

PROJECT BRIEF

NATIONAL CAPITAL DESIGN REVIEW PANEL

Block 16 Section 10 City
70 Allara Street



Australian Government
National Capital Authority



ACT
Government

NATIONAL CAPITAL DESIGN REVIEW PANEL



PROJECT BRIEF

Project: 70 Allara Street

Date: Thursday 22 April 2021

Applicant: GEOCON

Location: Meeting held online via Microsoft Teams

Panel Members: Catherine Townsend, Chair and ACT Government Architect
 the
National Capital Authority


Site inspection: No site visit conducted due to COVID-19 social distancing requirements

Design Review: Commencing 1:30pm until 4:05pm

AGENDA

	Time	Item	Who
	1:30pm	Briefing to panel (30 mins)	Panel members and Government representatives
	2:00pm	Tea Break (10 mins)	All
Design Review Session	2:10pm	Welcome project design team (5 mins)	Chair
	2:15pm	Proposal presentation (20 mins)	Design team
	2:35pm	Q and A (10 mins)	Panel members and design team
	2:45pm	Review by Panel (25 mins)	Panel members (only)
	3:10pm	Summary of items raised and close (5 mins)	Chair
	3: 50pm	Panel debrief (15 mins)	Panel members and Government representatives
	4:05pm	Close	

PROJECT DETAILS

Project name: 70 Allara Street
Project type: Mixed use
Site address: 70 Allara Street (Block 16 Section 10 City)
Developer: GEOCON
Lessee: GEOCON

PLANNING INFORMATION

Type of Application: Works Approval
Statutory Constraints: National Capital Plan
Status of Scheme: Pre-Works Approval/Commercial in confidence

PROJECT CONSULTANTS

Architect: [Redacted] Fender Katsalidis Architects (FKA)
Planning consultant: [Redacted] Purdons Planning
Structural engineer: Not provided
Landscape architect: Oculus
Sustainability consultant: Not provided
Heritage consultant: Not provided
Traffic consultant: Not provided
Other consultants: Not provided

BRIEFING NOTES (BY PROPONENT)

PROJECT BACKGROUND

Brief description of proposal:

GEOCON have engaged Fender Katsalidis to create an innovative mixed use development responding to the current and emerging urban context for both the City generally, along with London Circuit and adjacent uses particularly. The proposal will create commercial and residential spaces contributing to the vibrancy of the city.

Important Issues:

1. The evolving nature of the London Circuit frontage. The design takes a unique approach to the London Circuit frontage.
2. The importance of the location.

Key project milestones/project timeline:

March and April - Design development, NCA discussions

May - June - Design and finalisation of WA package, lodgement

PROJECT DESCRIPTION (BY PROPONENT)

Site area (m ²):	7641m²
GFA (m ²):	33,000m²
Number of buildings proposed:	1
Proposed building height (metres and storeys):	8 storeys to a maximum 25 metres
Land use zone(s):	Land Use A

Mix of Uses:

- Residential (number of units): **Up to 350 dwellings**
- Commercial (m²): **1500m² NLA**
- Open Space (m²): **800m² deep soil zone
2900m² open space and circulation**
- Community (m²): **-**
- Other (m²): **-**

Proposed parking:	Numbers TBA, two levels of basement accessed via Allara Street
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Design statement:

The 70 Allara Street site is located at the south-east quadrant of London Circuit, and slopes down east to Allara Street. The London Circuit alignment forms a re-entrant corner in this location, and through its site formation this primarily residential development is intended to act as an urban marker of this city geometry. The London Circuit street frontage is enriched with commercially-oriented uses to promote activity at that street interface, and the public linkage possibility between London Circuit and Allara Street is celebrated as a primary element of the design.

Site context:

The design has been informed by studies of the unique geometry of this location: the intercession of the Parkes Way alignment into the Griffin Plan alignments, the influence of the hexagonal form of London Circuit, and the manner by which the differences between those may be recognised in the design. The design is also informed by the current and future desire path through the site, and how the possibilities of that can be manifested as an important and central organising element. Because this development is the first to occur in a series of contiguous sites, we have also explored possible built form that could occur. This location has strategic importance in ongoing studies of the future form of Canberra, and so we have also explored the implications of future road alignments that may occur in the area due to the influence of the light rail and the wish to better connect the city with Lake Burley Griffin.

Built form:

The underlying orientation and alignment of the building is related to the geometry of the adjoining street network, the resultant formation of the site, the influence of adjoining buildings and potential future built form, the slope across the site, and solar orientation. More detailed built form responses relate to the creation of an appropriate scale to London Circuit, and the interrelationship of that with the adjoining residential uses. A built form response to the possibilities of public connection and communal gathering spaces as central to the design.

Access:

The only possible vehicular access to the site is from Allara Street. At that location a motor plaza with drop off is incorporated into the site. Adjacent that is a waste/ deliver/ loading facility which allows for front in/ front out path of travel for trucks. Also at this location, but separated from both, is access to the basement carparking. Pedestrian access at Allara Street and London Circuit is encouraged through the design.

Sustainability:

Development a residential, working and visiting environment in a location encouraging walking or use of public transport is a primary contributor to sustainability. Orientation of the building for sunlight access, and incorporation of appropriate facade solutions. Other sustainability interventions will occur as a result of future material selections and services decisions.

Public domain:

Recognition, incorporation and celebration of a public desire path through the site from London Circuit to Allara Street is central to the scheme. Currently leading from London Circuit to the public swimming pool, this link will soon connect between the nearby light rail station and that public facility. Future plans to create a stadium at the pool location will further underline the importance of that link. At London Circuit public forecourt and associated activity will create a gathering place at that public connection.

LOCATION PLAN

Subject site shown in orange. Refer to proponent materials for detailed plans.



LAND USE ZONE AND APPLICABLE PRECINCT CODE LINKS

	Current planning controls	Link
Development code	National Capital Plan (NCP)	https://www.nca.gov.au/consolidated-national-capital-plan
Zone	NCP 4.1.1 – General policies for the Central National Area (NCA) NCP 4.1.2 – Detailed conditions of planning, design and development	https://www.nca.gov.au/consolidated-national-capital-plan/part-four-principles-and-policies-designated-areas-and-special
Precinct code	NCP 4.8 – Constitution Avenue and Anzac Parade Precinct Code	https://www.nca.gov.au/consolidated-national-capital-plan/precinct-codes

SUMMARY OF PLANNING CONTROLS (BY ACT GOVERNMENT)

	Current Planning Controls	Proposed	Compliance (Y/N)
Height:	25m	Between X or 8 storeys up to 25 metres	TBD
Front setback:	N/A	Varies	-
Side setback:	N/A	Varies	-
Rear setback:	N/A	Varies	-
Land use zone:	Land Use Zone A includes (inter alia) residential, retail, office, café, bar restaurant		Yes
Deed requirements (if applicable)	-		
Place specific policies, Master plans, etc:	The City Plan 2014		
List of entities that have provided input:	National Capital Authority		

	<p>City Renewal Authority (CRA)</p> <p>Transport Canberra and City Services (TCCS), Asset Acceptance</p>
<p>Summary of key issues from approval agencies:</p>	<p>The National Capital Authority would like the Panel to consider the following issues:</p> <p>The site is within the Constitution Avenue and Anzac Parade Precinct Code within the National Capital Plan. The Design & Siting General Code does not apply.</p> <p>Building Height</p> <p>The gradient slope across the site provides a challenge for the proponent’s desired building height as the Allara Street side is 3 metres lower than the London Circuit side. The Plan states that ‘building height is to be measured from and between the finish footpath level at each corner of a development block’. Figure 84 of the Plan shows how maximum building height should be permitted across a sloped site. Page 10 of the proponent’s information submission shows that the building closest to London Circuit will be built to 25 metres above the street level, but does not account for the gradient towards Allara Street and would be above the permitted height limit in certain areas of the site as guided by Figure 84. (Note: The National Capital Plan also says that ‘Buildings heights will generally be medium rise up to 25 metres above adjacent kerb levels to retain the landscape backdrop of the inner hills of Central Canberra’).</p> <p>Other comments</p> <ul style="list-style-type: none"> • The National Capital Plan states that ‘Development should generally be constructed to the street boundary to define and enclose streets and create continuous street frontage while allowing variations in individual buildings and uses’. Almost all other blocks in the area under this Precinct Code are built to the block boundary. The proposed jagged street frontage to London Circuit and upper levels set further back from the boundary do not quite meet this provision. Though this provision is a ‘should’ and the landscape above the commercial spaces seems like a positive outcome. • The National Capital Plan states that for transport, access and circulation, ‘Provide a hierarchy of pedestrian routes ranging from Constitution, Commonwealth and Kings Avenues and London Circuit as urban boulevards, major streets (including Coranderrk Street and Blamey Crescent and Sellheim Avenue), minor streets, laneways and arcades.’ While the pedestrian link across the block encourages this, how frequently it would be used and how accessible it will be as a

public lobby when partially hidden from both street frontages may be limited.

