



Australian Government
National Capital Authority

Consultation Report

Works Approval No.s 101113 and 101127

Blocks 8,9,10 and 11 Canberra City

Demolition of Existing Carpark and Construction of a
Mixed Use Residential Development

December 2019

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Introduction

Under the *Australian Capital Territory (Planning and Land Management) Act 1988*, the National Capital Authority (NCA) prepares and administers the National Capital Plan (NCP) to ensure Canberra and the Territory are planned and developed in accordance with their national significance.

The Plan sets out the broad planning framework for the Australian Capital Territory (ACT). Areas designated as having special characteristics of the National Capital are subject to detailed planning policies and guidelines.

Any buildings or structures, demolition, landscaping or excavation works in Designated Areas require the approval of the NCA. The NCA considers such proposals in the context of the relevant provisions of the Plan.

BACKGROUND

On 14 September 2018 the NCA received a works approval application for demolition of the existing carpark and the construction of a mixed use residential development and associated landscaping on Section 100 City – Stage 1 works. A separate application was received for the off-site works (Edinburgh Avenue extension) associated with the proposal on 24 September 2018.

Public Consultation requirements

1.1 National Capital Plan (NCP)

Under the NCP, requirements for public consultation apply to:

- Major developments proposed for Section 9 Barton;
- A landmark building to RL617 adjacent to Commonwealth Avenue (within the Constitution Avenue and Anzac Parade Precinct);
- Detailed plans for development at Academy Close, Campbell;
- High-impact telecommunications facilities;
- All residential proposals within the Deakin/Forrest Residential Area Precinct; and
- All residential and commercial development proposed for Section 5 Campbell.

Public consultation was not mandatory under the National Capital Plan.

1.2 Commitment to Community Engagement

The NCA's 'Commitment to Community Engagement' details how the NCA conducts consultation. The purpose is to achieve a greater level of consistency and transparency in the NCA's decision making process.

The 'Commitment to Community Engagement' describes the minimum requirements for consultation, and the process by which Works Approval (WA) applications that are released for public consultation will be assessed.

Part 2.7 *Works Applications and Attachment C Protocol for Development Applications for Works Which Require Consultation* of the NCA's 'Commitment to Community Engagement' describes the consultation process for WA applications. The NCA undertakes an assessment of whether a proposal

is consistent with the National Capital Plan and level of public consultation required. An assessment is made in relation to adverse impacts on:

- public space and community amenity;
- environment, heritage or landscape values;
- amenity of the locality in terms of materials, finishes, scale, massing, design and quality; and
- consistency with an existing Heritage Management Plan.

When an application for works is lodged and public consultation is required, consultation with the community and stakeholders will be undertaken by the applicant, the NCA or both. Where consultation is undertaken by the applicant, the NCA may choose to stipulate specific requirements that the applicant is required to implement.

The NCA may set aside the requirement to undertake full public consultation where:

- previous consultation has been undertaken on the proposal;
- minor amendments to previously approved works are required;
- the NCA determines no stakeholders will be affected; and
- proposals are given exemption, as outlined in Part 2.3 of the 'Commitment to Community Engagement'.

Public consultation was undertaken on the application due to:

- the prominent location of the site (located on an apex of the National Triangle and proximity to City Hill)
- potential impacts to public space and community amenity; and
- significant community interest demonstrated in previous development within the City Hill Precinct.

Summary of Public Consultation

2.1 The public consultation process

Public consultation was undertaken on the WA application by the NCA between 29 September and 22 October 2018. Consultation is in the form of:

- On Saturday 29 September 2018, the NCA published a public notice in The Canberra Times detailing the proposed works and inviting submissions to be made to the NCA in relation to the proposal ([Attachment A](#)).
- Between 29 September and 22 October 2018, the NCA published the proposal and plans on the NCA's website.
- Between 2 and 22 October 2018, three A1 size signs was installed around the site.
- On 2 October 2018 the NCA mailed and emailed hard copy notices to adjoining and near-by land holders advising of the consultation process and inviting comments.
- On 3 October 2018 a post was made on the NCA's Facebook page, inviting community feedback on the proposal.

The proponent advised the NCA that they undertook community consultation between 3 and 17 July 2018 in the following manner:

- On Tuesday 3 July 2018, 500 flyers (DL 6 panel) were distributed to residences, offices and retail businesses in the immediate proximity of Section 100

- On Thursday 5 July 2018, two A0 size notice signs were installed at the entrance to the Section 100 carpark and on the Vernon Circle verge;
- On Thursday 5 July 2018, a personal invitation was sent to all members of the ACT Legislative Assembly, ACT Federal Members and Senators as well as stakeholder agencies both Federal and ACT (all senior position holders were individually invited), the CFMEU, ACT Police and the ACT Law Courts;
- On Friday 6 July 2018, Saturday 7 July 2018 and Monday 9 July 2018, a public notice was published in *The Canberra Times* inviting the public to attend a Community Consultation meeting.
- On Tuesday 11 July 2018, a community and stakeholder consultation session was held between 3pm and 6pm. 12 x A0 and 1 x A1 plans, elevations and architectural renders were on display, with these same images also projected as slides onto a large screen. Nine Morris Property Group representatives (staff, architects and engineers) were available throughout the 3 hours to listen, discuss and answer any questions raised. 49 parties registered their attendance, with a number of people choosing not to register. Anecdotal feedback was extremely positive from attendees with no objections voiced on the day. Information made available at the Community Consultation session was placed on the Morris Property Group website.

2.2 Key issues raised and NCA response

The NCA received a total of fifteen submissions on the proposal. A range of comments were received ranging from support for elements of the proposal to objections to whole or parts of the proposal.

Key issues raised in the submissions included:

- Visual impact to adjoining land uses and buildings;
- Architectural quality and sustainability of the development;
- Parking and traffic;
- Open space and landscape areas;
- Alignment of the Edinburgh Avenue extension;
- Permeability through the site; and
- Building height.

Emails of acknowledgment were sent to submitters advising them that their submission would be taken into consideration before a decision is made on the application. Issues raised in the submissions and NCA response to the issue is detailed in Attachment B of this report.

Conclusion

The NCA's consultation process was carried out in accordance with the Plan and the NCA's 'Commitment to Community Engagement'. The NCA has considered issues raised in the submissions as part of the assessment process.

The NCA requested further information from the applicant and requested changes, primarily in relation to design of the public realm, access through the site, quality of materials and finishes, parking and traffic arrangements.

On 29 August 2019 the applicant provided revised plans to the NCA. The NCA assessed the revised plans and considered the proposal was not inconsistent with the provisions of the NCP and concerns of the community were addressed.

On 20 September 2019 the NCA approved Stage 1 of the redevelopment the proposal.

Attachment A – The Canberra Times Public Notice and Site Notice



Australian Government
National Capital Authority

WORKS APPROVAL

Open for Public Consultation

Blocks 8, 9, 10 & 11 Section 100 City (Vernon Circle, Knowles Place & Edinburgh Avenue extension)

The National Capital Authority (NCA) has received a Works Approval application for the demolition of the existing car park and construction of a 7 storey mixed use residential building (stage 1) and associated landscape and offsite works, including the extension of Edinburgh Avenue to Vernon Circle.

The plans and supporting documentation for this WA application can be viewed at the NCA's website.



The NCA welcomes community feedback on this application **by close of business Friday 19 October 2018**. Submissions can be made via email to worksapproval@nca.gov.au or sent to GPO Box 373, Canberra ACT 2601.

Please contact the NCA for further information on (02) 6271 2888.

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Building the National Capital in the hearts of all Australians

HAVE YOUR SAY



Australian Government
National Capital Authority

BLOCKS 8, 9, 10 & 11 SECTION 100 CITY (VERNON CIRCLE, KNOWLES PLACE & EDINBURGH AVENUE EXTENSION)

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Attachment B

The National Capital Authority (NCA) undertakes an open and transparent works approval application process. As part of this process the NCA prepares a Consultation Report for publication on the NCA website. This includes a summary of each submission, along with the name of each person making the submission (unless the person has requested their name be withheld).

Submission	Comment/Issue	NCA Response
1.	Mr Jack Kershaw	
1.1	The National Capital Plan clearly requires development on City Hill sites to be <u>exemplary</u>, and of <u>municipal and cultural importance</u>. This "old school" (public-alienating) development proposal sadly falls short in those regards, despite rather pretentious references to Royal Crescent in the city of Bath in the UK, and a Piano Nobile (main floor, usually the first above ground level) á la a Palladian Villa (where might that be in this development?). The proposal is apparently not much more than an ambit claim for the maximum number of apartments on the site; with as few cars parked underground as possible; with the largely sunless internal service lane called the Knowles Place Extension (replete with harsh car park entries, loading docks, and beetling blind upper car park, pool, and plant-room screen walls), treated as the one and only on site "public domain"; and, virtually no regard for the required municipal and cultural importance of Vernon Circle and the City Hill Park in particular. Most would agree, that is not good enough for this highly significant site.	On 2 November 2018 the proposal was presented to the NCA Board for comment on the proposal. The Board requested the proposal be considered by the National Capital Design Review Panel (NCDRP). Design review is recognised across Australia and internationally as an effective way to raise the design quality of the building environment. The proposal was presented to the NCDRP (the Panel) on 4 December 2018. The panel acknowledged the extensive and well considered architectural quality of the proposal and made comments on the public domain (including Knowles Place car parking and access), landscape interface, sustainability and solar access and building height. Assessment of the application considered comments raised by the Panel. The applicant responded to comments raised, and revised plans were provided to the NCA for consideration and subsequent approval.
1.2	We've already seen the very high handed blocking-off of the National Capital Plan-protected University Avenue radial axial vista to and from City Hill, along with the fine 1960's Supreme Court Building, as part of the new ACT Courts development, delivered by the self-righteous, but now apparently somewhat discredited "Public Private Partnership" method. Now, right next door, in <i>The Barracks</i>, we're looking at an unrelieved (albeit curved) wall of private flats virtually right on the busy Vernon Circle frontage, blatantly coveting the City Hill Park. Certainly, most Canberrans, urban planners, and visitors	The proposal has been considered against the National Capital Plan (NCP) and has been considered by the National Capital Design Review Panel. The subject site addresses Vernon Circle with residential dwellings, as permitted under the NCP. No services or 'back of house' treatments are located to Vernon Circle to maintain a prominent high quality street

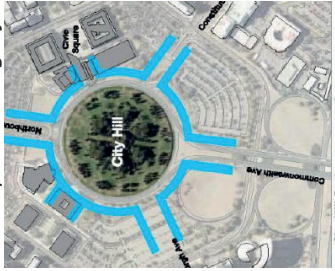
Submission	Comment/Issue	NCA Response
	to the National Capital would find that offensive, intrusive, and highly inappropriate for a site right adjacent to an apex of the National Triangle.	frontage. The proposed development also provides active frontages to Knowles Place, and Edinburgh Avenue.
	The immediate proximity of lifeless, blind, graffiti-attracting, private courtyard walls on the ground-level Vernon Circle frontage will both alienate and offend drivers and passengers, and pedestrians in particular.	The proposed development reinforces the role of Vernon Circle as the ceremonial road leading to Parliament House. The proposed building will enhance the site and setting within the City Hill Precinct by improving the calibre of buildings in the area and diversifying the range of land uses available. The building frontage to Vernon Circle will create a sense of enclosure due to the scale and the various façade elements to complement the curvilinear nature of the roadway, consistent with the NCP and adjacent Law Courts precinct. The proposed development adequately addresses the site's proximity to Vernon Circle and relationship with London Circuit and the buildings, land uses and surrounding open spaces will enhance and improve the City Hill Precinct.
	In essence, <u>private apartments are not appropriate for, and should not be permitted on the Vernon Circle frontage</u> , where, at ground level, there needs to be a sense of openness and people activity. With the installation of the Constitution and Edinburgh Avenue extensions up to Vernon Circle, the associated traffic calming on the latter will see it becoming a more pedestrian-friendly domain, with more use of the City Hill Park. Of course, as with Constitution Avenue, the government should be paying for the Edinburgh Avenue extension.	The construction of Edinburgh Avenue by the proponent was a component of works outlined in the Deed of Agreement with the ACT Government.
	However, in the current design, tension-creating confusion will prevail over the "ownership" of the park - the public or the apartment owners? We've seen this unfortunate syndrome at Kingston Foreshores.	The development provides for a mix of land uses and apartment types which aims to provide a vibrant City Centre which contributes to the diverse and active character of City West.
	It is acknowledged that apartments are apparently the core business of this developer, and that it will apparently always endeavour to maximise the number of them, even at the expense of privacy and reasonable solar access for all apartments (both of which should be mandatory), using the apparent "commercial" zoning of the subject site as a justification for those lower living standards (we're already seeing that syndrome in new "urban renewal" developments on Northbourne Avenue and elsewhere).	The design team reconfigured the interface with Vernon Circle. The ground level courtyard walls were redesigned to provide a greater degree of transparency to the building facade, while still retaining the necessary shielding and privacy from Vernon Circle, which is a significant and highly trafficked road carrying main arterial traffic from the south of Canberra in to the City centre. This was achieved through a mixture of solid and slatted fence elements. The slats are angled so that they provide protection from vehicle lights while allowing filtered views into and out of the residential courtyards towards the north and back towards Canberra City.
	However, in this scheme, the Vernon Circle frontage and the internal ground level arrangements there, really do need a major overhaul, with public access being the prime consideration.	
1.3	<u>Hotel use</u> , which this developer is apparently familiar with, could be appropriate for the Vernon Circle and Edinburgh Avenue Extension sides of the building. This would fit well with the new Convention and Exhibition Centre proposed nearby on a similar site on the other side of City Hill.	The proposed works are located within Urban Areas as shown in <i>Figure 2: General Policy Plan – Metropolitan Canberra</i> , of the NCP and City Hill Precinct of the Central National Area.

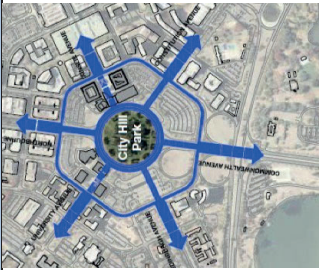
Submission	Comment/Issue	NCA Response
		The land use policy for the site is Land Use A. Permitted land uses for Land Use A include: • Administrative Use • Car Park • Café, Bar Restaurant • Casino • Community Protection Facility • Cultural Facility • Diplomatic Mission • Education Establishment • Hotel • Health Centre • Motel • Indoor Recreation Facility • Office • Park • Personal Service Establishment • Place of Assembly • Public Utility • Residential • Retail • Scientific Research Establishment • Social/Community facility • Tourist facility. The land uses proposed for Stage 1 site development include Residential, Retail and Car Park. Appendix A 'Definitions' of the National Capital Plan provides the following definitions: The 'residential' as: <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>

Submission	Comment/Issue	NCA Response
		The term 'retail' as: <i>"The selling of goods and providing personal services in any quantity and by any means other than by wholesale and includes retail shops, restaurants, drink establishments, drive-in facilities, bulky retailing, bulk landscape supplies, vehicle sales, service stations, retail plant nurseries and produce markets."</i>
		The term 'car park' as: <i>"A structure or an area other than part of a road which is allocated for the parking of motor vehicles"</i>
		The proposed works are not inconsistent with the prescribed land use policy for the site.
1.4	The development surely needs more permeability for the public, inwards from Vernon Circle and down into the Knowles Place Extension, and vice versa; especially with the unfortunate neighbouring Courts development offering cryptic (if any) free through access for the public, who apparently will have to go all the way to London Circuit for that. To that end, a large, double-height, substantial Vernon-Circle-fronting, skylit, maybe split-level <u>public undercroft</u> should be required, extending from Vernon Circle to Knowles Place Extension. It could be colonnaded along Vernon Circle, or, in a more modern expression, open-fronted with the floors above cantilevered out to the building line. The frontage could contain extensive landscaping, and the vehicle lay-by, porte-cochère, and foyer areas of a hotel, the rooms of which face Vernon Circle, with others elsewhere if required. The hotel rooms would not necessarily require balconies, thus reasonably increasing the useable enclosed floor space of the current building envelope. Apartments, and the occasional commercial use, could populate the remainder of the development. The suggested extensive undercroft could be studded with commercial concessions, cafes, public information kiosks, seating, and landscape and water features. The sky lighting would come from the hotel/apartments courtyard above, now raised one	The applicant reviewed the opportunity to provide greater pedestrian permeability through the site, however, believed that this would create an unacceptable breach to the building security and detract from the communal open space of future residents. A public safety risk could also be created should a pedestrian path flow through the site to an area on Vernon Circle away from the signalised intersection at the Edinburgh Avenue extension. The approach of encouraging pedestrians to access City Hill Park via the Edinburgh Avenue extension is a better outcome from a safety perspective. In addition to this, the pedestrian connection at the north end of the site between One City Hill and the Law Courts, when considered in addition to the width provided on the Law Courts site, provides a width of approximately 5m, provides an opportunity for pedestrian access in a safe surveillance space. The applicant reconfigured the Knowles Place extension frontage to consist of a greater amount of retail spaces that will provide increased public amenity and activation at ground level. The team notes that given the large number of car parking spaces required in the project including the Planning and Land Authority Deeds requirement to provide a public car parking station

