

# APPLICATION FOR DESIGN REVIEW

NATIONAL CAPITAL DESIGN REVIEW PANEL

Block 16 Section 10 Suburb CITY

70 Allara Street - Mixed Use Development



**Australian Government**  
**National Capital Authority**



**ACT**  
Government

# NATIONAL CAPITAL DESIGN REVIEW PANEL

## Application for Design review

The Application for Design Review form provided key details to enable the NCDRP Secretariat to evaluate the design review needs of the proposed development. The information provided will be used by the NCDRP Secretariat team to determine an appropriate session time, review method and panel composition.

Please provide concise information about the project and submit this form with any available draft architectural drawings or intentions plans attached via email to [designreview@act.gov.au](mailto:designreview@act.gov.au).

### Project details

Project name:

Project type:

Site location:      Block                      Section                      Suburb

Street address:

Client/Developer:

Lessee:

### Planning information

Type of application

Statutory frameworks

Site overlays

Status of scheme

## Project proponent

Main contact: [REDACTED]

Company:

Position:

Postal address:

Email: [REDACTED]

Phone:

## Project consultants

Consultant

Name

Company

Architect: [REDACTED]

Structural engineer:

Services engineer:

Landscape architect:

Planning consultant: [REDACTED]

Sustainability consultant:

Heritage consultant:

Traffic consultant:

Other consultant:

## Project background

Brief description of proposal:

Important issues the panel should be aware of (if any):

Stage of the project:

Key dates or project timeline:

## Project description

### Jurisdiction:

Please tick and provide details where applicable (i.e. within CRA Boundary, Development Control Plan, Delivery Deed, etc).

National Capital Authority:

City Renewal Authority:

Suburban Land Agency:

### Consultation:

Please tick and provide details where applicable (i.e. consultation not yet undertaken, past or future meeting date, advice received, support provided).

ACT Conservator of Flora & Fauna:

ACT Heritage (EPSDD):

ACT Heritage Council:

Community consultation:

Transport Canberra City Services:

Other:

Entity advice/summaries of consultation should be provided to the NCDRP for referral by the Panel. All provided materials are held in-confidence for exclusive use of the NCDRP Panel.

### Overview:

Site area (m<sup>2</sup>):

GFA (m<sup>2</sup>):

Number of buildings proposed:                      Meters:    Storeys:

Proposed building height:

Land use zone(s):

Mix of Uses:

List the types of development included in the proposal, including residential and commercial yield where applicable.

Residential (number of units):

Commercial (m<sup>2</sup>):

Open Space (m<sup>2</sup>):

Community (m<sup>2</sup>):

Other (m<sup>2</sup>):

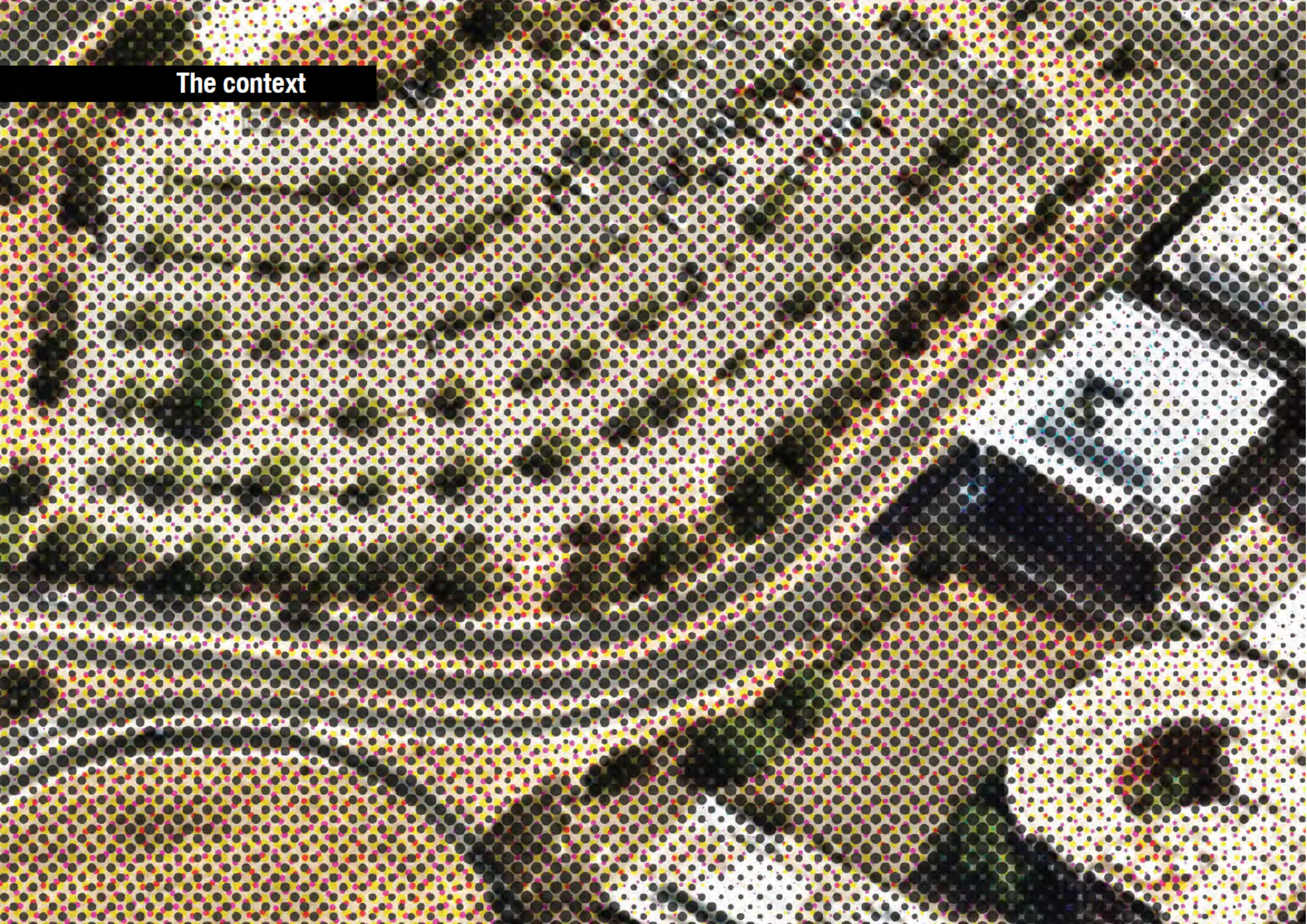
Proposed parking (number of spaces, number of floors/basement levels):

**BLOCK 16 SECTION 10 CITY  
(70 ALLARA STREET)**

**NCDRP PANEL PROJECT INFORMATION SUBMISSION**



## The context



# The context

## THE SITE

The site at 70 Allara Street City, identified as Block 16 Section 10 City, is located south of the city and north of Parkes way, and is between Allara Street and London Circuit.

The site has an area of 7,641m<sup>2</sup>.

The site falls within the Designated Areas described in the National Capital Plan.

The site is located at the southern extremity of the built-up areas of the city of Canberra.

Immediately north of the site is a six storey office building, which is constructed to a set back from the common boundary of approximately five metres. East of the site is a seven storey apartment building. That building has a circular formation adjacent the 70 Allara Street site which is constructed hard up to the common boundary.

South of the site are sheds serving as municipal depot. The land between the 70 Allara Street site and Parkes will inevitably undergo redevelopment. Therefore we have undertaken an assessment of the form that redevelopment might take.



The site located north of Parkes Way, west of Allara Street and south-east of London Circuit



- 1 Low rise sheds
- 2 Office building
- 3 Apartment building
- 4 London Circuit
- 5 Road leading from Parkes Way to Commonwealth Avenue
- 6 Parkes way
- 7 Allara Street

# The context

## SITE LEVELS

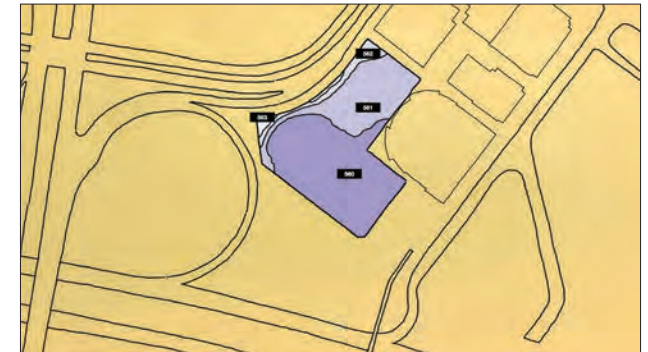
There is significant slope across the site, commencing from RL 559-560 in the south east corner to RL563 in the north-west corner.

That slope means the Allara Street frontage of the site is approximately a storey lower than the London Circuit frontage.

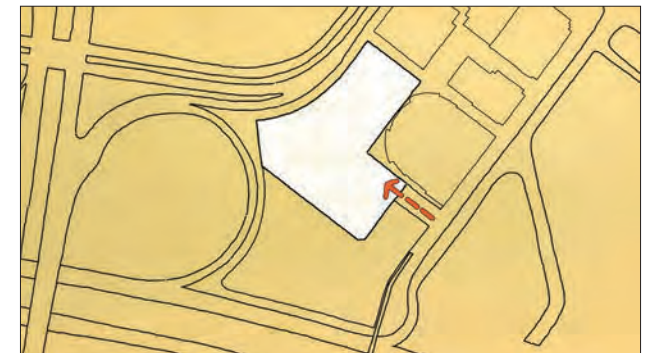
## SITE ACCESS- VEHICLES

While having frontage to London Circuit and the road leading from Parkes Way to Commonwealth Avenue, the only access to 70 Allara Street is from a road leading from Allara Street.

While in theory current access could be available from London Circuit there are long term plans to raise the level of London Circuit so that it forms an at-grade intersection with the nearby elevated Commonwealth Avenue. There is the real potential therefore that vehicular access from London Circuit will not be possible in the future.



The site slopes up from Allara Street to London Circuit.



Location of vehicular access to 70 Allara Street from a road leading from Allara Street.

## The context

Therefore access for car parking, loading, waste, servicing and drop off will occur from Allara Street.

### SITE ACCESS- PEDESTRIANS

By comparison good pedestrian access is available from London Circuit as well as from Allara Street.

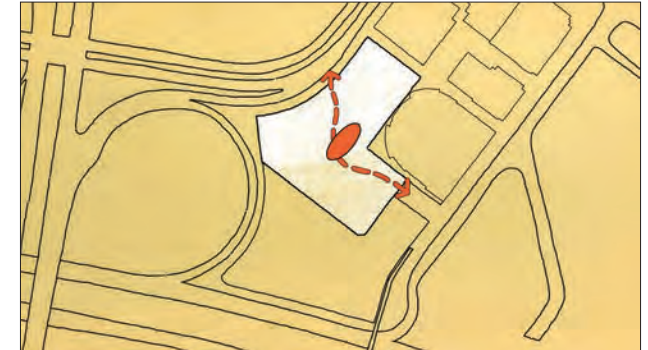
As noted earlier there is a storey difference in levels between Allara Street and London Circuit. There is the opportunity to create a publicly-accessible pedestrian linkage between those two streets using vertical circulation within the building as the means to negotiate that slope.

### ADJOINING SITES FUTURE BUILT FORM

It is almost certain that the adjoining blocks 18, 19 and 22 will be consolidated and redeveloped in the future.

In the consideration of 70 Allara Street we considered the potential built form that may be considered for that consolidated site.

The site has similar access characteristics to the 70 Allara Street site as vehicular access is only available from Allara Street. Most probably



There is the possibility of creating a pedestrian linkage through the site between London Circuit and Allara Street.



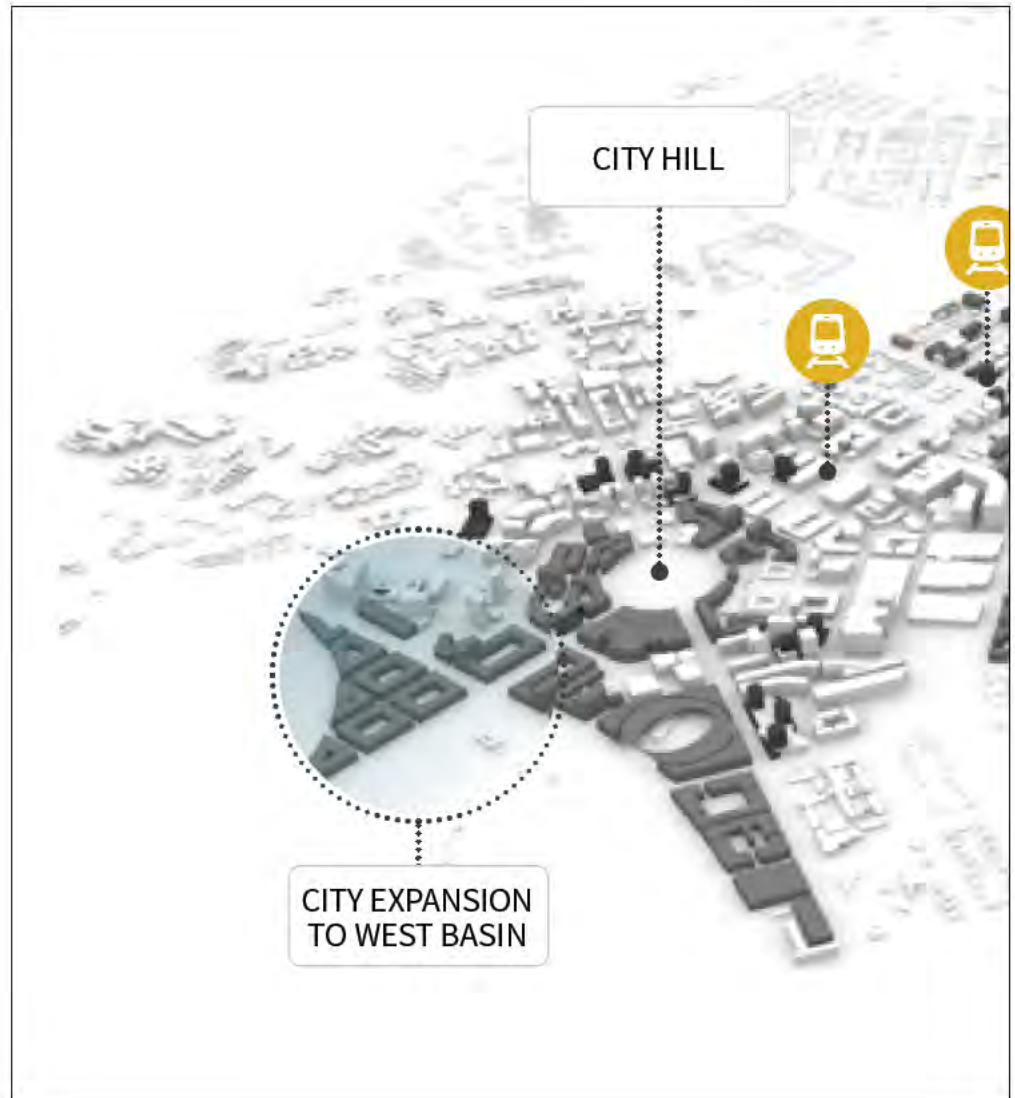
Possible future built form on Blocks 18,19 and 22 south of the 70 Allara Street site

## The context

therefore vehicular arrival would be in the north portion of the south, leaving the other site extents to host buildings. Those buildings would most likely be configured to capture uninterrupted views west, south and east.

Because of the presence of the 70 Allara Street site the least likely scenario would be a building with aspect directly over that site.

That future built form would form part of a future neighbourhood that would extend along the north face of Parkes Way, and incorporating the planning sporting stadium. That potential future development can be seen in the ACT City Gateway document.



# The context

## ALLOWABLE HEIGHT

The National Capital Plan notes that the height limit in this area is generally 25 metres.

Because of the level differences between London Circuit and Allara Street that height has been taken at the street frontages, with a change in height taking place within the site.

