



# Pre-WA Community Consultation Report

Proposed Mixed Use Development

Blocks 16 Section 10 City

March 2022



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# 1. Introduction

## 1.1 Purpose

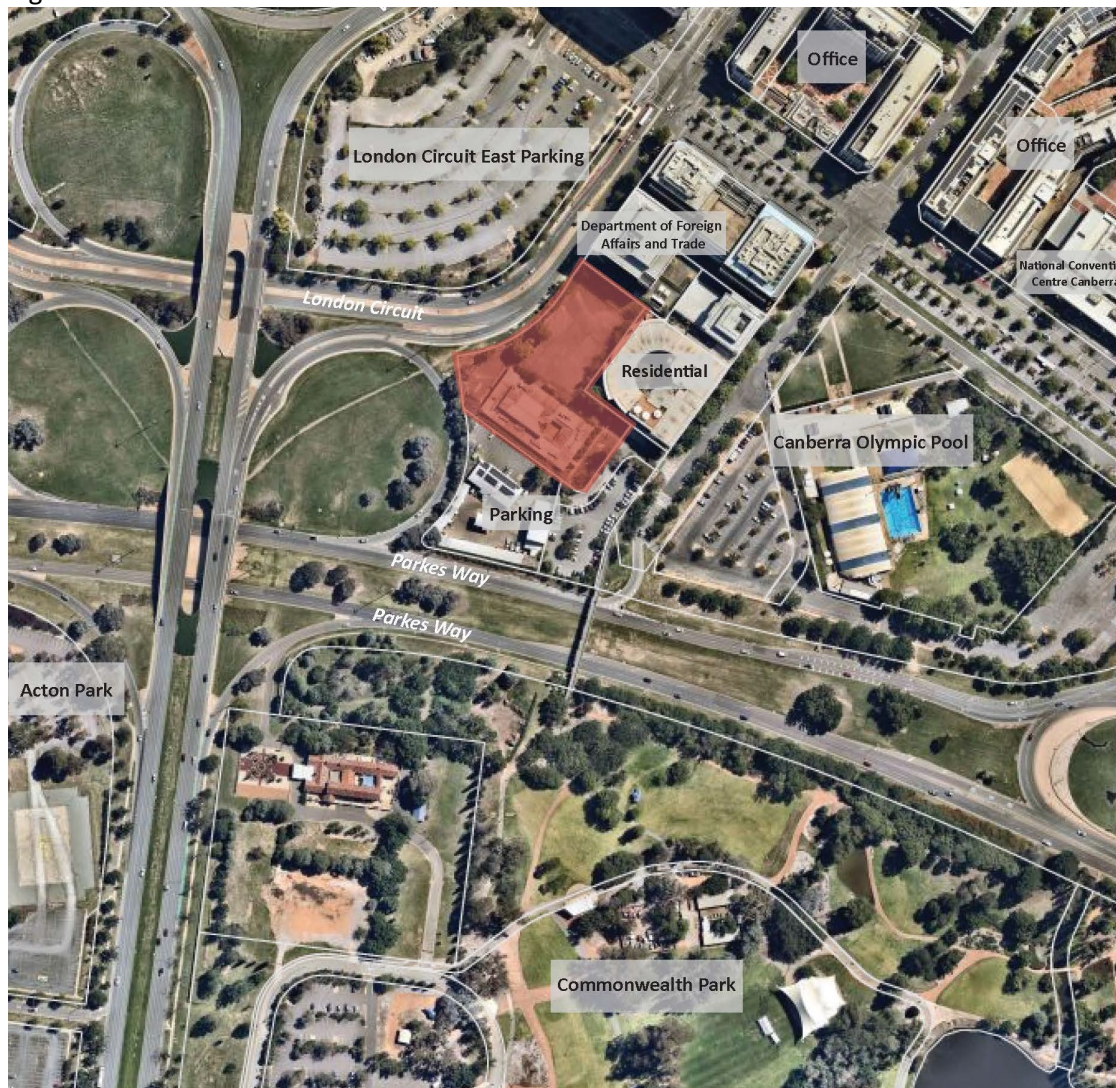
Purdon Planning Pty Ltd has prepared this Consultation Report to support a Works Approval (WA) application to develop Blocks 16 Section 10 City.

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

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

This report should be read in conjunction with architectural plans and reports prepared by the project team lodged as part of the WA application.

Figure 1: Site Context



 The subject site



Source: Purdon Planning (Nearmap, 2021)

## 2. Community Consultation Approach

For the purpose of the consultations, stakeholders with a potential interest in the proposal are considered to comprise the following:

- Local residents
- Local businesses
- North Canberra Community Council, and
- Community Groups.

It is considered that the above community stakeholders approached as part of the process were an appropriate scope for individuals with an interest in the proposal.

### 2.1.1 Consultations Activities

The pre-Works Approval Application Community Engagement activities ran for a period of 10 weeks between December 2021 and February 2022, with comments received as late as March 2022. Three public sessions were held over Zoom with the community, comments were raised and responded to at each session, with all comments recorded and included in this report on consultation. We received 4 written comments from the community during this period.

The following summarises the activities undertaken with relevant community stakeholders:

- Publication on the Purdon Planning Website, on 6 December 2021, with details of the proposal displayed on a dedicated page (<https://www.purdon.com.au/2022/02/19/block-16-section-10-city-70-allara-street-2/>). The page included opportunity for interested persons to provide feedback directly to Purdon Planning via email or telephone. The information available on the web site included:
  - Concept plans and draft reports
  - A plain English statement explaining the proposal
  - Key design elements of the proposal
  - A link to view/download the plans of the proposal (As detailed in Appendix A), including but not limited to:
    - Architectural Plans: Site Plan, Floor Plan, Elevations, Shadow Diagrams, Perspectives, Composite Street Elevation, Colour Sample Schedule, Setback Diagram, Section
    - Landscape Plans
    - Traffic Impact Assessment: summary and full draft report
    - Structural Engineering Presentation
  - Information about Virtual Consultation Sessions and instructions on how to register
  - Contact details for which to provide feedback
- Letter format consultation notification outlining the proposal and inviting comment was circulated to all properties within the surrounding area on 6 December 2021.
- Letter invitations were emailed to the Forum Apartments Body Corporate on 6 December 2021, including a link to the Purdon Planning website.
- Email to the North Canberra Community Council on 6 December 2021.
- Email to Community Groups on 6 December 2021.
- Virtual meetings with representatives from 255 London Cct and DFAT on:
  - Wednesday 19 January 2022 at 2:00 pm via Zoom
  - Friday 28 January 2022 at 10:30 am via Webex

- Online Information Sessions were held on:
  - Wednesday 15 December 2021 at 5:30 pm via Zoom
  - Thursday 20 January 2022 at 5:30 pm via Zoom
  - Thursday 3 February 2022 at 5:30 pm via Zoom
- Articles and information provided via the Riot Act and Canberra Times
- Community members had the opportunity to provide feedback until mid-March 2022.
  - All responses were recorded and form part of this report on consultation.

Copies of the consultation material are provided at Attachment A.

### **2.1.2 Community Feedback**

The following sections provide details on the feedback received during the consultation period.

#### **Written Submissions to Purdon Planning**

A total of four separate written submissions were received by Purdon Planning up until 28 February 2022. The submissions were from persons who had viewed the information available on the Purdon Planning website and/or had attended the virtual consultation sessions. There were two pieces of feedback received by Purdon Planning that were written on behalf of multiple individuals (those being the Executive Committee of the Owners Corporation for Forum Apartments and the Forum residents).

All written submissions featured several issues. The main issues raised included: information provided; overshadowing; view corridor; reflection; height; amenity; noise; traffic impacts; privacy and other less mentioned items.

Purdon Planning has summarised the commentary by category below, and a full response to the items raised has been detailed in 2.1.3 of this report.

#### **Virtual Meetings with 255 London Circuit**

Two virtual meetings were conducted with representatives from 255 London Circuit and DFAT. Concerns were raised around the setback and interface with the DFAT building which may impact upon the interface and privacy of the DFAT Building. Comments were also raised around the loss of natural light and outlook given the scale of the development. There was also concern that the proposed development would detrimentally affect the amenity of the surrounding blocks due to the increased traffic, noise, and construction.

#### **Virtual Consultation Sessions**

A total of 198 RSVPs were received for all sessions. The number that attended each virtual consultation sessions were 33 attendees for the first session held on 15 December 2021, 67 attendees joined the second session on 20 January 2022 and 44 attendees joined the third session on 3 February 2022. A number of attendees were present at multiple sessions.

The first session went for approximately one and half hours whereas the second and third sessions went for approximately 2 hours, all sessions included a brief presentation by the design team and then a Q and A session. New information was presented at each of the public sessions as elements of the design were updated based on community feedback.

The key concerns received during the presentation included:

- Height
- Construction impacts and timeframe

- Loss of privacy
- Solar access
- Lack of landscaping
- Parking and traffic
- Insufficient consultation
- Security and safety

A letter in response to the concerns raised during the consultation sessions is available on the project website, and also provided at Attachment A.

**Riot Act Website Comments**

- An article on the Riot Act website titled *“Geocon unveils plans for blue-chip mixed-use project on Allara Street”* on 17 January 2022. Two comments were received which did not directly relate to the proposal.

**Canberra Times Website Feedback**

Two articles on the Canberra Times website titled *“Geocon reveals plans for residential development at 70 Allara Street, Canberra City”* on 14 January 2022 and *“Geocon and Purdon Planning extend consultation period for 70 Allara Street development”* on 18 January 2022 attracted no comments.

**2.1.3 Response to Community Feedback**

**Updates to Plans and reports**

The Architectural and Landscape Plans were updated upon review of feedback after each session. Additional information such as the Traffic Report and Structural Engineering Presentation were also provided to address concerns in relation to traffic and structural engineering as the information was developed.

The latest Architectural and Landscape Plans were made available on 20 January 2022 along with a Transport Impact Assessment Summary prior to the second session.

With the development of the design and consideration of the comments raised in the first session, the plan was updated as below:

- A set of comprehensive landscape and architectural plans were provided and updated throughout the consultation process.
- Architectural design has been undertaken to offer extensive setbacks for all three buildings, particularly for Building 1 and 3
- An initial Traffic Impact Assessment Summary was prepared
- Skateboard prevention were added as part of landscape design
- Pedestrian Access Diagrams detailing access points for pedestrians throughout the development
- Residential Lobby Entry detailing the location of residential lobbies
- Bicycle Access & Storage detailing the location of the end-of-trip facility and the bicycle access
- Vehicle Access detailing the location of vehicle access points
- Waste Collection detailing the location of waste collection

- Elevations detailing building heights within the 25m building envelope and their relation to adjoining developments
  - North-East Elevation was updated detailing the proposed interface with 255 London Circuit and the use of high line windows and façade materials.
- Materiality detailing the proposed building materials
- 3D Massing showing 3D views from key points around the building. Particularly with regard to 255 London Cct and the Forum Apartments.

Following the second session, a Traffic Impact Assessment was made available on 27 January 2022 and the consultation plans were subsequently updated on 2 February 2022 prior to the third session.

A summary of key updates is shown below:

- An additional Traffic Impact Assessment update and summary
- Building Manager's Office situated at the primary vehicular access to manage removalist vans and deliveries.
- Loading and Waste Collection Diagrams indicating waste collection management measures
- Delivery and Loading Plan indicating traffic control measures for delivery/removal trucks
- Privacy measures for the Forum Apartments Residents on the ground floor level
- Boundary Screen Concept Design detailing the indicative screening measures along the boundary adjoining Forum Apartments
- Additional Shadow Diagrams showing shadowing after 3 pm at winter and summer solstice
- Updated Section showing Building 3 height with relation to the Forum Apartments
- 3D View from Forum Apartments from ground floor level to level 3
- 3D View for 255 London Circuit Interface

Further, a Structural Engineer Presentation was also provided on the project website following the presentation in the third session. This presentation was provided due to concerns raised with regard to excavation and piling works and the impact on residents and businesses.

Through these changes, the design team believes we have adequately addressed the issues that were raised by the community. The advice received has assisted in further developing the design which remains consistent with the advice of the NCDRP and is consistent with the National Capital Plan (NCP).

### ***Traffic Impact***

The traffic impact was specifically mentioned by all submissions and through online sessions. Some comments stated the proposed traffic arrangement is unworkable as the additional traffic flow will negatively impact the Forum Apartments. There was also concern that the traffic study does not include sufficient data to demonstrate traffic safety and pedestrian and bicycle traffic flow.

Many comments raised a wish for traffic access to be directly from London Circuit.

Safety of pedestrians and cyclists along the Allara Street driveway were also mentioned as being a concern.



Traffic Queuing impacting Forum Residents was also raised. With construction traffic also mentioned as an issue.