- A more legible entry address to London Circuit could be provided among the staggered series of pavilion forms, noting pedestrian entries should be clearly visible from the public domain.
- The nature of the space between the new residential building and the existing Forum Apartments requires further clarity to demonstrate how the proposal complements the adjoining development.

Note: Comments from CRA and TCCS have not been received when this document was finalised. Comments are expected to be provided as an addendum prior to the session.

ATTACHMENTS

01 CONSTITUTION AVENUE AND ANZAC PARADE PRECINCT CODE
(EXCERPTS)

02 SITE IMAGES

ATTACHMENT 1: CONSTITUTION AVENUE AND ANZAC PARADE PRECINCT MAP AND CODE (EXCERPTS)

The location of the proposed development is identified by the red arrow.

The Constitution Avenue and Anzac Parade Precinct comprises the land between Constitution Avenue and Parkes Way, the Russell apex of the National Triangle, Anzac Parade and the Australian War Memorial, and various sites to the north of Constitution Avenue.

Figure 68 illustrates the location of the Constitution Avenue and Anzac Parade Precinct.



Figure 68: Constitution Avenue and Anzac Parade Precinct location

4.8.1 BACKGROUND

A key element of Griffins' formally adopted plan for Canberra is the central triangle formed by grand avenues. Constitution Avenue is the base of this geometric element (the National Triangle) and was the Municipal Axis of the Griffins' plan.

Constitution Avenue is central to the implementation of the Griffin Legacy. Constitution Avenue will become an elegant and vibrant mixed use grand boulevard linking London Circuit to Russell, increasing the vitality of the Central National Area and completing the National Triangle. This will be supported by an integrated transport system, broad tree-lined footpaths and outdoor dining and street parking.

Anzac Parade is set along the Land Axis, which forms a key feature of the Griffins' original 1912 plan of the city. The Australian War Memorial stands at the top end of Anzac Parade.

The two together are central to the commemoration of Australian military service and sacrifice.

There is a national capital interest in ensuring that:

- sites on Constitution Avenue are developed in accordance with their national significance, as part of Griffin's National Triangle
- the symbolic importance of the Constitution Avenue as a Main Avenue and the base of the National Triangle is protected and supported through the design and development of the adjacent blocks and the landscaping and design of the avenue
- fitting sites on Anzac Parade are available for commemoration and remembrance
- balanced building massing at the sites at the southern end of Anzac Parade is maintained as far as practicable and is reinstated as a result of any redevelopment of those sites, to ensure the portal function on the Anzac Parade frontages of those sites is maintained for the benefit of the Parliament House Vista.

4.8.2 OBJECTIVES FOR CONSTITUTION AVENUE AND ANZAC PARADE

1. Establish Constitution Avenue as a diverse and active grand boulevard lined with shops, cafés and a mix of commercial, entertainment and residential uses.
2. Establish Constitution Avenue as a prestigious address for National Capital Uses.
3. Link education and high-tech employment clusters located in the corridor between the Australian National University and the Canberra International Airport.
4. Complete the base of the National Triangle.
5. Support Constitution Avenue with an integrated transport system and mix of land uses contributing to the life of the National Triangle.
6. Establish Constitution Avenue with higher density development, public transport, broad tree-lined footpaths and outdoor dining and street parking.
7. Develop a built environment which demonstrates design excellence.

8. Achieve leading practice environmentally sustainable development.

4.8.3 LAND USE FOR CONSTITUTION AVENUE AND ANZAC PARADE PRECINCT

Land use for the Constitution Avenue and Anzac Parade Precinct should be in accordance with Figure 69.

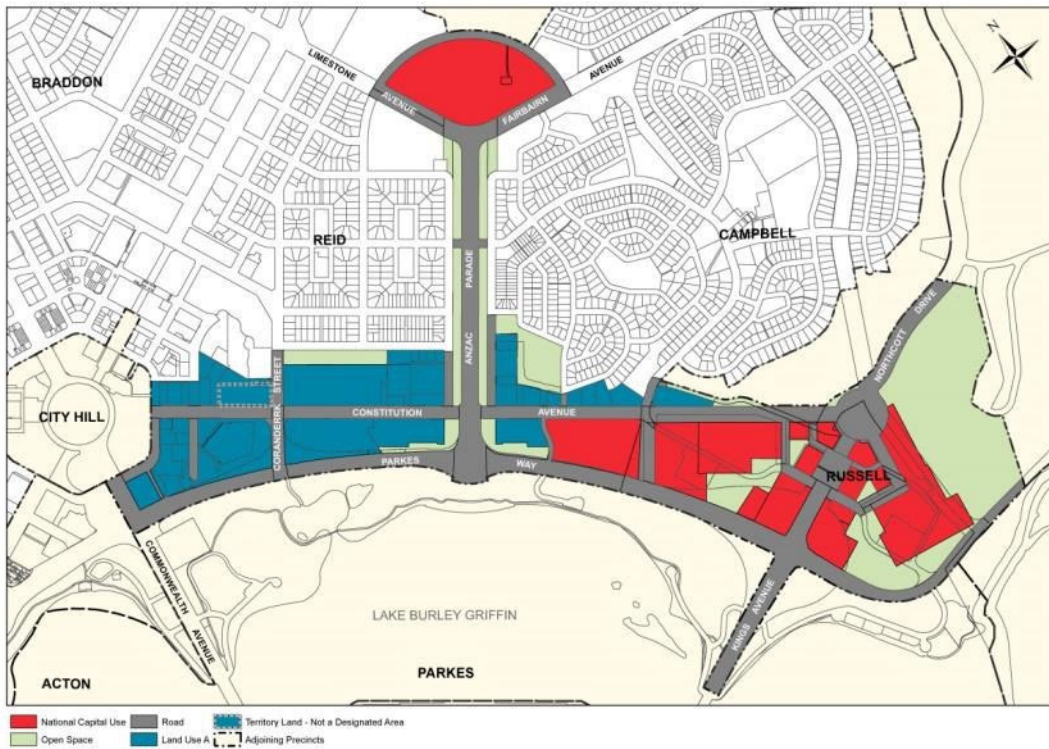


Figure 69: Land use for the Constitution Avenue and Anzac Parade Precinct

Permitted land uses for 'Land Use A' are inter alia:

- Administrative Use
- Café, bar, restaurant
- Car park
- Commercial Accommodation
- Hotel
- Office
- Park
- Residential
- Retail (ground floor of buildings only)
- Social/Community facility

Ancillary land uses for 'Land Use A' are:

- Child Care Centre
- Retail (above ground floor only)

Permitted land uses for 'Open Space' are:

- Café, bar, restaurant
- Car park
- Child care centre
- Cultural facility
- Indoor recreation facility
- Park
- Tourist facility (not including a service station)

For 'National Capital Use' sites, ancillary land uses permitted are:

- Bank
- Café, bar, restaurant
- Car Park
- Child care centre
- Retail
- Social/community facility

4.8.4 DETAILED CONDITIONS OF PLANNING, DESIGN AND DEVELOPMENT

GENERAL

- a. Built form and landscape design should respond to the primacy of the geometry of Constitution Avenue and the Russell apex of the National Triangle with building form emphasising the alignments of Constitution Avenue, Kings Avenue and Parkes Way.
- b. Reinforce the city's three-dimensional structure based on its topography and the landscape containment of the Inner Hills.
- c. Develop Constitution Avenue (generally east of Anzac Parade) as a prestigious setting for national capital uses, related employment and amenities.
- d. Reduce the barrier created by Parkes Way and its high speed intersections along its length by changing the character of Parkes Way to become a boulevard addressed with prestigious buildings, at grade pedestrian crossings and appropriately scaled road reserves and intersections.
- e. Provide a mix of land uses that contributes to the creation of a 24 hour community with dynamic activity patterns including retail, restaurants, residential and hotels close to public transport, employment areas, cultural attractions and the parklands of Lake Burley Griffin.
- f. Integrate public transport priority in the design of Constitution Avenue including

provision for future light rail.