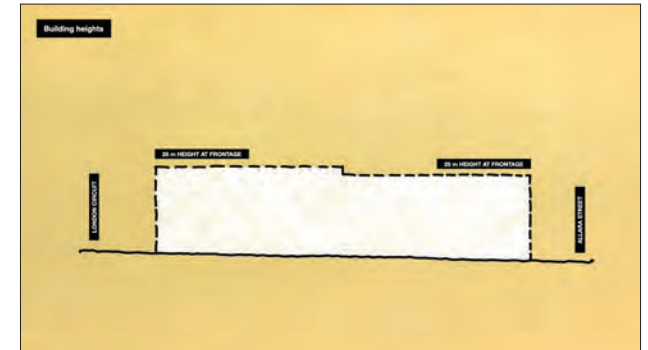
## RESPONSE TO BUILT FORM INFLUENCES

Located as the site is on one of the vertices of the hexagonal form of London Circuit, and adjacent the intercession of Parkes Way into the Griffin geometry, the bounding urban form responds to a variety of influences.

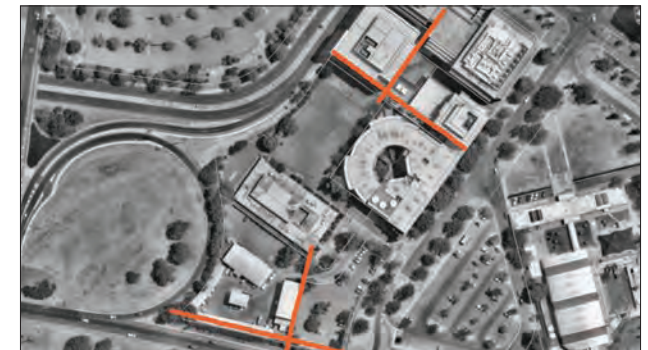
The axes of the municipal sheds south of the site align themselves to the broad arc of Parkes Way as it cross Commonwealth Avenue. By comparison the buildings north of the site are aligned with the Griffin Geometry of Allara Street and London Circuit. The face of the apartment building along the common boundary is curved, in recognition of the apparent rotation of axes around the vertex of the hexagon of London Circuit.

It would be appropriate to reflect that rotation of axes in the buildings proposed for the 70

The building heights are split within the site



The rotated axes of buildings aligned with Parkes way in comparison with those aligned with Allara Street and London Circuit.



# The context

Allara Street site.

Not only would that rotated built form place new buildings in a form highly responsive to the urban morphology of this location, that rotation would assist in the interrelationships between those buildings and the current and future built form by opening up greater space and offsetting view, light and sunlight opportunities.

## BUILDING ALIGNMENT

The London Circuit frontage is a very important address. This will be the southern-most extent of built form for some time. In the future an intended road from London Circuit to Parkes Way will be constructed and Blocks 19, 20 and 22 built on, but they are removed from London Circuit.

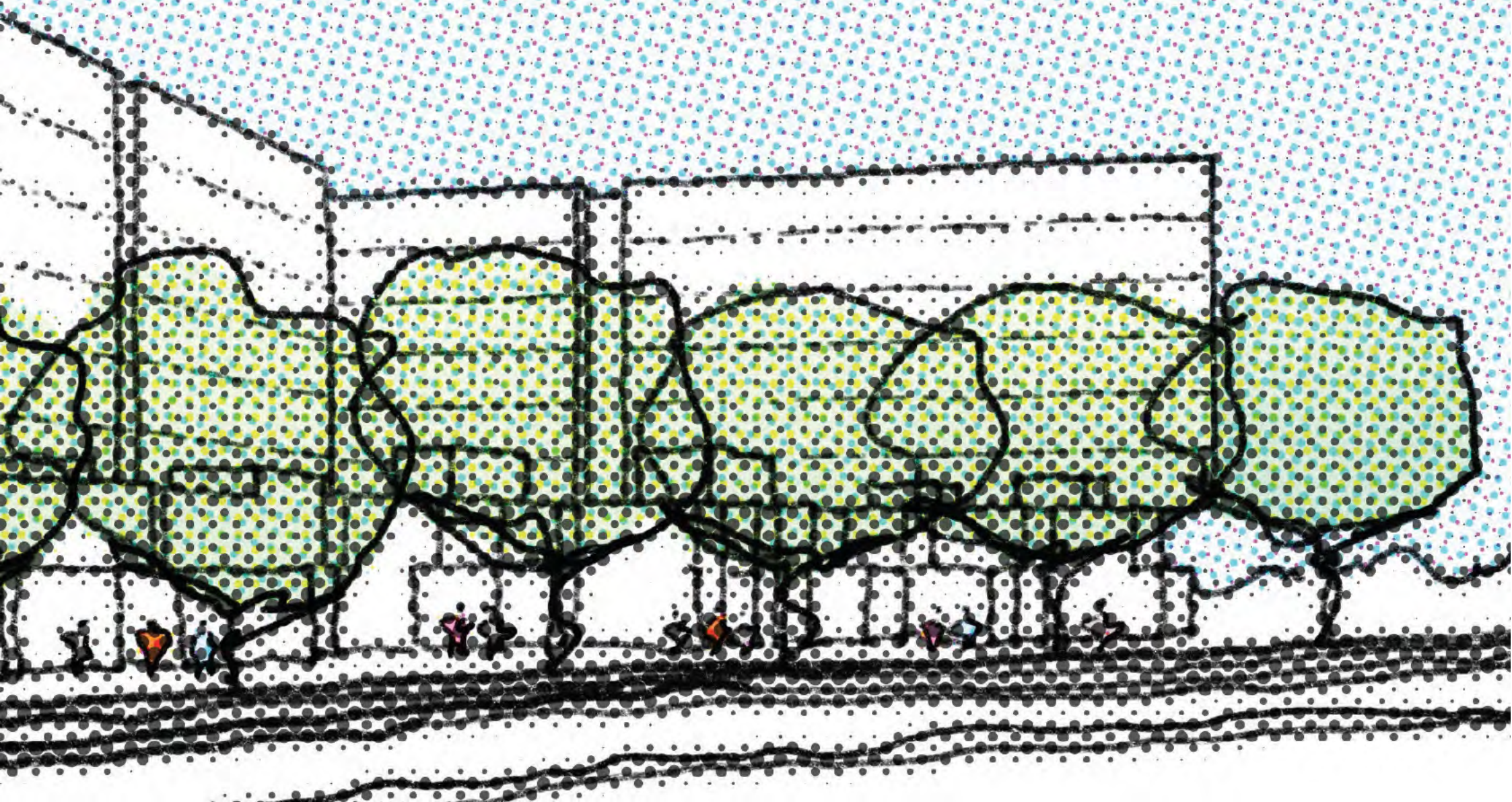


There is the opportunity to reflect the rotation of building axes on the site



Rotated axes assist with creating greater space and offset views in relation to adjoining current and future built form.

Design response



## Design response

When that road is constructed there will be the opportunity for built form south of London Circuit to fill that gap. However, because of the current concentration on West Basin, it is unlikely for that to occur for many years yet.

Therefore we need to deal with expression of built form on the 70 Allara Street site with the understanding that the land west of the site will remain vacant for a long time.

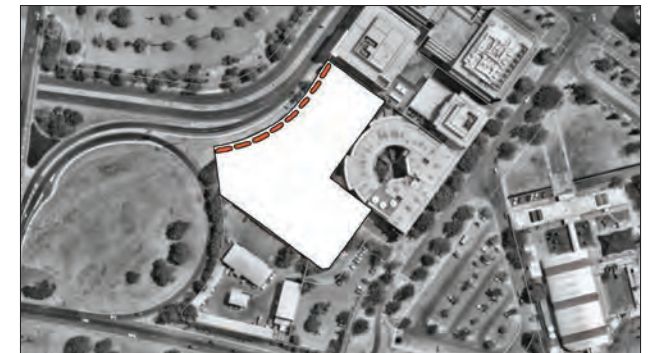
Because of the geometry of London Circuit the site not only marks the southern termination of that built form, but also as indicator of change of direction of London Circuit as it bends towards the west.

Buildings on the site could mark that bend by following the curvature of the site frontage. However the result would be a truncated curvature, very much giving the appearance of waiting for the adjacent building to arrive.

A better approach therefore would be create an internal strength of interrelationship of buildings which respond to the rotating axes, but also provide an excellent backdrop to London Circuit as indicator of the bending of that street.



The road mooted to be constructed between London Circuit and Parkes Way shown in white, with the resultant potential built form on the south side of London Circuit shown in orange.



Building faces could follow the site curvature

# Design response

Within the forecourt that is formed by the two wings, the lower levels could establish a close relationship with the street environment, assisted by an alignment with that street alignment.

The resultant formation of buildings creates an urban-scaled backdrop to London Circuit which signals and reinforces the bend in London Circuit and provides visual cues of the southern extremity of the city centre while at the same time providing smaller-scaled street level interface.

## RESULTANT BUILDING FORM

In accordance with those principles we are proposing two apartment buildings aligned to the rotated axes. Those buildings are at right angles to each other, establishing both their individuality and interrelationship.

Within the forecourt on London Circuit we are proposing commercial uses within a two/ three storey highly modelled building. Within that building is intended to be an active mix of workspaces, food and beverage and allied uses, to create a community hub and destination.

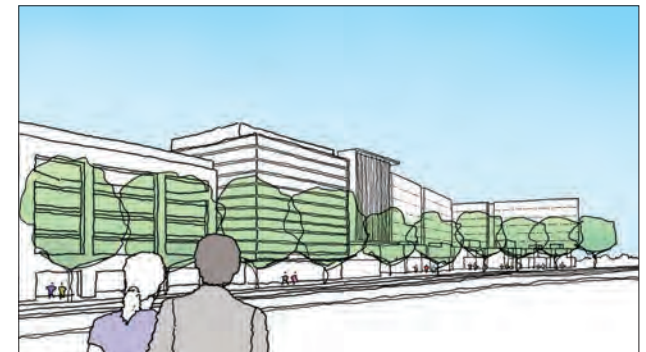
Flanking the bend in London Circuit



Lower level buildings aligned with the Griffin geometry form a close association with the London Circuit street environment.



An appropriate backdrop to London Circuit



# Design response

Atop the commercial hub will be publicly accessible gardens and pavilions.

## THE LONDON CIRCUIT ENTRY

That hub will also act as the “front door” of the residential complex. The hub will provide a transition from the street to a central lobby, which provides vertical connection down to the Allara Street level, and up to the upper levels and gardens of the commercial hub.

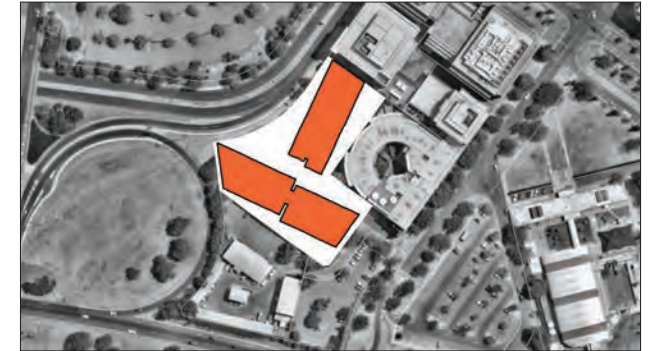
From that central lobby residents traverse to the private residential lobbies associated with each of the apartment buildings.

That lobby will be publicly accessible, and forms the central element in the pedestrian connection between London Circuit and Allara Street.

## THE ALLARA STREET ENTRY

The Allara Street entry is from a road leading from Allara Street. That road currently provides access to Blocks 4, 16, 18, 19 and 22.

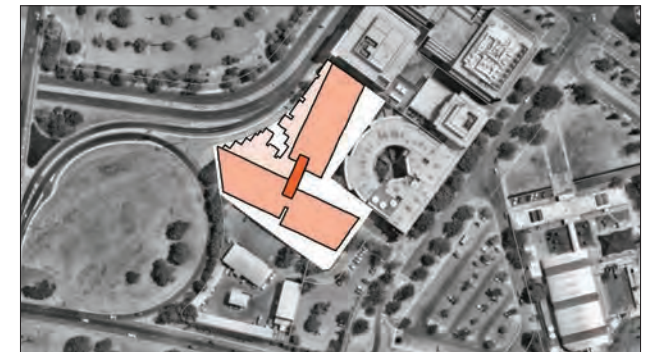
A landscaped entry plaza will be located at this entry. From that plaza will be direct access to the vertical lobby, as well as to the two



Two separated but interrelated apartment buildings.



The commercial hub located along London Circuit.

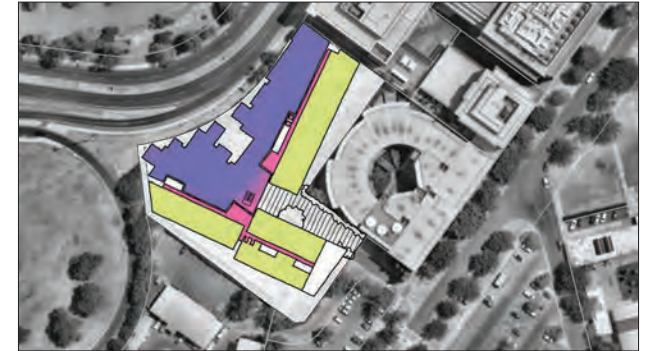


The vertical lobby

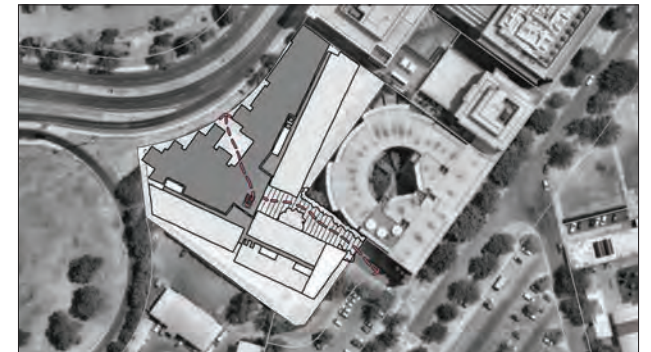
# Design response

apartment buildings.

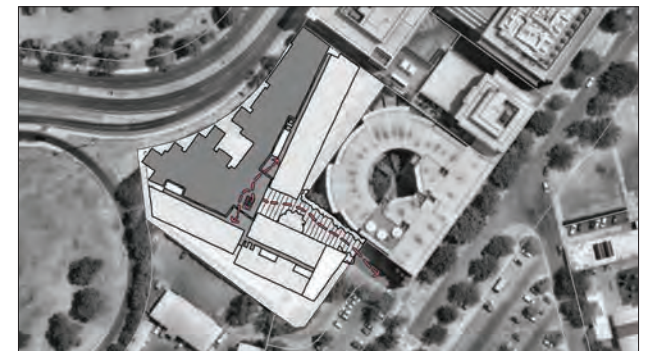
Ground floor at London Circuit  
The commercial hub is shown in purple, apartments are in green, residential lobbies are in pink.



Pedestrian travel from Allara Street to London Circuit is through the vertical lobby, ascending stairs or elevator.

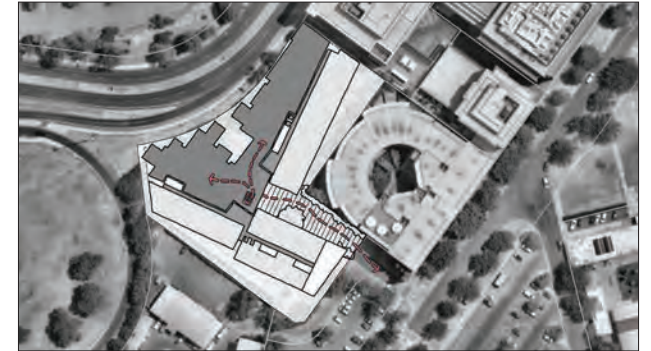


Resident access to the apartment buildings can be on the Allara Street level or at the London Circuit level via the stairs.