*Response:*

A Traffic Report was provided on the consultation website, addressing issues such as traffic impacts on surrounding road networks, parking overflow impacts, and road safety impacts. The traffic report has been updated and forms part of this WA submission.

The report has been prepared to AusRoads Standards and is based on pre-pandemic traffic levels. The report has not considered the expected downward pressure on traffic generation expected from the future light rail extension.

The report demonstrates that traffic impacts from the proposal in and around the development will be at acceptable levels.

Access directly from London Circuit is not possible due to the topography of the site, traffic safety and TCCS standards. The Allara Street access has been demonstrated as being at appropriate levels for traffic and safety considerations.

The number of spaces provided meets the requirements of the NCP. The parking is in keeping with reducing private motor vehicle use and is appropriate given the sites location in the City. All parking for the proposal is to be accommodated in the basement and mezzanine level. An additional 174 spaces are identified as being available off site for visitors. However it is stressed that these spaces are not required to supply appropriate parking levels for the development.

Pedestrian and cyclist have been also taken into consideration by proposing traffic control devices such as signage, line marking.

Construction traffic will be managed as part of the Construction Management Plan. Residents and neighbours will be advised of peak periods during the construction phase.

***Privacy and outlook***

The impacts on privacy and outlook were highlighted by a number of attendees. Some comments stated the privacy of the Forum Apartment residents would be adversely impacted given the scale of the proposed development. Others stated the views from Forum Apartments may also be blocked by the proposed development and requested sightline modelling to address this concern.

The scale of the development was queried, with Forum residents raising that views would be impacted. It was raised that the building should be lowered to allow Forum residents to retain views.

*Response:*

Privacy measures such as screening devices and the use of landscape elements will be employed to minimise overlooking into private open spaces of the Forum apartments.

Generous building setbacks are part of the design to reduce opportunities for overlooking and to increase opportunities for generous landscaping between buildings. Building 1 is set back 16m to Forum Apartments at a minimum, Building 3 is set back a minimum of 13m to the Forum Apartment boundary. There is no minimum separation distance requirement in the NCP but a 12m minimum separation is required in the Territory Plan. The proposal far exceeds this minimum level.

**Construction**

Construction impacts were also raised as a concern. It is primarily related to the potential impacts on the structural integrity of the Forum Apartments, particularly with regard to basement construction. The submissions stated the proposed basement parking is extensive in scale and too close to guarantee the safety and integrity of the Forum Apartments.

Queries on the timing for construction were also raised and details on the standard working hours were requested.

**Response:**

An application for Demolition was lodged with the National Capital Authority. Work on demolition is expected to commence mid-2022.

Construction works are expected to commence later in 2022. Construction is expected to take approximately 22 months and will be delivered in two stages. Stage 1 includes overall basement levels and Building 1, Stage 2 includes Building 2 and 3. Please note this arrangement is likely to be varied upon review of the construction team.

All construction works will be carried out in accordance with EPA's standards and ongoing consultation with surrounding developments will be undertaken during the construction phase.

All building work that generates noise will be conducted within the time periods detailed in Schedule 2 of the Environment Protection Regulation 2005.

Geotech and soil testing have been conducted prior to excavation to determine any potential contamination. An Unexpected Finds Protocol (UFP) will be developed and implemented during construction works if anything is detected during testing.

A Structural Engineer has been engaged to minimise the risk of damage to surrounding structures, dilapidation plans have been undertaken and have been included in the application. Uses of site fencing, retaining walls and commonly used excavation methods will be implemented.

The Project Team have committed to providing regular updates to the Forum residents and representatives of 255 London Circuit. This will include updates on demolition and construction activities, as well as provision of timeframes. The community will have a contact to raise issues or concerns throughout the development phase for the project.

**Overshadowing**

Overshadowing was mentioned several times in the submission. The concerns are mostly related to overshadowing caused by the proposed building height without regard to the setback proposed. The potential impacts on the energy efficiency rating of the Forum Apartments is also one of the concerns, as well as the subsequent increase in heating costs. In addition, concerns are also raised upon review of the shadow diagram (after 3 pm), which demonstrated the extent of the overshadowing would be significant, extensive and detrimental to the Forum Apartments.

**Response:**

The subject block is situated within 'Designated Land', which is administered by the National Capital Authority (NCA) and works should conform to National Capital Plan (NCP).

The NCP does not specify the hours required for solar access. However reasonable solar access and amenity is provided as far as practicable for adjacent developments.

An early study was undertaken which ascertained that the proximity of the Forum Apartments to the proposed development creates an overshadowing impact with the former being built to the boundary. A number of alternatives were explored including siting, setbacks and design. As a result of the analysis the building has been setback significantly from the Forum Apartment boundary to maximise solar access and view to sky.

There is a minimum of 13m to the closest point of the boundary with an average of around 15m generally. The shadow diagram demonstrates that there will be some overshadowing for units during Winter Solstice between 12 and 3pm. This represents a reduction to solar access for some apartments at the Forum, while a large number of apartments already have reduced solar access due to the siting of the building.

12pm to 3pm is the standard measurement for solar access, however additional solar plans have now been provided. Forum Apartments will be overshadowed by the proposed development as well as the DFAT building from 12 pm at the winter solstice and from 6 pm at the summer solstice.

### **Setback**

Comments raised with regards to the setback from 255 London Circuit and the Forum Apartments. Potentially shifting the buildings was also discussed to increase setbacks.

#### *Response:*

The setback to 255 London Circuit is at least 3m from the boundary adjoining Block 16 Section 10 with 1.75m setback proposed to the shared boundary. As such, there is at least 4.75m separation between the two buildings.

In response to the request for greater privacy, the design of the proposed development has been modified to incorporate high line windows along the building façade adjacent 255 London Circuit. A selection of hard-wearing, high-quality finishes are also proposed along this façade to provide visual interest, and the addition of balcony winter gardens near the adjoining DFAT site sufficiently blocks the views from residents looking into the DFAT Building.

The distance between the new development and the Forum Apartments is a minimum of 13m at its closest point to the boundary. This setback increases as the Forum Apartments curve away from the boundary.

As per the NCP, no minimum setback requirements apply to the site. The 13m setback proposed has considered the existing context, especially the adjacent residential development, Forum Apartments. The structure and layout of the proposal have been analysed and the proposed

A 4m setback is provided on buildings towards Parkes Way to meet fire safety requirements and to allow for future development in this area. Shifting buildings towards the south is not feasible as the setback has to be maintained to comply with fire safety requirements.

### **Height**

Comments on height and scale of the building were raised including queries regarding height, view to sky and interface of the proposed building with the Forum Apartments.

#### *Response:*

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

It is important the siting and design presents an appropriate scale with regard to the desired character for London Circuit. The building design is consistent with adjacent buildings and will contribute positively to the built form of the main avenue.

The buildings vary in RL as a Result with Building 1 at RL585.55m, Building 2 at RL590.65m and Building 3 at RL588.7m. Building 1 is 6 storeys, Building 2 is 8 storeys and Building 3 is 7 storeys. The ground floor of Building 3 starts from the ground level of London Circuit.

Building 3 is 12m higher than the Forum Apartments.

The current building height is desired by the NCA for consistency and was design to this height under consultation sessions with the design review panel.

An extensive exercise in both architecture and landscape design has been employed to refine and improve the interface both at the ground floor and moving up the building. This includes introduction of landscape elements, fencing, plantings and in the separation between buildings.

The lower ground element for the proposed development will align with the ground floor of the Forum apartments.

Building 2 provides 2.75m and Building 3 provides 3.35m floor to ceiling height on the ground floor fronting London Circuit. The façade treatments to Building 2 fronting London Circuit was proposed with the intention to visually appear as having high floor to ceiling height by using the same building materials with vertical elements on the first two levels.

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

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

### ***Landscaping***

Queries regarding the type and scale of plantings on the ground floor were raised, with particular focus relating to the interface between the proposed development and the Forum Apartments and 255 London Cct. The height and detail of the mesh trellis was also raised.

Comments were raised regarding the level of canopy cover and the number of hard surfaces to the internal components of the development.

Response:

We aim to provide established trees with a combination of evergreen and season changing trees to establish interesting landscaping. Based on the current plans, we have achieved 15.4% of the canopy coverage on site with 37.3% coverage within the public realm.

A combination of hard and soft surfaces are proposed to create an interesting yet practical landscape design.

A deep root planting zone is proposed along the driveway with climbers to be planted along wide/mesh screens. The tree species have been selected to fit the deep soil planting zone so that the root will be contained within the designed area.

Trees on site are proposed to be removed as part of the early works.

The trees shown on the view analysis between DFAT Building and Building 3 indicates the existing trees.

The mesh trellis runs along the side boundary adjoining the internal driveway between the Forum apartment and the new development. The planter height will be consistent with what currently exists at the Forum Apartments.

***Crown Lease***

A query as to whether the Crown Lease permits residential use was raised.

*Response:*

The current Crown Lease permit residential use. There is no limitation on residential units in the Crown Lease.

***Level of Consultation***

Concerns were raised that the time and detail of the consultation did not provide enough time or details for individuals to make comment. It was also queried as to why consultation wasn't held earlier.

How comments were considered in the development of the design were also raised.

*Response:*

A total of three sessions were held with a consultation period of over 10 weeks. The third session was added to the process to provide further opportunity to discuss the proposal with local residents. This also gave the project team further time to provide updated information and design as the project was developed based on community comments.

The design has been developed through discussions with relevant authorities (TCCS, National Capital Design Review Panel (NCDRP) and the NCA) to identify key design considerations. This includes considerations of possible impacts. Once we were at a reasonable level of maturity with the design it was appropriate to approach the community. Community feedback was sought and informed elements of the design where appropriate.

All comments made during the consultation period have been taken into consideration and updates to the plans have been made to ensure we address comments raised during the process. The consultation plans have been updated three times since the first version and it now addresses concerns such as building management, loading and waste collection, privacy measures, integrated skateboard mitigation, additional shadow analysis, views from Forum and 255 London Cct interface.

Information was regularly updated on the Purdon Planning website through the consultation period.

***Commercial Units***

Queries regarding the commercial units were raised during the consultation. This included concern that a supermarket could be proposed and queries regarding deliveries.

*Response:*

One (1) commercial unit is proposed on the Ground Floor Level of Building 2 which is not intended to be a supermarket. The intended use of the commercial unit is a restaurant, bar and/or café which are currently permitted in the Crown Lease purpose clause and will activate the street frontage.

Commercial delivery vehicles share the same driveway and turning area as all other services and deliveries. Access to the commercial unit is in through the basement with a direct access connecting to the premise.

***Security and safety***

Queries regarding the differentiation between public and private spaces, passive surveillance and methods to inhibit loitering and unwanted behaviour were raised.

*Response:*

No security access is proposed between public and private spaces. Hardscape treatments are proposed to mitigate skateboarding.

Appropriate security measures will be put in place, such as but not limited to, CCTV cameras, intercom system, access control devices.

We also note that the proposal will introduce further passive surveillance from new residents.

In terms of the security of surrounding developments, it is the responsibility of the individual body corporate to put security measures in place.

Landscaped areas will be in between buildings with private open spaces facing the landscaped area which increase the level of passive surveillance.

***Waste***

Queries around the waste collection schedule were raised. Methods for mitigating noise from truck operations were also mentioned.

*Response:*

A waste collection and management plan will be submitted to TCCS in accordance with the Development Control Code for Best Practice Waste Management in the ACT (the 'DCC').

***Building Materials***

Durability and quality of building materials were raised as a concern.

*Response:*

The proposed buildings will incorporate high-quality, hard-wearing materials with earth toned finishes that will weather and endure over an extended period.

The three buildings have a consistent palette of materials across the development, with subtle differences being used to express the individuality of each building.

***Loss of Amenity***

Loss of amenity was raised as a concern by Forum residents.

*Response:*

The Forum apartments are built hard up to the adjacent boundary and currently overlook a disused car park. The proposed development will introduce well-considered, high-quality landscape treatments to the area.

The proposed design has been designed and sited with consideration of the Forum apartments and its proximity to the boundary. The building has been setback as far as practicable to limit loss of amenity and to provide opportunities for improved landscaping.

The proposed development will provide access from London Circuit to Allara Street which will further activate the area and increase pedestrian permeability.

The commercial unit proposed on the ground floor facing London Circuit will bring amenities to the community.

The internal landscaped area is shared between residents and the public which provides adequate shading area with leisure opportunity.

### 3. Conclusion

Pre-WA Consultation associated with the application to develop Blocks 16 Section 10 City for mixed use development with associated parking has been undertaken through a 10-week consultation period which forms part of the WA submission package.

The consultations included:

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

A majority of submissions received expressed comments with regard to the proposed traffic arrangement, height of the building and the perceived overshadowing and overlooking issues that would result from the proposed development.

Changes to the design have been made to incorporate feedback received, such as refinement of the facades, extensive landscaping measures, enhanced setbacks and clarity of traffic arrangement and structural engineering.