Submission	Comment/Issue	NCA Response
	level, as well as from the bent-U-shaped building's open (proposed swimming pool) end. Then we might see some of the vibrancy typifying nearby <u>New Acton</u> .	comprising 750 spaces, it is necessary for a portion of the Knowles Place extension frontage to be allocated to car parking access.
		The subdivision pattern of Section 100 has been designed to minimise amalgamation of land and achieve a mix of development scales including fine urban grain, not inconsistent with the provisions of the NCP. To mitigate the considerable size of the block/section Knowles Place will be extended through the site (shared pedestrian and vehicular laneway) which greatly improves development scales, connectivity and site permeability.
1.5	<u>All car parking on this highly significant site clearly needs to be completely underground in all areas, for aesthetic reasons, to maximise the potential and use of all above-ground accommodation and spaces, and to avoid the blight that goes with car-park (and plant-room) above-ground external walls. Economies of scale in excavation could help accommodate the cost of a bit more digging.</u> The hotel section would result in a reduction in the overall number of car spaces to be provided, because of the planning-acknowledged reduced demand for them in a hotel in this location. Any openly ascertainable liquidated commercial losses that the developer may claim to suffer from the above amenity-creating measures could be offset by say, allowing a Mansard-type (not necessarily with the typical Parisian profile) roof accommodation arrangement for additional hotel rooms and apartments.	Part 4.6.5 of the National Capital Plan (NCP) states <i>Replacement of existing surface car parks and public car parking should be provided for as identified in the ACT Government Parking Strategy. 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 City Hill Precinct.</i> <i>Car parking for new development is to be accommodated in basements or in above ground structures that do not dominate the public domain.</i> The development provides a compliant number of parking over 5 levels of underground, ground level and podium parking (sleeved by retail tenancies and residential apartments). Podium car parking is screened and does not dominate the public domain. Details of the perforated aluminium screening to the podium parking is subject to further consideration and approval from the NCA. Car parking requirements have been set out in the Deed, administered by the ACT Government (750 space requirement). Podium residential car parking is accessed via a ramp off Knowles Place Extension. Commercial spaces are provided on Basement 1 and Basement 2, accessed via a ramp on Knowles Place Extension. These are serviced by two dedicated carpark elevators and an open stair. Residential spaces are provided at Basement 3, accessed via a ramp off Knowles Place. Loading will occur at ground level with access from Knowles Place Extension. A dedicated

Submission	Comment/Issue	NCA Response
		loading bay is provided with access to the residential garbage room and the residential lifts.
2.	Mr Brett Odgers (Walter Burley Griffin Society)	
2.1	Public consultation From 2006 through to 2013 the Walter Burley Griffin Society attended information sessions by and made submissions to the NCA about the planning and development of City Hill and from 2008 in particular Section 100 (Section 63). The Society is a registered stakeholder with the NCA on issues arising in the Central National Area and plainly in the case of Section 100. The Works Approval advertisement in The Canberra Times 29 September 2018 came as a shock. Reading the Consultation Report in the Morris Property Group/Spire application package, it is understandable that we should have missed the lessee's consultation process for two weeks in July this year. No-one else claimed to have learned about it from their Canberra Times advertisement. To receive notice you needed otherwise to be resident or lessee of the London Circuit precinct, or travel past the block. <i>Why does the NCA's Consultation Protocol not allow the Griffin Society, other community-based organisations, professional bodies and other Australians interested in the national capital, see and comment on how the development of City Hill – a precinct of the greatest symbolic, civic and community significance - is proposed to look?</i> There is no apparent guidance in this case from the NCA on inclusion of wider community participation by interested individuals and organisations. From 2006 onwards there have been regular and community-wide, spectacularly advertised and productive iterations in the planning of City Hill, of which Section 100 is a major component. This precinct has become of even greater significance with the City-to-the-Lake project and advent of the Metro tram. Lacking such wider and genuine public scrutiny, questions and discussion, the proponent has selected a self-interested, narrow frame of reference, thus	The NCA undertook public consultation in accordance with the NCA's Commitment to Community Engagement. Public consultation was undertaken on the application between 29 September and 22 October 2018. Consultation is in the form of: - On Saturday 29 September 2018, the NCA published a public notice in The Canberra Times detailing the proposed works and inviting submissions to be made to the NCA in relation to the proposal (Attachment A). - Between 29 September and 22 October 2018, the NCA published the proposal and plans on the NCA's website. - Between 2 and 22 October 2018, three A1 size signs was installed around the site. - On 2 October 2018 the NCA mailed and emailed hard copy notices to adjoining and near-by land holders advising of the consultation process and inviting comments. - On 3 October 2018 a post was made on the NCA's Facebook page, inviting community feedback on the proposal. Consultation is targeted to all members of the public and community groups, and social media posts aim to broaden the audience inviting comments. All members of the public and various entities are welcome to make written submissions. Relevant ACT Government entities (TCCS, CRA, EPSDD) have been consulted throughout the process and the proposed works are consistent with the Deed for the site. Refer to comment at 1.1. In accordance with the Planning and Land Management Act 1988 and based on the NCA's assessment of the application it has been determined that the application is not inconsistent with the relevant provisions of the National Capital Plan.

Submission	Comment/Issue	NCA Response
perpetuating past failures, neglecting the public domain and foregoing potential design improvements.		
2.2 Design Guidelines <i>The proponent's documentation does not reveal whether the ACT Government Architect or ACT Planning Authority has influenced or assessed the proposed works. There also appear to be no references to compliance with any NCA 'Development Guidelines' or relevant 'Urban Design Guidelines.'</i> The nominal three weeks for feedback accorded this public assessment is patently inadequate given the significance of the development proposal, the absence of a Master Plan for City Hill and the paucity and absence of basic information in the supporting documentation.		Refer to 1.1, 1.3 and 2.1. In addition to the NCA's public consultation between 29 September and 22 October 2018, the proponent undertook their own community consultation process prior to lodgement of a works approval application, between 3 and 17 July 2018. Refer to Part 2.1 of the consultation report for further information.
2.3 National Capital and Municipal civic context City Hill is a node of the great National Triangle, surviving from Griffin's plan for the national capital as unique landscape architecture and a symbolic diagram of Australia's constitution. Proposed developments on the slopes of City Hill should respect and relate to this design purpose and to the civic and municipal land uses envisaged for this corner of the Triangle. It should be remembered that the Russell corner and Constitution Avenue are already compromised, as are other radial avenues from City Hill, namely Ainslie Avenue, University Avenue, Commonwealth Avenue and Edinburgh Avenue. This proposed major development also has ramifications for the rest of City Hill, especially the Park, the junction of Northbourne Avenue and Vernon Circle, the new Federation Square (so-called?) and the south-east sector.	 City Hill Park as a central open space	The proposal is not inconsistent with the relevant planning provisions of the National Capital Plan (NCP). Part 4.5.6 sets out the detailed conditions of planning, design and development for the City Hill Precinct. The NCP states: <i>City Hill Park should be retained and enhanced as an enclosed central park serving a functional role within an urban built form.</i> <i>New road connections to Vernon Circle from Constitution and Edinburgh Avenues should facilitate access for local traffic and pedestrians. View corridors must be retained from radiating avenues to City Hill Park. No buildings should bridge these avenues.</i>

Submission	Comment/Issue	NCA Response
		 The proposed development maintains and reinforces City Hill Park as the primary public space for the Precinct. The building has been designed, sited and scaled to reinforce this aim with the development considerably increasing people within the precinct.
2.4	Scope, height and density of the proposed works It is regrettable that the proponents should confine themselves to their lease boundary with no off-site context, impacts or considerations. This approach is socially irresponsible and not in their own best interests. The lack of building setbacks on Vernon Circle and London Circuit compound the major problem with the original Griffin Legacy National Capital Plan Amendment 59, rightly criticised and probably unconstitutional, of placing (back in 2006) an inordinate and proliferating block-by-block morass of buildings, which we now see enclosing, submerging and isolating City Hill, lining Vernon Circle and London Circuit with long walls of tall, dense structures. The Supreme Court extensions have already wrought significant degrading of City Hill in line with the Griffin Legacy Amendment 59: 'City Hill Park is the primary public space for the precinct. Any buildings must be ancillary to this purpose.' This Works Approval design is thus incongruous and not at all integrated with City Hill Park, a place of rare and high value recreational amenity and natural and heritage landscape and symbolic significance.	Refer 2.3 above. The proposal meets the objectives of the City Hill Precinct outlined in Part 4.6.3 of the NCP. The proposal was presented to the National Capital Design Review Panel (NCDRP) and the NCA Board for critique and comment. Comments were noted and addressed by the applicant, where applicable. The proposed development will frame the vistas to City Hill Park when viewed from adjacent main avenues. The NCP allows for building heights of up to 25 metres (generally six to eight storeys) above adjacent kerb levels of London Circuit, Vernon Circle and Northbourne, Edinburgh, Constitution and Commonwealth Avenues in all areas of City Hill Precinct. The building fronting Vernon Circle is 8 storeys in height with the ground level storey (residences) appearing larger with mezzanine. The building is set back 4.35m from the Vernon Circle block boundary which creates a sense of enclosure around City Hill Park, consistent with the primary building alignment/indicative development outlined in Figure 40 of the NCP.

Submission	Comment/Issue	NCA Response
	Open spaces, public domain and pedestrian access from Civic across the parkland through New Acton to the West Basin are also absent from the plans. There is already a shortage of open space in Civic altogether. The large presence of a gated residential community, together with a lack of public domain, will detract from the civic, pedestrian and tourist functions of Civic.	The NCP states <i>City Hill Park is the primary public space for the Precinct. Any buildings located on City Hill Park must be ancillary to this purpose and be designed, sited and of a scale that complements the landscape character.</i>
	The Works design – with its claimed ‘appropriate monumentality’ - threatens thus to degrade City Hill and Civic. The slopes and elevation and generous landscape of City Hill Park and the grand Constitution Avenue and University Avenue and Knowles Place are elegant and iconic. The Melbourne and Sydney buildings and proposed improvement of the southern terminus of Northbourne Avenue are parts of the City Hill master design context. New Acton has raised standards.	<i>New public spaces created within the Precinct must complement and not diminish the pre-eminence of City Hill Park.</i>
	Section 100 should be seen as an opportunity to fulfil Civic’s destiny with exemplary architectural, heritage and social criteria.	The proposed development reinforces the role of Vernon Circle as the ceremonial road leading to Parliament House. The proposed building will enhance the site and setting within the City Hill Precinct by improving the calibre of buildings in the area and diversifying the range of land uses available. The building frontages to Vernon Circle will create a sense of enclosure due to the scale and the various façade elements to complement the curvilinear nature of the roadway. The proposed development adequately addresses the site’s proximity to Vernon Circle and relationship with London Circuit and the buildings, land uses and surrounding open spaces will enhance and improve the City Hill Precinct.
2.5	The Griffin Legacy and Canberra heritage Irresponsibly and unacceptably, the Works Approval Report states : ‘the site is not identified as a local or State heritage [n.b. not even national] place and <u>not identified as adjoining a heritage place.</u>’ The so-called Environment Report is merely the May 2008 geological report prepared for Leighton by Coffey Environment. The application shows no awareness or knowledge of the rich National Capital planning and Canberra historical and cultural heritage of City Hill. Former Chief Minister Jon Stanhope used to refer to City Hill as the “crown” in the layout of Civic with all its distinctive elements. Walter Burley Griffin’s Plans for the Central National Area and the role of City Hill, are missing in this documentation. Axes and vistas from City Hill terminating at landscape features or plazas are fundamental to Griffin’s design. Equally, the nationally and Territorially-significant vistas <u>into</u> City Hill, node of the inviolable National Triangle, from any vantage point	The subject site is located within a Designated Area within the City Hill Precinct. The size of the site and location within the City Centre (Civic) are critical to Canberra’s Urban structure hierarchy that envisages use of the subject and surrounding sites for specialised retail, commercial, cultural, entertainment and tourist centre land uses. The site’s proximity to City Hill, and location on an apex of the National Triangle are critical in framing the entrance to the Parliamentary Zone. Accordingly, it is imperative that the site is developed consistent with the visions of the City Hill Precinct as the municipal heart of central Canberra, forming Griffin’s symbolic and geographical centre the City. The proposal has been assessed against relevant legislation and planning provisions of the National Capital Plan. The road reserve of Vernon Circle is located within a registered place on the ACT Heritage Register, City Hill.

Submission	Comment/Issue	NCA Response
	is of vital importance to the national capital's symbolic layout. The scale and mass of the Section 100 development will diminish the design and symbolic character of the Central National Area. The plans cannot be compared with the spatial planning and placemaking achieved by Griffin in the original National Capital Plan. The insensitivity of the Morris Property Group to the significance of City Hill is writ large in their choice of nomenclature, namely "The Barracks." The connotations of such a name have nothing to do with the site, on the contrary they distract from and forgo the wealth of heritage and aspirational sources.	It is considered the proposed planting and palette of materials will contribute positively to the overall composition, symbolism and dignity of the National Capital. Similarly, the design and composition is consistent with the NCP Part 2.4.2(e) "<i>public landscaping projects should reinforce and complement the geometric lines of the Main Avenues.</i>" Similarly, the proposal demonstrates compliance with 2.4.2(j) to demonstrate excellence in urban design and landscape architecture. The NCA considers that the proposal will not have an adverse impact on the heritage values and significance of City Hill. Landscape qualities and features that are intrinsic to the place, including planting, be not be affected by the proposed works.
2.6	Traffic and sustainability Transport and parking plans are imbedded in the status quo and make no contribution to the Government's sustainability Greenhouse Strategy. The provision for so much vehicle movement and parking spaces and the reservation of Edinburgh Avenue as an access ramp for the underground carpark only encourages car driving to Civic rather than public transport, walking and cycling. The development of Section 100 is planned to conform with contemporary patterns of retailing, high-end residential, privatised spaces and transport. The design seems little different to the rest of Civic and clashes with the other side of City Hill.	Car parking requirements have been set out in the Deed, administered by the ACT Government (750 space requirement). The development provides a compliant number of parking over 5 levels of underground, ground level and podium parking (sleeved by retail tenancies and residential apartments). Podium car parking is screened (details subject to future works approval application) and does not dominate the public domain. The proposal ensures that the basement car park can operate at a reasonable level of service for both vehicular access and egress. Further discussions between the applicant and TCCS have taken place in regards to vehicular movements.
2.7	This submission to the NCA This submission has been prepared by Brett Odgers in the light of previous submissions from and discussions with Canberra Chapter members and with the support of the Management Committee of the Society. It also raises several questions (<i>in italics above</i>) regarding the NCA's Consultation Protocol and the approval process of the ACT government, to which we would appreciate a response please.	Refer to response at 2.1.
3.	Mr Ryan Hemsley	

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3.1	I would like to offer my general support to stage one of the mixed-use development proposed for Section 100, City. I believe that the overall design and intent of the development is consistent with its prestigious location and will make a positive contribution to the City Hill precinct. As detailed below, I have two small suggestions that I believe would improve the design of the stage one building and ensure its future compliance with the City Hill Precinct objectives outlined in the National Capital Plan.	Noted.
3.2	Active Frontage to Vernon Circle In its current proposed form, the ground floor of the stage one building consists of a series of two-storey courtyard residential units fronting Vernon Circle. While this design choice might make sense in the context of Vernon Circle as a high-speed traffic circle, it threatens to undermine the future potential of City Hill Park as a pedestrian-friendly destination surrounded by social, commercial and municipal activity. The artist's impression of Vernon Circle (Figure 49, National Capital Plan) illustrates the type of ground-floor retail activity that could contribute to a more active public realm in the vicinity of City Hill Park. This is consistent with Objective 3 of the City Hill Precinct Code, which states: <i>That the City Hill Precinct provides a vibrant, interesting and lively centre with high levels of human activity.</i> I therefore recommend that steps be taken now to ensure that the ground floor residential units facing Vernon Circle are suitable for future conversion to commercial use. This could involve a minor reconfiguration of the residential lobby hallway to allow for future CPTED-compliant access from the basement and ground floor commercial parking spaces.	Part 4.6.5 of the National Capital Plan (NCP) states: <i>Street level frontages should, where possible, be active. Primary retail activities should be off London Circuit with secondary food and beverage activities occurring along north-south laneways so as to optimise sunlight access during peak periods.</i> <i>Buildings on the avenues must have predominantly active frontages at ground floor.</i> The subject site addresses Vernon Circle with residential dwellings. No services or 'back of house' treatments are located to Vernon Circle to maintain a prominent high quality street frontage. The proposed development also provides active frontages to Knowles Place, and Edinburgh Avenue. Knowles place extension improves site permeability and connectivity. The proposed development will increase human activity and vibrancy in the City Centre as the surface carpark will be replaced with a mixed use residential development. The proposal incorporates a range of land uses that contribute to a diverse and active character. The range of land uses prescribed provides for diversity in the streetscape and will create visual interest. Knowles Place is intended to have a variety of commercial and retail tenancies to draw pedestrians into and through the development. Other stages of the development will provide additional active frontages, particularly fronting London Circuit) that will provide for a high quality active ground level environment that will bring pedestrian activity to this part of the City Hill Precinct.