- g. Development should include a high level of access to a diversity of uses and activities, have cohesion and diversity in design character and detail, and be able to respond to changes over time.
- h. Provide a transition in building scale and use to protect the amenity of adjoining residential areas.
- i. Ensure conveniently located parking in a manner that does not dominate the public domain. All basement and service vehicle entries are to be located from secondary street frontages.
- j. Create an open and legible network of paths and streets that extends and connects City Hill and the adjoining suburbs of Reid and Campbell to Constitution Avenue, Kings and Commonwealth Parks and Lake Burley Griffin.
- k. Create a public domain that forms a linked sequence of spaces that are accessible, safe, comfortable, and pedestrian-scaled, that promotes walking and use of public transport and minimises reliance on cars.
- l. Integrate perimeter security, if required, with streetscape elements that enhance the public domain.
- m. Architectural character should develop a contemporary palette of styles and materials, reflecting the varied land uses and providing activity and interest, particularly at street level. Particular attention should be paid to building form and roof profiles in areas of high visibility.
- n. Design proposals should be site responsive, taking maximum advantage of varying characteristics and features of each site, complementing adjoining development – both existing and proposed – and expressing physical and environmental features.
- o. The street network, building form and facilities should be inherently flexible to accommodate changing uses and demands across the site and within buildings over time.
- p. Development should command high standards of urban design, sustainability, architecture and social inclusion reflecting the character of the national capital and providing a model for city development in Australia in the 21st century.

URBAN STRUCTURE

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

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

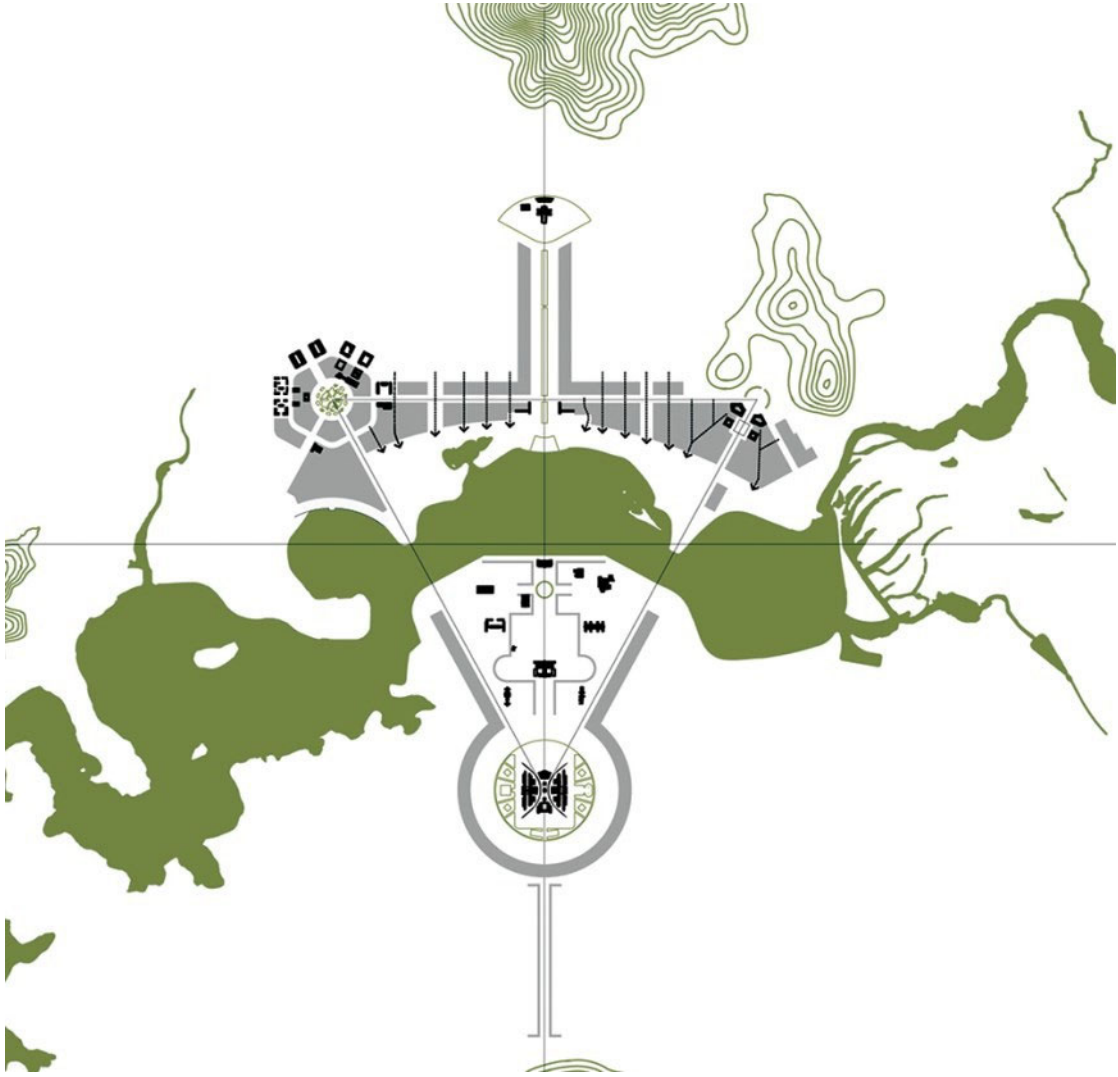


Figure 70: Constitution Avenue and Anzac Parade – Indicative urban structure (1)



Figure 71: Constitution Avenue and Anzac Parade – Indicative urban structure (2)



Figure 72: Constitution Avenue and Anzac Parade – Indicative main pedestrian connections