The Project Team have committed to providing regular updates and contact with adjacent residents and offices as the construction phase takes place over an expected 22 month period.

The design has been developed over through the consultation process, picking up commentary which has benefitted the design development. We thank participants of the Pre-Works Approval consultation process for their time and invaluable insight.

**Purdon Planning  
March 2022**



# Attachment A

## Consultation Materials

Questions feedbacks	Session Mentioned	Answers	Action
<b>General</b>			
<p>The following concerns about the development were raised:</p> <ul style="list-style-type: none"> <li>▪ Overshadowing</li> <li>▪ View corridor</li> <li>▪ Reflection</li> <li>▪ Height</li> <li>▪ Amenities</li> <li>▪ Noise</li> <li>▪ Traffic</li> <li>▪ Parking</li> </ul>	<p>Session 1, 2 and 3</p>	<p>The buildings have been positioned in a way that overshadowing is minimised. As per the National Capital Plan (NCP), no minimum setback requirements apply to the site, however generous setbacks (minimum 13m from the boundary) are proposed to minimise overshadowing, which differs from other built-to-boundary developments in the area. Shadow Diagrams are included in the new architectural set, indicating the extent of overshadowing during winter solstice.</p> <p>Visual impacts are minimised by breaking up built form while providing adequate separation distance to surrounding developments.</p> <p>The proposed building façade is designed with high-quality, low reflective materials with a combination of precast concrete, glazing and earth tone metal cladding.</p> <p>The development has a maximum height of approximately 25m. The height of the building which sits adjacent the Forum is approx. 25m which creates a focus point when driving down London Circuit and Commonwealth Avenue. The lower ground floor accommodates indoor amenities such as gymnasium, dog wash, library, co-working space.</p>	<p>Please refer to the updated architectural set included on the consultation website.</p> <p>A Noise Management Plan will be established with appropriate measures to mitigate potential noise. Noise during construction will be managed in accordance with EPA’s guidelines.</p> <p>A Traffic Report has been prepared by Cardno and is available on the Purdon Planning website. This will be provided as part of the Works Approval (WA) package. It addresses issues such as traffic impacts on surrounding road networks, pedestrian traffic, parking overflow, and road and pedestrian safety.</p>
<b>Setback</b>			
<p>Concerns about the setback distance to the Department of Foreign Affairs and Trade (DFAT) building,</p>	<p>Session 1</p>	<p>Department of Foreign Affairs and Trade (DFAT) building set back is at least 3m from the boundary adjoining Block 16 Section 10 with 1.75m setback proposed to the shared boundary. As such, there is at least 4.75m separation between the two buildings.</p>	<p>In response to the request for greater privacy, the design of the proposed development has been modified to incorporate high line windows along the building façade adjacent the DFAT building.</p>

<p>interface, privacy and the loss of natural light.</p>		<p>Two-bedroom apartments are proposed on that interface. Privacy measures such as screening and high line windows have been taken into consideration.</p> <p>The separation distance allows an adequate level of natural light to serve DFAT as a commercial building. Please refer to Shadow Diagrams included in the new architectural set.</p>	<p>A selection of hard-wearing, high-quality finishes are also proposed along this façade to provide visual interest.</p>
<p>What is the distance between the Forum Apartments and new development?</p>	<p>Session 1, 2 and 3</p>	<p>The distance between the new development and the Forum Apartments is a minimum of 13m at its closets point to the boundary.</p>	<p>Please refer to the updated architectural set.</p>
<p>Will the developer commit to the current 15m setbacks?</p>	<p>Session 1</p>	<p>With the development of building façade, the separation distance to Forum Apartments has been updated and is now 13m at its closet point to the boundary.</p> <p>As per the NCP, no minimum setback requirements apply to the site. The 13m setback proposed has considered the existing context, especially the adjacent residential development, Forum Apartments.</p> <p>The 13m setback is a minimum distance from the Forum Apartments at the apex of the Forum’s building curve.</p>	<p>N/A</p>
<p>What is the setback to the neighbouring site toward Parkes Way? Could the buildings be shifted south toward that boundary to increase the setback from Forum and DFAT building?</p>	<p>Session 3</p>	<p>A 4m setback is provided on this side of the development to meet fire safety requirements.</p> <p>Shifting buildings towards the south is not feasible as the setback has to be maintained to comply with fire safety requirements.</p>	<p>N/A</p>
<p><b>Height</b></p>			
<p>Which building is 6 storey and which one is 8 storey?</p>	<p>Session 1</p>	<p>Building 1 is 6 storeys, Building 2 is 8 storeys and Building 3 is 7 storeys.</p>	<p>Please refer to the plans provided.</p>
<p>Where is the ground floor starting from on Building 3?</p>	<p>Session 1</p>	<p>The ground floor of Building 3 starts from the ground level of London Circuit.</p>	<p>N/A</p>

What's the height of each floor?	Session 1	The floor to ceiling height for lower ground and ground floor levels varies from 3.5m to 3.85m, where levels above are 2.95m.	Please refer to the plans provided.
What is the building height?	Session 1	Buildings have a maximum building height of 25m measured from kerb levels of adjacent streets. The buildings vary in RL as a Result with Building 1 at RL585.55m, Building 2 at RL590.65m and Building 3 at RL588.7m.	N/A
What's the total height of Building 3?	Session 3	Building 3 is measured 25m from London Circuit. The RL to the parapet is 588.7m.	N/A
Is the building height 30m?	Session 2	The height of buildings is 25m from kerb as per the National Capital Plan.	N/A
How much higher is building 3 than the Forum Apartments?	Session 3	Building 3 is 12m higher than the Forum Apartments.	Please refer to the Section included in the architectural set.
How long has this height been permitted?	Session 2	The current precinct code was established in approximately 2007. Amendment 86 refined elements of the code in 2016.	N/A
With Building 3 currently 15m higher than Forum, do we need to look 60% from the Forum to see the sky?	Session 3	Please note Building 3 is 12m higher than the Forum apartment.  A minimum of 65 degrees angle is required to look into the sky when a person stands on the ground Floor of Forum Apartments.	N/A
What's the maximum height permitted on site?	Session 3	As stipulated in the NCP, buildings heights are permitted up to 25 metres above adjacent kerb levels and minor building elements that extend building heights above 25 metres will be considered where this enhances the architectural quality of the building, and fosters energy efficiency, indoor amenity and appropriate urban scale.  The current building height is desired by the NCA for consistency and was design to this height under consultation sessions with the design review panel.	N/A

<p>Concerned that 'ground' level of the new development will tower over the actual real ground level of the courtyards in Forum apartment.</p>	<p>Session 3</p>	<p>The site slopes down from London Circuit to Allara Street which means the Datum Ground Level adjacent to London Circuit is higher than where adjacent Allara Street.</p> <p>An extensive exercise in both architecture and landscape design has been employed to refine and improve the interface both at the ground floor and moving up the building. This includes introduction of landscape elements, fencing, plantings and in the separation between buildings.</p> <p>The lower ground element for the proposed development will align with the ground floor of the Forum apartments.</p>	<p>The Datum Ground Level is determined by a field survey authorised by a registered surveyor, and it will be provided as part of the WA submission package.</p>
<p>Why can't Building 1 be built to a lower building height?</p>	<p>Session 3</p>	<p>Similar building heights are proposed to ensure the level of consistency across the development.</p>	<p>N/A</p>
<p>Suggested that the maximum height should be measured from Allara Street as the site is located on Allara Street.</p>	<p>Session 3</p>	<p>The building height is measured from adjacent kerb levels as required by the current NCP.</p> <p>Hence the height of Building 1 is measured from the kerb level of Allara Street, whereas Building 2 and 3 are measured from the kerb level of London Circuit.</p>	<p>N/A</p>
<p><b>Construction</b></p>			
<p>What's the time of construction?</p>	<p>Session 1 and 3</p>	<p>The WA will be lodged in the 1<sup>st</sup> quarter of 2022 and construction is anticipated to commence by the end of 2022.</p> <p>Construction is expected to take approximately 22 months.</p>	<p>N/A</p>
<p>Will the construction be staged? And what is the timeframe of the build?</p>	<p>Session 2</p>	<p>The construction will be staged into two stages. Stage 1 includes overall basement levels and Building 1, Stage 2 includes Building 2 and 3.</p> <p>Construction is expected to take approximately 22 months.</p>	<p>N/A</p>
<p>Concern about construction impacts and the proposed mitigation measures.</p>	<p>Session 1, 2 and 3</p>	<p>All construction works will be carried out in accordance with EPA's standards.</p>	<p>Geocon will have a contact available during the period of construction to address any concerns or questions from local residents.</p>

		Ongoing consultation with surrounding developments will be undertaken during the construction phase.	A construction management plan is in development which will outline measures for Dust Suppression, Temporary Traffic Management to mitigate construction impacts.								
In our local neighbourhood we have construction starting at 6:30am on a Sunday and we are concerned that this development will be the same. What are the hours of construction works?		<p>We can't comment on current issues about construction within your building or local area.</p> <p>However, all building works for our development will be within EPA guidelines.</p>	<p>All building work that generates noise will be conducted within the time periods detailed in Schedule 2 of the Environment Protection Regulation 2005. Please find the time period for the subject site:</p> <table border="1"> <thead> <tr> <th>Time</th> <th>Noise Standard (dB(A))</th> </tr> </thead> <tbody> <tr> <td>Monday-Thursday 7 am–10 pm</td> <td rowspan="3">60</td> </tr> <tr> <td>Friday and Saturday 7 am–12 am</td> </tr> <tr> <td>Sunday and public holiday 8 am–10 pm</td> </tr> <tr> <td>any other time not mentioned above</td> <td>50</td> </tr> </tbody> </table>	Time	Noise Standard (dB(A))	Monday-Thursday 7 am–10 pm	60	Friday and Saturday 7 am–12 am	Sunday and public holiday 8 am–10 pm	any other time not mentioned above	50
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What are the hours of construction works?	Session 1 and 2	The development proposal is still in the early stages, and we are yet to have a schedule for construction works.	All construction works will be carried out in accordance with EPA's standard, please find the time period detailed above.								
Have any studies been done around engineering, especially basement structure?	Session 1, 2 and 3	Hera Engineering has been engaged to undertake a Structural Assessment Report.	Please refer to the presentation prepared by Hera Engineering on the consultation website.								

What are the measures proposed to minimise the construction noise?	Session 1	Noise during construction will be managed in accordance with EPA's guidelines.  The project team will make available a timeline for works which will be shared with neighbouring residents.	A Noise Management Plan will be established with appropriate measures to mitigate potential noise.
How long will the early works take?	Session 1	Demolition works are expected to take approximately four (4) weeks.	N/A
What is been done to determine potential contamination on the site?	Session 1 and 3	Geotech and soil testing have been conducted prior to excavation to determine any potential contamination.	An Unexpected Finds Protocol (UFP) will be developed and implemented during construction works if anything is detected during testing.
Where will the construction vehicles access the site?	Session 1, 2 and 3	Construction access to the site will predominantly be via Allara Street.	A Site Establishment and Construction Management Plan will be included as part of the WA package which identifies construction vehicle access and circulation areas.
Will concrete trucks and/or cranes go on the driveway during daytime?	Session 2	One or two cranes and concrete pump trucks are expected to go on the driveway during daytime construction hours.	N/A
Will Geocon repair the Forum Apartments if any damage occurs?	Session 2 and 3	A Structural Engineer has been engaged to minimise the risk of damage to surrounding structures. Uses of site fencing, retaining walls and commonly used excavation methods will be implemented.	Please find the Structural Engineer Presentation on the project website.  We have undertaken adjoining boundary dilapidation plans of both DFAT and Forum buildings
How are you mitigating risk with pedestrians and bike riders?	Session 3	Appropriate signposting and traffic control measures will be in place to ensure the safety of pedestrians and bike riders.	Plans compliant with TCCS standards will be adhered to. Appropriate signposting and speed limitation to prioritise pedestrians and cyclists will be provided.
Where will traffic controllers be positioned?	Session 3	A Temporary Traffic Management and Construction Management Plan will detail the location of traffic controllers.	Traffic and Construction Management Plans will be provided to TCCS following the WA stage.