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		Residential units present as two storey/mezzanine when viewed externally from Vernon Circle. Ground floor height is 3.9m and could be converted, however land use and future conversion potential this is determined by the proponent.
3.3	Pedestrian Links to Vernon Circle Figure 45 of the National Capital Plan shows the desired pedestrian links between City Hill Park and London Circuit. While indicative only, these links illustrate the type of fine-grain subdivision patterns that will be crucial to the future success of City Hill Park as a functional open space woven within the city's urban fabric. This intent is outlined in the detailed conditions of planning, design and development for the City Hill Precinct, which state that: <i>Subdivision patterns should be designed to minimise amalgamation of land and achieve a mix of development scales including fine urban grain.</i> The current design of the stage one building is somewhat inconsistent with this intent, as it presents a singular "wall" of development around the curve of Vernon Circle. Pedestrian links between London Circuit and City Hill Park are limited to Edinburgh Avenue and a narrow 1.5 to 3 metre-wide alleyway between the proposed building and the new ACT Law Courts. In order to prevent this building from becoming a barrier between London Circuit and City Hill Park, further design options should be explored to improve the permeability of the site between the Knowles Place Extension and Vernon Circle. These options should consider and complement possible future commercial tenancy arrangements on the ground floor facing City Hill Park.	Refer to responses at 1.4 and 3.2.
4.	Name Withheld	
4.1	Whilst the intention is to define the edge of City Hill and provide a strong and bold façade to Vernon Circle is both laudable and clearly expressed in the architecture, the proposal is less friendly to the neighbourhood it finds itself in.	The proposal has been considered against the relevant planning provisions of the National Capital Plan (NCP). The subject site addresses Vernon Circle with residential dwellings. No services or 'back of house' treatments are located to Vernon Circle to maintain a prominent high quality street frontage. The proposed development also provides active frontages to Knowles Place, and Edinburgh Avenue. Knowles place extension improves site permeability and connectivity.

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4.2	Instead of a grand colonnade opening towards the hill, providing a backdrop to promenading a grand public space, the proposal presents a continuous wall of built form that lacks activity and visual delight at street level to support a pleasurable experience as you walk to and from southwest to the city proper. Instead the solid courtyard walls to the ground level apartments close off opportunities for passive surveillance, let alone a friendly exchange between locals.	The applicant reconfigured the interface with Vernon Circle. The courtyard walls have been redesigned to provide a greater degree of transparency to the building facade, while still retaining the necessary shielding and privacy from Vernon Circle, which is a significant and highly trafficked road carrying main arterial traffic from the south of Canberra in to the City centre. This has been achieved through a mixture of solid and slatted fence elements. The slats are angled to provide protection from vehicle lights and onlooking as cars approach the development to the south.
	Equally, the visual bulk of the wall of built form is further emphasised by the continuous horizontal parapet extending the full length of The Piano Nobile levels. A more nuanced approach would alleviate this hard edge, whilst still giving form to living in these grand residences.	The proposal is not inconsistent with the relevant planning provisions of the National Capital Plan (NCP). Part 4.5.6 sets out the detailed conditions of planning, design and development for the City Hill Precinct. The NCP states: <i>City Hill Park should be retained and enhanced as an enclosed central park serving a functional role within an urban built form.</i>
	The long, continuous built form along Vernon Circle has also resulted in an absence of convenient pedestrian links, reducing permeability through the site and forgoing opportunities to tangibly integrate the development with the fabric of city west.	The proposed development maintains and reinforces City Hill Park as the primary public space for the Precinct. The building has been designed, sited and scaled to reinforce this aim with the development considerably increasing people within the precinct.
		Refer to responses at 1.4 and 3.2.
4.3	To the north, the elegant and formally composed Law Courts of the ACT Precinct feels crowded and intruded upon by recent additions. This sense of intrusion is further exacerbated by the blunt and bulky interface provided by the proposed development.	The northern elevation of the building adjacent to the ACT Law Courts demonstrates a predominantly solid elevation with large precast panels and limited glazing, providing a complementary relationship to the ACT Law Courts precinct whilst maintaining privacy and security (a concern raised by the ACT Courts and Tribunal).
4.4	In closing, development on this site is welcome and I am looking forward to the life and vibrancy it brings to this part of the city.	Noted.
5.	Name Withheld	
5.1	Setback of proposed building from Edinburgh Avenue Objection:	The terms of sale of the site were set by the ACT Government and include a range of off-site works. A deed of sale, administered by the Planning

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	The proposed verge on the northern side of the extension of Edinburgh Ave from London Circuit to Vernon Circle is significantly narrower than the verges on the existing Edinburgh Avenue, west of London Circuit. This is unacceptable because: i. the set back of the proposed building is inconsistent with the principles of Walter Burley Griffin's original plans for the City Hill precinct and inconsistent with the NCA's Amendment 56 <i>The Griffin Legacy Principles and Policies</i> ii. the set back of the proposed building will only allow a single row of tree plantings along the northern side of Edinburgh Avenue. This is inconsistent with the double row of trees on the northern side of Edinburgh Avenue, west of London Circuit. iii. the set back of the proposed building encroaches onto Edinburgh Avenue in a manner inconsistent with other structures along the northern side of Edinburgh Avenue, obstructing the 'view corridor' along the key axis from City Hill Width of verge from proposed building to Edinburgh Avenue: I cannot locate plans showing the distance of the proposed building from Edinburgh Avenue in the available information. It is apparent from diagrams that the verge between the proposed building and Edinburgh Avenue is significantly narrower than the north and south verges on Edinburgh Avenue west of London Circuit, as the applicant acknowledges: <i>The existing landscape features of Edinburgh Avenue, west of London Circuit, include a wide verge on the northern and southern sides of the street with paved connecting pathways, grassing, understorey planting and tree planting.</i> <i>The northern verge includes pathway access provided along the back of kerb (adjacent the parking bays), a secondary pathway adjacent consolidated garden bed planting and main pathway along the building line / property boundary.</i> <i>Soft landscape features on the northern verge consists of a double row of Eucalyptus mannifera under planted with Poa species. A row of Platanus species in grass exists to the south of the main pathway. The southern verge includes mature Eucalyptus mannifera species and grassing.</i>	Directorate, ensures the property owner meets these obligations to deliver off site works. The Edinburgh Avenue extension aims to create a new public realm, responding to and consistent with the existing City Hill design and recently completed Constitution Avenue extension. Part 4.5.6 <i>City Hill Precinct</i> of the National Capital Plan (NCP) states: <i>Landscape and streetscape treatments are to be of a high quality emphasising the geometry and formality of the Main Avenues.</i> <i>New road connections to Vernon Circle from Constitution and Edinburgh Avenues should facilitate access for local traffic and pedestrians. View corridors must be retained from radiating avenues to City Hill Park. No buildings should bridge these avenues.</i> <i>A limited palette of high-quality pedestrian pavement materials, street furniture and lighting will be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.</i> The proposed development maintains and enhances existing avenue connections and public domain vistas along roadways. No buildings bridge Edinburgh Avenue. The proposed development includes high quality materials and finishes for the pedestrian environment. The indicative typical cross sections for Avenue Extensions shown in the National Capital Plan prescribe a width of 40m. The proposal is consistent with the prescribed width outlined in the NCP. The Edinburgh Avenue extension creates a new public realm with a shared path, large canopy trees and understorey planting on both the northern and southern verges. Due to the variable width of the shared path (from 6.4m to 3.2m) and the inclusion of seating adjacent to the garden beds only one row of street trees can be accommodated. The verge street trees are

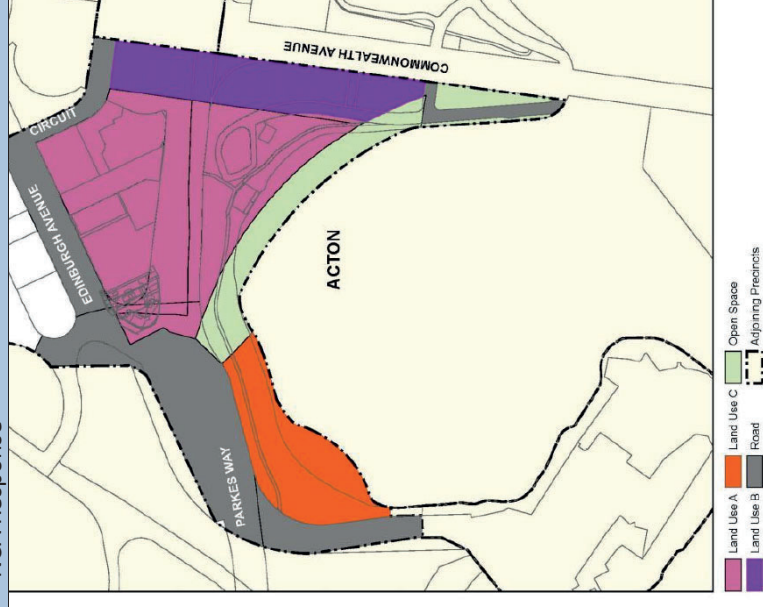
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	<i>It is noted that the verges on Edinburgh Avenue, west of London Circuit, are wider than the verges in the Edinburgh Avenue extension, and as such there is capacity for double rows of trees in the existing streetscape</i> Supporting comments: Edinburgh Avenue is the key axis from City Hill through to the ANU and associated heritage areas. As has consistently been affirmed by the NCA, <i>View corridors must be retained from radiating avenues to City Hill Park</i>. This can only be achieved by aligning the setback of new building with existing buildings. As stated in the ACT government's 2011 'Design Examination Brief Northbourne Avenue and City Hill Precinct': <i>City Hill [is] a hub connecting significant main avenues and vistas.</i> <i>Walter Burleigh Griffin saw City Hill as a significant point on his prize-winning plan for Canberra. Six important avenues radiate from it. Two of these – Commonwealth and Constitution Avenues – are sides of the parliamentary triangle which is Griffin's intended symbolic heart of the Capital. The other avenues are Ainslie, Northbourne, University and Edinburgh. From the top of City Hill vistas along all six avenues are possible. Plantings of the hill ... emphasises these vistas. ...</i> <i>Charles Weston's symmetrical landscape design for City Hill responds to Walter Burley Griffin's plan. On either side of Griffin's six radiating avenue axes, Weston planted double staggered rows ... [to provide] ... views from City Hill along each of the six avenues.</i> Recommendation 1: Set back proposed building to align with other structures on Edinburgh Avenue i.e. the Metropolitan Apartments (see Figure 1: Google Map showing Edinburgh Avenue, set back of existing structures and alignment with plantings on City Hill).	complement by a row of trees (<i>Cupressus sempervirens</i> 'Stricta') in the central median. The <i>Cupressus</i> trees define the avenue and evoke the Cypress tree planting on City Hill and also the recently completed Constitution Avenue extension.
5.2	Setback of proposed building from London Circuit and proposed tree planting Objection: The proposed scope of works for this development includes 'Upgrade London Circuit verge fronting the Site, including new street lights and street trees' but the proposal	Development fronting London Circuit is subject to a future works approval application. Public consultation will be undertaken on further stages of development across the Section 100 site.

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	for tree planting does not address the NCA's statements <i>Buildings must be set back from London Circuit a sufficient distance to establish a tree-lined boulevard character (two rows of trees and wide pavements)</i>. London Circuit Verge: The developer's 'Upgrade of London Circuit Verge' shows a single row of trees only (see <i>Figure 2: 'Upgrade of London Circuit verge'</i>) [although it is difficult to ascertain which trees are to be retained and which are new plantings from this incomplete diagram]	London Circuit (outside of the Edinburgh Avenue alignment) is not located within a Designated Area under the National Capital Plan, and not subject to this works approval application.
	Recommendation 2: Modify plans for London Circuit verge upgrade to establish a tree-lined boulevard character, and establish two rows of trees.	
5.3	Removal of mature established trees, in particular those on London Circuit and Vernon Circle Objection: The proposed development will result in the removal of a large number of mature established trees with insufficient justification. Tree removal: Four of the 39 trees surrounding the development are to be removed (see <i>Figure 3: Diagram showing removal of 35 of the 39 trees surrounding the development</i>). Supporting comments: The 'Tree Assessment Report' funded by the applicant, provides insufficient justification for retaining only 4 of the 39 trees surrounding the development. For example, many tree 'quality ratings' include no justification for assigning a tree condition value of 'low' or 'poor'. In many cases, no structural defects or decay, no past damage or root disturbance and no disease or infestation is apparent. In addition, those deficiencies that are identified e.g. evidence of past insect attack or 'past limb removal' do not justify tree removal. These trees warrant preservation, particularly since they have survived recent and previous droughts with no care. Civic has very limited 'green areas' and mature trees. The amenity these provide and the associated environmental benefits should be recognised and existing trees should be retained whenever possible. New plantings take many years to reach maturity.	Trees proposed for removal were assessed as not having high value (with the exception of two trees within the London Circuit road reserve, outside of a Designated Area and excluded from this works approval application). Eight <i>Ulmus procera</i> trees are proposed to be removed along the western verge of Vernon Circle. A row of <i>Zelkova serrata</i> 'Green Vase' trees are proposed to be planted, to ensure consistency with verge works adjacent the ACT Law Courts. The avenue of <i>Zelkova serrata</i> 'Green Vase' is offset into the road reserve 0.5m from the boundary will soften the interface and provide shade along the pedestrian path.

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	Recommendation 3: Obtain an independent (i.e. one not funded by the developer) review of the existing trees surrounding the development with a view to retaining as many existing trees as possible.	
6.	Ms Juliet Ramsay	
6.1	City Hill City Hill is one of Canberra's important heritage landmark features and forms one of the National Triangle's vertices from the original plan by the Griffins. Furthermore it is one of the few Canberra City urban parks under the ACT Governments custodianship, the others being Acton Park, Glebe Park and on the northern City edge, Haig Park. It is time that City Hill is made more accessible so it can be enjoyed by Canberrans and visitors as it offers great vistas across West Basin to the ranges beyond as well as to Parliament and to the East. Canberra architecture in West City/Civic area is mostly poor to low quality and is particularly people unfriendly with tall buildings, cold winter shade, windswept laneways and no parks even of a small size. The exception has been the nearby New Acton that is threaded with public landscape and thoroughfares, and luckily inheriting two beautiful mature trees along with a low level heritage building that allows sky space. The Barracks development must avoid the type of densification that exists in West City/Civic and include at least adequate green spaces, trees and outdoor garden pockets. The <i>Barracks</i> proposal appears to give an impenetrable frontage onto Vernon Circle that appears public unfriendly and does not interact with City Hill in a positive way. The importance of the location the Vernon Circle frontage should be inviting and visually attractive so that it is admired by all and is generous to the public. It could be colonnaded with shops, hotel and public spaces to give a friendly and attractive interaction with City Hill and create an area where locals and visitors would like to stroll. It could provide vibrancy to the neighbourhood. It needs to have a mall to invite pedestrians through to the central landscape area of the Barracks with other routes through to London circuit.	Refer to responses at 1.4 and 3.2 and 4.1.

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6.2	Lack of public interaction, Parking & Traffic Unlike New Acton, the Barracks complex itself does not appear to have public routes crossing through the area. It gives every appearance of a gated complex. As there is apartment frontage to Vernon Circle. Are there laybys for pick up and drop off and for busses that will not interrupt Vernon Circle Traffic? How many public parking spaces are in the plan? Will this be adequate for the public attending appointments and activities in the area.	The proposed development incorporates active frontages to Edinburgh Avenue and Knowles Place. The range of land uses prescribed provides for diversity in the streetscape and will create visual interest. Knowles Place is intended to have a variety of commercial and retail tenancies to draw pedestrians into and through the development. Other stages of the development will provide additional active frontages, particularly fronting London Circuit that will provide for a high quality active ground level environment that will bring pedestrian activity to this part of the City Hill Precinct. No layby areas for pick up and drop off on Vernon Circle are proposed. There are nine short-term on street parking spaces provided on Edinburgh Avenue (extension). The development provides a compliant number of parking spaces (public and private) over 5 levels of underground, ground level and podium parking. Public car parking requirements have been set out in the Deed, administered by the ACT Government (750 space requirement).
6.3	Residential Environment, Public Space and Environmental Needs It is noted that there are to be 700 dwellings in this development that includes a tower building and therefore it is likely that there will be at least 1000 residents. It is likely that there will be children of all ages. What is being provided in terms of childcare, children's playgrounds, sporting areas, pre-schools and schools? Is there any provision for any public housing? How many trees are being planted compared to how many are being removed? What is the ecosystem contribution? Is the complex designed to combat cold wind flows? The Barracks central courtyard does not appear adequate for resident's recreation needs and the health need for sunlight. The proposal's limited open space and parkland contribution needs to be considered in the broader context of the ACT's current developments and development proposals. How is the Barracks complex meeting concerns or global warming and combating climate change?	Refer to response at 1.3. The proposal subject to this works approval application is for Stage 1 redevelopment. Stage 1 comprises a total of six retail tenancies and 313 residential apartments. Stage 1 land uses comprise, car parking, residential and retail. Detailed landscape plans are subject to a future works approval application. Landscape plans were prepared for the Edinburgh Avenue extension. The Edinburgh Avenue extension proposes 36 new trees. In addition, six new trees are proposed along the western verge of Vernon Circle and 17 new trees are proposed along the eastern verge of London Circuit. The proposed design has been designed in accordance with the National Capital Plan. Canberra's property market has informed the design of apartment floor plans in accordance with market demand and purchaser affordability. The proposed development incorporates a high level of architectural design (presented to NCDRP), urban design, sustainability and landscape character that reflects the existing and desired future character of the National Capital.