LANDSCAPE STRUCTURE

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

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

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

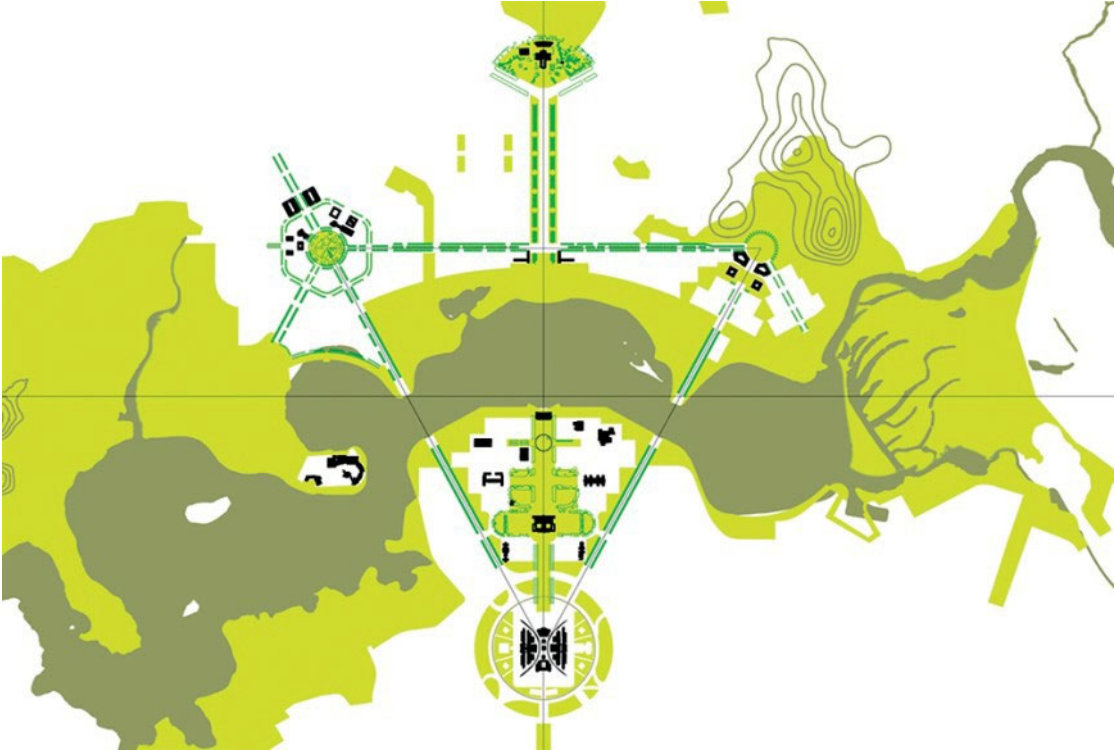


Figure 73: Constitution Avenue and Anzac Parade – Landscape structure



Figure 74: Constitution Avenue and Anzac Parade – Indicative landscape structure

PUBLIC TRANSPORT, ACCESS AND CIRCULATION

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

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

Ensure safety and comfort for pedestrians, with intersections designed to minimise slip lanes for fast turning traffic. Provide on-street parking on all streets where practicable.

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

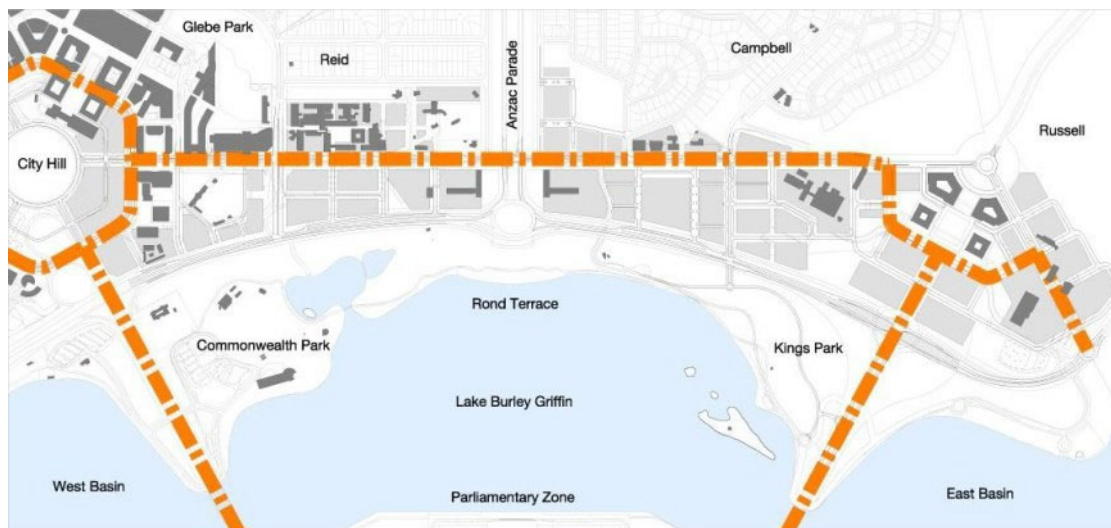


Figure 75: Constitution Avenue and Anzac Parade – Indicative public transport, access and circulation

ROAD HIERARCHY

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

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



Figure 76: Constitution Avenue and Anzac Parade – Indicative road structure

CYCLE WAYS

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



Figure 77: Constitution Avenue and Anzac Parade – Indicative cycle ways

STREETSCAPE DESIGN

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

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

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

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

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

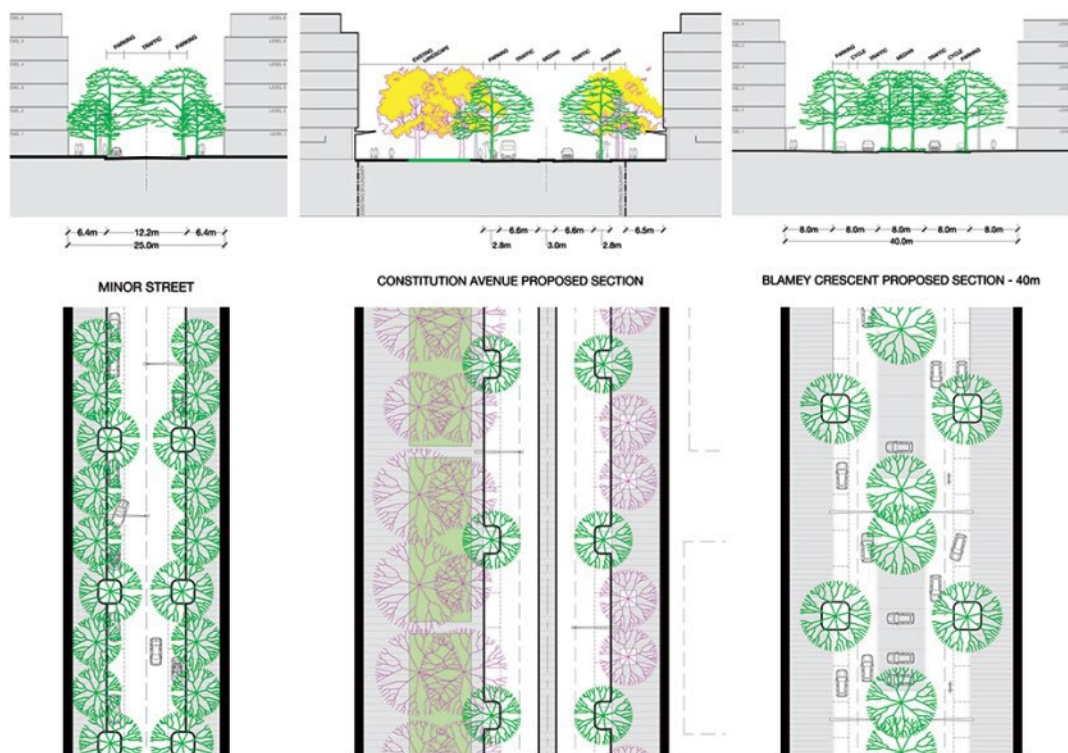
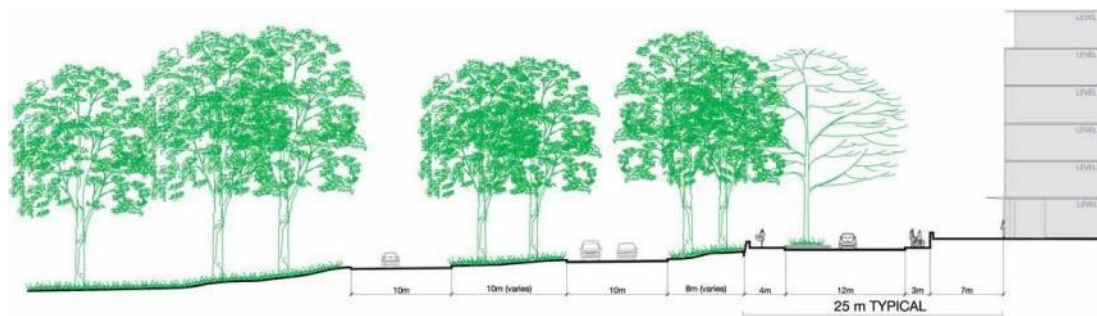


Figure 78: Constitution Avenue and Anzac Parade – Indicative streetscape design



Typical Cross Section Parkes Way (indicative) between Commonwealth and Kings Avenue

Figure 79: Constitution Avenue and Anzac Parade – Indicative typical cross section Parkes Way between Commonwealth and Kings Avenue

ACTIVE FRONTAGES

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

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

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

Ground level frontages will present an attractive pedestrian-oriented frontage providing active uses for a minimum of 30 percent of the street frontage. Key active frontages are to have a minimum of 75 percent active uses.

Residential uses, except for home offices, should be avoided at street level at those locations identified as having an active frontage in Figure 80.