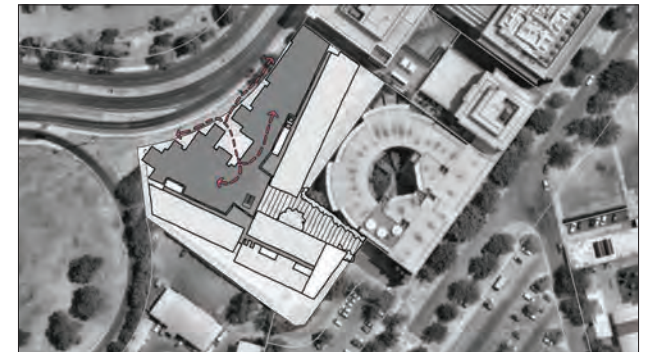


# Design response

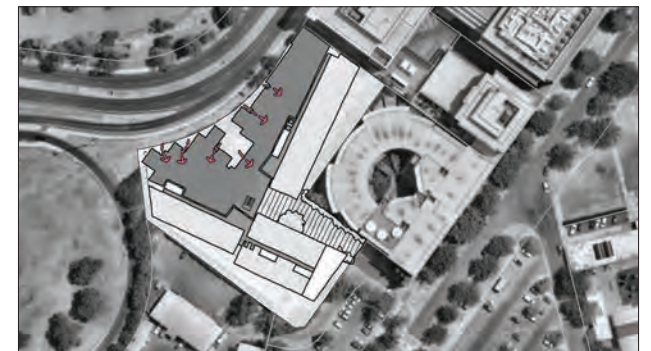
The commercial hub can be entered from Allara Street.



The commercial hub entry sequence from London Circuit.



The commercial hub provides the opportunity for multiple points of entry and interest along London Circuit.



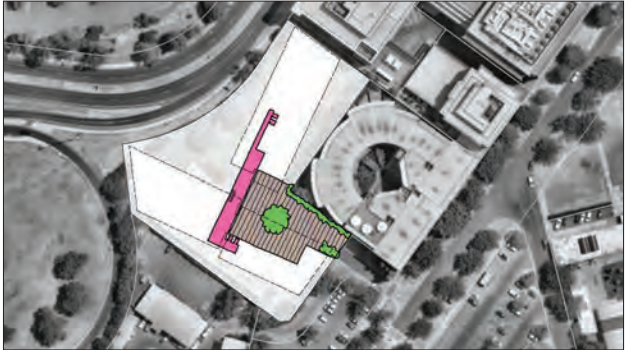
# Design response

The plaza is the vehicular arrival for the development. The plaza will act as a drop off, provide entry to basement car parks, and lead to the service/ loading/ waste zones.

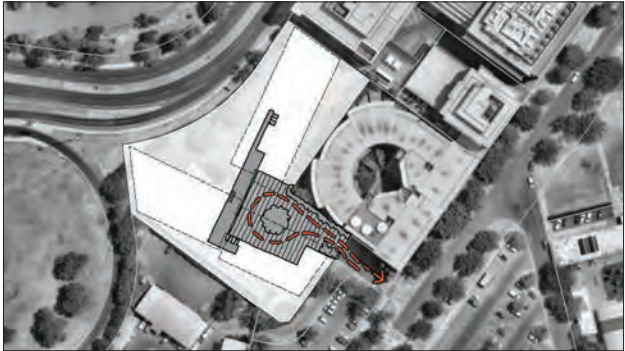
## THE LINK THROUGH THE SITE

The publicly accessible pedestrian link through the site will create a through-block link in a location none currently exists. While initially that will primarily assist in providing permeability of the site, in the future that link will become an important part of a wider desire path that will travel through the site from City

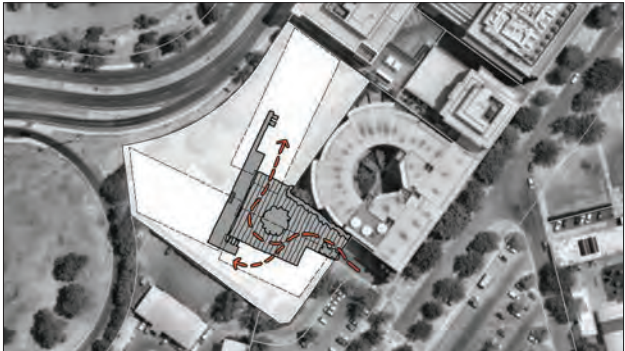
The entry plaza entered from Allara Street. The vertical lobby is shown in pink. From that lobby residents can directly enter the two apartment buildings, and can ascend to the London Circuit ground level.



Vehicle drop off circulation.

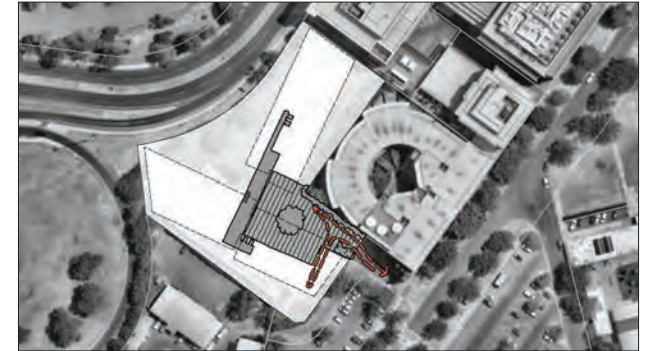


Circulation of vehicles entering and leaving the basement car parks.

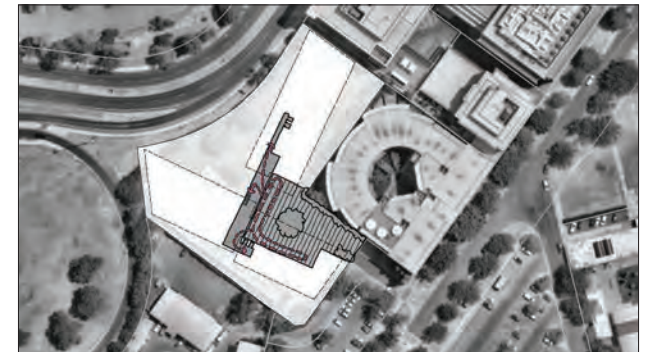


# Design response

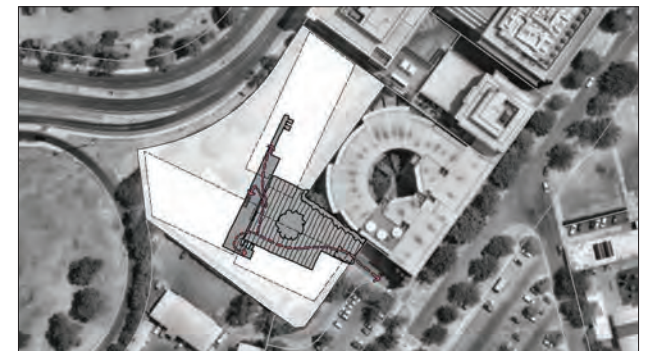
Circulation path of waste/  
service/ loading vehicles



Pedestrian circulation from drop  
off to the apartment buildings



Pedestrian circulation from Allara  
Street entry



# Design response

West to the sporting stadium that is planned for the nearby swimming pool site.

## GROUND LEVEL LANDSCAPE

The landscape at the ground levels will be considered in precincts. Those precincts will be:

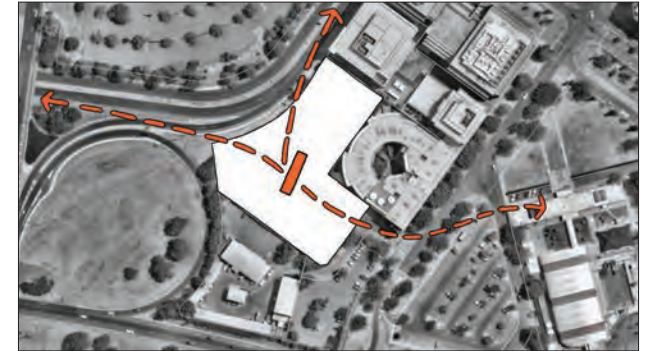
- Setback landscape, to provide an appropriate landscape buffer between the proposed buildings and the neighbouring buildings, current and future. That landscape will support recreational use.
- Allara Street entry plaza
- London Circuit entry forecourt and courtyard

## UPPER LEVEL LANDSCAPED TERRACES

The roof of the commercial hub podium provides an opportunity for publicly accessible landscaped terraces. Those will have appropriate visual separation from the adjoining apartments, and would be managed to attain appropriate audial privacy for the residents.

In combination with vertical landscape, the intent is to create a significant three dimensional landscape expression along London Circuit to create a welcoming and engaging pedestrian environment.

Pedestrian connections to future sporting stadium



Ground level landscape



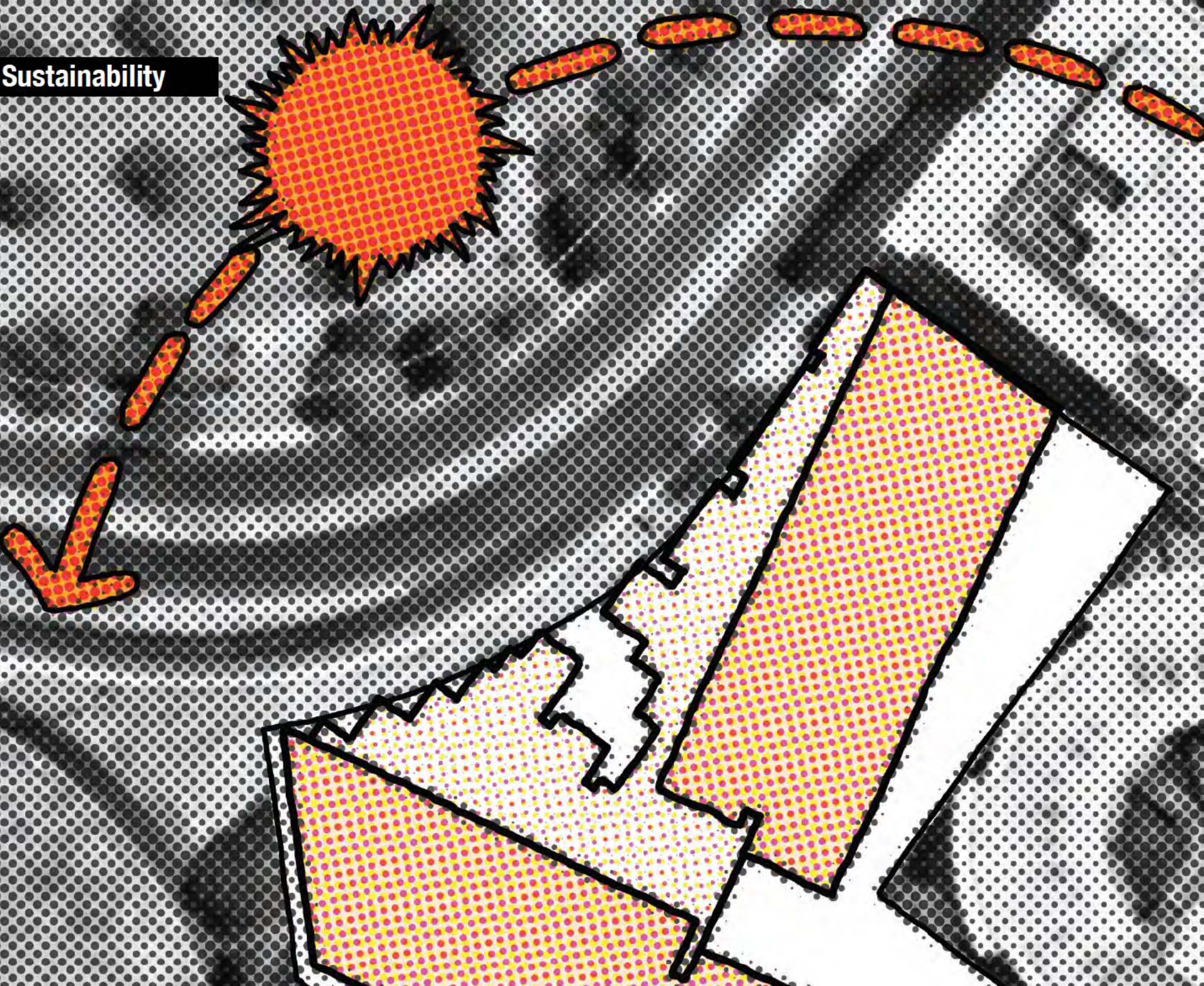
## Design response

The stepped massing of the east-west apartment building provides the opportunity for roof level landscaped terrace integrated with internal residential amenities.

Upper levels landscaped terraces



Sustainability



# Sustainability

At the formative stages of projects, sustainability is primarily about location and orientation, with subsequent, and very important, elements of the sustainability imperatives inevitably occurring during detailed design and construction.

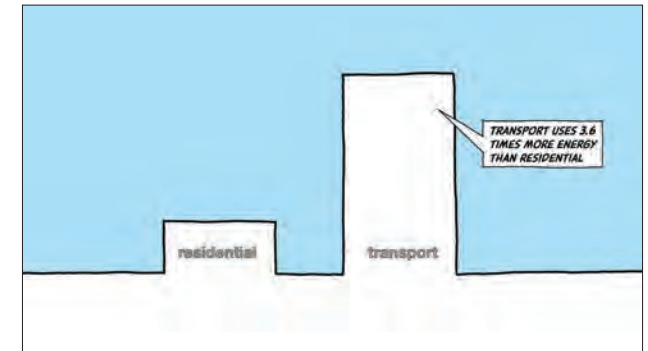
## LOCATION IS IMPORTANT

In the ACT location is of greater relative importance than in any other state or territory because of its 100% renewable power sources policy.

In Australia generally transport uses more than three and a half times the energy of the residential property sector. As a result one of the greatest contributions to sustainability is placing a development in a location that is walkable, and has good public transport. Because the ACT is powered completely by renewables, reducing dependence on fossil fuel transport becomes has even greater relative impact on reduction of carbon footprint.

Located as it is in the city, and adjacent the intended extension of the light rail through Canberra, 70 Allara Street is a location that will encourage walking and public transport use as replacement for fossil fuel cars.

Across Australia, the transport sector uses 3.6 times more energy than the residential sector



# Sustainability

## TYPE OF ACCOMMODATION

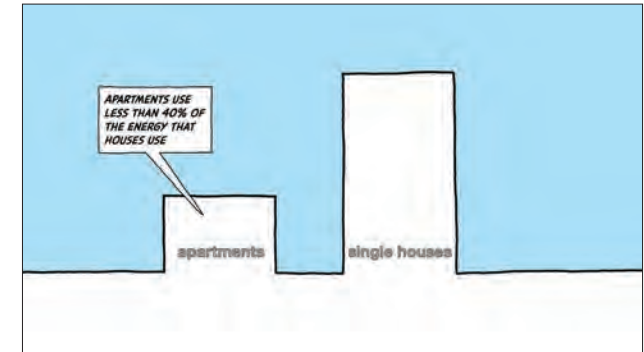
With a good location, the type of accommodation is important. Apartments typically use much less energy than houses. That is because apartments are typically smaller than houses- the average size of a house in Canberra is more than twice the average size of an apartment in Canberra. Bigger residences require more energy to light, heat and cool.

Houses typically have more emitting surfaces than apartments. As a result, less energy is lost through the surfaces of apartments, because there is less temperature differential and radiating possibilities.

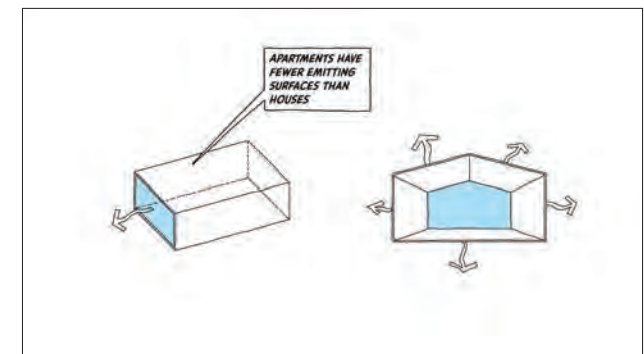
Offices where it is possible to regulate temperature using passive to supplement or replace mechanical means, and where natural light can replace artificial lighting create opportunities for sustainable building performance.

The apartments at 70 Allara Street together with the small-scale office accommodation integrated with landscape that is envisaged create excellent sustainability possibilities.

Apartments typically use 40% of the energy houses consume.



Apartments have fewer emitting surfaces than houses.



## ORIENTATION

The orientation of the building is important. The alignment of the building along the rotated axes allows excellent solar access to the building, but also opens up the existing apartment building east of the site for that building to gain better solar access than if the proposed building was aligned to the Griffin geometry.

## BUILDING ELEMENTS

Having got the fundamentals right through excellent location, optimal accommodation types and good orientation, attention will be paid throughout the design and construction processes to ensure an excellent response to sustainability imperatives.

We will be prioritising electrical equipment to capture the benefits of the territory's 100% renewables policy. We will be looking to save water, optimise recyclables and reduce waste.