Privacy			
<p>What is been done to protect the privacy of the units with courtyards in Forum apartments at the corner of the boundary?</p>	<p>Session 2 and 3</p>	<p>Privacy measures such as screening devices and the use of plants will be used to minimise overlooking into private open space of the Forum apartments.</p> <p>It is important to note that the minimum distance is usually 12m between unscreened elements. The proposed building is 13m from the boundary at its closest point to the Forum apartments with an average distance of 15m.</p>	<p>OCULUS are working on the landscape plans and please refer to the set as part of the WA submission package.</p> <p>A more comprehensive plan is provided on the consultation website to demonstrate the view from the new development into the courtyards of the Forum Apartments at the corner of the boundary.</p>
<p>Due to one face of B1 and B3 facing straight into the Forum, would it not make sense to add some form of privacy blades onto those facades to protect the privacy of residents in both the Forum Apartments and the new development?</p>	<p>Session 3</p>	<p>Building 1 set back is 16m to Forum Apartments at a minimum, Building 3 set back a minimum of 13m to the Forum Apartment boundary. There is no minimum separation distance requirement in the NCP but a 12m minimum separation is required in the Territory Plan.</p> <p>The setback proposed is in excess of the 12m requirement and therefore prevent overlooking and maintain a high level of privacy.</p>	<p>N/A</p>
<p>What is considered to be "quiet" for the piling operations? Ground vibration?</p>	<p>Session 3</p>	<p>Piling operation is generally a quiet exercise, the drill bit only spins one or two revolutions every second. The only potential noise might be coming from the diesel engine. The piling operation will be conducted during daytime hours.</p>	<p>Please refer to the Consultation Plan provided on the consultation website.</p>
<p>Have you checked relevant laws and regulations in relation to noise and air pollution caused by the construction and also in relation to Forum residents' right to light and sunlight?</p>	<p>Session 3</p>	<p>All construction works will be carried out in accordance with EPA's standards.</p> <p>Ongoing consultation with surrounding developments will be undertaken during the construction phase.</p>	<p>Geocon will have a contact available during the period of construction to address any concerns or questions from local residents.</p> <p>A Dust Suppression Plan, Temporary Traffic Management Plan and Construction Management Plan will be undertaken to mitigate construction impacts.</p>
Solar Access			



<p>Wanting to know more about solar access.</p>	<p>Session 1</p>	<p>Please refer to the new architectural set and this letter.</p>	<p>Additional Shadow Diagrams are provided as part of the updated Consultation Plans to show the overshadowing from 4 pm to 6 pm during the winter solstice.</p>
<p>Are there shadow diagrams and view corridor analyses that you can share?</p>	<p>Session 1</p>	<p>Shadow diagrams are provided as part of the updated architectural set on the project website.</p> <p>View corridor analysis is now available as part of the updated Consultation Plans.</p>	<p>Please refer to the updated architectural set on the consultation website.</p>
<p>I would like to know whether ACT planning regulations have provision for hours of natural light per day as it would seem that all units will be impacted and be thrown into complete darkness given the size of the new buildings.</p>	<p>Session 1</p>	<p>The subject block is situated within 'Designated Land', which is administered by the National Capital Authority (NCA) and works should conform to National Capital Plan (NCP).</p> <p>The NCP does not specify the hours required for solar access. However reasonable solar access and amenity is provided for.</p> <p>The design has been developed with a generous gap between the Forum Apartments (built to the boundary) and the proposed design. There is a minimum of 13m to the closest point of the boundary with an average of around 15m generally. The shadow diagram demonstrates that there will be some overshadowing for some of the units during Winter Solstice between 12 and 3pm.</p>	<p>N/A</p>
<p>Concerned that overshadowing on the Forum Apartments will affect the EER, and subsequently increase the heating cost.</p>	<p>Session 3</p>	<p>Consideration of Energy efficiency requirements (EER) is not required as part of WA.</p> <p>For there to be no overshadowing impact on the forum apartments the proposed building would be required to be two storeys in height along London Circuit.</p>	<p>N/A</p>
<p>For how many hours during the winter and summer solstices will the east and west facing ground floor Forum apartments be shaded by the proposed development?</p>	<p>Session 3</p>	<p>Forum Apartments will be overshadowed from 12 pm at the winter solstice and from 6 pm at the summer solstice.</p>	<p>Please refer to the updated Shadow Analysis.</p>

Can you share the diagrams(overshadowing)?	Session 3	Yes, please refer to the updated consultation plan.	N/A
Can you step building back toward the Forum to increase solar access?	Session 3	<p>An early study was undertaken which ascertained that a building height of two storeys along London Circuit would be required to not overshadow the Forum Apartment. Stepping back the buildings will not make a significant difference in solar access.</p> <p>The building has been setback significantly from the Forum Apartment boundary to maximise solar access and view to sky.</p>	N/A
Why hasn't shadow analysis been done for after 3 pm? There is still a lot of sunlight later in the day, particularly in summer	Session 2	<p>9am to 3pm is the standard measurement for solar access, however additional solar plans have now been provided.</p> <p>It is now available on the consultation website.</p>	Please refer to the updated Shadow Diagrams as part of the Consultation Plan.
<b>Landscaping</b>			
What kind of trees will be used around the boundary?	Session 2	We have not decided, but it generally will be established trees with a combination of evergreen and season changing trees to establish interesting landscaping.	A more comprehensive landscape set will be included as part of the WA submission package.
Will we achieve 30% canopy cover?	Session 2	<p>30% canopy cover is not a requirement of the NCP. We however intend to provide more canopy cover.</p> <p>Based on our current plans we have the following tree canopy cover calculations –</p> <ul style="list-style-type: none"> <li>• 15.4% of overall site</li> <li>• 37.3% of public realm</li> </ul>	N/A
There appears to be quite a lot of concrete/paving/ hard surfaces.	Session 2	A combination of hard and soft surfaces are proposed to create an interesting yet practical landscape design.	N/A
What will the landscaping along the driveway look like?	Session 2	A deep root planting zone is proposed along the driveway with climbers to be planted along wide/mesh screens.	Please find the updated landscape plans on the consultation website.

Concerned that tree roots may disturb underground pipes.	Session 2	The tree species are selected to fit the deep soil planting zone so that the root will be contained within the designed area.	N/A
Will current trees stay on site?	Session 3	Trees on site are proposed to be removed as part of the early works.	N/A
I noticed there appeared to be planting between the DFAT building and Building 3 on one of the images. Is this proposed to run the entire length of this boundary?	Session 3	The trees shown on the view analysis between DFAT Building and Building 3 indicates the existing trees.	N/A
As to the mesh trellis, what height and the extent please?	Session 3	The mesh trellis runs along the side boundary adjoining the internal driveway between the Forum apartment and the new development. The planter height will be consistent with what currently exists at the Forum Apartments.	Please refer to the Consultation Plan provided on the consultation website.
<b>Parking and Traffic</b>			
Concerned about the increasing vehicle and pedestrian traffic, worried that the Forum Apartments is no longer liveable.	Session 1	<p>A Traffic Report is provided on the consultation website, addressing issues such as traffic impacts on surrounding road networks, parking overflow impacts, and road safety impacts.</p> <p>The report has been prepared to AustRoads Standards and is based on pre-pandemic traffic levels. The report has not considered the expected downward pressure on traffic generation from the future light rail extension.</p> <p>The report demonstrates that traffic impacts from the the proposal in and around the development will be at acceptable levels.</p>	Please refer to Traffic Summary and Report on the consultation website.
Concerned that parking provided is not enough for the development and will add pressure to the surrounding parking.	Session 1	<p>The proposed parking arrangement accords with the parking rates detailed in the NCP.</p> <p>A Traffic Report is provided on the consultation website, addressing issues such as traffic impacts on surrounding road networks, parking overflow impacts, and road safety impacts.</p>	Please refer to Traffic Summary and Report on the consultation website.

		<p>Parking around the city is regulated either through time limitations, paid parking or both. To this end, purchasers and renters to the proposal will make a conscious decision as to whether the parking provided for individual apartments is acceptable. The City area is the highest policed zone in terms of parking which means there is a higher degree of control and issuing of fines for parking infringements.</p>	
<p>Will both developments be sharing a driveway from Allara Street?</p>	<p>Session 1</p>	<p>Yes, a shared driveway is proposed off Allara Street serving both residents and commercial units.</p> <p>The driveway is the only access to the site as access directly from London Circuit is neither permitted or practical.</p>	<p>N/A</p>
<p>How many car parks are provided?</p>	<p>Session 1</p>	<p>Parking is provided over two levels of basement and a mezzanine level with a total of 410 spaces provided.</p>	<p>N/A</p>
<p>Given that most apartments will have more than one car, where will the additional cars park?</p>	<p>Session 1</p>	<p>This is incorrect, one bedroom dwellings are the predominant type and will have a single car space.</p> <p>The number of spaces provided meets the requirements of the NCP. The parking is in keeping with reducing private motor vehicle use, and is appropriate given the sites location in the City.</p> <p>All parking for the proposal is to be accommodated in the basement and mezzanine level.</p>	<p>N/A</p>
<p>How will access to the driveway be sign posted?</p>	<p>Session 2</p>	<p>Traffic Control Devices will be proposed such as signage, line marking.</p>	<p>N/A</p>
<p>Has traffic analysis been conducted at non peak time.</p>	<p>Session 2</p>	<p>Traffic Report analysed 2.5 hour AM and PM peak hour periods. The model peak hours were 8:00 – 9:00 am and 16:45 – 17:45 pm.</p> <p>This is the standard assessment protocol as it depicts expected worse-case scenario for parking generation.</p>	<p>N/A</p>
<p>How will you prevent moving trucks from parking at our</p>	<p>Session 2</p>	<p>Signposting will be proposed and the building manager will be managing the schedule of moving vans/trucks coming in and out the site.</p>	<p>N/A</p>

access once residents move into the development?			
Have you considered pedestrian traffic as part of the Traffic Study?	Session 2 and 3	Yes, there are 50 pedestrian and cyclist movements per hour based on the model provided by the ACT Government.	N/A
Concerned that cyclist will go over the path.	Session 2	In the ACT, a cyclist may ride on shared paths and footpaths. When doing so, a cyclist must keep to the left and must give way to pedestrians.	N/A
Cyclists are territory's problem?	Session 3	Cyclists, motorists and pedestrians are all responsible for safe and courteous use of roads and paths.	N/A
What is the frequency of removal trucks coming into the development? how would the access accommodate such big truck? How can it be managed?	Session 2	There will be a building manager on site to manage this. A designated deliveries and loading room is proposed along the internal driveway to accommodate removal trucks if the access is occupied.  Building manager's office is proposed near the loading dock to provide general facility management.	N/A
Project is not viable if there is no access to London Circuit.	Session 3	Access off London Circuit is not permitted by the NCA.  There will be an average of 2 vehicles per minute during am and pm peak. The modelling is developed without the consideration of light rail stage 2, and we anticipate a decline in traffic flow once the light rail stage 2 is completed.  It should be recognised that the proposal is within a central city location, well serviced by public transport and with multiple well-established options for active travel. It is expected that the majority of residents will work in or close to the city and will therefore generate a lower demand for private vehicle use during the working week.	N/A
What date was your traffic report undertaking?	Session 2 and 3	The Traffic Impact Assessment was undertaken on the 25 <sup>th</sup> of January 2022 and the base model was conducted in 2019 by TCCS.  The report reflects pre-pandemic levels of traffic.	N/A

<p>We were told data was 2021 in last session.</p>	<p>Session 3</p>	<p>The base model was developed by TCCS in 2019, but it's been updated regularly and our modelling is based on the 2021 data.</p> <p>The model reflects pre-pandemic traffic levels.</p>	<p>N/A</p>
<p>Does covid (2020 to 2021) have any impact on the traffic model?</p>	<p>Session 3</p>	<p>No. The model reflects pre-pandemic traffic levels.</p>	<p>N/A</p>
<p>Will the cars leaving the Forum carpark have to give way to the vehicles coming from the development?</p>	<p>Session 3</p>	<p>We will propose to have Keep Clear lane marking to ensure vehicles leaving the Forum Apartments can turn without queuing.</p>	<p>N/A</p>
<p>The Smart Apartments on Northbourne Avenue have exits and entrances from Northbourne Avenue, so why can't this development have access to London Circuit.</p>	<p>Session 3</p>	<p>The Smart Apartment was built prior to the construction of the light rail project.</p> <p>Northbourne is subject to a different set of rules and codes, however access/egress from Northbourne is generally not supported by TCCS.</p>	<p>N/A</p>
<p>Does the current parking calculation include available off site parking?</p>	<p>Session 3</p>	<p>Yes, it does. A total 174 spaces is available off site as stated in the Traffic Impact Assessment prepared by Cardno.</p> <p>This being said, the parking provided on-site is sufficient to accommodate residential and commercial staff parking needs in accordance with the NCP and PVAGC where the NCP does not provide guidance.</p>	<p>N/A</p>
<p>Suggestion to shift the driveway to the other side of Building 1.</p>	<p>Session 3</p>	<p>Shifting the driveway to the other side of Building 1 is not achievable as the block adjoining Building 1 is a separate block and owner. (Block 16, Section 10 City).</p> <p>Allara Street is the primary access for the Subject site.</p>	<p>N/A</p>
<p>Is there scope to increase the amount of deep plantings to allow for a much greater number of significant shade-</p>	<p>Session 2</p>	<p>We have established a greater area of deep root plantings along with shade trees to mitigate the urban heat island effect by absorbing sunlight and shading hard surfaces.</p>	<p>A comprehensive landscape set will be provided as part of the WA submission package.</p>

bearing trees to minimise the current concrete-scape?			
Can the development have a separate entrance from the Forum Apartments?	Session 2	<p>The driveway shared between Forum and the proposed development is a public road that is under the custodianship of TCCS – Roads ACT.</p> <p>Given vehicular access is not permitted via London Circuit, the current access arrangement is the only feasible option.</p>	N/A
Would it not be more accurate to literally use traffic measurement instruments on Allara St as opposed to computer modelling?	Session 3	<p>As part of WA, traffic will be referred to TCCS as the consent authority. The purpose of the Traffic Report is to achieve in-principal support from TCCS, therefore the modelling is Canberra Strategic Transport Model (EMME model) which is developed and recognised by TCCS.</p> <p>The traffic model used is an accurate data set reflecting pre-pandemic traffic levels. A direct measurement today would not be reflective of peak state as many people are still working from home.</p>	N/A
If you are expecting a reduction in motor vehicle usage, will you be affording every proposed apartment a parking space?	Session 3	We aim to provide each unit with at least one parking space. However, this could change depending on the market demand.	N/A
Could the services (waste removal) be underground?	Session 3	Services will not be underground as the ground-level waste collection is required by TCCS.	N/A
<b>Crown Lease</b>			
Does the lease permit residential use? What is the current number of units permitted on the Lease?	Session 1, 2	The current Crown Lease permit residential use. There is no limitation on residential units in the Crown Lease.	N/A
<b>Insufficient consultation</b>			
Concerned that the consultation does not provide	Session 1	A total of three sessions have been held with a consultation period of over eight weeks (not including two weeks over the Christmas	Two additional online sessions were held following the first session.