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



Figure 80: Constitution Avenue and Anzac Parade – Indicative active frontage

BUILDING HEIGHT AND FORM

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

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

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

Buildings to a maximum height of RL600 are permitted in the locations identified in Figure 81. Buildings to RL600 are contingent on meeting applicable heritage requirements. To ensure that a balanced building massing and portal effect is maintained at the southern end of Anzac Parade, buildings on the second site to be developed must be equal in height to those of the first site to be redeveloped. This is applicable only to buildings in the area subject to the maximum RL600 height limit.

buildings in the area subject to the maximum RL600 height limit on

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

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.

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

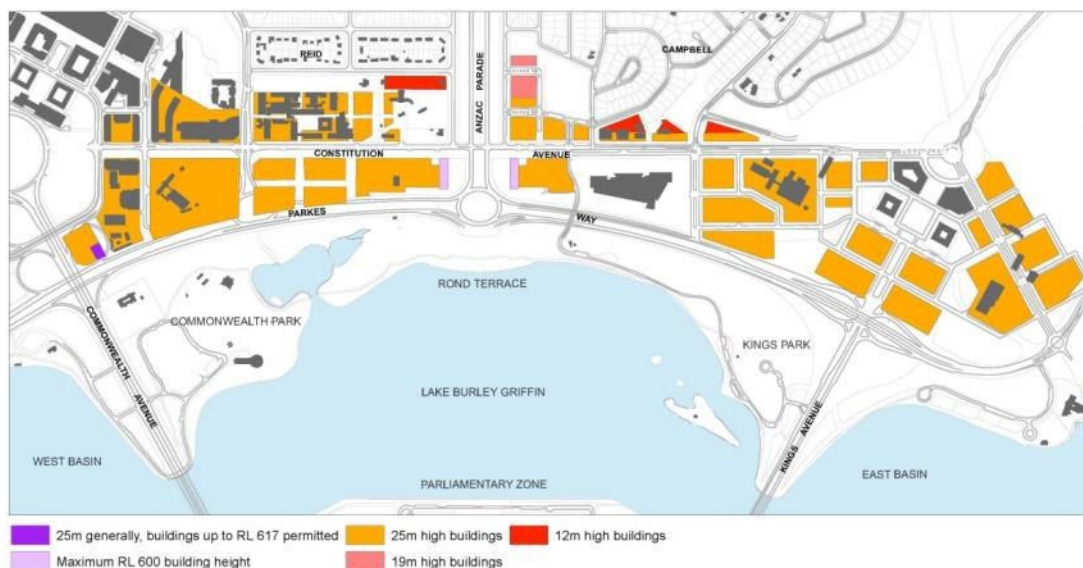


Figure 81: Constitution Avenue and Anzac Parade – Indicative building height and form

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

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

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

Building forms, materials and finishes should be responsive to microclimate issues including solar access and wind. Use of sunscreen devices as articulation elements should be employed to achieve climate responsive façades. Buildings should generally be modulated to clearly express the grid of the building. Tactility, silhouette and human scale in relation to built form should be achieved with the design of buildings.

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

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

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

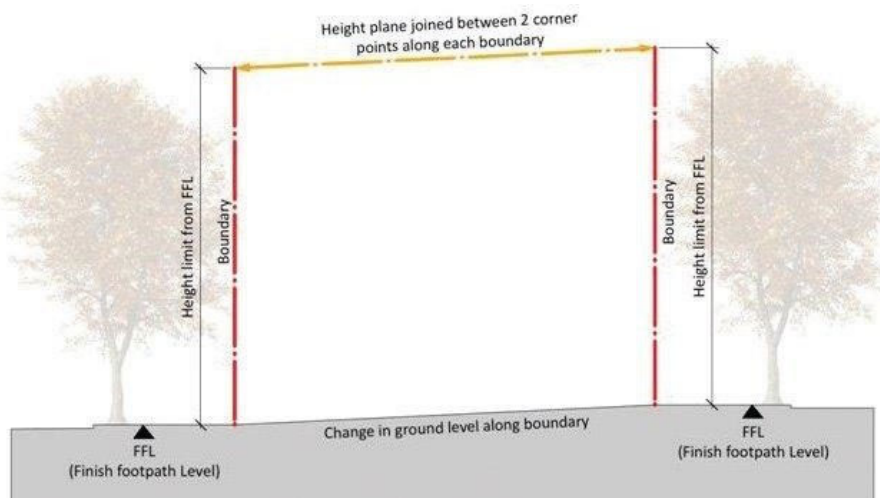


Figure 82: Constitution Avenue and Anzac Parade - Measurement of building height

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

Location	Min. floor height
Ground Floor facing Constitution Avenue and roads where 'Indicative Active Frontages' are located	6.5 metres floor to ceiling (mezzanine level permitted over 30% of ground floor)
Ground Floor (Residential)	3.3 metres floor-to-ceiling
Ground Floor (other uses, including commercial/office use)	3.6 metres floor-to-ceiling
Residential (general)	<p>2.7metres floor-to-ceiling minimum for all habitable rooms, 2.4 metres is the preferred minimum for all non-habitable rooms however 2.25 metres is permitted.</p> <p>For two-storey units, 2.4 metres minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights.</p> <p>For two-storey units with a two-storey void space, 2.4 metre minimum ceiling heights.</p> <p>Attic spaces are permitted, with a 1.5 metre minimum wall height at edge of room with a 30 degree minimum ceiling slope.</p>

PARKING

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

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

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

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

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

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

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

INTEGRATED URBAN ART AND SIGNAGE

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

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

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

Figure 84: Constitution Avenue and Anzac Parade – Indicative development



ATTACHMENT 2: SITE IMAGES



Above: View to site from west, looking east. Commonwealth Avenue cloverleaf ramp visible in left of frame.