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	There is a misconception that Canberra is well served with parklands. The City/Civic is poorly served with urban parks, the ACT Government borrows the national parklands such as Commonwealth Park to provide recreation space for its citizens. Those parklands will not be adequate for the needs of the ACT citizenry in the future. Furthermore the ACT Government is on a trajectory of damaging those lake parklands with ACT custodianship even though they are within the Designated Area for their national significance. Residents of the Barracks complex will be seeking an area to recreate other than what can be undertaken with the confines of the development. It is highly likely that the residents will need access to the loose space of Acton Park for walking, cycling, picnicking, swimming, lakeside enjoyment, occasional markets etc. all of which reinforces the need to ensure that West Basin as part of the National Capital Open Space System remains as a parkland and not be obliterated by future development nor have its basin shape distorted by lake infill. We have witnessed damaging impact to Black Mountain Peninsula Park, the subdivision of all of Grevillea Park into boat clubhouse sites that will in time take away all the public recreation area. We are witnessing the promotion and intention for destructive development proposals to Acton Park, Lake Burley Griffin and most of the lakeshore of West Basin's Acton Peninsula. There has been much public outcry about the loss of open space. How will the City cope with the increased heat bank the Barracks complex will produce when the Governments are promoting destruction of West Basin parkland? Given the huge impact on the few central urban parks that will occur with the dense apartment development along the Light Rail Route, the political manoeuvring to further damage the lake parklands, the planned damage to the nationally significant urban form of the lake and the very significant environmental contribution the lake parklands will provide for the apartment dwellers, the Barracks development should be curtailed until full heritage listing of the Lake Burley Griffin and its lakeshore parklands is set in place and the disastrous planning and its impacts thoroughly reviewed.	Refer to response at 9.3 below. In addition to the landscaped podium that provides recreational opportunities, there is an abundance of designated public open space areas available near-by within the inner city district/ Central National Area. Such as West Basin, Acton Peninsula, Commonwealth Park, City Hill, Glebe Park, Black Mountain Peninsula, Lennox Gardens, Commonwealth Place, Kings Park, Civic Olympic Pool and areas within the grounds of the Australian National University. Part 4.7.4 prescribes the relevant planning provisions and land use zones for the West Basin precinct, as shown below, with open space landscaped areas adjacent Lake Burley Griffin. The nomination to the Commonwealth Heritage List (2010) and nomination to the National Heritage List (2016) have been under assessment for some time and there is no indication when this process will be completed.

**7. Ms Cristina Ryan**

7.1 I live immediately adjacent to the proposed works at Section 100 and submit the following feedback:

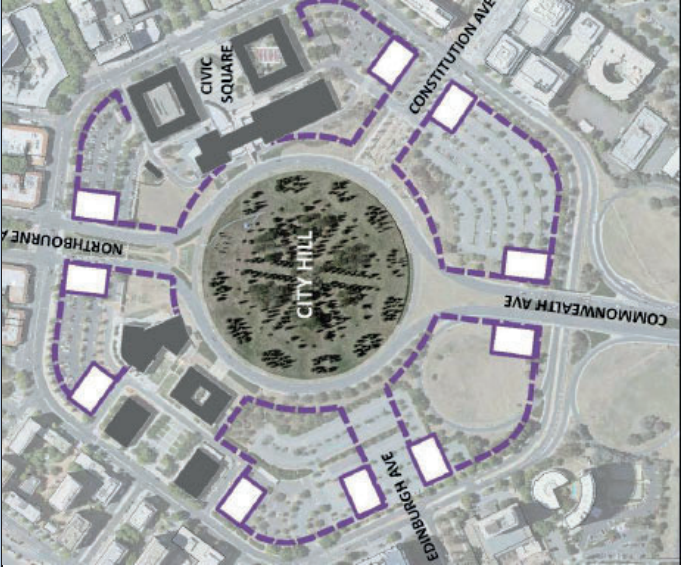
1. Stage 1 works as outlined will remove passive solar access to my residence
2. Parameters of works during the construction phase of the development

The proposal as outlined for Stage 1, facing onto Vernon Circle, is too high and will deny solar access to my residence. At present the tallest building facing onto Vernon Circle is the new Supreme Court building, this height will allow for

The proposal meets the objectives of the City Hill Precinct outlined in Part 4.6.3 of the National Capital Plan (NCP).

The proposed development will frame the vistas to City Hill Park when viewed from adjacent main avenues. The NCP allows for building heights of up to 25 metres (generally six to eight storeys) above adjacent kerb levels of London Circuit, Vernon Circle and Northbourne, Edinburgh, Constitution and Commonwealth Avenues in all areas of City Hill Precinct.

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	continuing solar access. The Stage 1 proposal is almost twice as tall as the Court building although it is difficult to be precise as there is no information included in the proposal documents indicating sun movement and building height against topography. Stage 1 is at the highest point of Section 100, so the proposed building sits well above the surrounding area, and it is much higher than the large residential zone on the other side of London Circuit and into New Acton. Section 100, but particularly Stage 1, has a real potential to create a major impact on solar access to this entire precinct as it will be between the precinct and the morning sun in winter. It is this sun which provides strong passive solar capacity for many of the residences including mine. At present I experience solar access INTO my premises during the coldest months of the year, which provides strong passive solar features and removes the need for a great deal of artificial heating. As responsible home owners we have invested in further improvements which take advantage of passive solar capacity and which further reduce our carbon footprint, reduce costs of living, and increase the value of the property. A building the height of the Court building will allow this to continue, a building that is any taller will remove it. The proposed Stage 1 building will impose a need to use substantially more artificial heating, thereby increasing living costs significantly. By the time the sun is above the Stage 1 building it will be well overhead and have lost the ability to enter the residences further down the hill. It is well known that apartments with north easterly aspects in Canberra are highly desirable and most developments are targeted to take advantage of this. They are the apartments that sell first and for greater amounts than other apartments. I note that the Stage 1 development also takes advantage of this understanding (as would be expected). To remove my solar access will not only result in significantly increased living costs but will also devalue my property.	The NCP permits building heights of up to 25 metres (generally six to eight storeys) above adjacent kerb levels of London Circuit, Vernon Circle and Northbourne, Edinburgh, Constitution and Commonwealth Avenue within all areas of City Hill Precinct. Landmark buildings up to RL617 (generally 14 to 18 storeys) will be restricted to the locations identified in Figure 40 (below), generally being the corners of the main avenues intersecting with London Circuit. The NCP also states: <i>Minor building elements that extend building height 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.</i> There is an encroachment into the 25m height limit of the rooftop plant (set back from edges of roof) which is required to foster greater energy efficiency across the floor plates and provides a greater level of indoor amenity. The proposal is consistent with Part 4.6.5 <i>Detailed conditions of planning, design and development</i> for the City Hill Precinct of the NCP.

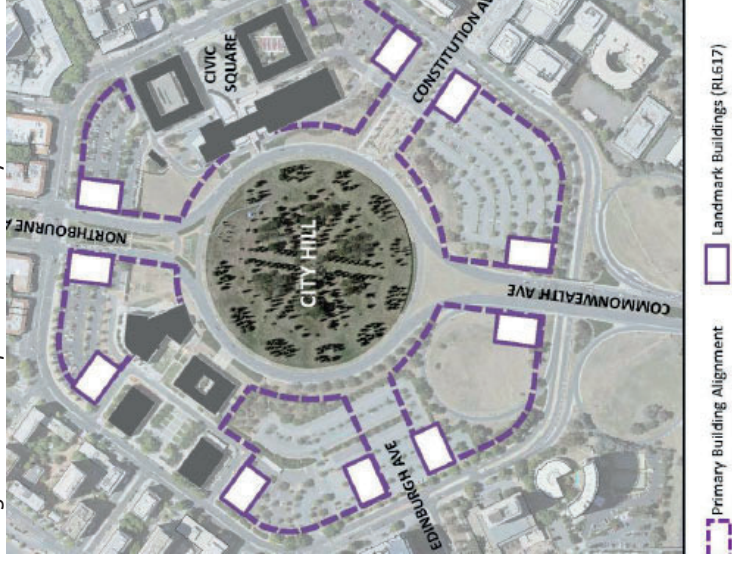
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	While there has always been an understanding that development would take place on Section 100 at some point, no previous proposals have included buildings of such height or with such potential impact on solar access.	
	I note that the only environmental report submitted with the various proposal documents is 10 years old and fails to note the impact on surrounding residential areas, despite the residential zone already being well established at the time of the report. There is a great deal of analysis of impact on water, sewage and road systems, but a complete failure to analyse the proposal's impact on nearby residential areas. Section 100 is unique in that it is the only site on London Circuit which has the capacity to impact on other residential areas, particularly for solar access, as it is on the north easterly side of the residential zone. No other site on London Circuit / Vernon Circle has this potential impact.	
	Other works proposed for Stages 2 and 3 indicate measures to ensure solar access between buildings although this will only be confirmed with the final proposal documents. The Stage 1 development presents a single façade along the full length of the building facing Vernon Circle with no solar ingress points possible as a result.	The building that forms part of the Stage 1 development fronting Vernon Circle is 8 storeys in height, consistent with the provisions of the NCP. The building is set back 4.35m from the Vernon Circle block boundary which creates a sense of enclosure around City Hill Park, consistent with the primary building alignment/indicative development outlined in Figure 40 of the NCP. Buildings fronting London Circuit (future stages of development) are subject to a future works approval application.
	Recommendation: that the maximum height for the Stage 1 development is reduced so that it is no higher than the adjacent Court building.	
	Finally, and briefly, various measures are indicated to reduce construction impact on nearby properties. These are all highly commendable; however, they are already not being adhered to. Work commenced on the current Stage 2 temporary building at 5.50 am on Saturday 20 October. It would be appreciated if measures were not only outlined in the proposal but were adhered to as outlined.	
	Recommendation: that the construction parameters are adhered to.	
	Under the ACT Planning and Land Management Act 1988 (Commonwealth) works approval may be given where the works are in accordance with the National Capital Plan. Works approval is given only on the basis of satisfaction that the works are in accordance with the National Capital Plan and does not	

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		constitute building approval. It does not constitute any form of warranty as to the structural sufficiency of the proposed works, as to safety of the works or as to safety of the performance of the works. It is the responsibility of the applicant to ensure the safety of the works and the safety of the performance of the works and to ensure that any approvals required under separate legislation are also obtained.
		The construction of the development is to be undertaken in accordance with requirements of the NCA, the ACT Government's Environment Protection Authority (EPA), Municipal Services Directorate and building controller. The EPA has a series of documents that apply to the building and construction industry. The developer has a general environmental duty that requires them to take such steps that are practicable and reasonable to prevent or minimize environmental harm or environmental nuisance.
8.	Ms Catherine Smith	
8.1	I object to the demolition of the existing car park at this location. I work at 18 Marcus Clarke Street, Civic. Car parks are already difficult to find around this location, and are commonly taken by 9am. Should the existing car park be removed, there are no other spare locations for people to park in. While some may be able to commute by bus or light rail (soon), this is not feasible for those of us who have to pick up children from school in outer suburbs and take them home or to other activities such as sport. It will also affect people attending the courts. For example, my son attends Chapman Primary. We now live in Deakin. He is dropped off in Woden each morning to catch a public bus to school. He goes to after school care in Chapman and has afternoon activities on some days in Kambah and Weston Creek. We need to pick him up each day, and need a car to do this. Catching buses to do this is not feasible, nor is it affordable for people to take taxis. I would appreciate being advised of the government's strategy for those people who are required to park in town each day. The demolition of this carpark will make it more difficult for parents and carers to work full time.	Part 4.6.5 of the NCP states: <i>Replacement of existing surface car parks and public car parking should be provided for as identified in the ACT Government Parking Strategy. 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 City Hill Precinct.</i> <i>Car parking for new development is to be accommodated in basements or in above ground structures that do not dominate the public domain.</i> The development provides a compliant number of parking over 5 levels of underground, ground level and podium parking. Podium car parking is screened (details subject to future works approval application) and does not dominate the public domain. Car parking requirements have been set out in the Deed, administered by the ACT Government (750 space requirement). The ACT Parking strategy for the city is a matter for the ACT Government. Please contact the ACT Government if you have any concerns relating to the provision of parking.

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9.	Ms Roby Coghlan	
9.1	This proposal adopts the usual practice of developers in maximising the number of dwellings at the expense of the environment. The entire land surface will need to be cleared of all trees and other vegetation. Buildings will extend from the limits of the blocks with no setbacks from the footpath and road. The area will replicate the existing developments on the other side of London Circuit where internal roads are narrow and set in small canyons. This might suit cities where sunshine is not important in winter and where daily temperature extremes are not as great as in Canberra but it is a retrograde step for Canberra. The central area for the recreational purposes of residents in the current proposal is set on the podium, which is on Level 2 above ground level. This means there will be no grass and no deep-rooted trees or other plantings. This will exacerbate the heat-island effect of the buildings in summer and will contribute to global warming. This narrow open space is closed at the northern end and open at the southern end, which minimises the amount of sunshine that will penetrate in winter, given the area will be surrounded by six storeys on north, east and west. Solar access to units will not meet the standards.	Podium landscape works are subject to a future works approval application. The NCA will ensure that all species selected, including trees, are suitable to the site conditions and scale of development, and have the ability to grow to full maturity.
9.2	Height Section 100 extends from London Circuit at a height of 566 m to Vernon Circle at 571 m. The current block is 570-572 m high. City Hill itself, appears to be only about 573 m. This means that this seven-storey building of 25 metres will be taller than City Hill and will effectively ruin the vista from Parliament House as well as from other parts of the City Centre, thus removing the current sense of openness within the landscape. It will also contribute to an enclosed feeling to this part of the city.	The proposal meets the objectives of the City Hill Precinct outlined in Part 4.6.3 of the National Capital Plan (NCP). The proposed development will frame the vistas to City Hill Park when viewed from adjacent main avenues. The NCP allows for building heights of up to 25 metres (generally six to eight storeys) above adjacent kerb levels of London Circuit, Vernon Circle and Northbourne, Edinburgh, Constitution and Commonwealth Avenues in all areas of City Hill Precinct. The NCP permits building heights of up to 25 metres (generally six to eight storeys) above adjacent kerb levels of London Circuit, Vernon Circle and Northbourne, Edinburgh, Constitution and Commonwealth Avenue within all areas of City Hill Precinct.

Landmark buildings up to RL617 (generally 14 to 18 storeys) will be restricted to the locations identified in Figure 40 (below), generally being the corners of the main avenues intersecting with London Circuit.

The proposal is consistent with Part 4.6.5 *Detailed conditions of planning, design and development* for the City Hill Precinct of the NCP.



The building that forms part of the Stage 1 development fronting Vernon Circle is 8 storeys in height, consistent with the provisions of the NCP. The building is set back 4.35m from the Vernon Circle block boundary which creates a sense of enclosure around City Hill Park, consistent with the primary building alignment/indicative development outlined in Figure 40 of the NCP. Buildings fronting London Circuit (future stages of development) are subject to a future works approval application.