<p>enough time for people to comment.</p>		<p>period). The third session was proposed to provide further opportunity to discuss the proposal with local residents.</p> <p>Once the WA is lodged, there will be a further public notification period that allows feedback for NCP' consideration.</p>	
<p>Why didn't we have a consultation session earlier?</p>	<p>Session 1</p>	<p>The design has been developed upon discussions with relevant authorities (TCCS, National Capital Design Review Panel (NCDRP) and the NCA) to identify key design considerations. This includes considerations of possible impacts. We are now at a point where community feedback can be sought to adjust elements of the design where appropriate.</p>	<p>N/A</p>
<p>What is the public consultation for if Geocon has not considered any comments?</p>	<p>Session 3</p>	<p>All comments made during the consultation period have been taken into consideration and updates to the plans have been made to ensure we address concerns raised during sessions. The consultation plans have been updated three times since the first version and it now addresses concerns such as building management, loading and waste collection, privacy measures, integrated skateboard mitigation, additional shadow analysis, views from Forum and DFAT interface.</p> <p>A detailed comparison will be included in the Consultation Report.</p>	<p>Please refer to the Consultation Report included in the WA submission package.</p>
<p><b>Commercial Units</b></p>			
<p>How many commercial units are there?</p>	<p>Session 2</p>	<p>One (1) unit on the Ground Floor Level of Building 2.</p>	<p>N/A</p>
<p>Will proposed retail include supermarkets that would increase delivery truck/customer traffic to/from the site?</p>	<p>Session 3</p>	<p>A supermarket is not proposed as part of this development.</p>	<p>N/A</p>
<p>Are there any shops or a Convenience Store?</p>	<p>Session 2</p>	<p>The intended use of the commercial unit is a restaurant, bar and/or café which are currently permitted in the Crown Lease purpose clause and will activate the street frontage.</p>	<p>N/A</p>
<p>Where will supplier vehicles enter the building to get to</p>	<p>Session 2</p>	<p>Commercial delivery vehicles share the same driveway and turning area as all other services and deliveries. Access to the commercial</p>	<p>N/A</p>



the shops facing London Circuit? Where is the turning areas etc for deliveries?		unit is in through the basement with a direct access connecting to the premise.	
<b>Security and safety</b>			
How will the public space and private space be delineated? Will it be swipe access?	Session 1	We are working with OCULUS and will use landscape elements to delineate the area. No security access is proposed between public and private spaces.	N/A
How do you prevent skateboarders?	Session 1	Hardscape treatments are proposed to mitigate skateboarding.	Please refer to the Landscape – Integrated Skateboard Mitigation included in the consultation plans.
Concerned about whether adequate security measures are proposed due to increased density.	Session 1	<p>Geocon takes security issues seriously and they have extensive experience when it comes to building security.</p> <p>Appropriate security measures will be put in place, such as but not limited to, CCTV cameras, intercom system, access control devices.</p> <p>We also note that the proposal will introduce further passive surveillance from new residents.</p> <p>In terms of the security of surrounding developments, it is the responsibility of the individual body corporate to put security measures in place.</p>	N/A
Laneways proposed may create opportunity for problematic behaviours.	Session 2	We propose that landscaped areas will be in between buildings with private open spaces facing the landscaped area which increase the level of passive surveillance.	N/A
For a multiple building development this size there should be at least 2 entrances/exits for emergency.	Session 3	<p>The development is designed in compliance with the Building Code of Australia.</p> <p>Appropriate fire safety measures are proposed and will be implemented.</p>	N/A
<b>Waste</b>			

<p>What is the waste collection schedule? Is it separate from the Forum Apartments collection? Any reversing noise and mitigation measures?</p>	<p>Session 2</p>	<p>We do not have a waste collection schedule yet but the time of waste collection is likely to be the same as the time for Forum Apartments.</p> <p>Waste trucks are provided and managed by ACT NoWaste.</p>	<p>A waste collection and management plan will be submitted to TCCS in accordance with the Development Control Code for Best Practice Waste Management in the ACT (the 'DCC').</p>
<p><b>Building Materials</b></p>			
<p>I've noticed the rusty concrete at other of Geocon's projects - Metropol. I am concerned that this development will be the same and wondering if it is possible to use other materials?</p>	<p>Session 2</p>	<p>The proposed buildings will incorporate high-quality, hard-wearing materials with earth toned finishes that will weather beautifully.</p> <p>The three buildings have a consistent palette of materials across the development, with subtle differences being used to express the individuality of each building.</p>	<p>N/A</p>
<p><b>Loss of Amenity</b></p>			
<p>Zero retainment of amenity</p>	<p>Session 2</p>	<p>The Forum apartments are built hard up to the adjacent boundary and currently overlook a disused car park. The proposed development will introduce well-considered, high-quality landscape treatments to the area.</p> <p>The proposed development will provide access from London Circuit to Allara Street which will further activate the area and increase pedestrian permeability.</p> <p>The commercial unit proposed on the ground floor facing London Circuit will bring amenities to the community.</p> <p>The internal landscaped area is shared between residents and the public which provides adequate shading area with leisure opportunity.</p>	<p>N/A</p>
<p><b>Others</b></p>			

Will objections be noted? Do we need to make a formal letter?	Session 1	We have recorded all online sessions and a consultation report will be provided as part of the WA submission package. We will provide responses to all matters raised but you are welcome to send a written response to us.	N/A															
Will you send through a transcript of this session?	Session 1, 2 and 3	No. However this document will be updated with issues and responses as they are provided, recording all queries and comments made both at the on-line drop-in sessions and through written correspondence..	N/A															
Will the recording be sent out? Request a copy of the session.	Session 1, 2 and 3	No, but a consultation report will be provided as part of the WA submission package. We will respond to all matters raised as part of that report.	N/A															
What is the grey block on the initial architectural plan?	Session 1	Indicative form of potential buildings.	N/A															
What is the mix of 1, 2, 3 bedroom units?	Session 1	<p>The apartment schedule is shown below:</p> <table border="1" data-bbox="741 767 1346 1114"> <thead> <tr> <th>Type</th> <th>Qty</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 - bedroom</td> <td>214</td> <td>60%</td> </tr> <tr> <td>1 - bedroom + study</td> <td>9</td> <td>2%</td> </tr> <tr> <td>2 - bedroom</td> <td>131</td> <td>37%</td> </tr> <tr> <td>3 - bedroom</td> <td>3</td> <td>1%</td> </tr> </tbody> </table>	Type	Qty	Percentage	1 - bedroom	214	60%	1 - bedroom + study	9	2%	2 - bedroom	131	37%	3 - bedroom	3	1%	N/A
Type	Qty	Percentage																
1 - bedroom	214	60%																
1 - bedroom + study	9	2%																
2 - bedroom	131	37%																
3 - bedroom	3	1%																
What is the process for us to raise objections?	Session 1	<p>Updated plans have been provided, there will be more opportunities to discuss the design in greater detail as it evolves. It is possible to raise comments both through the 3 drop-in sessions, via phone and via email. All queries and comments are recorded as part of the 8+ week process and will form part of the report on consultation.</p> <p>Once the WA is lodged, it will go through a public consultation period where the public afford the opportunity to provide feedback to the NCA.</p>	N/A															

How many units in total?	Session 1	A total of 357 residential units are proposed.	N/A
Will the roller door be quiet?	Session 2	We have not decided what door will be installed but take on board your comment. Silent doors are available and will be considered.	N/A
Will this be build-to-rent?	Session 2	No, it is not a build-to-rent development.	N/A
Geocon is the biggest landlord in Canberra.	Session 2	No, this is not a correct statement. Apartments are sold to individuals, and they are managed by an Owners Corporation.	N/A
Where will the A/C units be located?	Session 2	A/C units will be accommodated within balconies/courtyards.  They will be built with noise abatement and visual screening to minimize impacts.	N/A
The graphics look misleading to me. The Forum Apartments look bigger than the new development	Session 2	The 3D massing is established based on a field survey undertaken by a registered surveyor and the massing is as accurate as it can be.	N/A
Will a wind study be provided?	Session 2	A Wind Study will be provided as part of the WA submission package.	Please refer to the Wind Study included as part of the WA submission package.
Concerned about water runoff.	Session 2	As stipulated in the ACT Practice Guidelines for Water Sensitive Urban Design, stormwater is required to be retained on site with appropriate stormwater retention management measures.	A stormwater management plan/report will be undertaken by an engineer.
Will the consultation report look like this Q&A?	Session 2	A full summary of the consultation process will be included in the consultation report along with comments raised.  This Q&A will be included in the report on consultation.	Please refer to the Consultation Report included as part of the WA submission package.
What are deflections?	Session 3	In engineering, deflection is the degree to which a part of a structural element is displaced under a load. It may refer to an angle or a distance.	N/A
Will there be a waterproofing retaining wall in the red boundary area to avoid water	Session 3	The slabs above the basement will be waterproofed.	A stormwater management plan/report will be undertaken by an engineer.

<p>runoff from the Lower Ground Floor of 70 Allara St to the Forum, potentially flooding the basement and ground floor units? What measures will be taken to prevent this from happening?</p>		<p>As stipulated in the ACT Practice Guidelines for Water Sensitive Urban Design, stormwater is required to be retained on site with appropriate stormwater retention management measures.</p>	
<p>How is the site considered to be fronting Allara Street, but not London Circuit?</p>	<p>Session 3</p>	<p>As shown on the ACTMapi, the registered address is on Allara Street.  However, the site is fronting both London Circuit and Allara Street in planning terms.</p>	<p>N/A</p>
<p>Are you suggesting there will be Light Rail on the London Circuit?</p>	<p>Session 2</p>	<p>Yes, Light Rail Stage Two will link the City to Woden through the heart of Canberra's city centre.  As part of early works, a WA was lodged for the project to raise London Circuit is now on public display with the National Capital Authority.</p>	<p>N/A</p>
<p>What are the energy efficiency standards for these new buildings?</p>	<p>Session 2</p>	<p>In the ACT, newly built dwellings must meet energy efficiency standards by demonstrating that the dwelling has a minimum of six stars as assessed by a licensed building assessor using approved rating software.</p>	<p>N/A</p>
<p>Is the Forum Apartments an adjacent structure?</p>	<p>Session 3</p>	<p>Yes, the Forum Apartments is considered an adjacent structure.</p>	<p>N/A</p>
<p>Can I please get some clarification re the Section on Page 23? Is your representation of the ground level of the Forum courtyards based on the paved courtyard level or the raised garden bed level or the top of the surrounding wall level?</p>	<p>Session 3</p>	<p>The ground level of the Forum Apartments is only indicative.</p>	<p>N/A</p>