Below: View to site from London Circuit, looking southwest

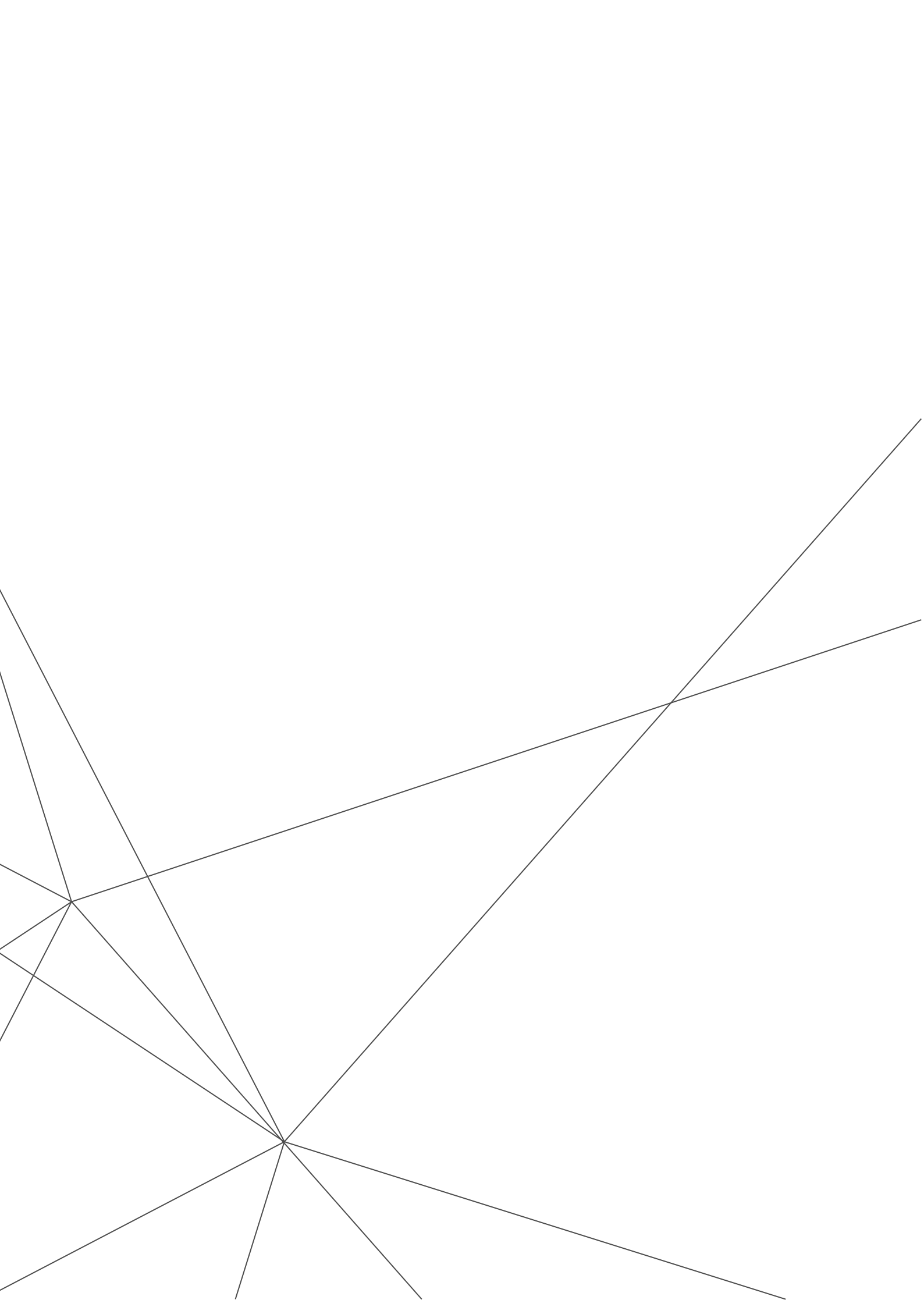




Above: Allara Street - View towards site and street condition

Below: Oblique aerial of site, view oriented NNE





CITY RENEWAL AUTHORITY COMMENTS/KEY ISSUES

Project Name	70 Allara Street
Site Address	Block 16 Section 10 City
Project Description	Mixed use development
Panel Members	To be advised
NCDRP Date	Thursday 22 April 2021
Project Name	70 Allara
Site Address	Block 16 Section 10 City

COMMENTS / KEY ISSUES

The City Renewal Authority (the Authority) appreciates the consideration that has given to contextual relationships in preparing a development scheme for this key location in the city. The early engagement of the applicant is appreciated and will result in a better urban design outcome.

Noting that this is the first review of the proposal, there are a number of matters the Authority considers important to achieving a standard of design excellence commensurate with the location.

The following issues need to be resolved at a future review of the proposal:

- The through-block pedestrian link between London Circuit and Allara Street is strongly encouraged, however, this requires a considerable level of analysis and design:
 - o The location of the proposed development is at a crucial vehicular-priority zone
 - o Pedestrian access and permeability is essential, however, this should be achieved without any conflict between pedestrians and vehicles
 - o The design must take greater account of the high volume of traffic movements and road alignment on the London Cc frontage particularly in relation to pedestrian safety.
 - o A detailed assessment must be undertaken to provide a thoroughly-permeable and safe pedestrian link connecting the development to the city, whilst responding appropriately to constraints of the site and necessary vehicular activity
- Pedestrian movements across the suite must have a maximum level of safety and permeability:
 - o The through-site pedestrian route must provide 24-hour public access and be able to accommodate occasional large volume movements to and from a future stadium to the east
 - o Security measures are essential to ensure safe pedestrian access. A detailed analysis is required to examine existing and potential future activity and include

- recommended measures including (but not limited to) surveillance, lighting and landscaping elements
- Pedestrian routes must appropriately respond to the topography of the site and provide barrier-free access, particularly for persons with limited mobility
 - The commercial components of the development require further analysis and clarification:
 - A description of the desired types of commercial uses proposed to be included should be provided
 - Any commercial or retail development should be designed to accommodate high volume pedestrian movement in response to the safety concerns discussed above
 - A detailed ground-level design is required to understand the impact of the proposed development on the adjoining public realm and street interface
 - The design should demonstrate how potential traffic noise and amenity impacts due to the site's proximity to Parkes Way and London Circuit have been addressed
 - Future design should integrate respectfully with the existing built form of the locality and align with the National Capital Authority's *City and Gateway Urban Design Framework* (the Framework):
 - The design should respond to the preferred city shape and urban built form of the Framework. Design should respond to the preferred and existing character of buildings and the overall intent for design and placemaking, both for buildings and the public domain
 - There is currently only one design offered for consideration. The Authority requests that several options be provided as part of the design response
 - The Authority requests that each of the design options also be assessed for suitability, and that a preferred design be offered with a detailed justification
 - The Authority requests that any future proposal is accompanied by a series of elevational renderings to understand the visual impact of the development
 - Future design should demonstrate function, efficiency, site responsive design and quality for maximum amenity:
 - The buildings should be of an appropriate scale and massing to respond to site constraints whilst contributing to great placemaking
 - All roof-top plant / equipment should be fully enclosed and within the 25 metre height limit to ensure a 'clean' roof profile, particularly as the site is within the Parliament House / Commonwealth Avenue view corridor
 - The plaza level (Allara Street) shown on current plans does not represent an appropriate use of space. There are issues with solar passive access, safety function and this should be resolved prior to the second review
 - A detailed landscape concept plan should be provided for comment pre-application. This should include the proposed access path from Allara to the 'public nexus' and address the safety concerns raised above

- Future submissions to NCDRP should be accompanied by a supporting statement against the following key design principles:
 - Principle 1: Context and Character
 - Principle 2: Landscape
 - Principle 3: Sustainability
 - Principle 4: Density and Connectivity
 - Principle 5: Built Form and Scale
 - Principle 6: Functionality and Build Quality
 - Principle 7: Legibility and Safety
 - Principle 8: Diversity and Amenity
 - Principle 9: Community and Public Domain
 - Principle 10: Visual Appearance (Aesthetics)

- The following reports and information are required to inform future design reviews:
 - Acoustic report
 - Response to Sustainability criteria
 - Elevational Shadow Analysis for both the solstice and equinox dates
 - Feasibility Analysis for commercial development
 - Elevational rendering / impressions for Northbourne Façade
 - Local/site Traffic Impact Analysis
 - Response to the Key Design Principles

KEY PRINCIPLES – ASSESSMENT OF ISSUES***Context and Character***

Whilst it is acknowledged that some consideration has been given to context to preparing the current design response, the Authority is concerned that, given the unique location of the site greater analysis must be undertaken. A series of design options should be provided in response to the characteristics of the site and a preferred option may be selected, with justification being made after a robust analysis and consideration of the preferred and existing character of buildings and the overall intent for design and placemaking within the Framework. The Authority requests that, as a minimum, a series of elevational renderings be provided at the next submission to begin to understand the impact that the development would have, both on the city and on approach road networks, which also form an important part of the character of the inner city.

Landscape

The current proposal indicates a landscape treatment that would encourage public space interaction on the London Circuit frontage. Whilst this is generally a significant priority, on this occasion there is a need to ensure the safety of pedestrians / ground level users away from the road. The Authority recommends that a verge design be developed that is consistent with sites at the opposite sides of London Circuit, or indeed for any of the vehicle-priority locations within the city that respond to the need for vehicles to achieve safe detection, response to signalling, use of slip lanes and increases / decreases of speed.

Consideration should be given to a landscaped courtyard setback from the busy street and activated by the surrounding low pavilions. This would still achieve the place making objective, without compromising the safety and function of this section of road, along with a verge landscape design that enhances amenity, resolves the potential conflict between pedestrians and vehicles and reinforces the Griffins' city form. This plan should also respond to the need for connectivity and pedestrian access along London Circuit, noting the natural termination of footpath towards the Circuit loop and providing a design that resolves this termination of pedestrian activity by enforcing the connection between London Circuit and Allara Street.

Sustainability

The Authority is committed to design excellence and innovation with a focus on social and environmental sustainability that creates places that are popular, regenerative and nurture social activity. The Authority requests in-depth investigation and a series of recommendations in response to each of the following matters:

- **Building quality and thermal performance** – by setting a benchmark for energy and building performance that enables comfort all year round despite the extreme heat in summer and cold in winter. Setting energy performance targets that account of and aim to minimise summer cooling and winter heating loads, to meet best practice.
- **Building orientation** – maximising solar access to living areas, private open space and communal open space are important design outcomes that influence residential amenity and the performance of the building. Use of green infrastructure integrated with the facades of buildings is encouraged.
- **Water** – can be addressed on a whole of section scale where all blocks can contribute to an overall best practice water plan for the public realm and could include initiatives such as

water efficient fittings, capture and storage, and water sensitive urban design treatments and permeable surface treatments.