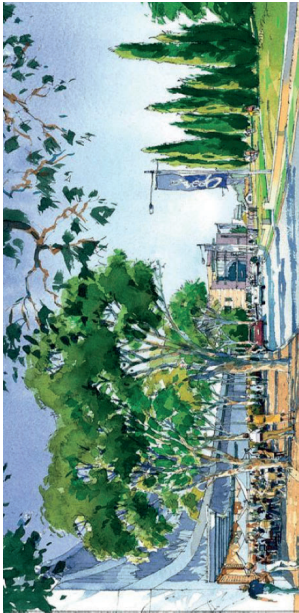
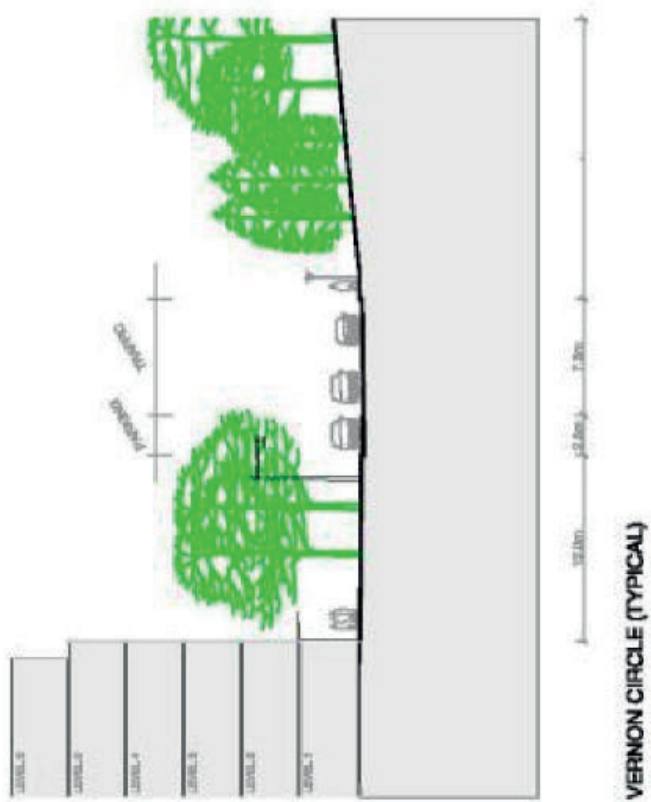
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9.3	Climate It is appreciated that the tyranny of population growth necessitates densification but it would be encouraging to see it done in a sensitive fashion appropriate to the climatic conditions relevant to the city's location 150 km from the coast and at an altitude roughly 580 m above sea level. Canberra does not benefit from the ameliorating effect of the ocean as do all other capital cities in our country. What works for town planning in other cities does not necessarily address our more extreme conditions. Visitors complain about our climate; residents tolerate it because the landscape views, trees, sunshine and ease of getting places make it worthwhile. Getting places is becoming more difficult with population growth and will increasingly be more so as densification proceeds. Trees and sunshine are disappearing with development. Tall buildings increase the negative effects of strong winds in winter as now happens at the intersection of Marcus Clarke and Alinga Streets, for example. Hobart Place was miserable in winter because of overshadowing and fierce winds, and required much remedial work to make it more tolerable. This form of densification will not enliven this precinct, it risks entrenching the dead heart of central Canberra.	The proposed development maintains and reinforces City Hill Park as the primary public space for the Precinct. The building has been designed, sited and scaled to reinforce this aim with the development considerably increasing people within the precinct. Refer to responses at 1.4 and 3.2. The proposal has been considered against the National Capital Plan (NCP) and has been considered by the National Capital Design Review Panel. The proposal meets Part 2.3. Sustainability of the NCP, as it: • minimises urban expansion and reduces potential impacts on natural and rural areas (current site is a surface car park). • The site is located within an existing urban area (town centre along public transport routes) • Will not impact the natural environment of Canberra, ecological communities or any threatened flora and fauna species.
		The development is responsive to microclimate in the following ways: • Materials - Heavy weight walls provide climate responsive facades, the use of concrete and other materials of significant thermal mass insulate the building from external temperature fluctuations. All apartment openings will be appointed with tinted glazing systems. • Solar Access and Wind - The design minimises sole south-facing units. The design provides a number of apartments with a north, or east/west outlook to ensure a high level of solar gain to all units in the development. • The central, open-air courtyard will be protected from wind and exposure by the building form and future development of the site. • Articulation Elements and Ventilation - The vast majority of apartments have at least two sides with openable windows. This provides cross-ventilation, utilising cool breezes in the summer, and reducing reliance on artificial temperature control. • Sunscreen Devices – Glazed openings are recessed into the façade behind balconies and deep reveals, providing protection from direct

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9.4	Public open space There appears to be no provision for public open space in this development proposal. The presumption appears to be that City Hill will serve that purpose. While it is planned that most through traffic will be diverted from this area via London Circuit, the size and shape of Vernon Circle combined with the sloping landform around it will impede traffic visibility and likely discourage much foot traffic, especially where children are involved. The future might well show this to be an optimistic expectation, even with a proliferation of traffic lights. The original design of Civic provided public open space in Garema Place and wide footpath areas, which eventually merged with City Walk when it became car-free. This area was displaced by the extension of the Canberra Centre, leading to movement of most retail businesses into the enclosed centre. The result was what now appears to be a dead city centre. The envisaged expansion of retail businesses along London Circuit associated with this development might not be as effective as anticipated, especially if there is no suitable open space for activities such as outdoor coffee whilst monitoring children on play equipment, for example.	The use of tinted glazing acts as a sunscreen device, reducing solar gain as well as glare. The proposal was presented to the National Capital Design Review Panel (NCDRP) and the NCA Board for critique and comment. Comments were noted and addressed by the applicant. The proposed development will increase human activity and vibrancy in the City Centre as the surface carpark will be replaced with a mixed use residential development. The subject site addresses Vernon Circle with residential dwellings. No services or 'back of house' treatments are located to Vernon Circle to maintain a prominent high quality street frontage. The proposed development also provides active frontages to Knowles Place, and Edinburgh Avenue. The proposed development maintains and reinforces City Hill Park as the primary public space for the Precinct. The building has been designed, sited and scaled to reinforce this aim with the development considerably increasing people within the precinct, consistent with the indicative layout shown in the National Capital Plan (below).



The NCP provides the following planning principles for Vernon Circle:

- Two lanes of traffic with one row of on-street parking (shown in the typical cross section below).



Vernon Circle should serve as a ceremonial road leading to Parliament House and for public events for the city of Canberra. Alternative options for traffic to allow easy pedestrian access to City Hill via Vernon Circle is a matter to be addressed by the ACT Government.

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		Over time, the existing major cultural and municipal buildings adjacent to City Hill Park (and extensions to them) could be reconfigured to address Vernon Circle.
10.	ACT Courts and Tribunal	Noted and agree. The proposal was presented to the National Capital Design Review Panel (NCDRP) and the NCA Board for critique and comment. Comments were noted and addressed by the applicant.
10.1	The ACT Law Courts is sited on Designated Land at the apex of the National Triangle, having direct address to Vernon Circle - a ceremonial road leading to Parliament House. Given the prominence of this position and the corresponding national significance this entails, the new Supreme Court building showcases a high standard of design, while incorporating best practice design philosophies associated with contemporary judicial facilities. Accordingly, it's considered essential that neighbouring developments exhibit similar excellence in design, and further contribute to the development of a cohesive city centre that reflects the unique character of Canberra.	
	The ACT Supreme Court (the Court), which is most impacted by this development, has reviewed the Works Approval application submitted in respect of Section 100, the block adjacent and contiguous with the new Court. The Court has a number of comments and concerns associated with this development that are outlined below, under the headings of: Parking, Traffic, Design, and Security and Privacy. The Chief Justice of the Supreme Court has asked that I raise these matters with you.	Car parking requirements have been set out in the Deed, administered by the ACT Government (750 space requirement).
	Parking The Court is pleased that around 750 commercial parking spaces will be provided in structured and on-street parking to replace the existing 730 parking spaces, in addition to the 500 residential spaces proposed.	The development provides a compliant number of parking over 5 levels of underground, ground level and podium parking (sleeved by retail tenancies and residential apartments). Podium car parking is screened (details subject to future works approval application) and does not dominate the public domain.
10.2	Traffic - It's noted that amendments are proposed to Knowles Place, and intersections with London Circuit and Edinburgh Avenue. The development will also lead to a substantial increase in traffic in the precinct. The Court is further cognisant that additional revisions may be necessary to suit the proposed Light Rail Stage 2 alignment in the future. - In this context the Court has three concerns. - Suitable access and egress from the Court carpark and basement areas must be maintained.	The proposal ensures that the basement car park can operate at a reasonable level of service for both vehicular access and egress. Further discussions between the applicant and TCCS have taken place in regards to vehicular movements. TCCS have endorsed the traffic arrangements for Knowles Place extension, and has been designed as a two way "shared zone". The NCA was advised that the queue lengths associated with the development will be contained within the private property.

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	- o Substantially increased through traffic on the central section of Knowles Place, or extensive traffic queuing in front of the Court should not be permitted. - o The changes to the road network proposed have a significant impact on the transport of higher risk persons in custody from the City Watch House to the Court. Under proposed arrangements, transfer vehicles will be required to take a circuitous route from the Watch House, to Edinburgh Avenue, Vernon Circle, Northbourne Avenue, London Circuit and then back onto Knowles Place north to access the custodial sally port. Up to 12 such movements occur on any given day. Furthermore, the proposed development will lead to extensive queuing at certain times of the day in front of the Court, which will also present a delay and security risk to transfer vehicles. This is not acceptable.	• On the first point, Morris Property Group (MPG) proposes the creation of a two-way Knowles Place extension and conversion of Knowles Place south to a two-way street. Traffic on these streets will have right-of-way, which will hinder traffic exiting the Court carpark in the pm-peak, with this movement controlled by a stop sign. Traffic modelling included with the report indicates the level of service of Knowles Place/Knowles Place extension intersection at 2031 will be significantly compromised without converting Knowles Place north to a two-way road. According to the modelling the average pm-peak delay in 2031 for the movement exiting the Court carpark, is 800 seconds. This is clearly unacceptable. The Court notes that the traffic modelling analysis recommends that Knowles Place north be converted to a two-way street, to allow traffic to exit the Court carpark and future development site, without having to travel along Knowles Place south, or the Knowles Place extension. However, this work is not proposed as part of the MPG development. Further, there is no recommendation made as to when this conversion will be required and this cannot be gleaned from the traffic modelling. • The Courts requires interim traffic modelling be undertaken to ascertain the extent of progressive deterioration of this intersection's level of service following completion of the MPG development, in order to understand when upgrades will become necessary. At a minimum, this would include modelling at the estimated completion of Stages 1, 2, 3 and 4 of the proposed development. • As most additional traffic generated on Knowles Place will be a result of the MPG development, the proposal must include the conversion of Knowles Place north to a

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	two-way street as part of its off-site works. As Knowles Place north is already a two-lane street (albeit one-way), the width of this street would appear to allow this conversion with minor amendment to kerbs, gutters and line-marking; potentially therefore at minimal expense. • The Court considers that an option which warrants further consideration and addresses the Court's other concerns around traffic flows and Watch House transfers, is the potential pedestrianisation of the central section of Knowles Place between the new Court main entry and the existing Supreme Court. Or at the very least the creation a shared zone that favours pedestrian movement over vehicular traffic. • Following the conversion of Knowles Place north to a two-way street, traffic between Knowles Place north and south, along the central section of Knowles Place could be eliminated, or restricted to essential service vehicles and pick-up/drop-offs only. The closure of this road, or conversion to a shared zone, will not have a detrimental impact on access to the existing public parking, basement parking under the Magistrates Court, or custodial sally port currently being constructed under the existing Supreme Court. • The central section of Knowles Place could then be converted to a pedestrian plaza with new hard and soft landscaping. This would result in the continuation of the existing plaza on the University Avenue axis, between the current City Police Station and Reserve Bank Building. Given the Court is a prominent public building, a change like this that better integrates the Court with the surrounding public realm is highly desirable. • It would see improved accessibility between City Hill, the Court precinct, and the western fringe of the city, while reinforcing the University Avenue vista. There are many user groups surrounding the Court precinct including the DPP, ACT Police Station, and legal profession that regularly visit the Court from the immediate area, accordingly improved pedestrian connectivity is highly desirable. It would also contribute to a cohesive public realm that would place the pedestrian experience at the forefront of design, and encourage greater usage of what is currently a neglected and rarely used public space.	

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	• An intervention of this nature would address identified traffic concerns, while achieving a superior urban design outcome. Retaining a small section of Knowles Place central as a two-way street, where it connects with Knowles Place south, would provide direct access from the Watch House to the secure sally port for higher-risk transfers. It would also provide direct access for residents parking in the MPG development, from Knowles Place south. When considered in the context of MPG developments in the area, including: the Courts PPP project, the MPG development that is the subject of this submission, and the future development of the Court public parking by the City Renewal Authority, the Court considers that the collaboration of these parties could lead to an outstanding urban design outcome that continues the revitalisation of the City centre.	
	• The Court has discussed the closure of the central section of Knowles Place with Transport Canberra and City Services (TCCS) (Roads), and the City Renewal Authority (CRA). The CRA strongly supports the creation of a pedestrian plaza in front of the Court. TCCS is also supportive, subject to further traffic modelling of the possible impacts on the wider road network.	
	Design	Part 4.6.5 Detailed conditions of planning, design and development for the City Hill precinct of the National Capital Plan states:
• The Court appreciates that parking is generally contained in basement levels or behind active frontages -this is a good design outcome. The Court's preference is to minimise podium level parking as it unsightly, and it is noted only one podium level of parking is proposed. Appropriate architectural treatments reflecting good design are essential for screening this parking level.		<i>Replacement of existing surface car parks and public car parking should be provided for as identified in the ACT Government Parking Strategy. 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 City Hill Precinct.</i>
• The Court understands from the plans that retail tenancies are proposed for Knowles Place extension, and the Edinburgh Avenue extension. It's considered that these active frontages will be important in establishing a vibrant and diverse precinct with an improved pedestrian experience. Consistent with the National Capital Plan, the Court would like to see that the proposed laneway tenancies (Knowles Place Extension) prioritise food and beverage activities. The Court also considers the northern verge of Knowles Place extension would benefit from additional soft landscaping to break up the large sections of paving and driveways.		<i>Car parking for new development is to be accommodated in basements or in above ground structures that do not dominate the public domain.</i> The development provides a compliant number of parking over 5 levels of underground, ground level and podium parking (sleeved by retail tenancies and residential apartments). Podium car parking is screened (details subject to future works approval application) and does not dominate the public domain.

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		The proposed development incorporates active frontages to Edinburgh Avenue and Knowles Place. The range of land uses prescribed provides for diversity in the streetscape and will create visual interest (specific tenancies unknown to the NCA). Knowles Place is intended to have a variety of commercial and retail tenancies to draw pedestrians into and through the development. Other stages of the development will provide additional active frontages, particularly fronting London Circuit that will provide for a high quality active ground level environment that will bring pedestrian activity to this part of the City Hill Precinct. Knowles Place extension provides a significant portion of 'shared zone' adjacent the commercial tenancies and is flanked by landscaped planter boxes with trees and seating.
	Security and Privacy The Court's greatest concern relates to the boundary between the Court site and the Section 100 development. On this boundary, the Court has the level 3 Judicial Terrace, Common Room, and Judicial Balcony. Court Rooms and associated Jury Deliberation Rooms, as well as office/library space is also located on this boundary. Of utmost importance is the privacy and security of the Judiciary and jury members. Specific items of concern are: - The finished floor level (FFL) of the open air Judicial Terrace (on the south-west corner of the Court building) corresponds approximately with the FFL of level 6 of the adjacent development. Accordingly, this terrace will be overlooked by levels 6, 7 and 8 of the proposed development from bedroom and kitchen windows, as well as a number of apartment balconies. It is noted open air balconies are not directly adjacent to the Judicial Terrace; nonetheless the overlooking from windows and balconies should not be permitted as the privacy and security of the Justices of the Supreme Court is of paramount importance. - The Judicial Balcony on the eastern frontage of the Court, appears to be overlooked from adjacent balconies on the Vernon Circle development frontage. Screening that prevents overlooking from adjacent balconies should be installed. - A Judicial Common Room is located on level 3 of the Court. It appears that an access corridor between proposed apartments facing Vernon Circle has a window that would provide views into the Common Room. The windows to this corridor on	The north elevation adjacent to the ACT Law Courts demonstrates a predominantly solid elevation with large precast panels and limited glazing, providing a complementary relationship whilst maintaining privacy and security to the Law Courts precinct.

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	each level where it may look into Court areas should be frosted, or otherwise obscured.	
	- There is a Jury Deliberation Room, a Jury Deliberation Terrace, and a Jury Debrief Room located adjacent to the proposed development. Management of jury privacy and security is essential; while fritting is already installed to these windows this is designed to obscure views from the ground while still providing views and natural light. With direct overlooking from adjacent and higher levels of the proposed apartments likely, this fritting will be insufficient. While full coverage fritting and block-out blinds could be installed, this is not a satisfactory outcome, as access to natural light and fresh air for jury members was a driving design requirement of all jury areas. The MPG design should be amended to eliminate line of site to these spaces from the adjacent frontage.	
	- Apartments will overlook small windows to two Court Rooms, the Library, and Library office areas. While not ideal, the Court can manage issues around privacy with the installation of blinds in these areas. - The residential lobby is located in close proximity to the discrete restricted entry on Vernon Circle, this is not ideal for privacy and security of those coming through this entrance.	
	- The Court would like to engage with the developer on detailed design of the proposed walkway parallel to the development and Court boundary, between Vernon Circle and Knowles Place. This is to ensure appropriate levels of lighting and security, and to allow the Territory to consider providing an integrated landscaped solution along this important link to Vernon Circle.	
	While the Court is generally supportive of the proposed development, it does have some significant concerns around traffic management, as well as the privacy and security of the Judiciary and jury members.	Refer to response at 10.2.
	The Court can manage some of the privacy and security issues where they don't relate to jury or Judicial spaces. However, where overlooking from the proposed development is associated with these areas it is requested that MPG revises its concept design to eliminate this issue, or work with the Court to develop an acceptable outcome for both parties.	