70 ALLARA STREET | **NCDRP** 9th April 2021

In February as part of the registration of our application for review by the NCDRP we provided an analysis of the context of the 70 Allara Street site, together with principles of a design response to that context. Those principles include the derivation of the building form, address of and arrival at the development from both London Circuit and Allara Street, the relationship with adjoining buildings, and the inherent response to a desire path through the site.

That information is repeated here as an introduction to the further developed response included in this document, and which will be presented to the panel on 22nd April 2021.

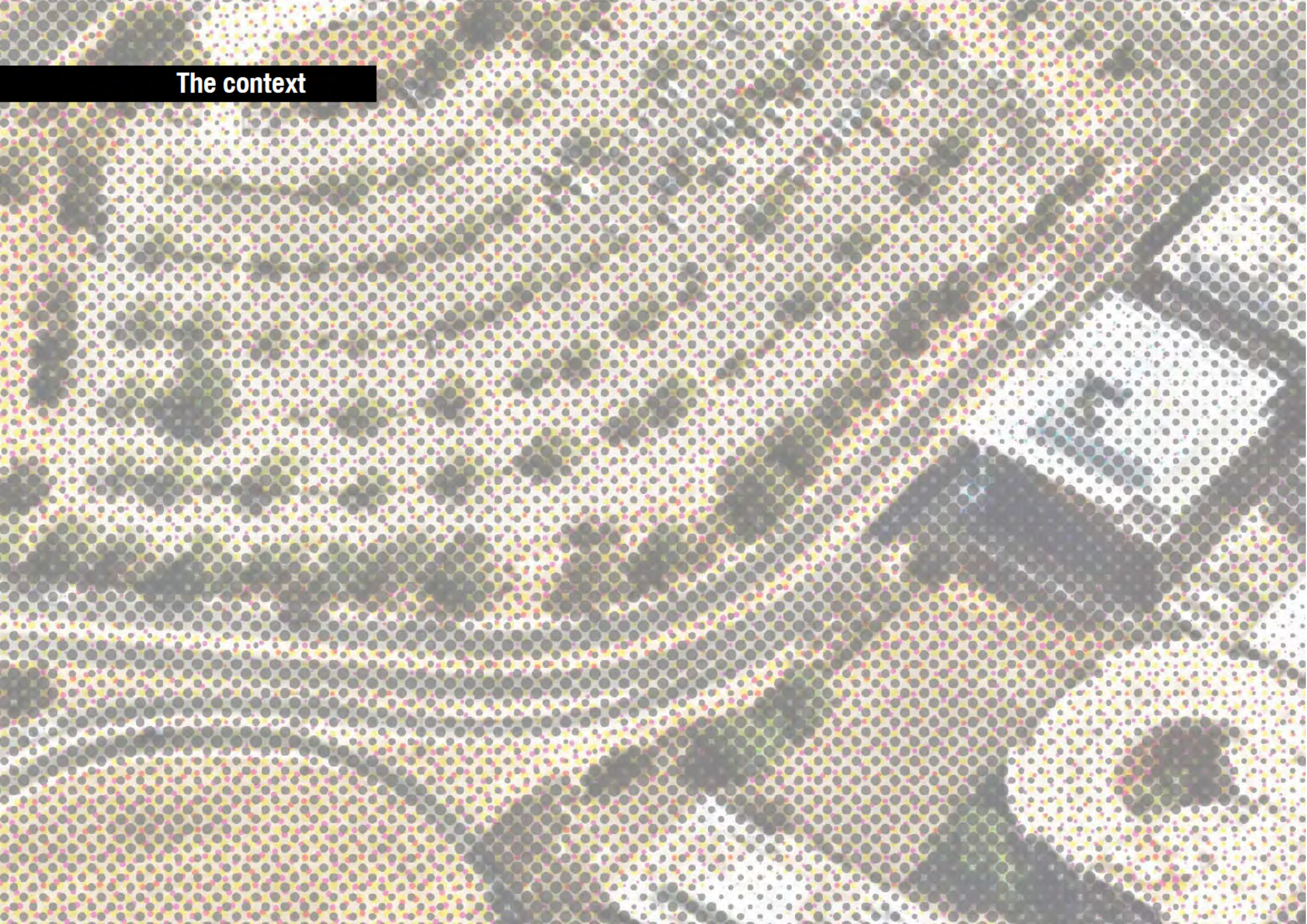
**NCDRP PANEL PROJECT INFORMATION SUBMISSION**  
23rd February 2021

**BLOCK 16 SECTION 10 CITY  
(70 ALLARA STREET)**

**NCDRP PANEL PROJECT INFORMATION SUBMISSION**



# The context



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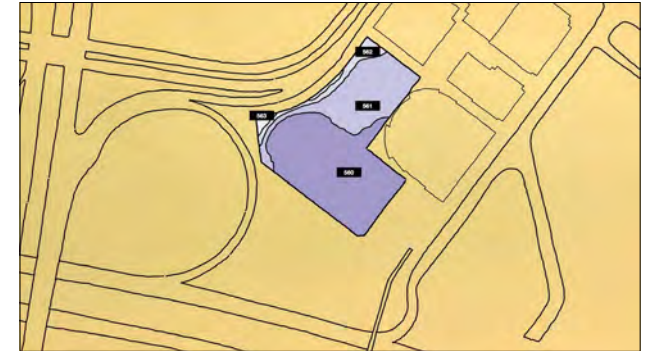
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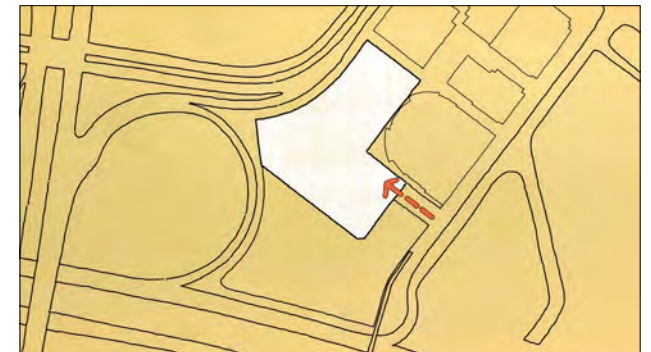
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Location of vehicular access to 70 Allara Street from a road leading from Allara Street.

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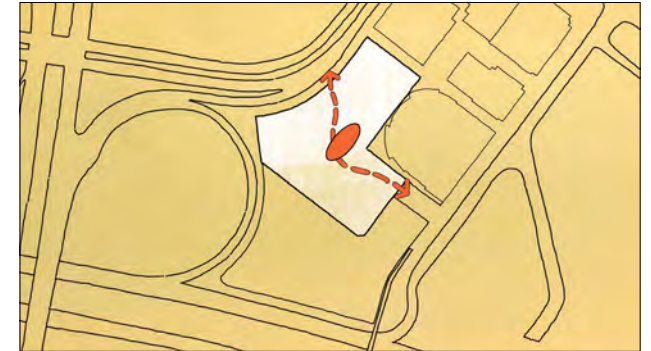
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Possible future built form on Blocks 18,19 and 22 south of the 70 Allara Street site

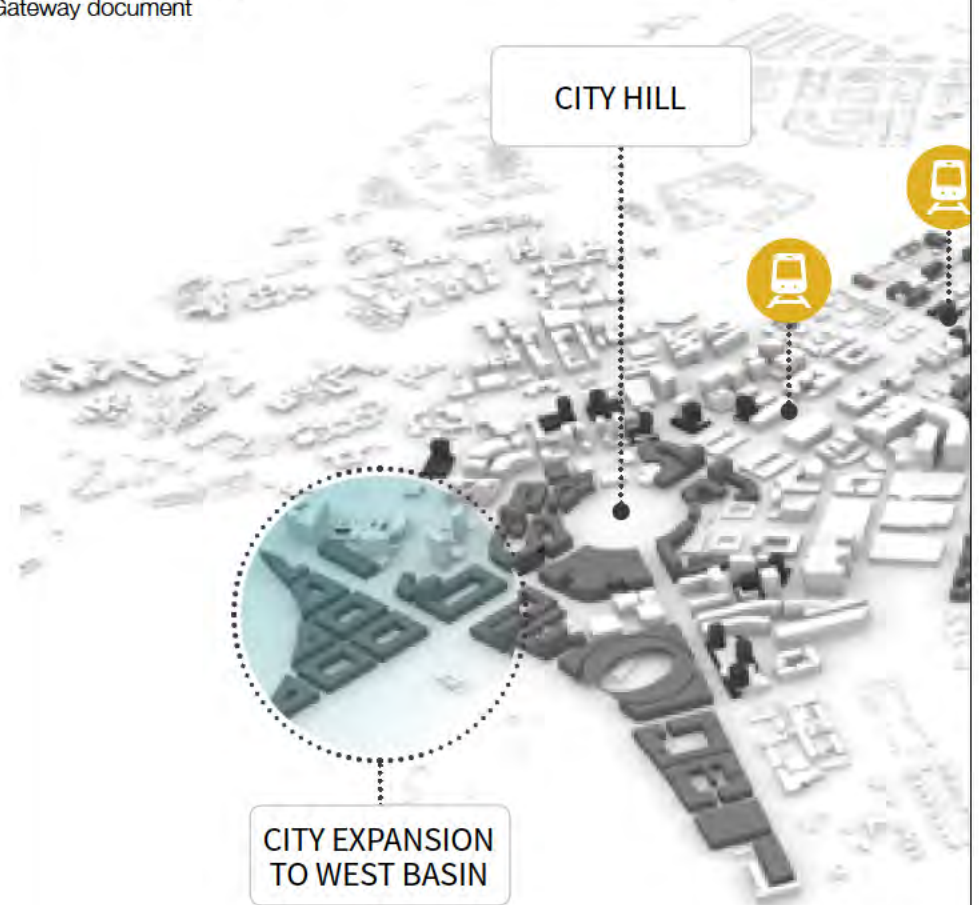
## The context

views west, south and east.

Because of the presence of the 70 Allara Street site the least likely scenario would be a building with aspect directly north.

That future built form would form part of a future neighbourhood that would extend along the north face of Parkes Way, and incorporating the planning sporting stadium. That potential future development can be seen illustrated in the ACT City Gateway document and other studies including the City to Lake study.

Extract from the ACT City Gateway document



# The context

## ALLOWABLE HEIGHT

The National Capital Plan describes the height limit in this area as generally 25 metres.

Because of the level differences between London Circuit and Allara Street that height has been taken at the street frontages, with a change in height taking place within the site.

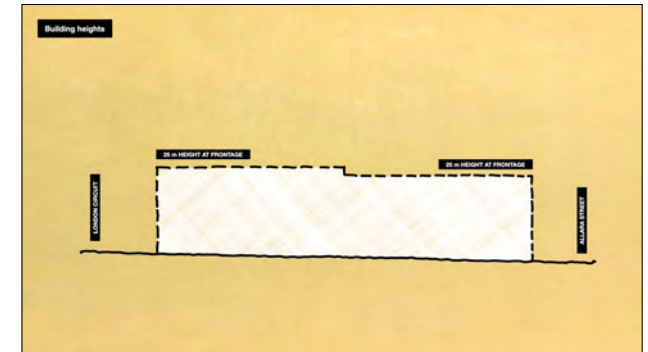
## RESPONSE TO BUILT FORM INFLUENCES

Located as the site is on one of the vertices of the hexagonal form of London Circuit, and adjacent the intercession of Parkes Way into the Griffin geometry, the bounding urban form responds to a variety of influences.

The axes of the municipal sheds south of the site align themselves to the broad arc of Parkes Way as it crosses under Commonwealth Avenue. By comparison the buildings north of the site are aligned with the Griffin Geometry of Allara Street and London Circuit. The face of the apartment building along the common boundary is curved, in recognition of the apparent rotation of axes around the vertex of the hexagon of London Circuit.

It would be appropriate to reflect that rotation of axes in the buildings proposed for the 70

The building heights are split within the site



The rotated axes of buildings aligned with Parkes way in comparison with those aligned with Allara Street and London Circuit.

# The context

Allara Street site.

Not only would that rotated built form place new buildings in a form highly responsive to the urban morphology of this location, that rotation would assist in the interrelationships between those buildings and the current and future built form by opening up greater space and offsetting view, light and sunlight opportunities.

## BUILDING ALIGNMENT

The London Circuit frontage is a very important address. This will be the southern-most extent of built form for some time. In the future an intended road from London Circuit to Parkes Way will be constructed and Blocks 18, 19 and 22 built on, but they are removed from London Circuit.

There is the opportunity to reflect the rotation of building axes on the site



Rotated axes assist with creating greater space and offset views in relation to adjoining current and future built form.



**Design response**



## Design response

When that road is constructed there will be the opportunity for built form south of London Circuit to fill that gap. However, because of the current concentration on West Basin, it is unlikely for that to occur for many years.

Therefore we need to deal with expression of built form on the 70 Allara Street site with the understanding that the land west of the site will remain vacant for a long time.

Because of the geometry of London Circuit the site not only marks the southern termination of that built form, but acts also as indicator of the change of direction of London Circuit as it bends towards the west.

Buildings on the site could mark that bend by following the curvature of the site frontage. However the result would be a truncated curvature, possible giving the appearance of waiting for an adjacent building to arrive.

A better approach therefore could be to create an internal strength of interrelationship of buildings which not only respond to the possibilities of the rotating axes, but could also provide an excellent backdrop to London Circuit and indicate the bending of that street.

The road mooted to be constructed between London Circuit and Parkes Way shown in white, with the resultant potential built form on the south side of London Circuit shown in orange.



Building faces could follow the site curvature



# Design response

Within the forecourt that would be formed, the lower levels could establish a close relationship with the street environment, assisted by conforming with that street alignment.

The resultant formation of buildings creates an urban-scaled backdrop to London Circuit which signals and reinforces the bend in London Circuit and provides visual cues of the southern extremity of the city centre while at the same time providing a lower-scaled street level interface.

## RESULTANT BUILDING FORM

In accordance with those principles we are proposing two apartment buildings aligned to the rotated axes. Those buildings are at right angles to each other, establishing both their individuality and interrelationship.

Within the forecourt on London Circuit we are proposing commercial uses within a two/ three storey highly modulated building. Within that building is intended to be an active mix of workspaces, food and beverage and allied uses, to create a community hub and destination.

Atop the commercial hub will be accessible

Flanking the bend in London Circuit



Lower level buildings aligned with the Griffin geometry form a close association with the London Circuit street environment.



An appropriate backdrop to



# Design response

gardens and pavilions.

## THE LONDON CIRCUIT ENTRY

That hub will also act as the “front door” of the residential complex. The hub will provide a transition from the street to a central lobby, which provides vertical connection down to the Allara Street level, and up to the upper levels and gardens of the commercial hub.

From that central lobby residents traverse to the private residential lobbies associated with each of the apartment buildings.

That lobby will be publicly accessible, and forms the central element in the pedestrian connection between London Circuit and Allara Street.

## THE ALLARA STREET ENTRY

The Allara Street entry is from a road leading from Allara Street. That road currently provides access to Blocks 4, 16, 18, 19 and 22.

A landscaped entry plaza will be located at this entry. From that plaza will be direct access to the vertical lobby, as well as to the two apartment buildings.

Two separated but interrelated apartment buildings.



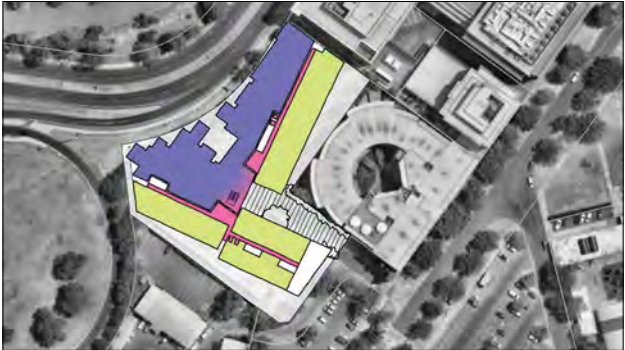
The commercial hub located along London Circuit.