- Enhance active travel - walking and cycling are prioritised. This may include an innovative approach to car parking and consideration of on-site car share vehicles and dedicated parking, given proximity to light rail and bicycle paths.
- Resource efficiency – strong consideration should be given to whole of section management of water and energy (the source, capture and storage/reuse), use of renewables to power onsite, smart systems, recycled content materials included to replace raw materials
- Waste management - addressing the capture and use onsite of organic materials from the waste stream has multiple benefits including reduced bin/hopper requirements on floor space and reduced truck fuel movements and noise
- Social vibrancy - support social sustainability, social connectedness, diversity and inclusion, indigenous and other demographics (children, women) through the provision of high-quality accessible communal spaces and the application of the principles of universal design.

Density and connectivity

The Authority reasserts the importance of resolving the potential conflict between pedestrians and vehicles along Northbourne Avenue. This should, however, be done in a way that improves pedestrian connectivity by using the Northbourne / Allara through point to create linkages and vibrant, safe internal spaces. The Authority requests that the second design review response include a detailed analysis of footfall / pedestrian movement- both existing and in response to increases due to the proposed development. A range of safety measures, and measures that maximise visibility, connectivity and accessibility should be proposed to accompany this connectivity plan.

Built form and scale

The Authority notes that the initial design response attempts to respond to the unique location and shape of the site with a stepped approach towards Allara Street and the creation of a commercial hub fronting Northbourne Avenue. Whilst a site-responsive design is highly encouraged, it is also important that any such design respond to matters not only of scale, but of functionality. It is, for example, not clear if the proposed underground plaza space facing Allara Street achieves a level of solar access necessary to ensure its compatibility in its current form. It is also unclear if this space would work with the combination of commercial and residential uses currently proposed. The Authority requests a number of design alternatives and analyses of each at the second design review stage. As above, the Authority also requests a number of design response options be provided, analysed and that a preferred option and rationalisation be provided to ensure the most appropriate built form, layout and scale.

There is currently no detail to allow the Authority to begin to understand the intended function of commercial hub as proposed. A more detailed design is requested for the second design review stage, including proposed internal layouts (noting that these will be influenced by different design options) and descriptions of their intended use. The Authority requires further detail to understand how the commercial hub, including the gardens and pavilions mentioned in the current design response will interact with residential activity. The current entrance point indicated from London Circuit should also be considered in light of the matters described above relating to

pedestrian safety at this significant turn and merge point of the road. Presently, the entrance appears to be at the apex of this turn, and therefore likely in the least appropriate location. Pedestrians should be encouraged through design to access the building from the northern most part of Northbourne Avenue to relieve any potential conflict and subsequent risk to safety.

Diversity and amenity

Internal landscaped areas

As stated above, the Authority requests details for both internal landscaped areas and landscaping details for the verge. It must be emphasised that pedestrians must not interact in proximity to vehicles in this location. This should be guided by landscaping and other design measures to ensure the safety of pedestrians.

Vehicles, commercial use and residential amenity

The Authority wishes to know how residential development will interact with a busy road network and commercial and social uses in close proximity. A report is requested, examining the compatibility of all uses proposed for the site, and an acoustic report to understand, both the impact of external noise on residential amenity and to identify a range of mitigation measures and options for design necessary to respond to any issues.

Solar passive design and thermal comfort

This first edition report acknowledges that a Northern orientation may not be appropriate for the site. The Authority requests a series of shadow diagrams be developed to understand the existing solar access of the site and to begin to understand how it will impact on this development. It is considered that this will enable a more site-responsive design to be developed, at which point any number of mitigation measures may be included to prevent any negative impact.

Waste facilities

It is acknowledged that at first review the site plans are lacking in detail. The Authority wishes to see consideration be given to the containment, management and disposal of waste as part of the early design to inform layout, and manage for the movement of large vehicles into and out of the site. Waste should be appropriately separated from any part of the site that offers public or private open spaces and should not be visible from any part of the roads.

Community and public realm

The Authority requires all publicly accessible spaces to demonstrate excellence in urban design and take a people-focused approach where safety, amenity and accessibility are prioritised. The *City and Gateway Urban Design Framework* requires the ground level interface of the buildings fronting onto Northbourne Avenue are designed to be 'adaptable' in order to allow a transition in use from residential to commercial or retail. In this unique location, the Authority wishes to see a demonstration of how ground level interaction can be achieved whilst ensuring a safe separation between pedestrians and vehicles. A combination of internal and external landscaping is required and should be provided at second review for further analysis. In addition to this, the Authority requests elevational rendering to begin to understand in detail what visual impact the proposed development would have, and if this is appropriate for the location.

It is believed that this site has the potential to contribute to, and enhance the vibrancy of this part of London Circuit and create a unique relationship and connection with Allara Street. The Authority welcomes a detailed design and strategy to achieve this.

Project Name	70 Allara Street
Site	70 Allara Street, City (Block 16 Section 10 City)
Session	First session Thursday 22 April 2021

TRANSPORT CANBERRA AND CITY SERVICES (TCCS) COMMENTS/KEY ISSUES

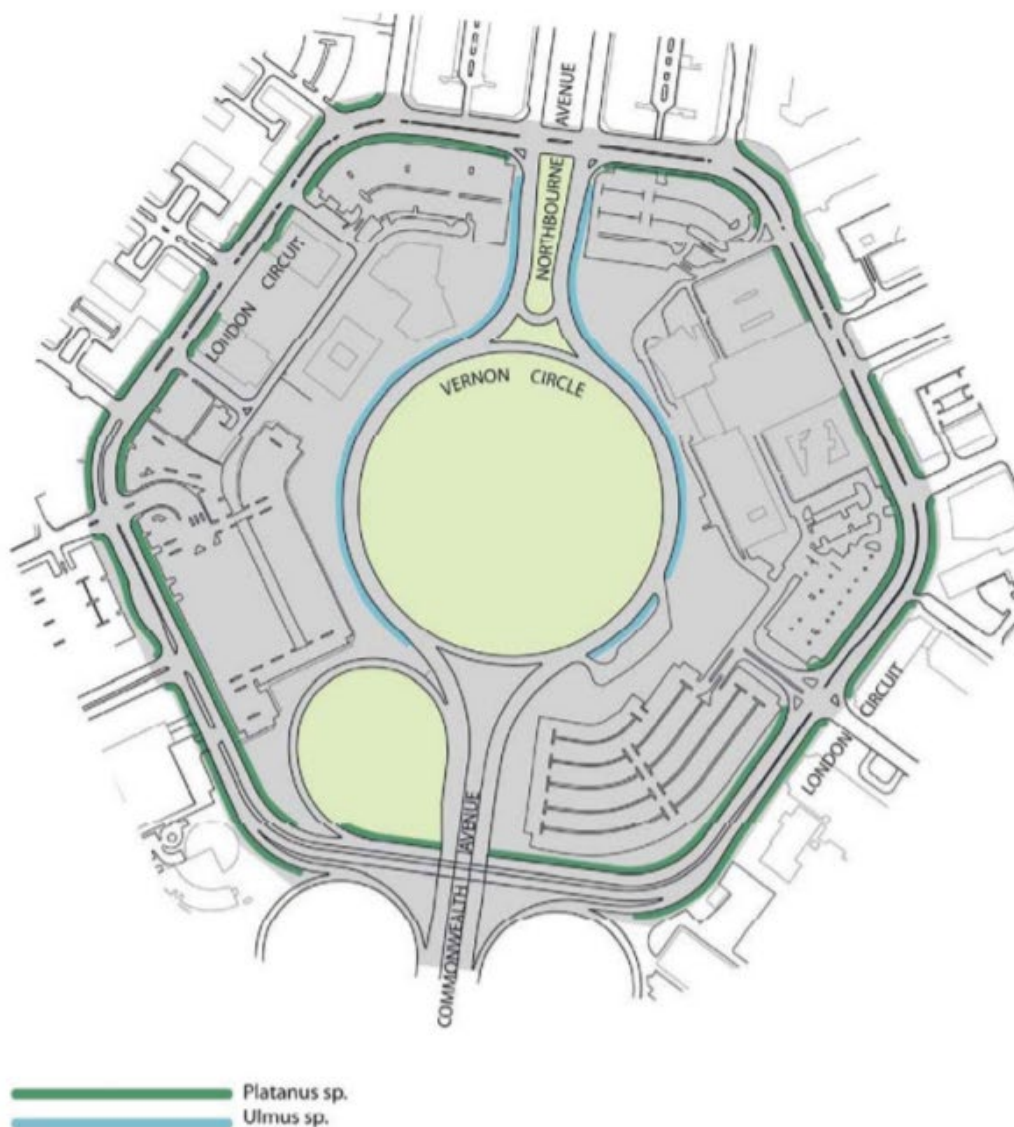
TCCS observes that generally, owing to the early stage of design for the proposal there is limited scope to provide comments. Noting this, TCCS provides the following;