<p>Does 'new development' only reflect new buildings, or does that include new intersections i.e. The Parkes Way to Allara Street link?</p>	<p>Session 3</p>	<p>The definition of 'development' under the Planning and Development Act 2007 is detailed below:</p> <p><i>Development, in relation to land, means the following:</i></p> <ul style="list-style-type: none"> <li>a) <i>building, altering or demolishing a building or structure on the land;</i></li> <li>b) <i>carrying out earthworks or other construction work on or under the land;</i></li> <li>c) <i>carrying out work that would affect the landscape of the land;</i></li> <li>d) <i>using the land, or a building or structure on the land;</i></li> <li>e) <i>subdividing or consolidating the land;</i></li> <li>f) <i>varying a lease relating to the land (other than a variation that reduces the rent payable to a nominal rent);</i></li> <li>g) <i>putting up, attaching or displaying a sign or advertising material other than in accordance with—</i> <ul style="list-style-type: none"> <li>i. <i>a licence issued under this Act; or</i></li> <li>ii. <i>a sign approval under the Public Unleased Land Act 2013, section 25 (Approval to place sign on public unleased land); or</i></li> <li>iii. <i>a public unleased land permit under the Public Unleased Land Act 2013.</i></li> </ul> </li> </ul>	<p>N/A</p>
<p>Is there going to be basement ventilation for the new development? If so, where will these vents be located?</p>	<p>Session 3</p>	<p>The new development will have fresh air intake through the basement ramp, and exhaust comes out near the DFAT building. The location of the vents will be detailed in the architectural plans.</p>	<p>Please refer to the updated architectural plans submitted for WA application.</p>
<p>Can you please provide further information about the exit vents please? If the basement extraction vents are next to the Forum Apartments, we are going to get choked out by basement exhaust fumes.</p>	<p>Session 3</p>	<p>The vents are not near the Forum Apartments. The location of the vents will be detailed in the architectural plans.</p>	<p>Please refer to the updated architectural plans submitted for WA application.</p>

<p>With only 13m separation, noise disturbances in the evening (eg, tv, music balcony party) could be quite significant. Have you considered this potential problem?</p>	<p>Session 3</p>	<p>Noise is regulated by the <i>Environment Protection Act 1997</i> and the <i>Environment Protection Regulation 2005</i>.</p> <p>For civic centre, the permitted noise levels are shown below:</p> <table border="1" data-bbox="741 261 1572 580"> <thead> <tr> <th>Location</th> <th>dB(A)</th> <th>Mon-Thu</th> <th>Fri and Sat</th> <th>Sun and public holidays</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Civic centre and town centres</td> <td>Day</td> <td>60</td> <td>7am - 10pm</td> <td>7am - 12am</td> <td>8am - 10pm</td> </tr> <tr> <td>Night</td> <td>50</td> <td colspan="3">All other hours</td> </tr> </tbody> </table> <p>Additionally, if the noise is being emitted from a unit located within a multiunit complex, the noise standard is 5 dB(A) lower and must comply inside any other unit in the same complex. Any noise generated within the common use areas of such complexes is a matter for the body corporate of both the Forum and the proposed development.</p> <p>You could file a complaint to report noise issues through the Access Canberra Website.</p>	Location	dB(A)	Mon-Thu	Fri and Sat	Sun and public holidays	Civic centre and town centres	Day	60	7am - 10pm	7am - 12am	8am - 10pm	Night	50	All other hours			<p>N/A</p>
Location	dB(A)	Mon-Thu	Fri and Sat	Sun and public holidays															
Civic centre and town centres	Day	60	7am - 10pm	7am - 12am	8am - 10pm														
	Night	50	All other hours																
<p>Can you confirm that there would be no plan to reduce the height of building, number of units or cancel this plan?</p>	<p>Session 3</p>	<p>Yes, we are not intending to reduce the height, number of units, nor cancel this proposal.</p>	<p>N/A</p>																

06 December 2021

Dear Residents and Business,

**Pre-Lodgement Community Consultation - Block 16 Section 10 City**

Geocon, lessee of Block 16 Section 10 City (70 Allara Street), has engaged Purdon Planning to undertake a community consultation process in relation to the redevelopment of 70 Allara Street, City.

The redevelopment includes the demolition of all existing structures on site and the construction of three (3) mixed use buildings and associated basement parking.

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

The design seeks to contribute positively to the urban context through high-quality design and an activated ground floor with complementary materials and a shared plaza. The design has considered surrounding properties and is setback to reduce impacts.

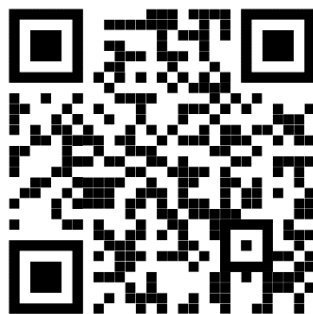
The Proposal has been presented to the National Capital Design Review Panel (NCDRP) on three occasions and the built form and configuration has continued to be developed and guided by the NCDRP's feedback.

The proposal is now being presented to the community as part of consultation prior to the lodgement of Works Approval to the National Capital Authority (NCA). We are presenting to the community in two parts, with the first presentation relating to the preliminary design for comments by the community. The second phase will present a revised set of plans, taking into account community feedback.

Purdon Planning and members of the project team will host two (2) virtual community consultation sessions on **Wednesday 15 December 2021 and Thursday 20 January 2021 commencing at 5:30 pm via Zoom.**

To attend, please register your interest via email to [engage@purdon.com.au](mailto:engage@purdon.com.au). A Zoom meeting link will be emailed to you the day prior to the session.

If you would like to know more about the proposal please scan the below QR Code or visit Purdon Planning [www.purdon.com.au/consultation/](http://www.purdon.com.au/consultation/)



Alternatively, you can provide feedback to us via: [engage@purdon.com.au](mailto:engage@purdon.com.au) or 02 6257 1511.

Yours Sincerely,

**Purdon Planning**

**Purdon Planning Pty Ltd**

Suite 5, Level 1  
243 Northbourne Avenue  
Lyneham ACT 2602  
Ph: 02 6257 1511  
[www.purdon.com.au](http://www.purdon.com.au)







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Our Team

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CONSULTATION

## Block 16 Section 10 City (70 Allara Street)

📅 19 February, 2022 👁 117

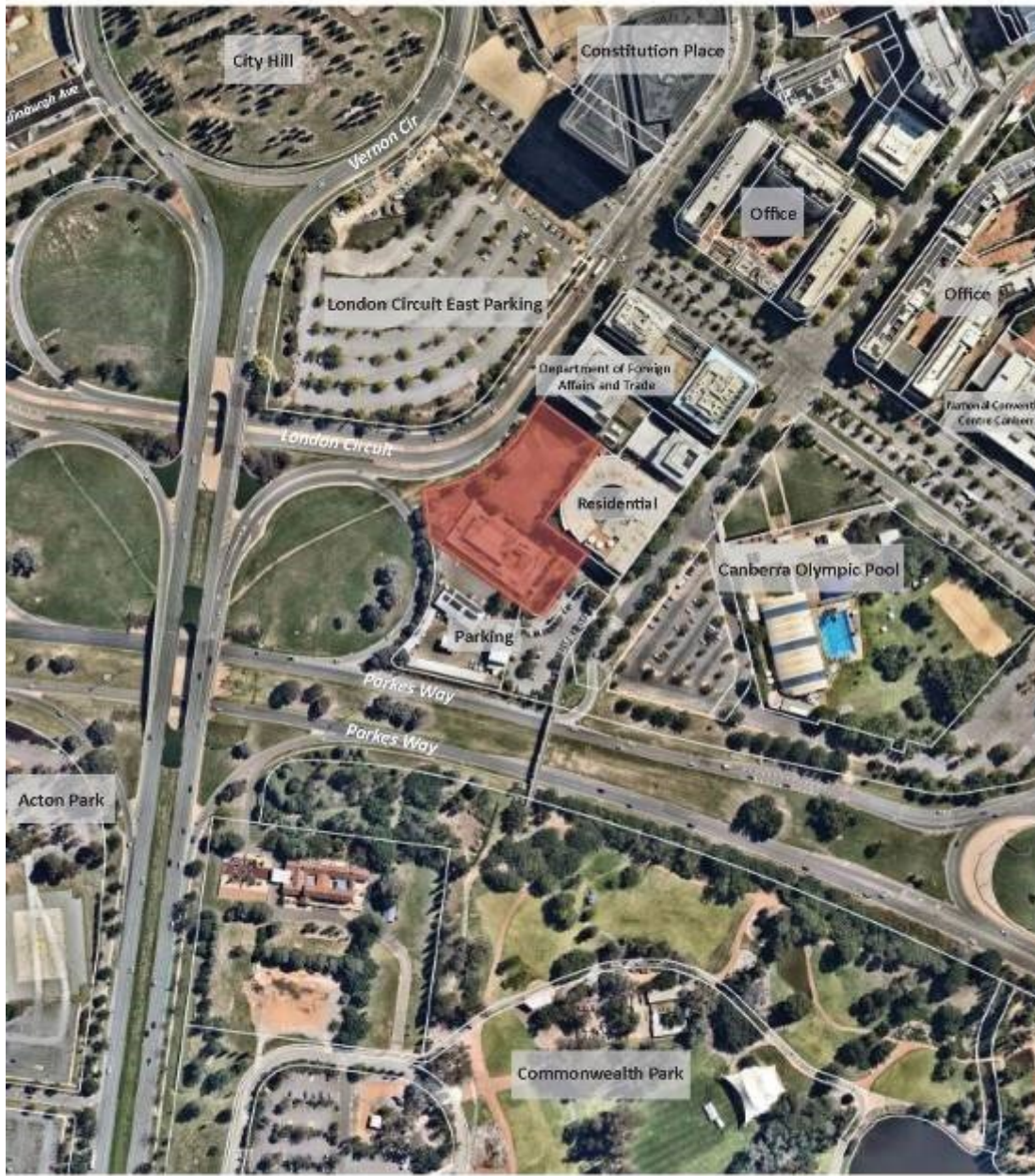


### THE SITE

Block 16 Section 10 City (**the subject site**) has a total area of approximately 7,641m<sup>2</sup> and it is irregular in shape. It is located within the southeast corner of City and bound by London Circuit and Parkes Way to the northwest.

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# Site Context



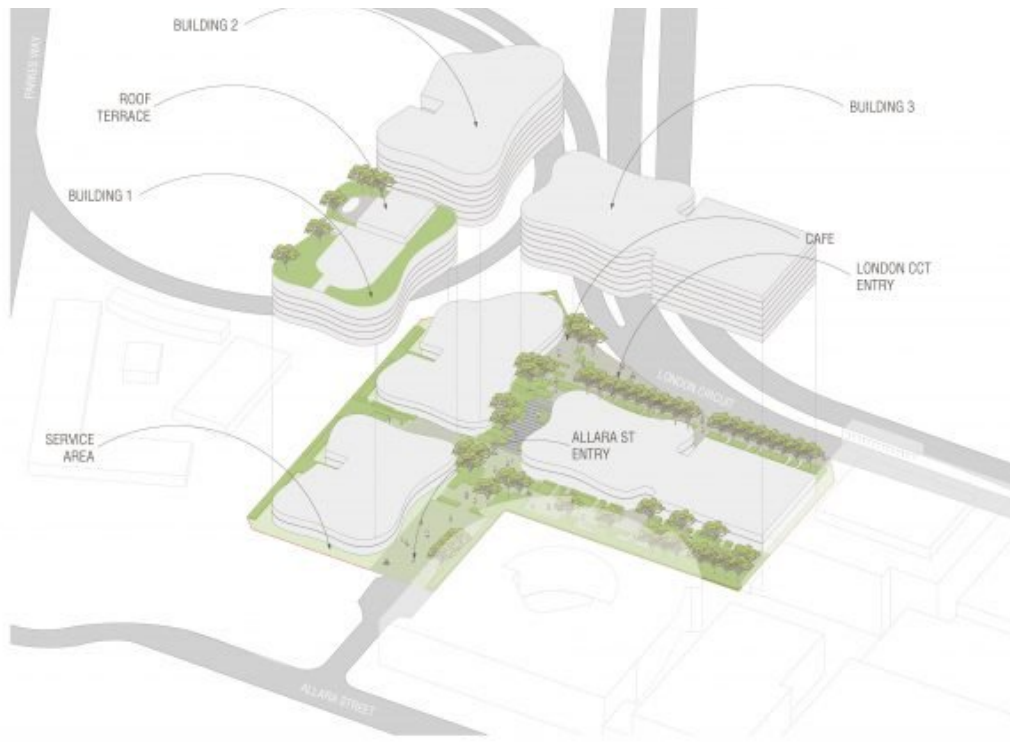
 The subject site



## THE PROPOSAL

Geocon, lessee of Block 16 Section 10 City (70 Allara Street) has engaged Purdon Planning to undertake a community consultation in relation to a redevelopment of **70 Allara Street, City**.