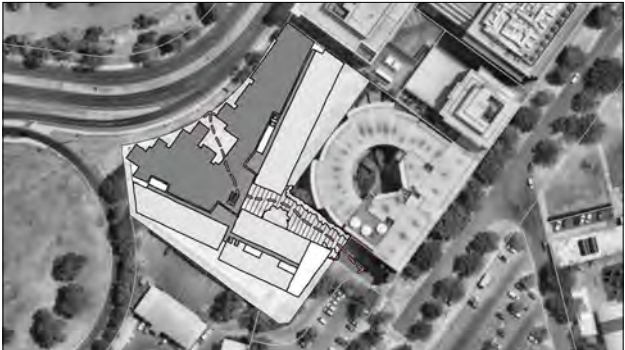
# Design response

development. The plaza will act as a drop off, provide entry to basement car parks, and lead to the service/ loading/ waste zones.

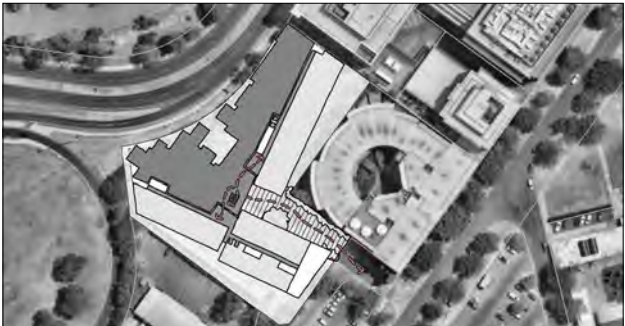
Ground floor at London Circuit  
The commercial hub is shown in purple, apartments are in green, residential lobbies are in pink.



Pedestrian travel from Allara Street to London Circuit is through the vertical lobby, ascending stairs or elevator.

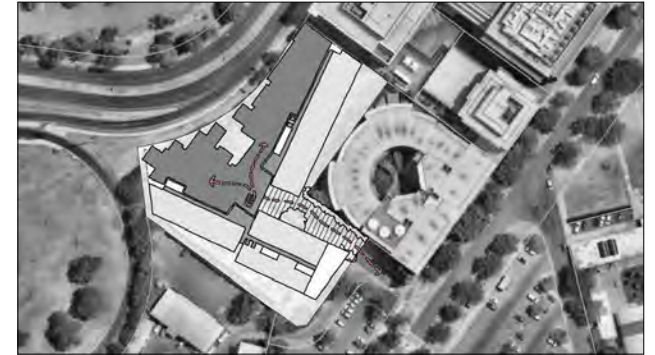


Resident access to the apartment buildings can be on the Allara Street level or at the London Circuit level via the

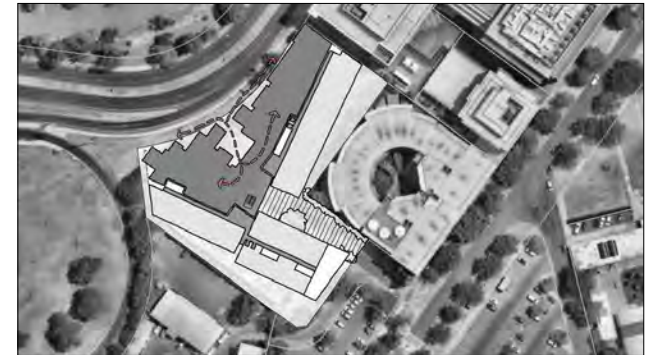


# Design response

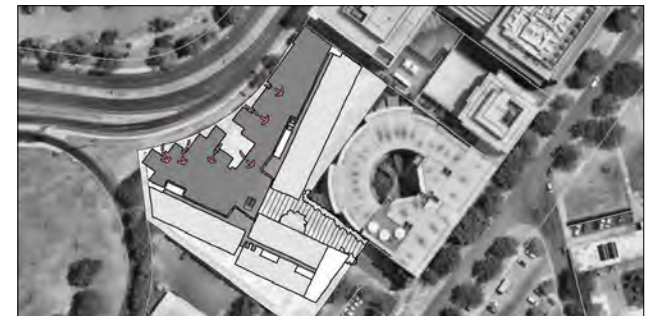
The commercial hub can be entered from Allara Street.



The commercial hub entry sequence from London Circuit.



The commercial hub provides the opportunity for multiple points of entry and interest along

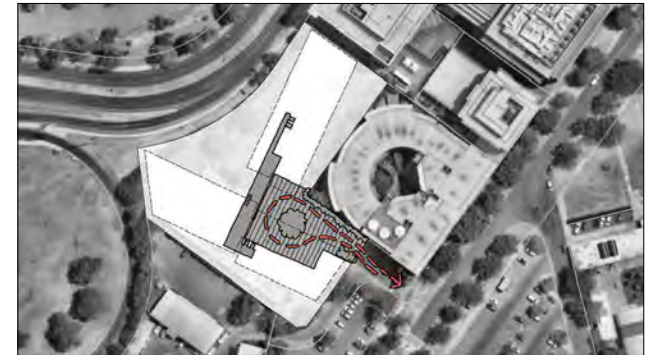


# Design response

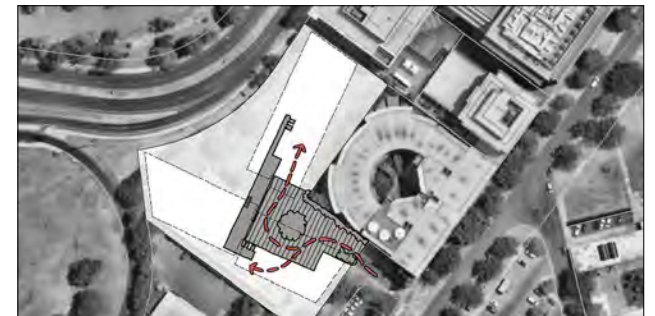
The entry plaza entered from Allara Street. The vertical lobby is shown in pink. From that lobby residents can directly enter the two apartment buildings, and can ascend to the London Circuit ground level.



Vehicle drop off circulation.



Circulation of vehicles entering and leaving the basement

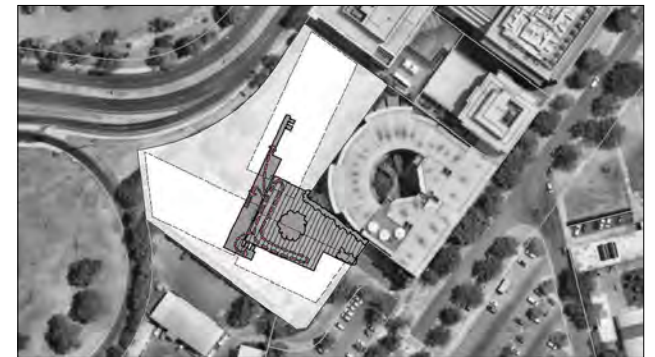


# Design response

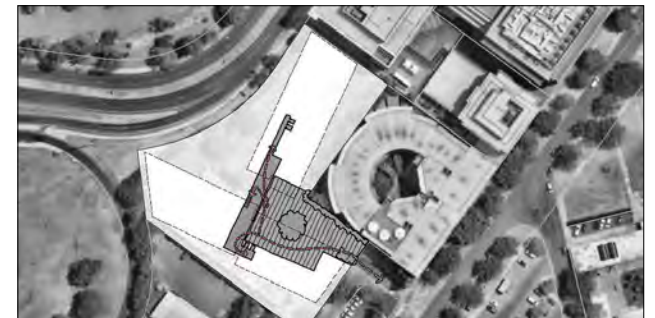
Circulation path of waste/  
service/ loading vehicles



Pedestrian circulation from drop  
off to the apartment buildings



Pedestrian circulation from Allara



# Design response

## THE LINK THROUGH THE SITE

The publicly accessible pedestrian link through the site will create a through-block link in a location none currently exists. While initially that will primarily assist in providing permeability of the site, in the future that link will become an important part of a wider desire path that will travel through the site from City West to the sporting stadium that is planned for the nearby swimming pool site.

## GROUND LEVEL LANDSCAPE

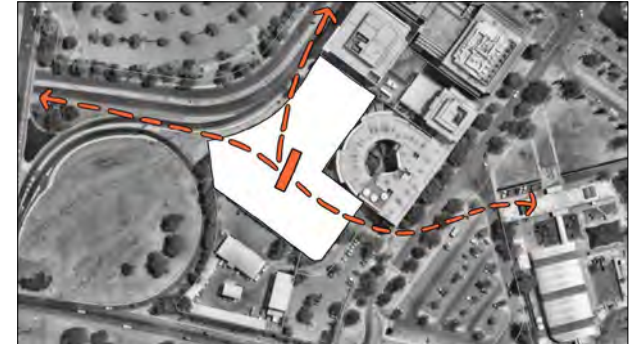
The landscape at the ground levels will be considered in precincts. Those precincts will be:

- Setback landscape, to provide an appropriate landscape buffer between the proposed buildings and the neighbouring buildings, current and future. That landscape will support recreational use.
- Allara Street entry plaza
- London Circuit entry forecourt and courtyard

## UPPER LEVEL LANDSCAPED TERRACES

The roof of the commercial hub podium provides an opportunity for publicly accessible landscaped terraces. Those will have appropriate visual separation from the adjoining

Pedestrian connections to future sporting stadium



Ground level landscape



## Design response

apartments, and would be managed to attain appropriate audial privacy for the residents.

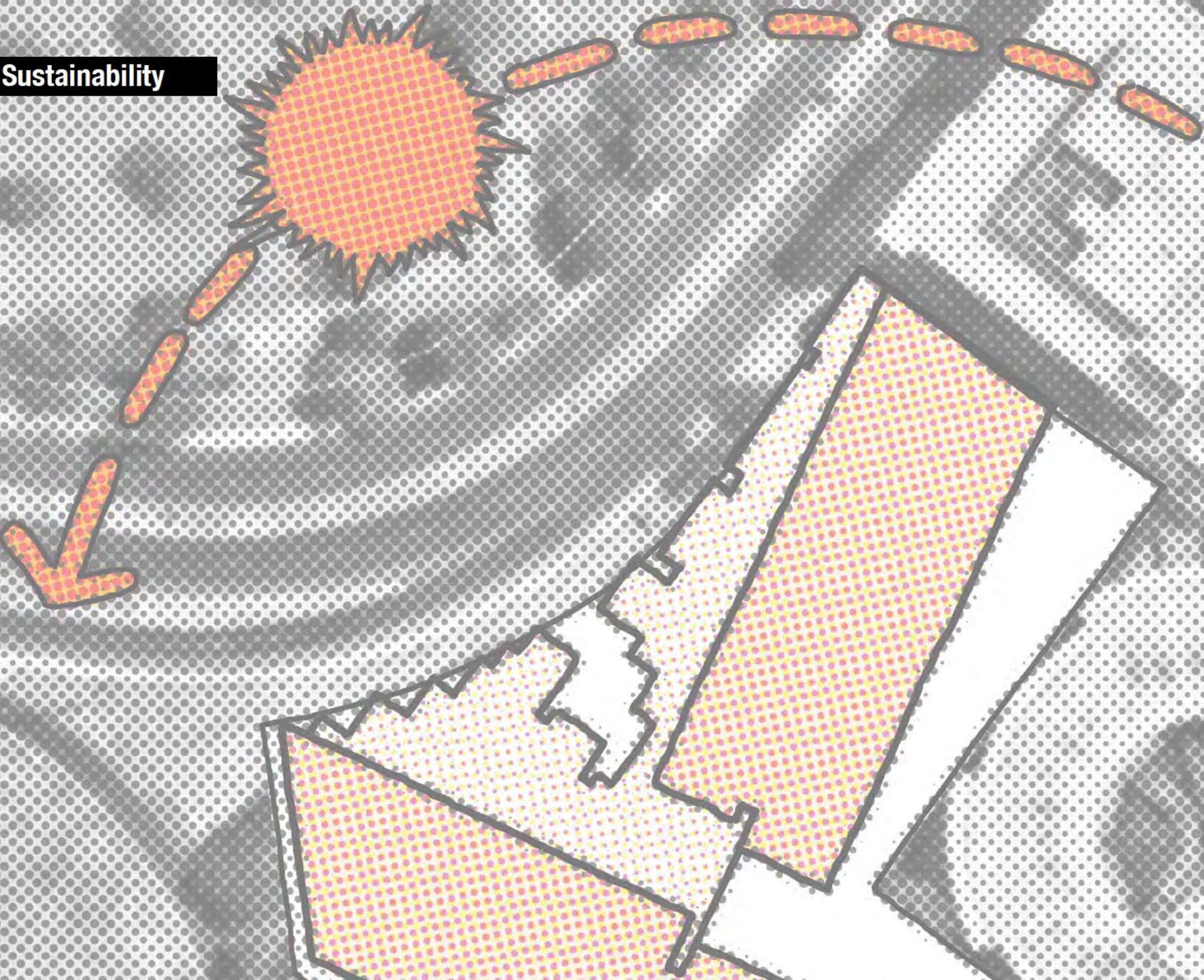
In combination with vertical landscape, the intent is to create a significant three dimensional landscape expression along London Circuit to create a welcoming and engaging pedestrian environment.

The stepped massing of the east-west apartment building provides the opportunity for roof level landscaped terrace integrated with internal residential amenities.

Upper levels landscaped terraces



Sustainability



# Sustainability

At the formative stages of projects, sustainability is primarily about location and orientation, with subsequent, and very important, elements of the sustainability imperatives inevitably occurring during detailed design and construction.

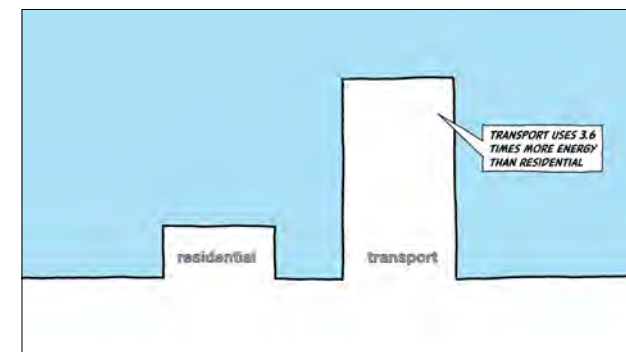
## LOCATION IS IMPORTANT

In the ACT location is of greater relative importance than in any other state or territory because of its 100% renewable power sources policy.

In Australia generally transport uses more than three and a half times the energy of the residential property sector. As a result one of the greatest contributions to sustainability is placing a development in a location that is walkable, and has good public transport. Because the ACT is powered completely by renewables, reducing dependence on fossil fuel transport becomes has a comparatively greater impact on reduction of carbon footprint.

Located as it is in the city, and adjacent the intended extension of the light rail through Canberra, 70 Allara Street is a location that will encourage walking and public transport use as replacement for fossil fuel cars.

Across Australia, the transport sector uses 3.6 times more energy than the residential sector



# Sustainability

## TYPE OF ACCOMMODATION

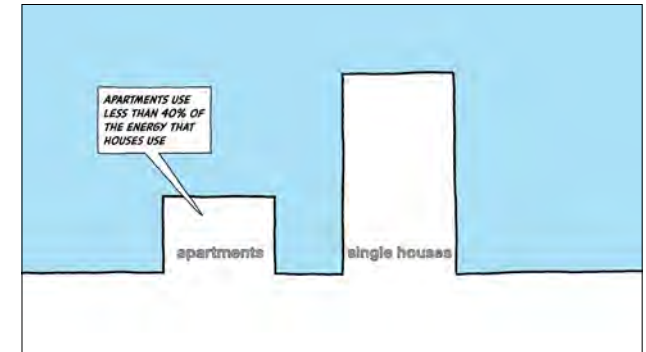
With a good location, the type of accommodation is important. Apartments typically use much less energy than houses. That is because apartments are typically smaller than houses- the average size of a house in Canberra is more than twice the average size of an apartment in Canberra. Bigger residences require more energy to light, heat and cool.

Houses typically have more emitting surfaces than apartments. As a result, less energy is lost through the surfaces of apartments, because there is less temperature differential and radiating possibilities.

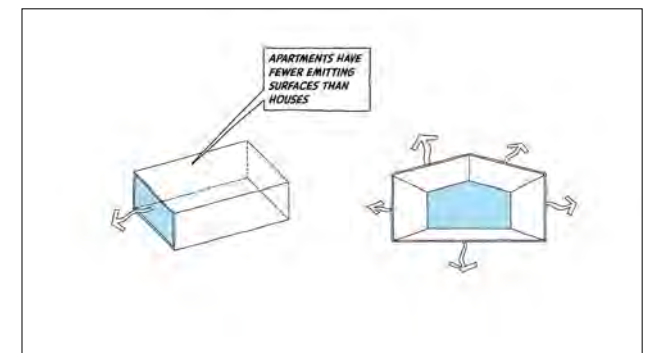
Offices where it is possible to regulate temperature using passive means to supplement or replace mechanical systems, and where natural light can replace artificial lighting, create opportunities for sustainable building performance.