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	The Court is also concerned with potential security issues arising from traffic and queuing, particularly on the central section of Knowles Place. In that regard additional traffic modelling is requested, as well as a commitment that MPG will convert Knowles Place north two a two lane street when it becomes reasonably required. The Court would welcome National Capital Authority views on the closure of the central section of Knowles Place, or the creation a shared zone, in front of the Court. The Court welcomes comments that the National Capital Authority may have concerning this proposal.	
11.	Chris Park (on behalf of Industry Superannuation Property Trust)	
11.1	This submission has been prepared by Knight Frank Australia Pty Ltd on behalf of ISPT Super Property who are lessee of Block 16 Section 61 (18 Marcus Clarke Street) and Block 1 Section 91 (7 London Circuit) Canberra City, in response to the Works Approval applications for Blocks 8, 9, 10 and 11 Section 100 City for the demolition of the existing surface carpark and construction of a nine storey mixed use (retail and residential) building and associated works including constructing the Edinburgh Avenue extension. According to the Works Approval documentation the application was lodged by Designteam Pty Ltd of behalf of Morris Property Group (the Proponent).	Noted, refer to responses that follow, below.
	Block 16 Section 61 (18 Marcus Clarke Street) and Block 1 Section 91 (7 London Circuit) Canberra City are both occupied by multi-level buildings with basement level parking and services. Both buildings are tenanted by a variety of occupants including a Commonwealth Government Department, Commonwealth Superannuation Corporation and King & Wood Mallesons. The Proponent's development site (Blocks 8,9, 10 and 11 Section 100 City) is located east of the ISPT building on the opposite side of London Circuit. The proposed development site is occupied by a surface public car park which is routinely utilised by tenant employees and visitors to the ISPT buildings and the locality.	
	In general, ISPT Super Property supports investment and development in Canberra's City West. However, it is important that investment, new developments and proposed land uses are not allowed to unreasonably impinge on the operations and ongoing viability of existing developments, businesses and infrastructure within Canberra's City.	

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	Given the close proximity of the proposed development site, scale and intensity of the development, ISPT Super Property raises the following concerns. 1. Loss of views and aspect from commercial leasable tenant areas. 2. Impacts from demolition, excavation and construction works including loss of public car parks. 3. Traffic generation, loss of surface public car parks and potential impacts on stage 2 of the light rail route. 4. Inadequate information has been submitted to consider the full impacts from the proposed development.	
11.2	1. Loss of views and aspect from commercial leasable tenant areas The proposed construction of a nine storey building with roof top plant, enclosures and lift overruns situated in the east corner of Section 100 will obstruct the existing easterly outlook and views (City Hill, Canberra City and Mount Ainslie) and present as an excessive bulk and scale when view from existing east facing windows across multiple levels of ISPTs multi-level building situated at 7 London Circuit, Canberra City. The proposed building heights stated in the Works Approval report range from 25 metres at Vernon Circle to 28 metres at Knowles Place, however these height calculations exclude the proposed roof top plant, enclosures and lift overruns. Section 4.6.5 of the City Precinct Code states that building heights of up to 25 metres above adjacent kerb level of Vernon Circle are permissible and minor building element that extend building heights beyond 25 metres will be considered where this enhances architectural quality and energy efficiency, indoor amenity and appropriate urban scale. A review of the architectural plans indicates that the proposed building height to Vernon Circle has been measured from RL 572.00, however it is noted that Vernon Circle ground levels fall from north to south and much of the kerb level of Vernon Circle is below the RL 572.00, thus the proposed building height of 25 metres does not represent the maximum building height to Vernon Circle. In the event roof top plant, enclosures and lift overruns are included in the height calculations the	Refer to response at 7.1. The building height at the north eastern corner/Vernon Circle of the building is 24.2m (from ground kerb level to height of top floor/level 8 ceiling). The rooftop plant which is set back from the edges of the roof extends 1.5 to 2.1m above the permitted height of 25m reaching RL599.100. The height of the building to the south eastern corner/Vernon Circle of the building is approximately 24.7m (from ground kerb level to height of top floor/level 8 ceiling). The varying heights are due to topography across the site and are considered permissible in order to retain single floor plates for energy efficiency and indoor amenity, consistent with the requirements of the NCP.

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	proposed building has a 27.1 metre height to Vernon Circle. At the buildings frontage to Knowles Place the proposed development incorporates a maximum height of 30.75 metres when measured from RL and including the roof top plant, enclosures and lift overruns. Based on the above detailed height analysis concern is raised that the proposed building will have the following adverse impacts on 7 London Circuit, Canberra City: - Detract from and obstruct the existing easterly outlook and views and City Hill, Canberra City and Mount Ainslie; - Presents an excessive bulk and scale; and - Provides for unsightly views of roof top plant, enclosures and other building services.	
	We do not believe that the proposed buildings heights which seek variations to the maximum height control of 25 metres are warranted and resulting in excessive and unreasonably impacts on 7 London Circuit. Furthermore, as the proposed building form is inconsistent with Part 4.6 City Hill Precinct Code Figure 38: City Hill - Indicative development (which identifies two separate building forms) which would have enabled view sharing, reduced the visual bulk and scale of the development and ultimately improved the easterly aspect from 7 London Circuit.	Figure 38 of the NCP is indicative only. The development is built around the Knowles Place extension alignment, outlined in Figure 44 of the NCP. In addition, refer to response at 1.4.
11.3	2. Impacts from demolition, excavation and construction works The proposed demolition, excavation and construction work associated with the proposed development are significant and are likely to generate a range of impacts on 18 Marcus Clarke Street, 7 London Circuit and users of the buildings. <u>Vibration impacts and request for dilapidation reports</u> The proposed development requires significant excavation works accommodate the buildings four basement levels. As the Works Approval application is not accompanied by a geotechnical engineers report stating the subgrade composition of the land and excavation methods are not addressed in the construction management plan, concern is raised that excavation works could generate vibration impacts which radiate to surrounding sites and buildings. Vibration impacts from excavation works can lead to significant adverse impacts on surrounding buildings. Concern is raised that the excavation works will impact on	The proposal is not inconsistent with the National Capital Plan. NCA works approval is one part of obtaining all relevant building approvals. Under the ACT Planning and Land Management Act 1988 (Commonwealth) works approval may be given where the works are in accordance with the National Capital Plan. Works approval is given only on the basis of satisfaction that the works are in accordance with the National Capital Plan and does not constitute building approval. It does not constitute any form of warranty as to the structural sufficiency of the proposed works, as to safety of the works or as to safety of the performance of the works. It is the responsibility of the applicant to ensure the safety of the works and the safety of the performance of the works and to ensure that any approvals required under separate legislation are also obtained. The construction of the development is to be undertaken in accordance with requirements of the NCA, the ACT Government's Environment Protection

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	surrounding buildings including the multi-level retail and commercial use buildings owned by ISPT and situated at 18 Marcus Clarke Street and 7 London Circuit, Canberra City.	Authority (EPA), Municipal Services directorate and building controller. The EPA has a series of documents that apply to the building and construction industry. The developer has a general environmental duty that requires them to take such steps that are practicable and reasonable to prevent or minimize environmental harm or environmental nuisance.
	Vibration impacts from excavation works can also have considerable amenity impacts the use of surrounding buildings. Accordingly, it is requested that the further investigations be undertaken by the applicant and more information be provided to owners of surrounding buildings and sites to ensure vibration impacts do not cause unreasonable amenity impacts on occupants of surrounding buildings. Also in the event Works Approval is granted a condition should be included requiring the applicant to commission dilapidation reports and provide them to ISPT prior to the commencement of excavation works.	An EPA approved Construction Management Plan must be provided to the NCA prior to commencement of construction.
	<u>Noise impacts</u> The proposed demolition, excavation and construction work will generate considerable noise impacts on surrounding properties and public domain areas. As the proposal indicates that the works will be conducted from 7am to 6pm Monday to Friday, the proposed works have the capacity to unreasonably impact on the amenity of building occupants (including office, retail and residential). Accordingly noise impacts must be carefully considered and detailed conditions imposed in the event Work Approval is granted.	
	The construction management plan submitted with the Works Approval application fails to provide adequate details on noise management and mitigation measures simply stating: <i>“Electric machinery will be use where possible to minimise noise to adjoining properties or with appropriate attenuation to plant. As previously stated, all construction work will be carried out in accordance with the Works Approval.”</i>	
	Given scale of the site and proposed works, the proposed noise management and mitigations measures are considered inadequate, failing to provide certainty that the existing amenity of surrounding building occupants will be maintained and protected for the duration of the works. It is requested that a detailed Noise Management plan be submitted and provided to surrounding building owners/occupant outlining all noise management and mitigation measures.	

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	It is also requested that the NCA refer the application to the ACT Environment Protection Authority requesting commentary on the noise impacts from the proposed construction works and ensure that all recommended conditions are imposed in the event Works Approval is granted. This must include a requirement to comply with all ACT legislation and policies on noise management and mitigation from construction works.	
	<u>Dust impacts</u> Given the scale of the site and proposed development dust impacts are envisaged for the duration of the demolition, excavation and construction works. The construction management plan indicates that a major cause of dust will be from the excavation works and indicates that spraying plant and equipment will be used. However, the construction management plan provides no detailed commitments on the spraying plant and equipment and the management of airborne dust. As the site is surrounded by a range of land uses (residential, commercial and retail) airborne dust can cause health and amenity impacts on people and property (operation of A/C plant rooms etc.) within the locality. Accordingly, it requested that in the event of granting Works Approval detailed conditions be imposed mandating the installation and use of dust minimising measures including but not limited to water sprayers installed around the perimeter of the site and at the top of the site hoardings.	
	<u>Construction vehicle impacts and loss of surface car parking</u> The Works Approval documentation titled drawings and reports 2 – landscape and construction management, outlines the construction vehicle access route for the development of Stage 1 and 1A, and proposed retention of public surface car parking during construction.	
	The Site establishment and bulk earth works drawing indicates that trucks and construction machinery will access the site from the existing surface car park access point on London Circuit and exit via Knowles Avenue. The drawing title special project conditions A2.1.6.4 specifies that access to the remaining public car parking will be retained for the duration of the Stage 1 and 1 A construction works. However no detail is provided on how conflicts between construction vehicles accessing and egressing for the development site and public vehicles will be managed. Due to the scale of the development and significant number of truck	

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	movements on a daily basis, concern raised regarding maintaining good accessibility to the public car park, potential conflicts between general vehicles and trucks. Furthermore it is unknown how proposed development will maintain access to the public car parking spaces situated on the south side of the Edinburgh Avenue extension.	
11.4	Traffic generation, loss of surface public car parks and impacts on future Stage 2 light rail route <u>Traffic Generation Modelling and Loss of surface public car parks</u> Traffic generation modeling outlined in section 3 Traffic Generation of the Traffic Report does not recognise or consider the traffic generation from public car parking within the development. Part 4.6 City Hill Precinct Code section 4.6.5 Detailed conditions of planning, design and development – Parking details a requirement for the replacement of existing surface car parks are to be undertaken in accordance with ACT Government Parking Strategy and for development to demonstrate that adequate public car parks are provided (either on site or within the development) to meet the needs of City Hill Precinct. The proposed development of Section 100 will result in the loss of several hundred public surface car parks and none of the documentation submitted with the Works Approval outlines how the proposed development intends to replace the loss of public car parking either on the site or within the City Hill Precinct.	Refer to response at 8.1.
	<u>Future Stage 2 Light Rail route</u> The proposed development site occupies a key frontage to London Circuit with this area of Canberra's identified as a possible route for stage 2 of the light rail. Given the importance of the site and potential implications for stage 2 of the light rail, the proposed development should be designed to accommodate any future light rail. Unfortunately, this does not appear to be the case, with section 5.3 Traffic Generation of the Traffic Report stating "the potential installation of light rail lines on London Circuit has not been considered". Part 4.6 City Hill Precinct Code section 4.6.5 Detailed conditions of planning, design and development – Public Transport specifies that London Circuit should operate as the main public transport circuit for Canberra City and that the redevelopment of the City Hill Precinct should take place in the context of an integrated public transport plan. Based in the information submitted with the	At the time of determining this application, the detail of the light rail design had not been finalised. The design of light rail stage 2 is underway by the ACT Government. The NCA is engaging with the ACT Government with regard to both the design of the light rail and the potential traffic implications. The ACT Planning and Land Authority Deed of Agreement following the sale of the Block, did not include a requirement to consider the potential implications of a future light rail design. Any changes to the Deed to respond to the light rail design is a matter for the ACT Government and the Applicant.

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	Works Approval the proposed development fails to consider and address public transport within the City Hill Precinct.	Refer to response at 10.2.
	<u>Traffic generation rates and impacts on the local network</u>	
	The Traffic Report prepared by SMEC dates in section 6 Conclusion 6.1 Summary as follows (emphasis added):	
	The SIRA Network analysis showed that the local road network operates well in 2018 but degrades in 2031 Do Minimum and then degrades further with the proposed development of Section 100. In the 2031 Do Minimum scenario, the following intersection already operates at LoS F in at least one of the peak periods:	
	• London Circuit – Farrell Place (PM peak right turn out of Farrell Place only)	
	• London Circuit – Edinburgh Avenue (close to capacity within some movements operating at LoS F)	
	<u>The proposed Section 100 development is expected to further worsen the performance of these intersections and would also cause more intersections to operate poorly in 2031. These are:</u>	
	• London Circuit – Edinburgh Avenue (AM Peak, overall LoS E)	
	• Edinburgh Avenue extension – Knowles Place extension (AM and PM peaks)	
	• London Circuit – University Avenue (AM Peak right turn out of University Avenue only)	
	<u>Substantial queueing associated with the right turn out of Knowles Place onto Edinburgh Avenue extension will extend back into Section 100 and may interfere with the operation of other intersections and basement parking access driveways.”</u>	
	Based on the Traffic report conclusions and summary the proposed development of Section 100 will result in considerable adverse traffic generation rates and have adverse flow on traffic impacts on the local network. The proposed traffic generation rates and flow on impacts to the local network have the capacity to significantly undermine effective operation of Edinburgh Avenue extension, existing roads and intersections adjacent to the proposed development. These adverse traffic impacts will directly affect surrounding building users (office, retail and residential) and visitors to the area. In the event the proposed development generates excessive traffic impacts the scale and density of the development should	

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	be reconsidered and where appropriate reduced to protect the effective ongoing operation of the local traffic network.	
	4. Inadequate information to consider the full impacts from the proposed development A review of the Works Approval applications and supporting drawings and documentation has revealed that the following documentation has not been provided for public consultation. a. Solar access diagrams (shadow diagrams and elevation) to enable the consideration of the proposed shadow impacts on surrounding lands and nearby buildings. Shadow diagrams are listed as a submission requirement of the Major Works Approval checklist. b. Wind impact assessment report to enable the consideration of the potential impacts from building down draught and changes to surrounding pedestrian wind environments. Note this is a requirement for buildings beyond 25 metres in height as stated in Part 4.6 City Hill Precinct Code subclause 4.6.5 Building height of the NCP. c. Omission of a detailed geotechnical engineers report detailing the subgrade conditions, methods of excavation and measures to minimise impacts on surrounding building.	The proposal comprises a strong and integrated response to City Hill and Vernon Circle consistent with the requirements of the National Capital Plan. The articulated form and orientation of the building, central open space and balconies ensure solar access to the majority of dwellings year round. Refer to response at 11.2. Geotechnical testing has been undertaken by the applicant and were subject to previous works approval applications. Refer to response at 11.3.
	Conclusion It is submitted that the proposed development of Blocks 8, 9, 10 and 11 Section 100 City for a nine storey mixed use development and associated works will have a range of adverse impacts on the ISPT Super Property buildings situated at 18 Marcus Clarke Street and 7 London Circuit and occupants of those buildings. We trust that the issues and impacts will be considered carefully during the assessment and determination of the Works Approvals application. We request to be notified of any further information or amendments to the proposed development, so the information considered with regards to potential impacts on the ISPT buildings.	

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	Should any clarification on the above be required, please contact the undersigned. Thank you for the opportunity to make this submission.	
12.	Mike Lawson (Lake Burley Griffin Guardians)	
12.1	The Lake Burley Griffin Guardians appreciate the opportunity to make a public submission on the works approval application by the Morris Property Group for the development known as "The Barracks" on Section 100 (formerly Block 19 Section 63) Canberra. The Guardians acknowledge the effort made by the Morris Property Group to make a thoughtful contribution to the City Hill Precinct, Canberra's most important metropolitan centre. However, our public submission will outline serious concerns we hold about the development, we will recommend how the NCA should respond to these concerns, and we will propose solutions. GUARDIANS' INTEREST The Lake Burley Griffin Guardians are interested in this development for several reasons: 1. Our primary concern is that this proposal, if granted approval in its present form, would set a lower standard of urban design than should apply on City Hill and other parts of the Designated Area, the National Triangle, West Basin and Acton Peninsula. 2. Densification of City West will bring greater numbers of residents, visitors and workers seeking access to the foreshore parks of Lake Burley Griffin for recreation and enjoyment of the natural landscape. 3. Urban densification brings risks as well as advantages to the enjoyment of that landscape, especially because of the potential impact of extreme weather events due to climate change. As a major development, The Barracks has the potential to positively or adversely affect liveability in this part of Civic. 4. The Guardians believe we share a deep interest with the NCA Board, and indeed with most Australians, in good stewardship of the National Capital landscape, so we are closely watching how the NCA discharges its duty with regard to urban development which may affect the lake, its foreshore	Refer to response at 1.1. Refer to response at 2.3. and 6.3. The proposal is consistent with the objectives and permitted uses outlined in Part 4.6 City Hill Precinct of the National Capital Plan. Refer to 9.3 regarding sustainability.