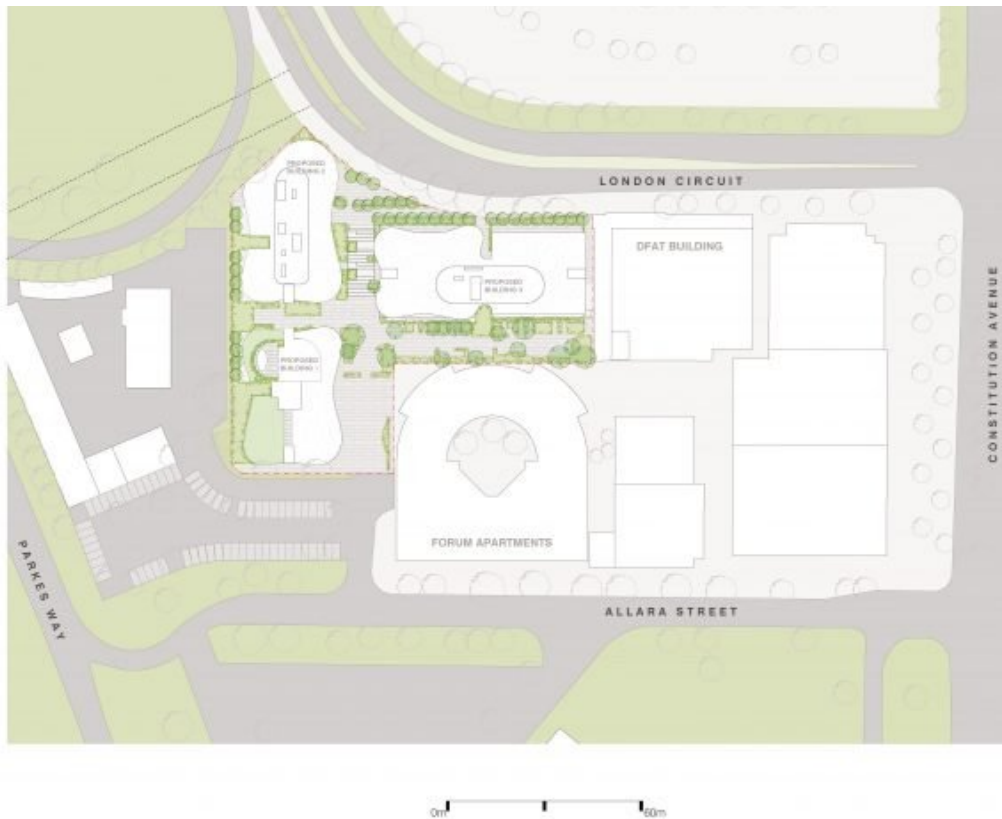
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The redevelopment includes the demolition of all existing structures on site and the construction of three (3) mixed use buildings with a maximum of 9-storey associated with two levels of basement car parking and a mezzanine level of car parking.

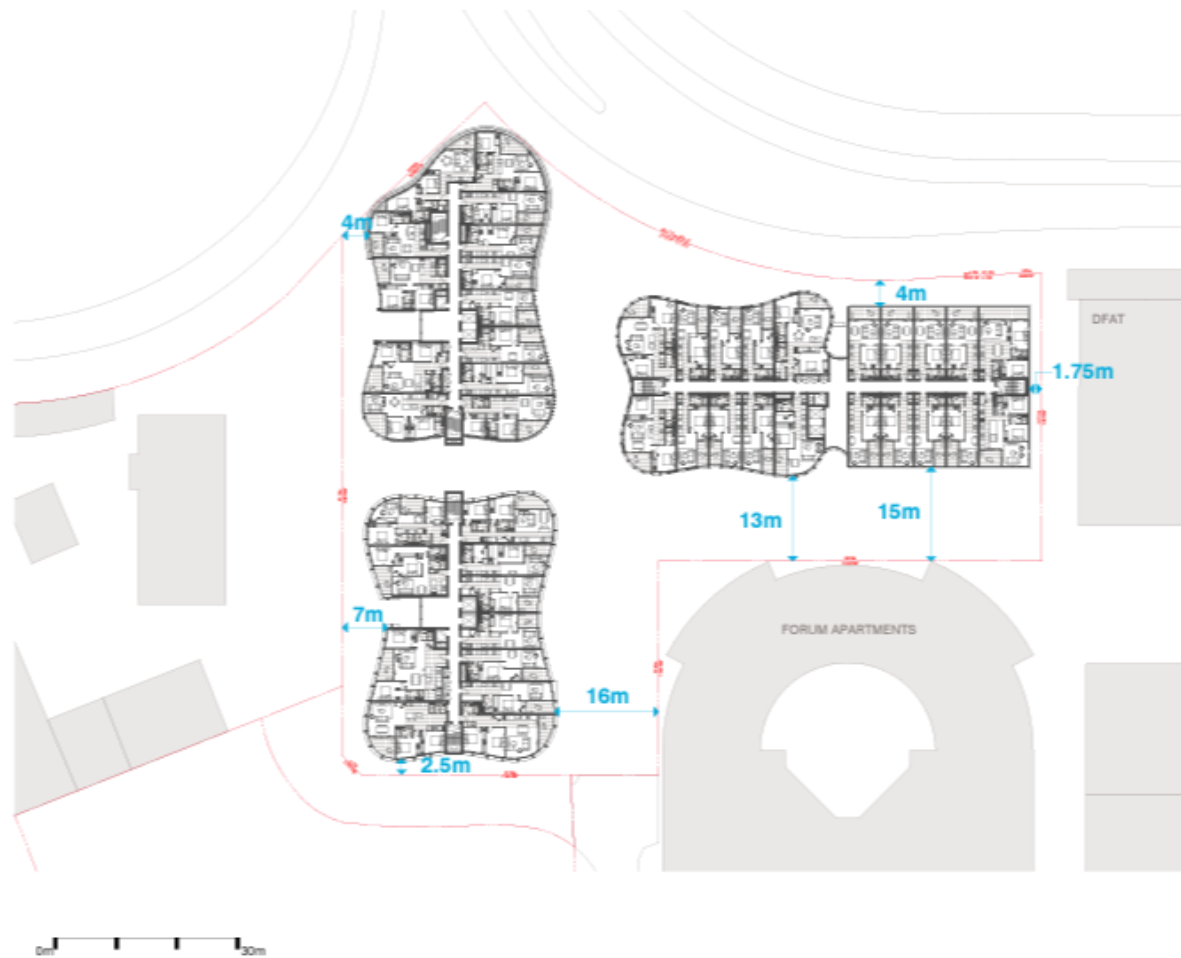
The building consists of commercial uses on the ground floor level and approximately 357 residential units from the lower ground floor level and above with rooftop communal gardens and associated amenities.

A lease variation will be sought separately to permit the number of residential units proposed on site.



Vehicle access is through an internal driveway off Allara Street, pedestrian access is provided from both London Circuit and Allara Street to enhance pedestrian permeability.

A landscaped plaza fronting London Circuit is proposed with the intention to activate the space by creating a shared connection between London Circuit and Allara Street.



In considering adjoining residential development on Block 4, generous separation is provided with at least 15 metres setback proposed to the east. Such separation obstructs direct sightlines into the nearby residences and is intended to provide a reasonable level of privacy for the residents on site and on adjoining blocks. In addition, the separation distance also provides the opportunity to maximise solar access and minimise overshadowing while providing spaces for generous landscaping.

A communal garden is proposed at grade with landscaped elements complementing the open space. Tree & mass planting within deep soil zone is proposed.



The design seeks to contribute positively to the urban context through high-quality design and pedestrian-friendly street level activation with complementary materials and a shared plaza.

The Proposal has been presented to the National Capital Design Review Panel (NCDRP) on three (3) occasions and built form and configuration has continued to be developed and guided by the NCDRP's feedback.

The proposal is now being presented to the community as part of consultation prior to the lodgement of Works Approval to the National Capital Authority (NCA).

#### **PROJECT TIMEFRAME**

The project team is working to lodge Works Approval in 2022.

Construction works related to the construction of new buildings will begin once approval has been granted.

#### **CONCEPT PLANS**

The updated plans are available for download via the below link. Please note that these plans are a work in progress and may be subject to minor changes throughout the design development stage.

## STRUCTURAL ENGINEER PRESENTATION

[Traffic Impact Assessment \(Summary\)](#).

[Traffic Impact Assessment \(Full Draft Report\)](#).

### **OPPORTUNITIES FOR COMMUNITY INPUT/FEEDBACK**

Purdon Planning have been undertaking community consultation on behalf of the Proponent since December 2021.

Purdon Planning held a virtual consultation session with members of the project team on Wednesday 15 December 2021 at 5.30pm, and we've summarised comments and feedback from the public and also provided responses to each item raised, it is now available for download via the below link.

[Community Consultation Consolidated Q&A](#)

We will hold a second session to discuss updated design on **Thursday 20 January 2022** commencing at 5:30 pm via Zoom.

In addition, we have decided to hold a third session on **Thursday 3 February 2022** commencing at 5:30 pm via Zoom to provide further opportunity for discussion on the design.

Please register your interest via email to [engage@purdon.com.au](mailto:engage@purdon.com.au) A zoom meeting link to the session will be emailed to you the day prior to the session. By emailing us you will also be placed on our mailing list and will receive updates when updated plans are uploaded to our website.

Alternatively, provide feedback to us via [engage@purdon.com.au](mailto:engage@purdon.com.au) or 02 6257 1511

☆☆☆☆☆ (0 votes. Average 0 of 5)

## **CURRENT CONSULTATIONS**

South Jerrabomberra High Voltage Supply Project

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Block 1 Section 17 Watson (former Watson Service Station) 2021

Block 9 Section 7 Braddon (220 Northbourne Avenue)

Block 9 Section 19 Forrest (Former Italian Club Site)

Blocks 22 and 13 Section 22 Kingston (July 2021)

Block 3 Section 29 Wright

Block 1 Section 66 Weston (Raiders Club Weston)

Block 3 Section 229 Gungahlin

Block 21 Section 6 (The Salvation Army National Secretariat building)

Blocks 3 & 8 Section 32 Bruce ‘Wish’

Block 2 Section 20 Gungahlin (Burgmann Anglican School)

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# Geocon and Purdon Planning extend consultation period for 70 Allara Street development



By [Brittney Levinson](#)

January 18 2022 - 5:30am



 An artist impression of the proposed 70 Allara Street development. Picture: Purdon Planning

A group of Canberra apartment owners have welcomed an extension of the community consultation period for [Geocon's proposed 70 Allara Street project](#).

[Following concerns from owners of the nearby Forum apartments](#), the developer, along with Purdon Planning, has added a third consultation session on February 3.



Ad

It will give the community an extra two weeks to have their say on the proposed residential development, which would include 357 apartments across three buildings in the CBD.

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- [The Canberra suburbs home buyers will be looking at in 2022](#)
- [Canberra's median house price ticks over \\$1 million](#)
- ['Distressing, disruptive and difficult': New Mr Fluffy house discovered](#)

Richard Nash, managing director at Purdon Planning, said the third session comes after community interest in the project.

"This session will enable further discussion on the proposed design as it evolves," he said.

"The extension will equate to an eight-week consultation period in which the comments received will inform the works approval submission to the National Capital Authority."

Consultant Tania Parkes has been engaged by the Forum Owners Corporation to respond to the proposal.



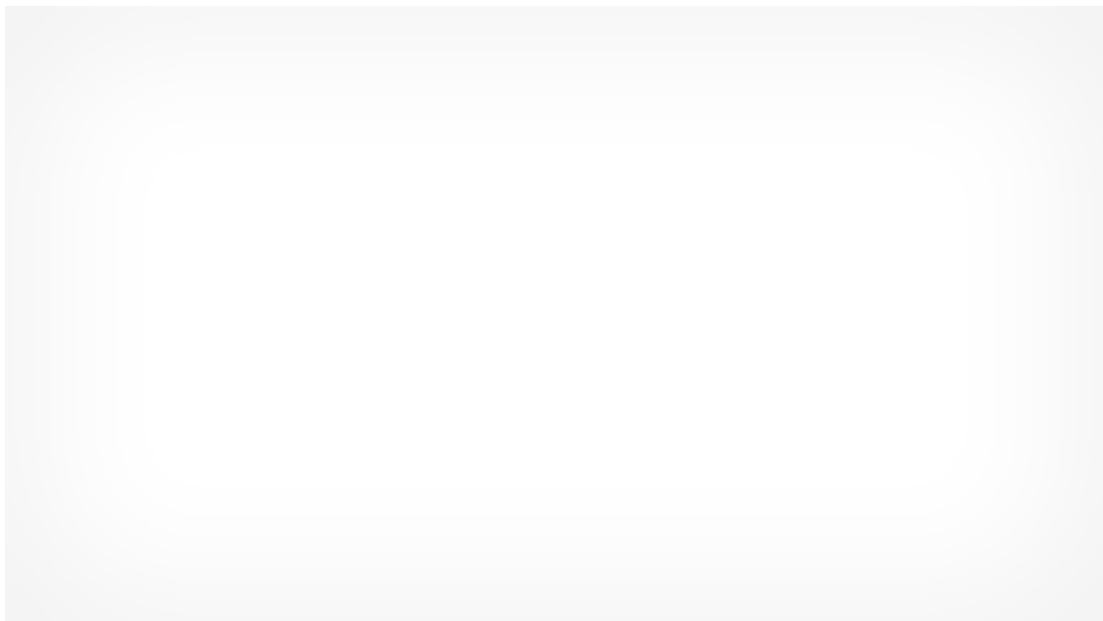
apartment complex had received insufficient material in order to provide feedback on possible factors such as traffic, overshadowing, views or privacy.