The apartments at 70 Allara Street together with the small-scale office accommodation integrated with landscape that is envisaged will therefore create excellent sustainability possibilities.

Apartments typically use 40% of the energy houses consume.



Apartments have fewer emitting surfaces than houses.



## ORIENTATION

The orientation of the building is important. The alignment of the building along the rotated axes allows excellent solar access to the building, but also opens up the existing apartment building east of the site for that building to gain better solar access than if the proposed building was aligned to the Griffin geometry.

## BUILDING ELEMENTS

Having got the fundamentals right through excellent location, optimal accommodation types and good orientation, attention will be paid throughout the design and construction processes to ensure an excellent response to sustainability imperatives.

We will be prioritising electrical equipment to capture the benefits of the territory's 100% renewables policy. We will be looking to save water, optimise recyclables and reduce waste.

This information builds upon the design principles enunciated in the submission of 23rd February, and develops the design response further. This analysis considers the arrival and entry sequences at London Circuit and Allara Street, and describes the public connection between those two addresses. It considers in more detail the interface of the proposed development with the adjoining Forum Apartments, describes landscape principles, and provides a description of the design principles underlying the formation of building façade treatment. This submission also provides drawings of the proposed scheme.

**NCDRP PANEL PRESENTATION MATERIAL**  
9th April 2021

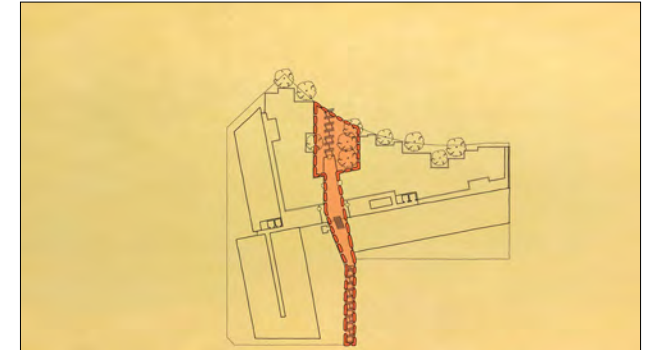
# Design Response

## ARRIVAL AND ENTRY SEQUENCES

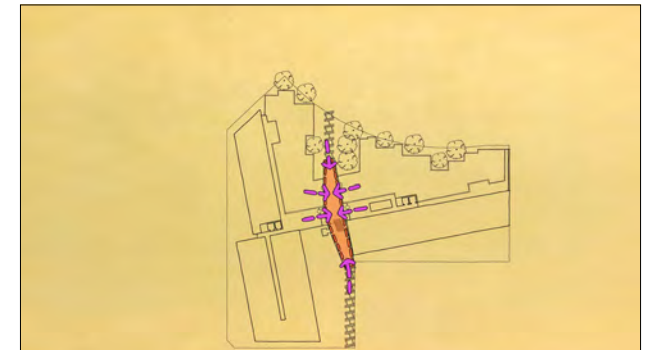
Responding to the current and future important desire path through the site from London Circuit to Allara Street, the scheme proposes a public connection through the development. That connection commences at the forecourt to the commercial facility on London Circuit, passes into the Public Nexus at the centre of the site, down the public stairs within that space (or via the adjacent public lift), and arrives at Allara Street.

The Public Nexus is a key connective space within the development. Rising four storeys to a top-lit lantern from Allara Street, this space stitches together the two street entry sequences with the commercial facility and the residential entry lobbies. From this space is access to the commercial communal landscaped terrace facing City Hill on top of the commercial facility.

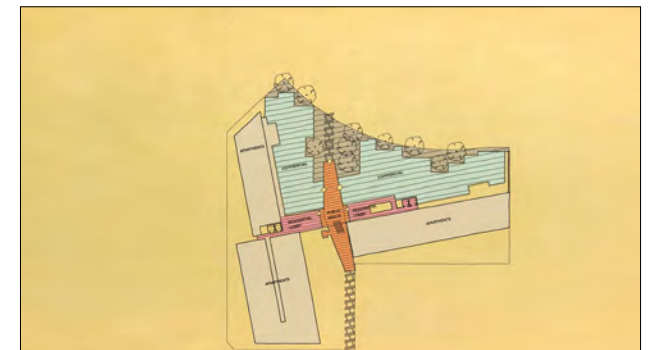
The public connection from London Circuit to Allara Street



The Public Nexus is a key connective space within the development.



The entry sequence at London Circuit.



## Design Response

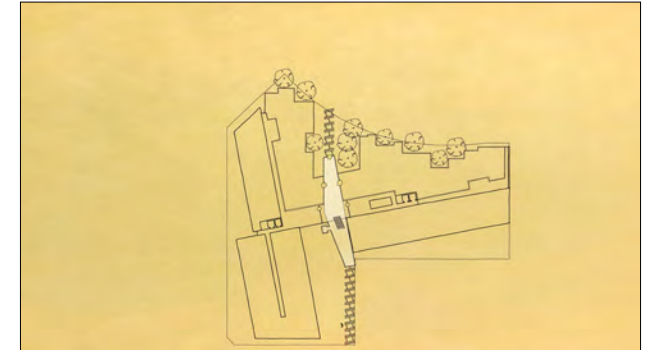
At London Circuit the entry sequence into the development commences in the forecourt to the commercial facility.

A series of transitions take those arriving into other spaces.

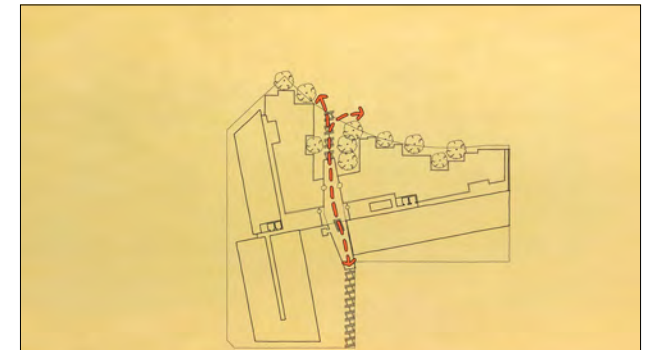
The public nature of the commercial facility means that entry into that space from the public connection will be relatively seamless and integrated.

By comparison the entry from the public connection into the more private spaces of the residential lobbies will be via ante spaces formed at the flanks of the public connection, and through doors with appropriate security.

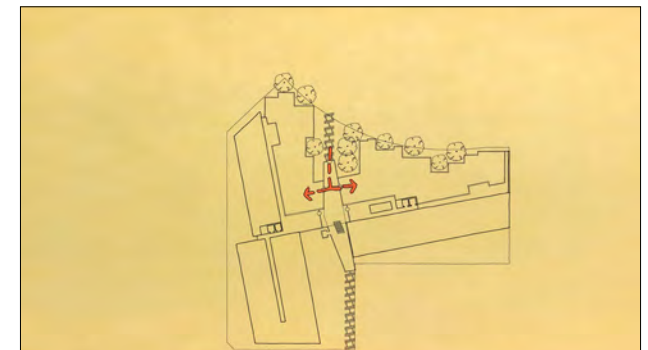
The public connection at London Circuit



Passage through that public connection and the Public Nexus leads down the public stairs to Allara Street.



Entry from the Public NEXus into the commercial facility will be seamless.



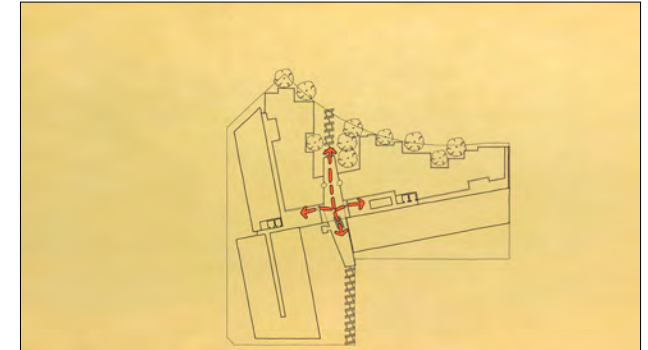
## Design Response

Allara Street is the only possible point of vehicular entry into the development. The tight dimensions of the frontage in this location mean that the vehicle arrival is overt rather than hidden.

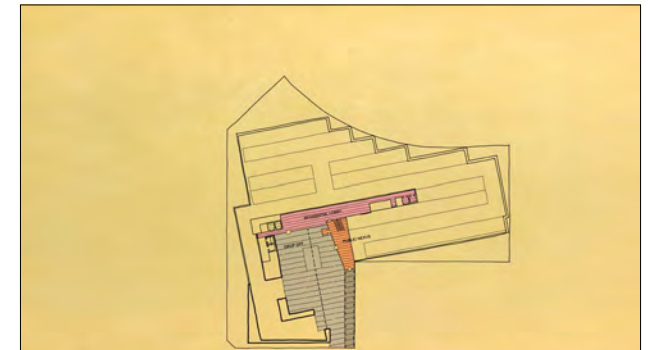
Accordingly the vehicular arrival is celebrated through the formation of a highly landscaped motor plaza.

However the public connection is kept distinctively separate from the motor plaza. That public connection also operates as an element to filter views from the lower floors of the Forum Apartments.

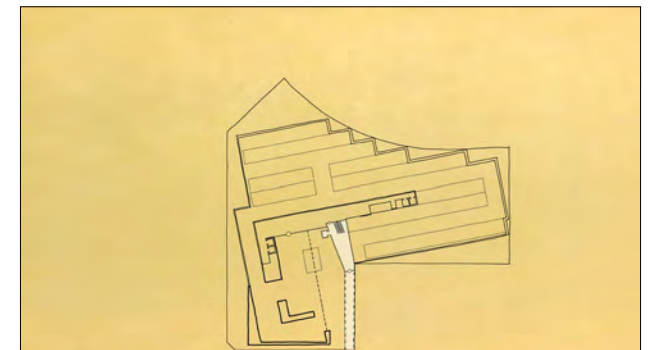
Entry from the Public Nexus into the residential entry lobbies will be via ante spaces and doors.



The entry sequence at Allara Street



The public connection at Allara Street and lowest floor of the Public Nexus



## Design Response

The formation of the Allara Street arrival creates a series of distinct and separate circulation paths.

The public connection leads directly to the Public Nexus and the public stair leading to London Circuit.

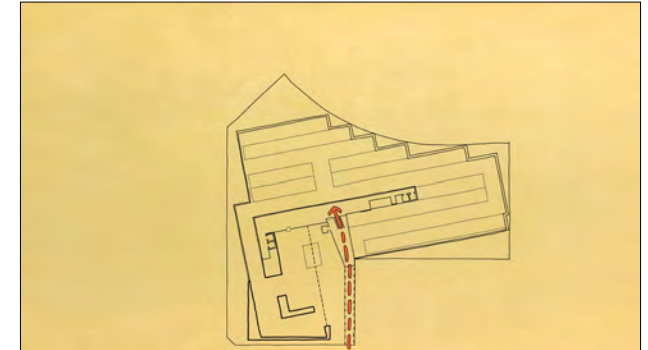
Residents arriving at the drop off enter the building through the residential lobby. From that space they may also enter the Public Nexus. Access directly into the Nexus from the drop off is also available.

The travel path of vehicles entering the drop off is separated from any pedestrian paths.

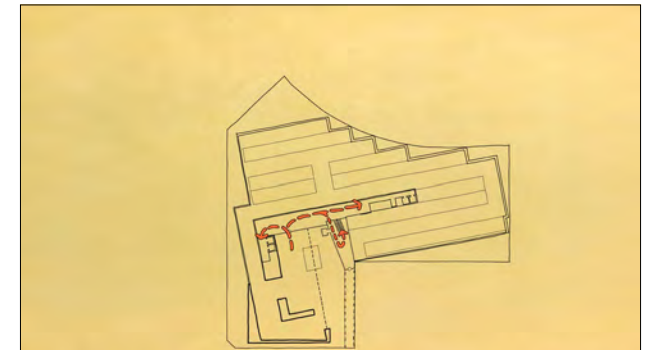
Similarly the path of travel of vehicles entering or leaving the basement carpark is separate from pedestrian paths, and also separate from the drop off, peeling left upstream of the drop off.

The path of travel to the waste/ delivery/ service zone occurs further upstream

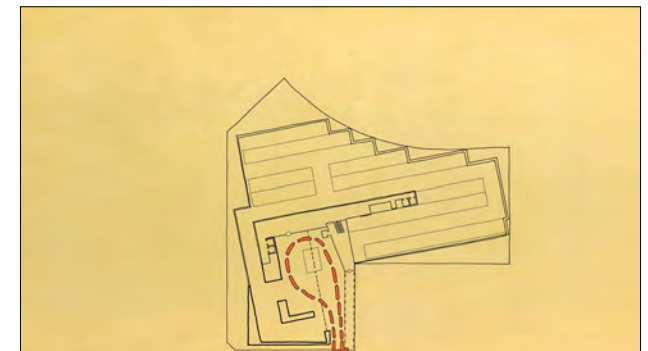
The public connection from Allara Street up the Public Stairs towards London Circuit



Travel by residents from the drop off to the entry lobby and also into the Public Nexus



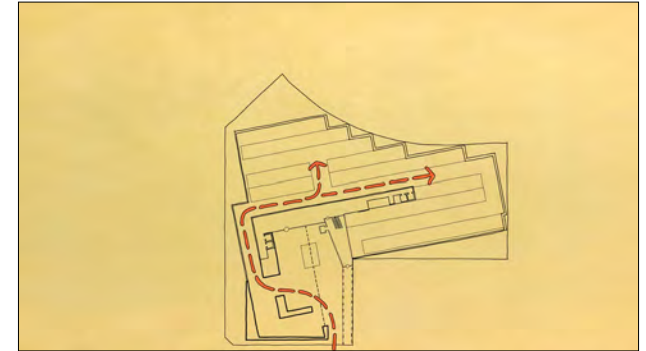
Vehicle path at the Allara Street dropoff.



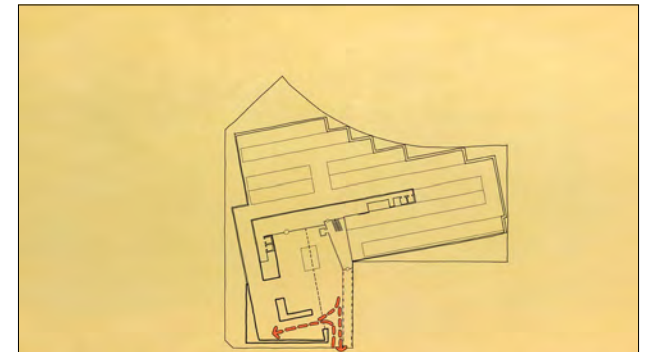
# Design Response

again, and allows forward in-forward out travel for those vehicles.

Travel path by vehicles entering the basement carpark



Travel path of service/ waste/ loading vehicles



# Design Response

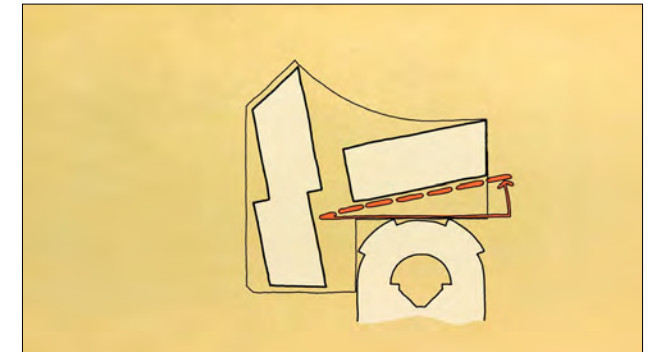
## INTERFACE WITH FORUM APARTMENTS

The forum apartments are constructed up to the common boundary. That proximity means that our scheme needs to set back a significant distance to accommodate the interrelationship between the buildings.