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12.2	landscape and heritage. CONSULTATION At the outset we note that the developer has engaged in what we would consider a minimal level of public consultation. The main element was a single short ‘community and stakeholder’ information session in July, followed by a brief qualitative survey of attendees. They made little attempt to reach out to the City community except via the mandatory advertising and canvassing. This effort stands in contrast to some other community engagements in which the Guardians have been involved recently, notably Keggin’s Homes’ Sapphire development at Kingston and the Molonglo Group’s plans for Dairy Flat Road. These developers have made a significant effort to inform the community and understand the considered views of engaged stakeholders. The Barracks proposal is little understood by the main body of the public and the usual submitters are likely to be ignored as trouble-makers, whingers, NIMBYs etc. This minimal consultation further promotes a belief that the proposal is already a ‘done deal’ and only low cost, cosmetic changes will be accepted. The Guardians note that the site has been intended for development for many years and we generally welcome the statements of commitment to quality and design excellence in the works approval application. However, in our opinion, the minimalist approach to community engagement has provided little opportunity for informed understanding of the proposal or input to the approval process for a project of this scale (700 to potentially 1200 apartments). In our submission, public consultation has been very poor and has focussed mainly on marketing and soliciting registrations of interest in purchase, rather than articulating a coherent urban design vision and understanding community responses to it. The NCA clearly has the right to conduct its own engagement as part of the works	The National Capital Authority (NCA) undertakes its own open and transparent works approval application process. The NCA undertook public consultation in accordance with the NCA’s Commitment to Community Engagement. Public consultation was undertaken on the application between 29 September and 22 October 2018. Consultation is in the form of: - On Saturday 29 September 2018, the NCA published a public notice in The Canberra Times detailing the proposed works and inviting submissions to be made to the NCA in relation to the proposal (Attachment A). - Between 29 September and 22 October 2018, the NCA published the proposal and plans on the NCA’s website. - Between 2 and 22 October 2018, three A1 size signs was installed around the site. - On 2 October 2018 the NCA mailed and emailed hard copy notices to adjoining and near-by land holders advising of the consultation process and inviting comments. - On 3 October 2018 a post was made on the NCA’s Facebook page, inviting community feedback on the proposal. Consultation is targeted to all members of the public and community groups, and social media posts aim to broaden the audience inviting comments. All members of the public and various entities are welcome to make written submissions. Relevant ACT Government entities (TCCS, CRA, EPSDD) have been consulted throughout the process and the proposed works are consistent with the Deed for the site.

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	approval process and has done so for projects of much less significance than this one (e.g. Westside container village extension application). The Authority should ensure that community engagement is meaningful both in process and outcome. RECOMMENDATION 1 The NCA should either direct the developer to engage in meaningful community engagement about the entirety of the project or the NCA should undertake such engagement itself before granting approval of any works.	Refer to comment at 1.1. In accordance with the Planning and Land Management Act 1988 and based on the NCA's assessment of the application it has been determined that the application is not inconsistent with the relevant provisions of the National Capital Plan.
12.3	SIGNIFICANCE OF THE SITE AND DEVELOPMENT Under the so-called 'Griffin Legacy' and the associated City-to-the Lake urban redesign mantra, the ACT Government intends to fill the area around City Hill with medium rise mixed use buildings ranging from 25 to 50 metres, to significantly alter traffic management in the City and to face this part of Civic in on City Hill Park. (See diagram, next page, from the National Capital Plan precinct code for City Hill). City Hill is an important heritage landmark feature that forms one of the National Triangle's vertices from the original Griffins' plans for the Capital. Furthermore, it is one of the few City parks under the ACT Government's custodianship, the others being Glebe Park and Acton Park and, on the northern City edge, Haig Park. The axes and avenues that radiate from City Hill are required to be protected by the National Capital Plan (4.25). Unfortunately, these have already been compromised by the construction of the ACT Court complex on Vernon Circle blocking the University Avenue vista/axis and the earlier atrium construction over the former Ainslie Avenue for the Canberra Centre. This process of authorised elimination of these supposedly protected important vistas and axes should not be allowed to continue. Therefore, the proposed extension of Edinburgh Ave across the site to Vernon Circle, is welcome because it strengthens one of the radials from City Hill. Section 100 is significant because of its size (2 hectares +), it is entirely on Designated Land, it is adjacent to one corner of the National Triangle, it is beside the proposed Stage 2 of Light Rail, has good access to road networks, it potentially links Civic, City West, New Acton, ANU and the Lake and it is in line of site from Capital Hill and Parliament House.	Refer to response at 1.1.

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	The Barracks is the first major residential development in City West since the completion of Molonglo Group's New Acton precinct about five years ago. It also represents a significant step in the City-to-the Lake vision.	
	When fully developed, the four sites in the development will comprise buildings ranging from 25 to 53 metres, containing at least 700 apartments, 44,000 square metres of commercial and retail floorspace plus parking, so possibly bringing more than 2000 residents and workers to City West.	
	The Guardians believe the site's significance is such that its development must meet the highest standards, which are not likely to be reached by the currently proposed design for Stage 1 or the indicative proposals for the entire development.	
	RECOMMENDATION 2	
	The NCA's consideration of this works approval application must take into account the proposed development's full impact on the national heritage landscape significance of City Hill and vistas to and from Capital Hill and the National Triangle.	
12.4	SPECIFIC OBJECTIONS TO THE PROPOSAL Deficiencies in the urban design quality of Stage 1 Site 1, and possible remedies. • Over densification of Site 1. The developer appears to have proposed the maximum scale, height and density of development which is permitted for the site. By maximising the private built environment, the proposal extends the concrete jungle of overshadowed footpaths and windswept laneways in City West. • Lack of pedestrian thoroughfares across the site, between London Circuit and Vernon Circle. By maximising the building footprint, the opportunity for a sense of shared public-private realm internal to the site, as demonstrated in New Acton, does not exist. This is a lost opportunity for a precinct-scale development on this site. • The Barracks proposal gives an impenetrable terrace frontage onto City Hill that does not interact with that open space in a positive way. This frontage could be colonnaded with shops, hotel and public spaces to give an attractive and vibrant interaction with City Hill. It could also have a mall to invite pedestrians through	The proposal is not inconsistent with the National Capital Plan. The proposed development reinforces the role of Vernon Circle as the ceremonial road leading to Parliament House. The proposed building will enhance the site and setting within the City Hill Precinct by improving the calibre of buildings in the area and diversifying the range of land uses available. The building frontage to Vernon Circle will create a sense of enclosure due to the scale and the various façade elements to complement the curvilinear nature of the roadway, consistent with the NCP and adjacent Law Courts precinct. The proposed development adequately addresses the site's proximity to Vernon Circle and relationship with London Circuit and the buildings, land uses and surrounding open spaces will enhance and improve the City Hill Precinct. The subject site addresses Vernon Circle with residential dwellings, as permitted under the NCP. No services or 'back of house' treatments are

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	to the central landscape area of The Barracks and other routes through to London circuit.	located to Vernon Circle to maintain a prominent high quality street frontage. The proposed development also provides active frontages to Knowles Place, and Edinburgh Avenue.
• Liveability in the row of loft apartments facing Vernon Circle will be affected by noise, vibration and air pollution from north-bound traffic across Commonwealth Avenue Bridge and also from Edinburgh Ave. The development assumes that the ACT Government's proposed eventual diversion of through traffic onto London Circuit will work. A hotel-style development on Vernon Circle with a formal entrance and vehicle lay-by would be more suited to the eastern side of the site. • The Knowles Place extension, which is to be used as the main access for 300 apartments and public parking in Stage 1 and the access backbone of the final development, will be a noisy congested service lane (see the traffic management study in the works approval application). • All car parking should be underground, not a mix including above ground internal parking as proposed, which has the effect of industrialising the façade above the ground floor.		The applicant reviewed the opportunity to provide greater pedestrian permeability through the site, however, believed that this would create an unacceptable breach to the building security and detract from the communal open space of future residents. A public safety risk could also be created should a pedestrian path flow through the site to an area on Vernon Circle away from the signalised intersection at the Edinburgh Avenue extension. The approach of encouraging pedestrians to access City Hill Park via the Edinburgh Avenue extension is a better outcome from a safety perspective. In addition to this, the pedestrian connection at the north end of the site between One City Hill and the Law Courts, when considered in addition to the width provided on the Law Courts site, provides a width of approximately 5m, provides an opportunity for pedestrian access in a safe surveillance space. The applicant reconfigured the Knowles Place extension frontage to consist of a greater amount of retail spaces that will provide increased public amenity and activation at ground level.
	Deficiencies in further stages, Sites 2, 3 and 4 and offsite works.	
• The proposed development disrupts the vista along Edinburgh Ave to City Hill by having a shorter building setback on the Edinburgh Ave extension to Vernon Circle than that currently existing in Edinburgh between Marcus Clarke and London Circuit. This vista will be partly blocked by a 53 metre landmark apartment building, which appears to be a contradiction of the requirement of the Consolidated National Plan precinct code that: "The vista to City Hill Park is framed and enhanced by new development." • There does not appear to be sufficient room for a light rail stop at the corner of London Circuit and Edinburgh Ave. With urban densification, diversion of traffic into London Circuit, and light rail to the south, this will become one of the busiest intersections in Canberra for all modes of transport. The light rail route and City West stop rail stop should be on the eastern side of London Circuit, otherwise it will add to congestion for traffic entering the city via Edinburgh Ave. While this is not the developer's problem, it is an issue which the NCA should agree with both the ACT Government and the developer prior to approval. • Most of the development appears to have what is known as a zero-boundary (i.e. built to the boundary line at the street frontage) and so every possible		Part 4.6.5 of the National Capital Plan (NCP) states <i>Replacement of existing surface car parks and public car parking should be provided for as identified in the ACT Government Parking Strategy. 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 City Hill Precinct.</i> <i>Car parking for new development is to be accommodated in basements or in above ground structures that do not dominate the public domain.</i>

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	square metre of the site is being exploited. The public realm in these later stages also appears to be restricted to the streets, lane and verges. - Separate cycling infrastructure is needed on the Edinburgh Ave extension between London Circuit and Vernon Circle. A shared path as currently proposed is inadequate to support safe separation, nor is it in line with the road user hierarchy espoused by the NCA and the ACT Government. - The ACT Government should be required to build, own and maintain, the Edinburgh Ave extension, including the verges. Under the current proposal, the developer is required to build it. Future ownership and control of this space is not obvious to us. - Further stages of the development will increase congestion in Knowles Place, at the northern end of the site, and around the intersection of Edinburgh Ave and London Circuit. (See the traffic studies.) The 53 metre tower at the corner of London Circuit and Edinburgh Ave, in one of the latter stages, will overshadow the Edinburgh Ave extension and any future development south of the site. These off-site impacts appear not to have been addressed in the works approval application. The vista along Edinburgh Avenue to City Hill and Mt Majura beyond must not be further encroached on by another 16 storey 53 metre building. The wide verges on each side of the Avenue should be continued to Vernon Circle. The Guardians are concerned that the developer is maximising return on investment and so the scale is too big. The buildings are too high, too dense, too close to the street and there is likely to be insufficient light to some of the apartments. A supermarket is planned in late stages but not guaranteed, but apparently more bars and restaurants are certain. Overall, we believe the effect of the development, as currently proposed, will be to cause social congestion in City West rather than improve liveability or amenity. RECOMMENDATION 3 The NCA should require that the development be reduced in scale, that it not encroach on the vista along Edinburgh Avenue to City Hill and that adequate space be provided on the eastern side of London Circuit for a light rail stop or bus layover.	The development provides a compliant number of parking over 5 levels of underground, ground level and podium parking (sleeved by retail tenancies and residential apartments). Podium car parking is screened and does not dominate the public domain. Details of the perforated aluminium screening to the podium parking is subject to further consideration and approval from the NCA. Car parking requirements have been set out in the Deed, administered by the ACT Government (750 space requirement). Road alignments, and verge widths are in accordance with the typical cross sections outlined in Figure 47 of the National Capital Plan. The terms of sale of the site were set by the ACT Government and include a range of off-site works. A deed of sale, administered by the Planning Directorate, ensures the property owner meets these obligations to deliver off site works. The Edinburgh Avenue extension aims to create a new public realm, responding to and consistent with the existing City Hill design and recently completed Constitution Avenue extension. Part 4.5.6 City Hill Precinct of the National Capital Plan (NCP) states: <i>Landscape and streetscape treatments are to be of a high quality emphasising the geometry and formality of the Main Avenues.</i> <i>New road connections to Vernon Circle from Constitution and Edinburgh Avenues should facilitate access for local traffic and pedestrians. View corridors must be retained from radiating avenues to City Hill Park. No buildings should bridge these avenues.</i> <i>A limited palette of high-quality pedestrian pavement materials, street furniture and lighting will be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.</i>

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		The proposed development maintains and enhances existing avenue connections and public domain vistas along roadways. No buildings bridge Edinburgh Avenue. The proposed development includes high quality materials and finishes for the pedestrian environment. The indicative typical cross sections for Avenue Extensions shown in the National Capital Plan prescribe a width of 40m. The proposal is consistent with the prescribed width outlined in the NCP. Stages 2, 3 and 4 and future light rail works are subject to future works approval applications. At the time of determining this application, the detail of the light rail design had not been finalised. The design of light rail stage 2 is underway by the ACT Government. The NCA is engaging with the ACT Government with regard to both the design of the light rail and the potential traffic implications. The ACT Planning and Land Authority Deed of Agreement following the sale of the Block, did not include a requirement to consider the potential implications of a future light rail design. Any changes to the Deed to respond to the light rail design is a matter for the ACT Government and the Applicant.
	RESIDENTIAL ENVIRONMENT The development appears to be designed to meet current urban design standards based on once in 100-year weather probabilities. The Guardians believe that large scale urban developments need to take account of the increased probability of more extreme weather events in future, particularly increased temperatures, due to climate change and therefore works approvals applications should demonstrate how the planned development would perform in the future environment. In our quick review of the documentation, we could find no reference, or even aspiration, to design buildings for a warming environment, or for sustainability (as demonstrated, for example, with the NABERS rated Nishi building).	The proposed development incorporates a high level of architectural design (presented to National Capital Design Review Panel), urban design, sustainability and landscape character that reflects the existing and desired future character of the National Capital. Comments were noted and

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	We cannot see how the proposed development would meet the detailed conditions of planning design and development for the City Hill precinct (Section 4.6 of the National Capital Plan - City Hill Precinct code). That section states, in part, that new development should exemplify sustainability principles and demonstrate excellence in urban design, landscape and architecture, rather than continue the mediocre standards that seem to be the acceptable norm in Canberra. Likewise, we cannot determine how The Barracks proposal would 'exemplify sustainability principles' of world standard, except that it falls well short of latest thinking in urban planning design. The NCA would do well to consider how this development would stack up against current best thinking on urban design, such as the WOHA "Garden City Mega City" design indices for sustainable urban developments in a warming climate. [For information about the WOHA Garden City: Mega City design philosophy see: https://vimeo.com/173318728] We note that there are to be 700 dwellings in the four-stage development that includes a 53 metre landmark tower and therefore it is likely that there will be to be more than 1000 additional residents and potentially more than 2000 people living, working or visiting The Barracks. Yet, there appears to be very little public realm in this project and no reference to provision of community facilities, such as publicly-funded childcare, children's playgrounds, sporting facilities other than a private gym, or educational or recreational facilities for the wider community. Presumably, the apartments will be for sale to investors and downsizers. Likewise, we could find no stated commitment to social housing in the documentation. So, where is the community benefit in this development? Residents and visitors will be seeking multiple and closely linked recreation spaces other than what can be undertaken with the confines of the development. It is highly likely they will need access to Lake Burley Griffin's Acton Park for walking, cycling, picnicking, swimming, lakeside enjoyment etc. City Hill park will not be sufficient open space to meet the needs of the likely future population around City Hill.	addressed by the applicant, and where applicable, taken into consideration as part of the assessment process. The National Capital Plan states <i>City Hill Park should be retained and enhanced as an enclosed central park serving a functional role within an urban built form.</i> The proposed development maintains and reinforces City Hill Park as the primary public space for the Precinct. The building has been designed, sited and scaled to reinforce this aim with the development considerably increasing people within the precinct. In addition to the landscaped podium that provides recreational opportunities, there is an abundance of designated public open space areas available near-by within the inner city district/ Central National Area. Such as West Basin, Acton Peninsula, Commonwealth Park, City Hill, Glebe Park, Black Mountain Peninsula, Lennox Gardens, Commonwealth Place, Kings Park, Civic Olympic Pool and areas within the grounds of the Australian National University. The land use policy for the site is Land Use A. Permitted land uses for Land Use A include: • Administrative Use • Car Park • Café, Bar Restaurant • Casino • Community Protection Facility • Cultural Facility • Diplomatic Mission • Education Establishment • Hotel • Health Centre • Motel • Indoor Recreation Facility • Office • Park

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	The Guardians believe the creation of a compact city, with higher density around City Hill, reinforces the need to ensure that West Basin as part of the National Capital Open Space System must remain as a parkland and not be obliterated by future development nor have its basin shape distorted by lake infill. We note also that The Barracks Stage 1, at 25 metres is the same height as buildings which are proposed to be permitted beside Commonwealth Avenue at West Basin. The Guardians are concerned that the design, scale, quality and amenity approved for The Barracks will set a low standard for what the NCA would accept, as well as what developers will propose, for the remainder of City Hill and for West Basin. RECOMMENDATION 4 The NCA must ensure that this development meets all requirements of the National Capital Plan and preferably exemplifies world class design and public amenity standards that will enhance the future liveability of the City in a warming climate.	• Personal Service Establishment • Place of Assembly • Public Utility • Residential • Retail • Scientific Research Establishment • Social/Community facility • Tourist facility. The Deed of Sale is administered by the ACT Government. The land uses associated with the proposal are established by the proponent, consistent with permitted uses of the National Capital Plan. Future stages of development (including their land use) are subject to future works approval applications. The proposal meets the relevant requirements of the National Capital Plan.
13.13.1	Matthew Auckett I went to the public information session on the proposed Section 100 development shown on the first floor of the QT building. I was shown the various models on display and talked to one of the people assisting in answering questions. I was told there is a height restriction on the building facing Vernon Circle. Buildings behind this building can be higher and that is why there will be two towers constructed plus another building. I read with interest the Environmental report where it states a site walkover was undertaken on the 10th of April 2008. This was over ten years ago. Things do change in ten years such as the law court redevelopment. It states that the maximum building height at Vernon Circle is three storeys and London Circuit six storeys. On page 2 (1.1 Background) it states buildings of six to eleven storeys. It also mentions the air conditioning services encumbering the northeast part of the site for serving the law court building.	Refer to response at 7.1. Mechanical plant is located to the roof, with building services rooms located in the basement.

