bicycle parking spaces.

Integrated urban art and signage

Public art and art spaces in new development should be encouraged.

Response:

The central plaza provides an opportunity for introduction of public art.

Public art should be included as an integral component of development proposals and the public domain. There must be a high level of integration between advertising and signage, which contributes to the character of the place.

Response:

Public art is integrated as part of landscape design, especially where fronting the public domain. Advertising and/or signage are not proposed as part of this application. The integration and character of the place will be considered should it be proposed.

Opportunities for animated signs to create focal points when viewed from across public spaces may be considered where this does not impact adversely on the overall character of the place.

Response:

Not applicable. Advertising and/or signage are not proposed as part of this application.

Location specific**Section 5 Campbell****Response:**

Not applicable. Block 16 is not situated within Section 5 of Campbell.

Anzac Park East and West**Response:**

Not applicable. Block 16 is not situated within Anzac Park.

8.0 Conclusion

This report is submitted as part of a WA for a **Mixed Use Development** on Block 16 Section 10 City, 70 Allara Street.

The Planning Report describes the proposal, outlines the planning context, and addresses all issues in the relevant precinct of NCP. It is considered that the proposed mixed use development will further activate the city centre and respond to Griffin's plan.

It is recommended that the NCA **approve** this Works Approval application.

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March 2022

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