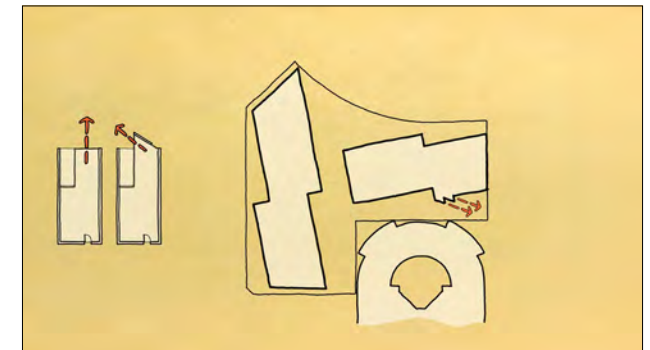
As noted in our earlier information our scheme has been angled in response to the alignments in the bounding built form context. Additionally that rotated alignment allows for softening of the interface between the buildings, and for better angled views past.

Additionally we have staggered the northern building so as to create further distance between the northern building and the forum apartments. That staggering of the alignment further unites the two buildings in the proposed development.

The alignment of the proposed development angles the face of the building away from the Forum Apartments



Staggering the alignment of the northern building takes the proposed facade further away from the Forum Apartments. Facade modification to apartments angles the view from those apartments.



## Design Response

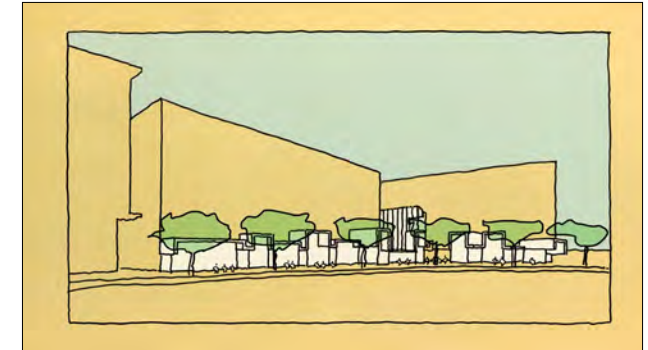
We have also modified the facades of those apartments in the closest proximity to create angled views rather than view normal to the building face.

The London Circuit frontage has significant activation through the location of the commercial facility at the ground floor in this location. This facility is intended to house many small organisations, and is intended to encourage interaction and discourse.

The facility will have exert a dynamic presence to London Circuit, responding to the bending of that street in this location, and providing a highly articulated silhouette.

The design intent is for the facility to be highly landscaped, and to foster a popular and an ever-changing public gathering place.

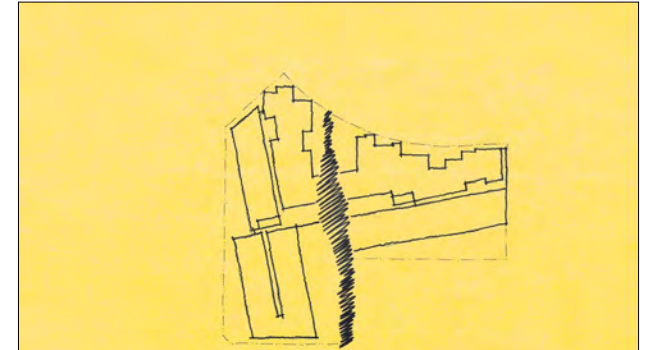
The folded planes of commercial facility in concert with the integrated landscaping will create a visually activated environment to support the human activity



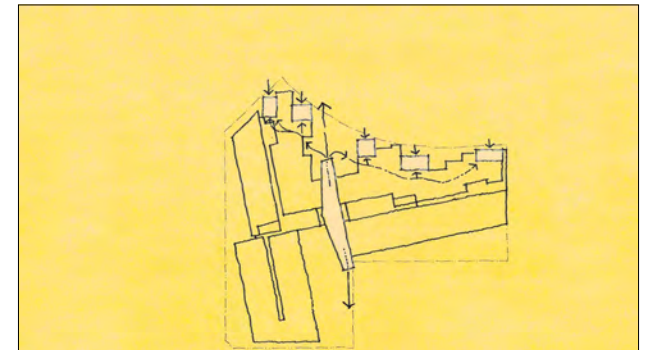
## Design Response

The integrated landscape will reinforce the arrival and destination, reinforce public spaces, signpost the public passage through the development and provide moments of shelter and respite.

The public promenade reinforces the public link through the site



Series of moments connecting public 'rooms' within the landscape focusing on materiality and tactility

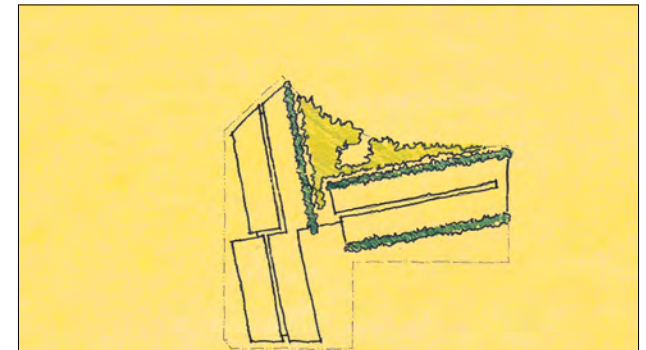


# Design Response

Landscape veil softens and integrates the edges of the site



The commercial communal rooftop terrace at London Circuit, playing a role in creating the address, providing privacy for the apartments behind

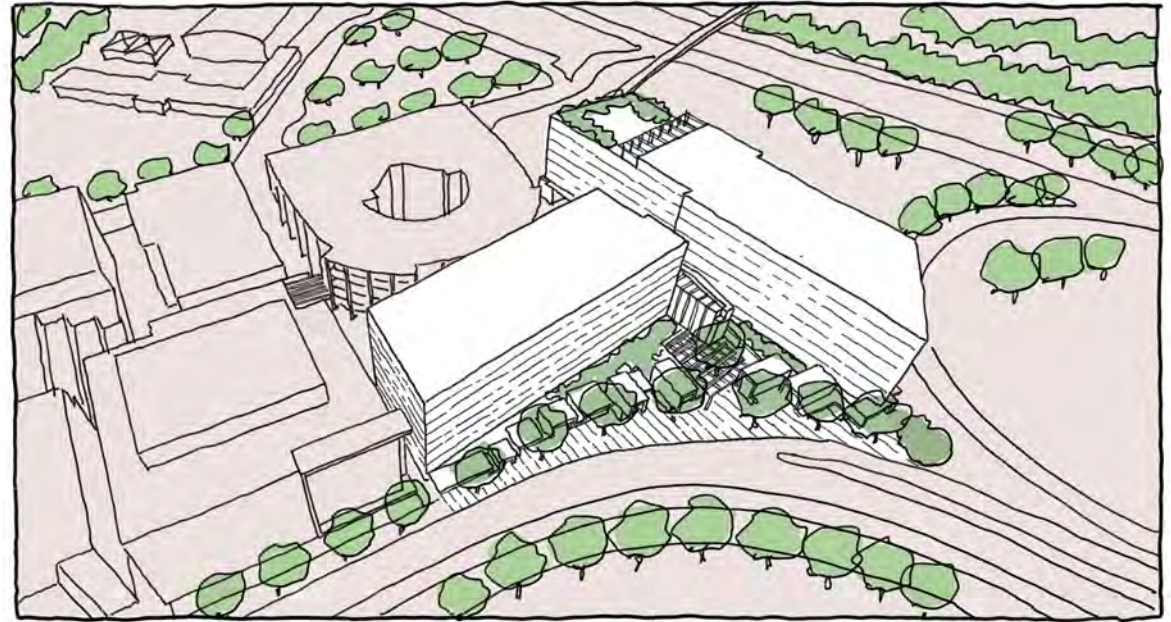


## Design Response

The commercial facility on London Circuit is an important element in the public welcome exerted by the development.

The public nexus is a focus of the London Circuit address, and leads through the development to Allara Street.

The wings of the apartment buildings flank and shelter the forecourt at London Circuit, and provide urban scale visual cues to the bend in that major street.



## Design Response

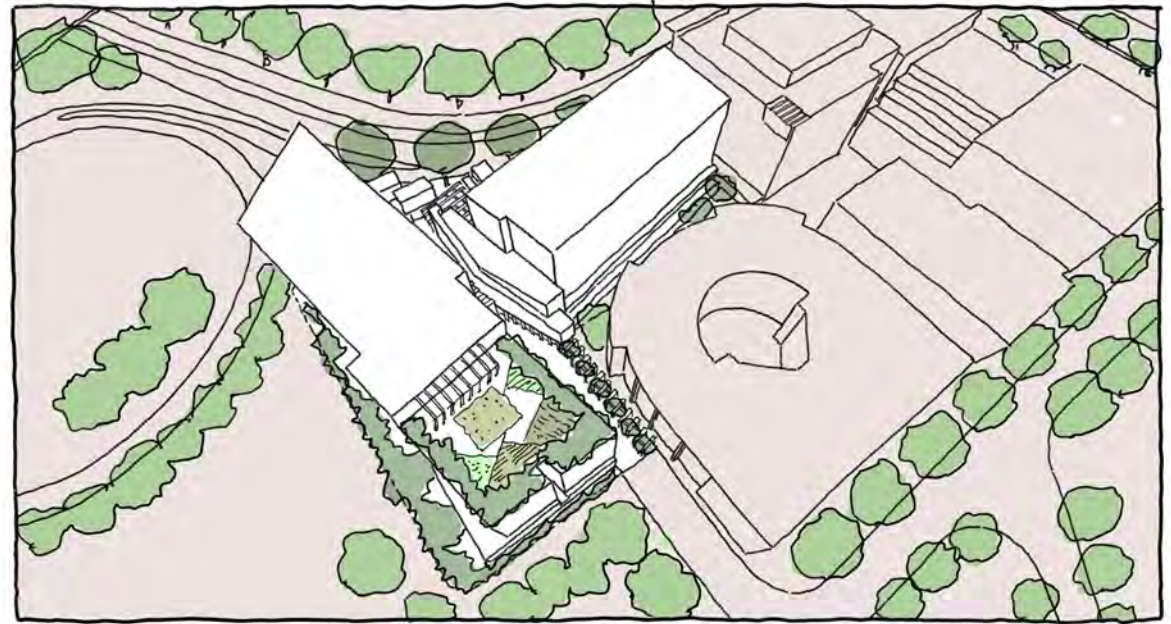
At London Circuit the development is announced by a series of pavilion forms providing a comfortable scale at that frontage,



## Design Response

The Allara Street address is constrained by adjoining properties, with access from a single street. The proposed design harnesses the possibilities represented by the desire path through the site to the nearby civic precinct by creating an evocative passage through the development.

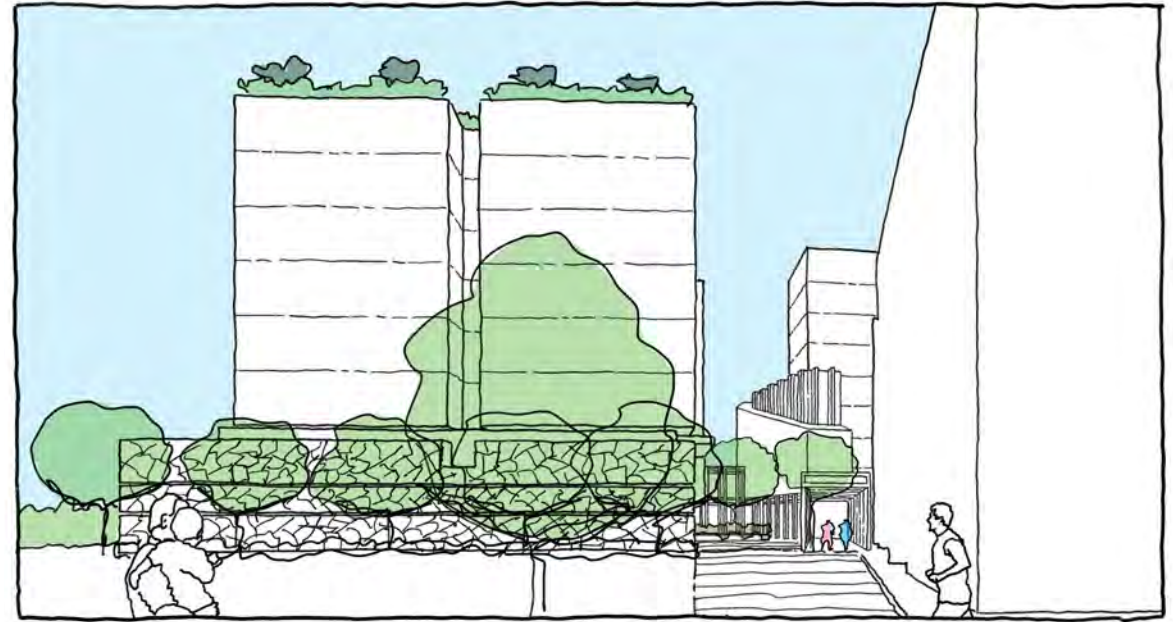
Adjoining that public passage is an elevated landscaped residential terrace.



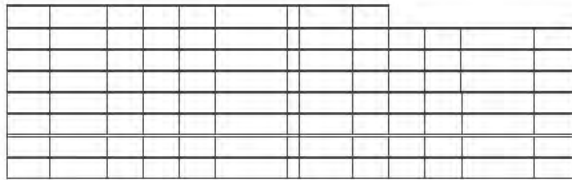
## Design Response

The constrained entry at Allara Street is celebrated by the proposed development through the insertion of the Public Nexus, creating a public path through the heart of the development to London Circuit.

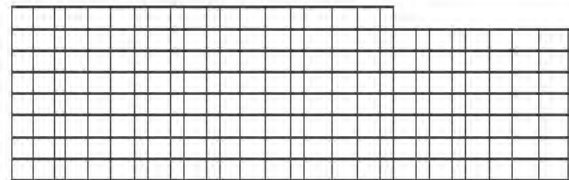
That path passes through the interlock between the apartment buildings. The backdrop to the motor court arrival is the residential lobby.



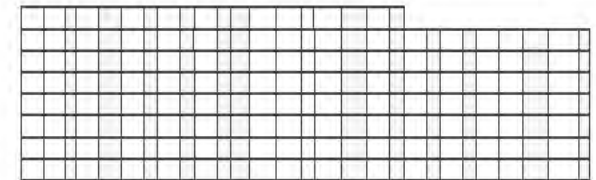
# Design Response



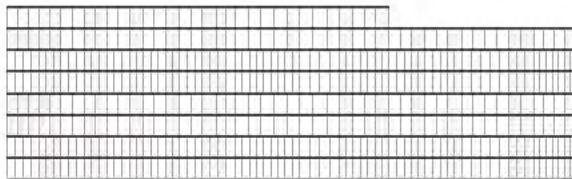
Facade Slabs & Partywalls



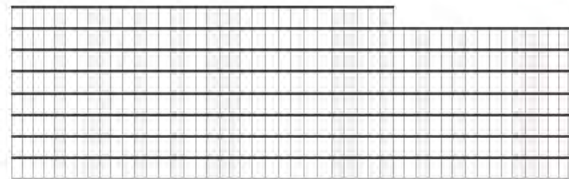
Facade Slabs, Partywalls & Walls



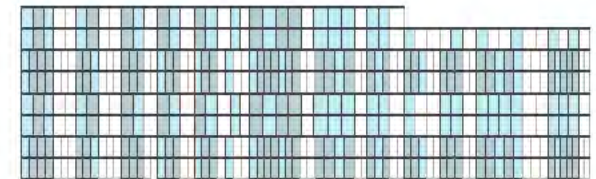
Facade Slabs, Partywalls, Walls & Balconies