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	The Construction management plan (cmp) for one City Hill (Stage 1) the Barracks introduction section states construction of a eight – nine storey mixed use residential –commercial building. Since the Morris property group paid \$85 million for the site you can understand why they want to go as high as possible to generate the maximum amount of units and hence profit. With all these various numbers given throughout the development proposal what exactly is the height restriction on the building facing Vernon Circle? Does the proposed development comply with the current code?	
	The Special Project Conditions A2.1.6.4 (page 24) shows development across the new proposed road 100 min. on site parking (new Edinburgh Avenue road reserve stage 1). This development is NOT needed since there are 200 retained and new onsite parking (see coloured purple section).	On street short stay car parking spaces have been provided as additional amenity in the precinct.
	No mention is made of saving any trees in front of Vernon Circle. All these factors have to be taken into account before granting any proposed development.	Refer to response at 5.3.
14.	City Renewal Authority (CRA)	
14.1	The City Renewal Authority (CRA) appreciates the opportunity to provide a submission on the Works Approval application for the Morris Property Group (MPG) development known as 'The Barracks' at Section 100, Blocks 8-11. We have been tasked by the ACT Government to ensure exemplary urban design and people-focussed place outcomes are achieved through renewal activity within the city centre. The MPG proposal is a significant development project which provides an opportunity to demonstrate exemplary place planning as well as high quality urban and architectural design outcomes for all Canberra residents. To that end, I reiterate the value the National Capital Design Review Panel (the Panel) provides in improving the quality of design in the national capital and I request that given the significance of the site, this development be reviewed by the Panel. The comments below are made against the nine Design Quality Principles used to assess all projects located within the CRA precinct. Applying these principles has already led to improved development outcomes.	On 2 November 2018 the proposal was presented to the NCA Board for comment on the proposal. The Board requested the proposal be considered by the National Capital Design Review Panel (NCDRP). Design review is recognised across Australia and internationally as an effective way to raise the design quality of the building environment. The proposal was presented to the NCDRP (the Panel) on 4 December 2018. The panel acknowledged the extensive and well considered architectural quality of the proposal and made comments on the public domain (including Knowles Place car parking and access), landscape interface, sustainability and solar access and building height. Assessment of the application considered comments raised by the Panel. The applicant responded to comments raised, and revised plans were provided to the NCA for consideration and subsequent approval.

Submission	Comment/Issue	NCA Response
14.2	Principle 1: Context and Neighbourhood Character The CRA supports development that makes a positive contribution to creating a vibrant, healthy and sustainable city. To achieve this we recommend that the proponent be asked to develop a Place Plan to demonstrate its contribution to neighbourhood character, community development, and clarity on place intent. The information provided to date is silent on place-based amenity. It does not for example, offer nor extend to include, any additional benefit such as age specific play spaces, community gardens, food production, green walls, public art, or programmed and curated public spaces. Similarly it fails to properly address the site's relationship to the wider City Hill precinct as expressed in the Plan code. The CRA considers that a development of this scale should clearly articulate how it contributes to the local context using placed-based strategies.	During the National Capital Design Review process community/public amenity was discussed and revisions to the design were made, in particular with regard to Vernon Circle and Knowles Place extension. The proposed site and building design provides for a high level of functionality for both private building users and visitors to the development including the Knowles Place extension pedestrian plaza/laneway with commercial retail opportunities. The proposed development will increase human activity and vibrancy in the City Centre as the surface carpark will be replaced with a mixed use residential development. The proposal incorporates a range of land uses that contribute to a diverse and active character. The subject site addresses Vernon Circle with residential dwellings. No services or 'back of house' treatments are located to Vernon Circle to maintain a prominent high quality street frontage. The proposed development also provides active frontages to Knowles Place, and Edinburgh Avenue. Knowles place extension improves site permeability and connectivity. Conditions were included as part of the approval that retail to specific design details including public artwork.
14.3	Principle 2: Built Form and Scale In broad terms, the development presents a long, undifferentiated street elevation with very limited articulation and variation to the Vernon Circle frontage. Applying the same design principles outlined in the draft City and Gateway Urban Design Framework to this site would require that building frontages be limited to a maximum of 55 metres in continuous length. To address this homogeneity, the proponent should be asked to review the massing, character and elevational treatment to Vernon Circle to improve facade articulation and offer greater visual interest.	The Vernon Circle elevation (shown below) comprises a curvilinear form to reflect and reinforce the alignment of Vernon Circle. The building form and new road alignments respects the geometry provided for the City Hill precinct. Detailed works are subject to further consideration under a future works approval application. The proposed development maintains and reinforces City Hill Park as the primary public space for the Precinct. The building has been designed, sited

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	The design proposes basement car parking under the Knowles Place extension making it extremely difficult for the proponent to guarantee street tree survival as this area will be planted over a structural deck. Adequately sized soil pits must be provided to an appropriate depth to ensure large canopy street trees survive in the long term. It will not be sufficient to propose small street trees in this location to overcome the requirement to provide appropriately sized structural pots. Similarly it is considered sub-optimal for the proponent to provide raised planter boxes within the streetscape for street trees. Street trees must be set flush with the surrounding ground plane and have adequate soil volumes and access to water given they are essentially containerised subject to soil degradation and unable to make use of groundwater profiles. The treatment of the rooftop is considered underdeveloped. Visible rooftop plant is an unacceptable design outcome and solutions to conceal plant should be applied. The inclusion of a green roof or similar landscape treatment to assist in reducing the heat island effect as part of the Territory's sustainability objectives is strongly encouraged. The proponent has proposed podium level car parking which is not supported. For a development of this scale and in such a prominent location, basement parking is the only acceptable solution. Previous podium parking treatments undertaken by the proponent have resulted in poor design outcomes both aesthetically and functionally.	and scaled to reinforce this aim with the development considerably increasing people within the precinct. Street trees and soil profiles to Knowles Place extension and Edinburgh Avenue have been designed by a Landscape Architect and are considered appropriate for the amenity of the locality. The landscape and streetscape treatments are of a high quality emphasising the geometry and formality of the site's context. Whilst a green roof is desirable, it is not mandatory under the City Hill Precinct of the National Capital Plan. Other parts of the proposal demonstrate excellence in urban design. Refer to response at 1.5.
14.4	Principle 3: Density The CRA supports a well-considered mixed use development of this scale providing residential and commercial uses in this part of the city. The number of dwellings proposed however has resulted in only minimal private open space and access to natural light.	The National Capital Plan states that urban expansion should be contained to minimise impacts on valuable natural and rural areas. A portion of new development must be located within existing urban areas such as town centres and along public transport routes. The proposal is compliant and considered high density development is considered appropriate within Canberra's City Centre, adjacent key public transport routes. City Hill within the City Hill precinct serves as an enclosed central park within the urban built form.

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14.5	Principle 4: Sustainability This is a significant development that will impact on the city's consumption of natural resources. Sustainability and the performance of the built environment is a 'front-and-centre' issue for the ACT community. The CRA recommends seeking further information from the proponent to outline the level of sustainability performance being targeted for the development. This includes measures to enhance thermal values of the building, the energy performance rating being targeted, energy saving design improvements, how energy supply and demand has been addressed, landscape provisions for heat sinks and water sensitive gardens and design features. It is requested that the proponent provide more information on how sustainable transport and active travel measures will be provided on the site. This should include, for example, the number and location of resident and visitor bicycle parking and other initiatives that support reduced car ownership as well as the capability for electric vehicle charging infrastructure. It is requested that the proponent review and improve pedestrian accessibility on the Knowles Place edge, in discussions with the neighbouring ACT Law Courts. The preferred outcome for this precinct would be an easement on title, to ensure pedestrians have unrestricted through access between London Circuit and Vernon Circle on the north side of the development. The proponent is encouraged to consider the use of the roof area to utilise the solar generation and as stated above, green roof treatments to achieve improved environmental benefits.	Refer to response at 9.3.
	Principle 5: Landscape The narrow footpath and underdeveloped landscape treatment on Vernon Circle provides a sub-optimal outcome for pedestrians and contributes little to the streetscape character. The landscape treatment should be improved to create a high quality streetscape and pedestrian experience. The development would benefit from the provision of more landscaping, shade trees and greenery to improve its contribution to the character of Civic, the place experience and reduced environmental impact. New Acton is an excellent example of how this could be achieved.	Refer to response at 9.4.

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	The considerable size of the roof area is likely to contribute negatively to the urban heat island effect. A positive outcome would be for the proponent to consider a green roof, or similar, providing multiple benefits of increased shade and amenity, additional communal open space and reducing the impact of high reflective area.	The NCA does not support the use of highly reflective roofing material. The NCA is required to approve physical samples of all materials and finishes prior to construction to ensure high quality.
	The quantity of shade in both the public and private open spaces and streetscapes could be increased for resident amenity and contribute to city 'cooling'. It is recommended that landscape plans include additional trees and greenery with sufficiently deep soils to allow large shade trees to reach their optimum size and health.	Detailed landscape plans are subject to future approval by the NCA and will ensure a high quality design with planting and planting profiles appropriate to the context of the site.
	Principle 6: Amenity The Territory Plan requires development to achieve at least 70% of all apartments receiving a minimum of 3 hours sun penetration on the winter solstice. The CRA is a strong supporter of this requirement for the benefit of apartment residents. We are concerned that adequate solar penetration may not be achieved using the ACT Multi Unit Housing Development Code in this development proposal and would recommend the design be modified to deliver a better solar access valuing. Further, the plans indicate a number of 'solar tube' bedrooms, which is an unsatisfactory outcome for amenity, liveability and sustainability for apartment occupants.	The proposal comprises a strong and integrated response to City Hill and Vernon Circle consistent with the requirements of the National Capital Plan. The articulated form and orientation of the building, central open space and balconies ensure solar access to the majority of dwellings year round.
	The CRA is a strong proponent of health and wellbeing benefits achieved through the application of 'active design' principles for communal areas and placement of common stairs to encourage opportunities to use stairs over mechanical transport. To have affect, it is important to place a priority on the convenience and location of stairs to encourage residents to use these over mechanical transport. The current scheme maintains an overly conservative approach on these amenity related initiatives and lacks innovation.	Stair access is accessible to all building facades and street frontages with the exception of Vernon Circle and generally located next to residential lobbies.
	(Comments relating to pedestrian amenity and active travel outcomes are also provided under Principle 7 - Safety)	
	Principle 7: Safety Knowles Place is an important active travel route and it is recommended that the proponent improve pedestrian and cyclist connections through the site. The development can make a significant contribution to encouraging walking through a people-focused design approach to pedestrian movement throughout the development. The CRA recommends the proponent review the proposed path	The applicant has given further thought to the Knowles Place extension and in collaboration with TCCS has re-designed this as a public road to be owned by the Territory. This section is now designed as a 'shared zone' that will encourage greater pedestrian and cyclist activity and discourage 'rat running' by vehicles through the use of traffic calming measures. The number of

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	network to improve pedestrian amenity by providing a continuous route unobstructed by driveway crossovers and kerbing, rubbish truck layovers and odd narrowing adjacent to the Knowles Place substation. Good pedestrian amenity strengthens the area's walkability, which in turn would add 'on-street' vibrancy and activation for the area. To be successful however we recommend the proponent adopt a people-first approach to pedestrian amenity and ensure all pedestrian routes take absolute priority over car based activity. For example driveways to basement parking should be terminated at the footpath as simple crossovers and footpath treatments and finishes should extend through as the precedent surface.	vehicle crossings has been reduced particularly to the shared zone. The substation has been sited in the least unobtrusive position within the site, away from Main Avenues and the Vernon Circle boulevard. The extension of Knowles Place will improve pedestrian connectivity through the site and the precinct, and provide for local traffic access. The proposed development includes high quality materials and finishes for the pedestrian environment.
	Principle 8: Housing Diversity and Social Interaction The CRA supports the provision of diverse residential dwelling types, including provision of 3+ bedroom units and the appropriate level of service provision within the development for diverse users. Providing a wider range of apartment types and sizes better caters for different household types now and into the future. The proponent should be encouraged to provide a more diverse mix of apartments, including 3+ bedrooms, and by providing flexible apartment configurations with storage opportunities that support diverse household types and stages of life, including single person households, families, downsizers, multi-generational families and group households.	The Deed of Sale is administered by the ACT Government. The land uses associated with the proposal are established by the proponent, consistent with permitted uses of the National Capital Plan. Future stages of development (including their land use) are subject to future works approval applications. Canberra's property market has informed the design of apartment floor plans in accordance with market demand and purchaser affordability.
	Principle 9: Aesthetics The proponent should be requested to review the proposed external materials to resolve the bland presentation of the development as continuous and homogeneous facades with minimal architectural variation and visual interest. The CRA would be pleased to meet with you to discuss our submission and improve the sustainability and design outcomes achieved by this development. We look forward to continuing to work with the NCA on promoting and encouraging innovative development within the precinct given we share a mutual responsibility in making a better city.	Refer to response at 14.1. The NCA is required to approve physical samples of all materials and finishes prior to construction to ensure high quality.
15.	Name withheld	

Submission	Comment/Issue	NCA Response
15.1	As a top floor apartment owner at the Metropolitan, I was lucky enough to cross at a different set of lights on my walk to work this morning. I say lucky as the placement of the minuscule sign (attached) next to the eye sore Barracks panels was conveniently lost on other days. While this email may be sent after close of business, I do note it is the same day as you have requested responses. Given the fact this sign was posted in one location only I trust you will accept this late submission for consideration. If not I will follow up with the relevant planning department and responsible ombudsmen. The failure to post a plan/map on the sign is placing too much responsibility on impacted parties to do research. If you want to post an informative sign make it informative. This does not pass a reasonable person test as the average Canberran may not have access to IT software or systems, the knowledge to research it or the means in terms of ICT constraints in terms of downloads dictated by the economic plan they can afford. Besides these clear shortcomings in process and communication, I have an investment to protect. This development proposal threatens to obscure city and Capital Hill views from our property that will: - decrease the value of our property - decrease the privacy currently enjoyed at our property - disrupt our family life during a construction period likely to be greater than 2 years - increase travel times to and from our property during said period - increase our cleaning costs due to airborne construction particles landing on our outdoor areas - increase the walking time to and from Civic and my place of work. In summary, this development will be fought through every avenue without an agreement over adequate compensation. It is fair to say given the sneaky placement and content of the singular sign that most members of the greater Metropolitan apartments are not aware of the socio economic impacts this will have on their lives and investments.	Refer to response at 2.1. As part of the NCA's consultation process, the NCA wrote to the Strata Manager of the Metropolitan Apartments and asked if the notification regarding public consultation on the application be circulated to the Unit's Plan and owners'/occupiers of the building. The proposal is not inconsistent with the relevant planning provisions of the National Capital Plan. Specifically, the proposal is consistent with provisions of Part 4.6 City Hill Precinct Code and address the objectives of the precinct, land use and detailed conditions of planning, design and development (such as building height, active frontages, heritage, traffic, connections and vistas, parking, public transport, landscaping/open space and laneways). Figure 38 of the National Capital Plan (below) shows the indicative development of the City Hill Precinct.