Ms Parkes welcomed the extra consultation session and new shadow diagrams provided by Purdon Planning.

"The added session is most welcome and at this next session [on January 20] we can provide informed comment about the impact of shadowing, because we've been provided that information," she said.

Following the first consultation, Purdon Planning stated in its notes: "A traffic report will be provided by a qualified traffic consultant as part of the works approval package. It addresses issues such as traffic impacts on surrounding road networks, pedestrian traffic, parking overflow impacts, and road safety impacts."

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Ms Parkes said it would be best practice for the developer to present the traffic report to residents prior to the works approval



development.

"Traffic, in particular, is the critical issue because there's a single entry and exit point for the proposed development of Allara Street which is directly in front of the Forum's entry and exit point," she said.



 Geocon has proposed 357 residential units for its 70 Allara Street development. Picture: Purdon Planning

Once complete, the proposed development would include three buildings ranging from six to eight storeys high. Plans also include a ground floor cafe, communal rooftop gardens and shared amenities for residents.

Geocon [purchased the 7641-square-metre site](#), formerly a defence training depot owned by the federal government, in 2020 for \$24 million.

Members of the community can register to attend the upcoming [virtual consultation sessions](#) scheduled for January 20 and February 3.



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# Geocon reveals plans for residential development at 70 Allara Street, Canberra City



By [Brittney Levinson](#)  
January 14 2022 - 5:30am



An artist's impression of a proposed residential development at 70 Allara Street, headed up by Geocon. Picture: Supplied

Developer Geocon has released plans for a new residential complex at 70 Allara Street in Canberra City, which would comprise about 350 apartments once complete.

The developer [purchased the 7641-square-metre site](#), formerly a defence training depot owned by the federal government, in 2020 for \$24 million.



Ad

The community has been invited to have their say on the project before a works approval is lodged with the National Capital Authority, which governs the area also known as block 16 section 10.

#### **MORE [PROPERTY NEWS](#):**

- [Canberra's median house price ticks over \\$1 million](#)
- [ActewAGL building in Civic sells for \\$76m](#)
- [Suburb records that were smashed in 2021](#)

Plans include demolishing all existing structures on the site to make way for three buildings up to a maximum of nine storeys each.

The ground floor of the development will house commercial outlets, with the residential units to span the lower ground floor level and above.

Plans also include communal rooftop gardens and shared amenities for residents.

Nick Georgalis, founder and managing director of Geocon, expected the apartment complex would meet the needs of a "starved" residential market in Canberra.



a necessity, it's much needed and is certainly going to be in hot demand, as is every project at the moment," he said.

"I don't think there's a project in Canberra or Australia that isn't in hot demand. So government approving these types of projects and us delivering them is much needed for the community."

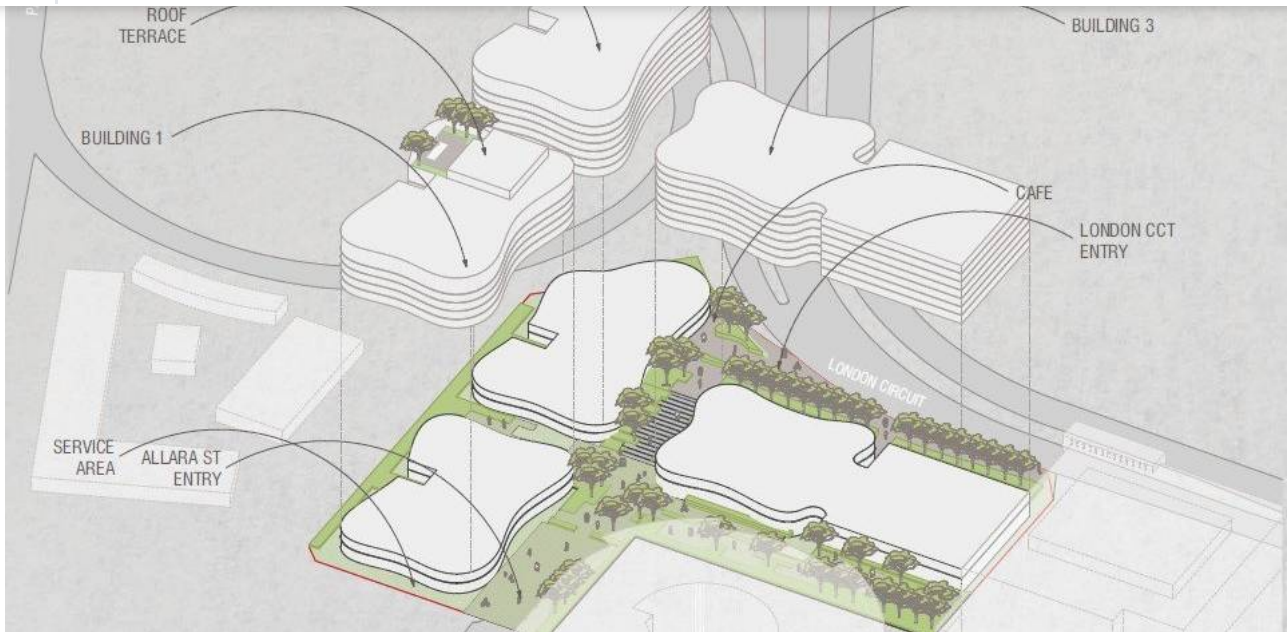
While the project is yet to be named and the final designs are still a work in progress, the latest renders show curved edges and green spaces in between the three buildings.

"There are curved elements of the buildings that create an interesting facade," Mr Georgalis said.

ADVERTISING







📷 Planning documents show the development will include three buildings on the 7641-square-metre site. Picture: Purdon Planning

The development is expected to include a mix of unit sizes, including some penthouse apartments.

"It'll certainly appeal to the owner-occupiers and, of course, to the investors as does everything in Canberra," Mr Georgalis said.

Purdon Planning has been engaged to conduct community consultation for the project, before final plans are submitted to the National Capital Authority.

"We are planning to have that submitted in the next few months, certainly in the first quarter or early second quarter [of 2022]," Mr Georgalis said.

The first release of apartments is expected by mid-2022.

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Planning documents state a lease variation will be sought separately to permit the proposed number of residential units.

The documents also state the design "seeks to contribute positively to the urban context through high-quality design and pedestrian-friendly street level activation". The next public consultation session is scheduled for January 20.

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PROPERTY

## Geocon unveils plans for blue-chip mixed-use project on Allara Street

Ian Bushnell - 17 January 2022    number of comments 2

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An artist's impression of the Allara Street project. Image: Geocon.

Canberra property giant Geocon has unveiled plans for another big mixed-use development in Civic, this time at the fast-developing southern end.

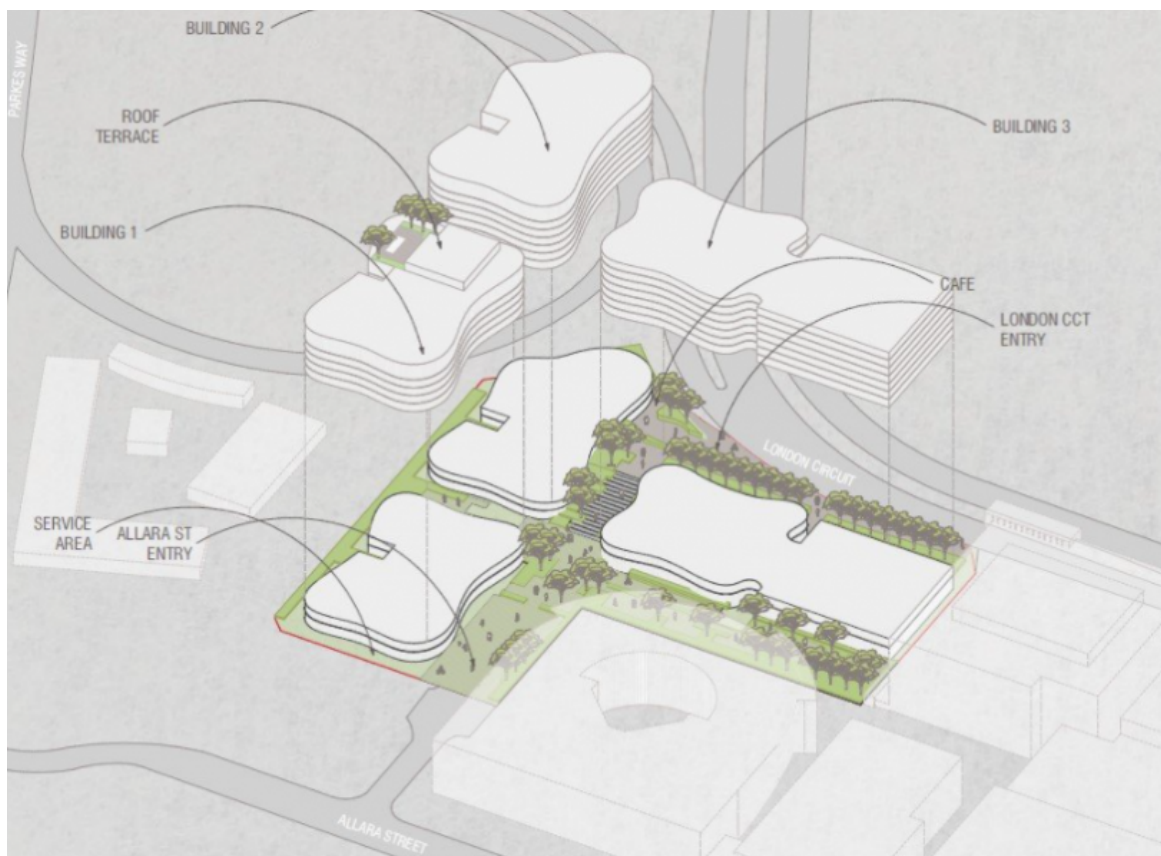
It is undertaking consultation on the three-building project on Allara Street before lodging a Works Approval with the National Capital Authority.

The 7641-square-metre irregularly shaped site (Block 16, Section 10 City) is on national land within the southeast corner of the city and bound by London Circuit and Parkes Way to the northwest.

The exact number of dwellings proposed is not known yet, but the project will add hundreds of apartments to the city centre.

The site is to be cleared to make way for three buildings up to nine storeys, with two levels of basement parking and also a mezzanine level for parking.

The ground level will be for commercial use, with residential units above, as well as rooftop communal gardens and amenities.



An early design for Geocon's Allara Street project showing landscaped areas. Image: Geocon.

A landscaped plaza fronting London Circuit is intended to create a shared connection between London Circuit and Allara Street, including a communal garden and deep-rooted trees.

An internal driveway off Allara Street will provide vehicle access while pedestrians will be able enter from both London Circuit and Allara Street.

Setback to at least 15 metres is proposed to the east to provide generous separation between the project and the adjoining residential development on Block 4 to enhance privacy for residents in both developments.

This will also maximise the amount of sunshine available, and minimise overshadowing while providing spaces for generous landscaping, according to Geocon.

The proposal has been presented to the National Capital Design Review Panel (NCDRP) three times and will continue to be guided by its feedback.

A lease variation will be sought separately to permit the number of residential units proposed on the site.

Geocon managing director Nick Georgalis said the project presents an increasingly rare opportunity to buy a new apartment in Canberra's city centre.

"The block is in a blue-chip position within the city precinct close to the lake, the theatre precinct, shops, restaurants and light rail," he said.

"Vacancy rates are already at an all-time low across Canberra. With international students returning to Canberra during the next two years, pressure on the rental market is only going to increase.

“The pipeline of residential work in planning or approved is very thin and we expect Allara Street to appeal to both live-in owner occupiers as well as investors.”




The development’s three buildings would cater for both ends of the market, he said.

A virtual consultation session via Zoom with members of the project team will be held on Thursday, 20 January, at 5:30 pm.

To register and learn more, visit Purdon Planning.

Tags allara street geocon national capital authority nick georgalis purdon planning

### WHAT'S YOUR OPINION?

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2 Responses to  
Geocon unveils plans for blue-chip mixed-use project on Allara Street

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**54-11** 10:28 am 18 Jan 22

Anyone thinking of buying, or even renting, one of these units should do some due diligence. Just a Google search to start with...

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**carriew** 3:05 am 18 Jan 22