Facade Slabs, Partywalls, Walls, Balconies & Mullions



Facade Slabs, Partywalls, Walls, Balconies & Mullions

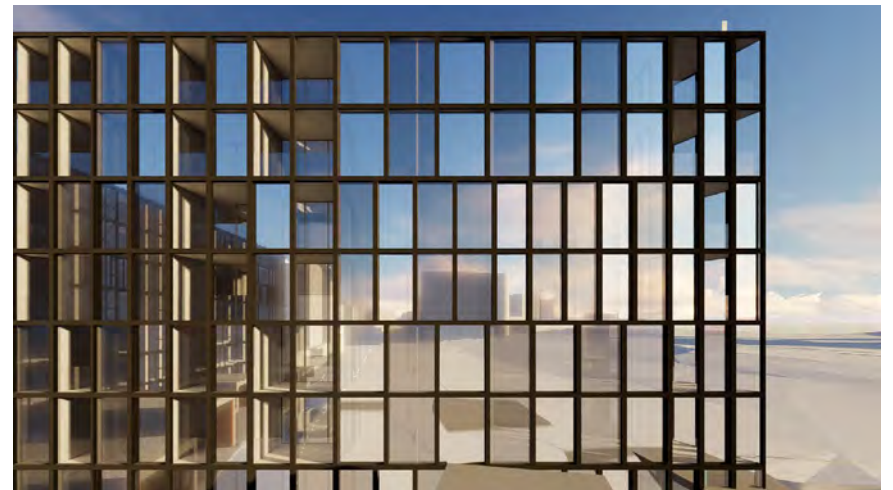


Facade Current Form

## Design Response

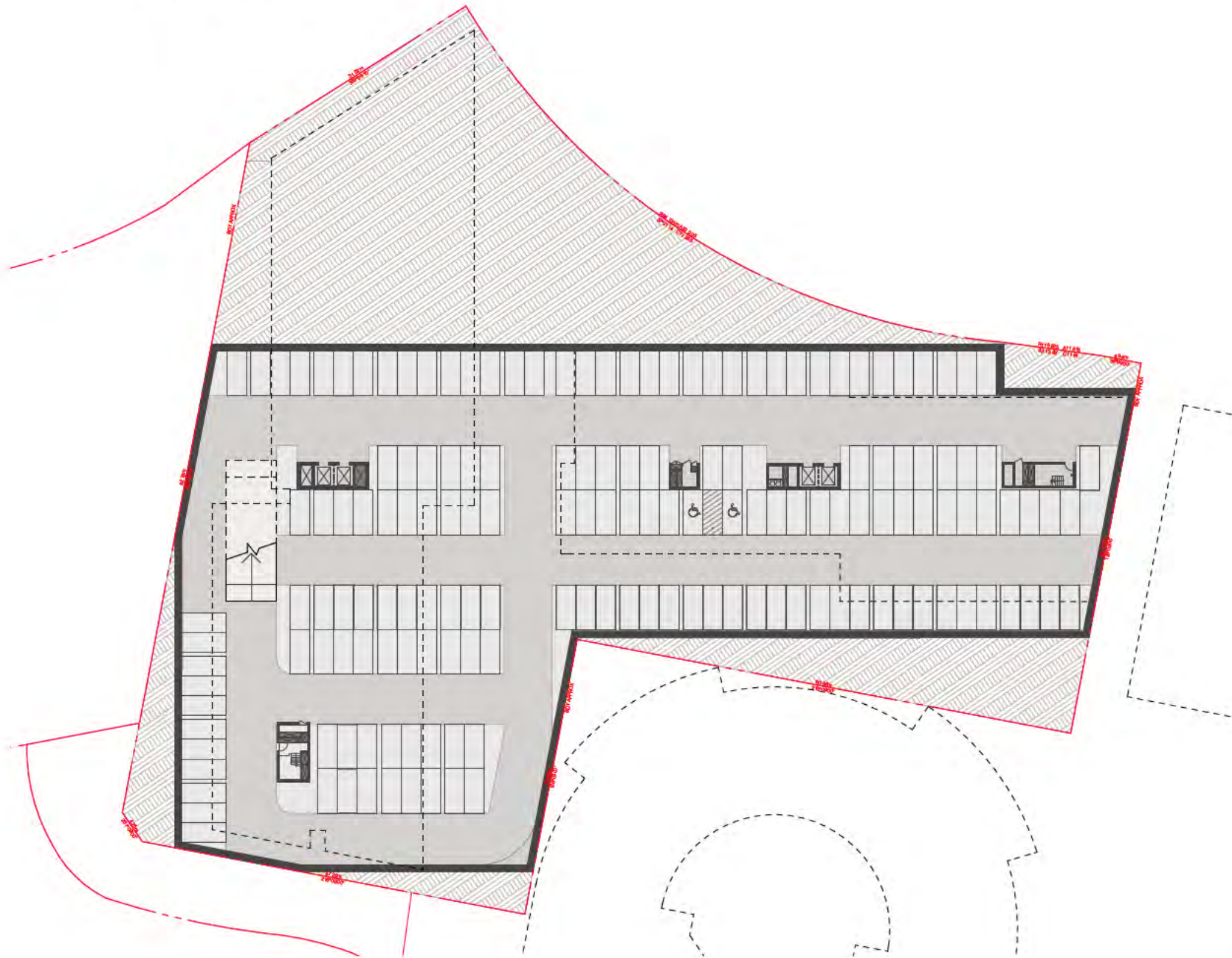
Early design explorations of the apartment building facades.

These will be further developed and refined for the presentation to the NCDRP on 22nd April.



# Floorplans

## Basement 02



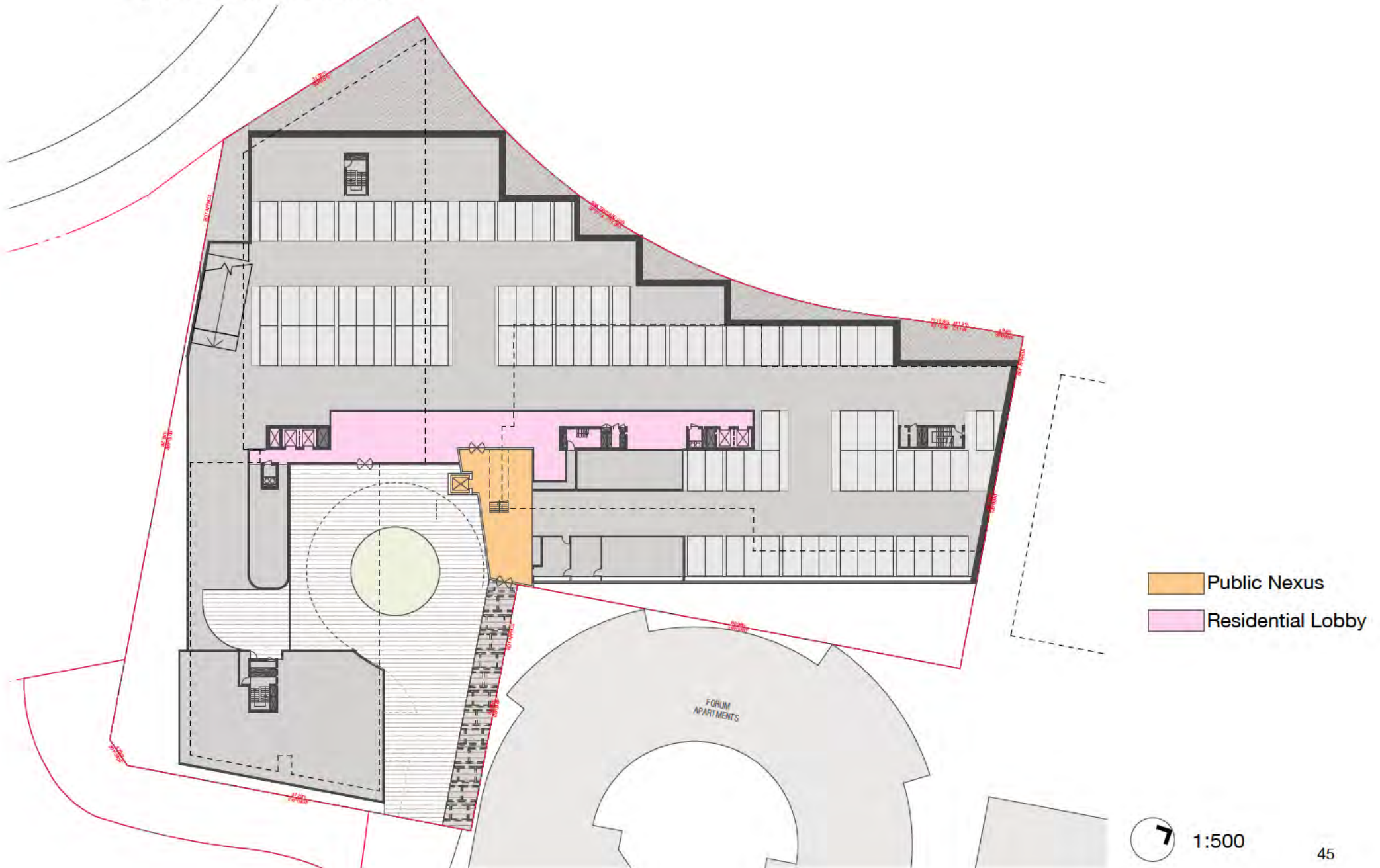
# Floorplans

## Basement 01



# Floorplans

## Lower Ground Allara Street



# Floorplans

## Ground Floor London Circuit



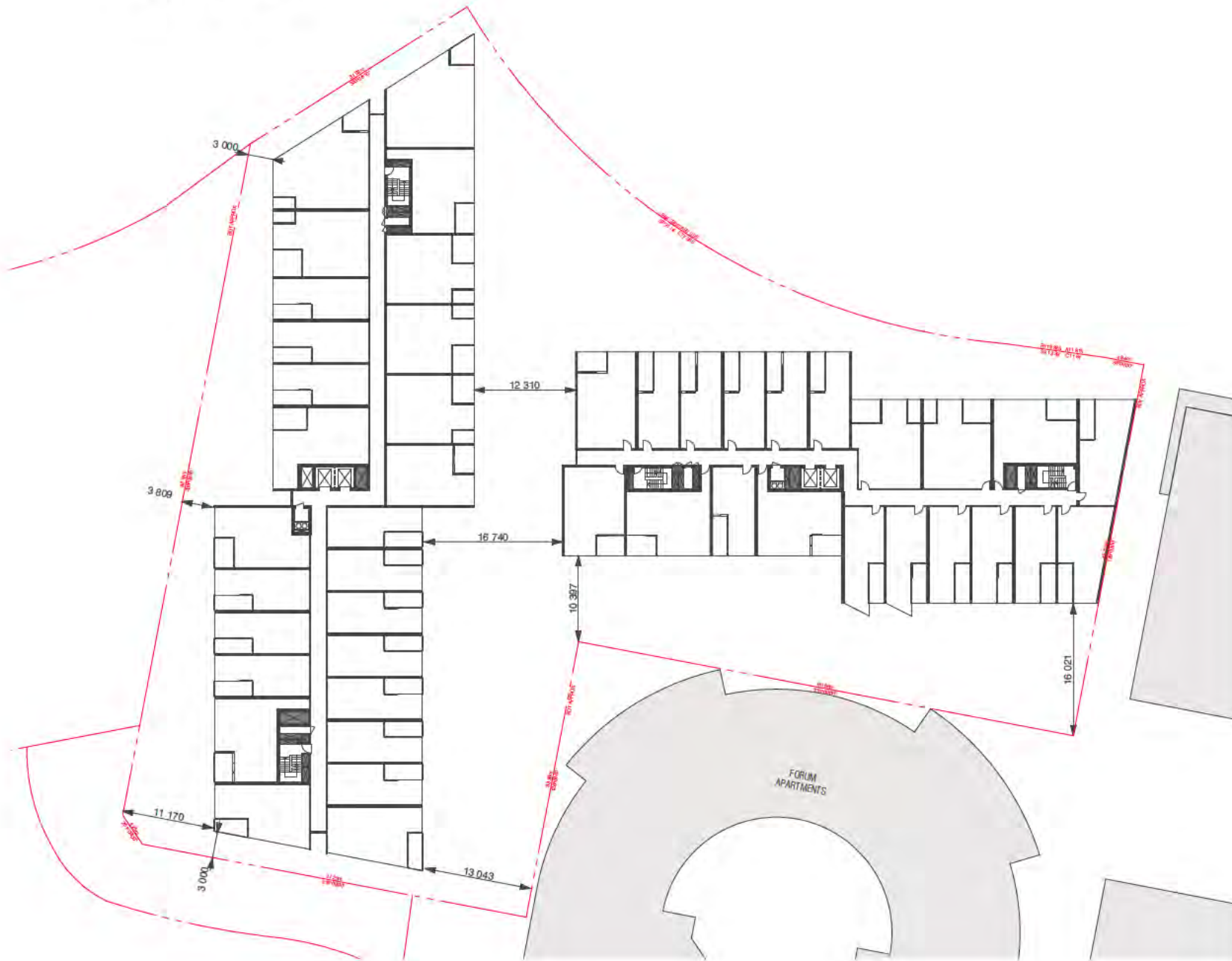
# Floorplans

Level 01



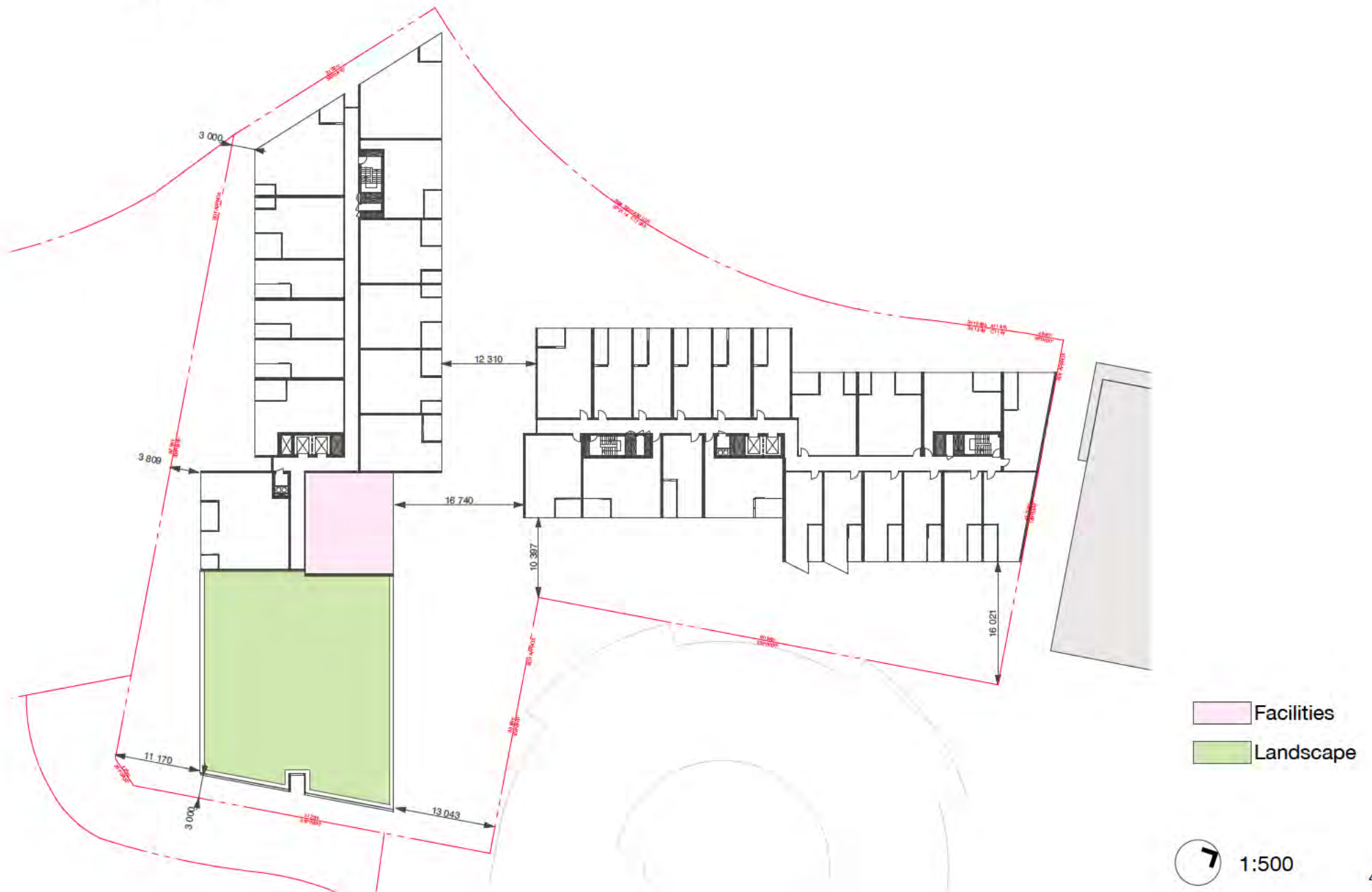
# Floorplans

Level 02 - 06



# Floorplans

Level 07



# Section