- The design and materials within the public realm are to conform with the **Canberra Central Design Manual**, available at <https://www.cityservices.act.gov.au/plan-and-build/pre-development-applications/estate-development-plans/?a=396838>.
- Staggered setback and 'rooms' with high level planting to the London Circuit public spaces is generally endorsed subject to future review of developed designs.
- The Allara Street entry will need to be integrated into the City streetscape and conform to the **Canberra Central Design Manual Part C Part 4 (Trees)**. The relevant sections of the tree palette are provided as excerpts below;

4.4 City Hill precinct

This precinct, bounded by London Circuit, surrounds City Hill, a corner of the National Triangle. The precinct containing the city's main administrative buildings is sparsely developed and is currently dominated by car parks. The precinct has the potential to be extensively altered with future developments. Future proposals to extend Constitution and Edinburgh Avenues to connect to Vernon Circle and additional building fronting London Circuit and Vernon Circle will introduce a finer grain with more streets and pedestrian places than currently exists.

Figure 3: City Hill precinct



4.5 Glebe Park precinct

This precinct is dominated by Glebe Park and includes the National Convention Centre, Casino and general commercial uses. There is significant pedestrian public realm associated with City Walk and Glebe Park. Ballumbir and Coranderrk Street, are wide dividing road that creates an edge to the City and separates the City area from the residential areas of Braddon and Turner

Figure 4: Glebe Park precinct



City Hill precinct street tree palette

Location	Proposed tree	Notes
Constitution Avenue extension	<i>Quercus robur</i>	Future proposals are for the extension of Constitution Avenue and Edinburgh Avenue to Vernon circle. These extensions should be planted with the same street trees as the Avenues. The species selection is subject to confirmation by the National Capital Authority.
Edinburgh Avenue extension	<i>Eucalyptus mannifera</i> <i>Platanus spp</i>	Future proposals are for the extension of Constitution Avenue and Edinburgh Avenue to Vernon circle. These extensions should be planted with the same street trees as the Avenues. The species selection is subject to confirmation by the National Capital Authority.
London Circuit	<i>Platanus spp</i>	One of the major streets in the city and the tree should reflect the importance of the street. The current species, <i>Platanus spp</i> should remain as the street tree. However, many of these trees can not be retained in future developments where the verges will be extended and fully paved. Tree rows and spacing should be subject to detail masterplanning reflecting future planning proposals to ensure replacement and future planting creates a unified streetscape.
Vernon Circle	<i>Ulmus americana</i>	Future proposal for Vernon Circle will include a wide pedestrian verge on the outboard side. This should be planted with 2 rows of <i>Ulmus americana</i> to match future Northbourne Avenue trees between the Sydney and Melbourne Buildings. The inboard verge should not be planted with street trees to allow views into City Hill and not to confuse with historic planting patterns. The species selection is subject to confirmation by the National Capital Authority.

Glebe Park precinct street tree palette

Location	Proposed tree	Notes
Akuna Street	<i>Platanus orientalis</i>	Retain <i>Platanus spp</i> .
Allara Street (north of Constitution Avenue)	<i>Quercus palustris</i>	Verges are planted with both, <i>Quercus robur</i> and <i>Quercus palustris</i> both species suitable for the scale of the street and the wide verges. The current dominant tree is <i>Quercus palustris</i> and this should be the street tree.
Ballumbir Street Coranderrk Street	<i>Ulmus glabra</i> to Glebe Park verge <i>Eucalypt spp</i> to median <i>Platanus spp</i> to eastern and western verge except Glebe Park	A wide street that lacks coherence or continuity and should be planted with regular spaced street trees all the same species. The street trees should be large and spreading with median planting to required to reduce the scale of street. Verge trees to be <i>Platanus spp</i> . Median trees <i>Eucalyptus spp</i> . Median shall only be planted where the median conditions allow. The western verge to Ballumbir/Coranderrk Sts adjacent to Glebe Park is currently planted with <i>Ulmus glabra</i> These should be retained as they are an extension of the park planting and reflect the extent of the Park. Elm plantings on the verge are not to represent a formal street tree planting.
Binara Street	<i>Quercus palustris</i>	
Bunda Street (south of Akuna Street)	<i>Platanus spp</i>	Retain <i>Platanus spp</i> .
City Walk (south of Akuna Street)	<i>Platanus spp</i>	Retain <i>Platanus spp</i> .
Nangari Street	<i>Platanus spp</i>	Retain <i>Platanus spp</i> .

CONFIDENTIAL

THE PANEL'S ADVICE

NATIONAL CAPITAL DESIGN REVIEW PANEL

Block 16 Section 10 City – First Session
70 Allara Street



Australian Government
National Capital Authority



ACT
Government

NATIONAL CAPITAL DESIGN REVIEW PANEL

THE PANEL'S ADVICE

Date issued:	Thursday 6 May 2021
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Project:	70 Allara Street
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Review date:	Thursday 22 April 2021
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Meeting location:	Meeting held online via Microsoft Teams
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Site visit:	No site visit conducted due to COVID-19 social distancing measures
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Panel members:	Catherine Townsend, Chair and ACT Government Architect	[REDACTED]
		the National Capital Authority
	[REDACTED]	[REDACTED]
	[REDACTED]	

Apology	[REDACTED] was unable to attend the full session
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Proponent:	GEOCON
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Observers:	Representatives from the: Environment Planning and Sustainable Development Directorate (EPSDD) City Renewal Authority (CRA) National Capital Authority (NCA) Transport Canberra and City Services (TCCS)
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Conflicts of interest:	None
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Confidentiality of the Panel's Advice:	<p>Design review considers concept proposals at various stages throughout the design process that are frequently subject to change and improvement in relation to feedback from the NCDRP. Throughout this time a commercial in confidence status is maintained for proposals that engage with the NCDRP.</p> <p>In accordance with Section 139 of the Planning and Development Act (2007) (the Act), prescribed development proposals are required to provide a copy of the 'Panels Advice' and the proponent's 'Response to the Panels Advice' in writing when the Development Application is submitted. Section 30 of the Act identifies the design advice and the proponent's written response to that advice as associated documents, therefore the most recent Panel's Advice and the proponent's response become publicly available once a Development Application is publicly notified for community comment.</p>
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MEETING SUMMARY AND RECOMMENDATION

Property address: 70 Allara Street (Block 16 Section 10 City)

Proposal: The 70 Allara Street site is located at the south-east quadrant of London Circuit with a street frontage to London Circuit. The site is connected to, but setback from the Allara Street main road reserve by a perpendicular road reserve 27m long and 13m wide. The site is zoned DES: Designated Land and is subject to development conditions of the Constitution Avenue and Anzac Parade Precinct Code of the National Capital Plan, is located within the City apex of the National Triangle and fronts the City Hill Precinct.

The site occupies the south east knuckle of London Circuit and is adjoined by four (4) Designated Land sites within Section 10 including the Department of Foreign Affairs and Trade (DFAT) building (Block 20) to the north east, The Forum apartment building (Block 4) to the east, disused Department of Defence compound (Block 19) and an access road to Block 19 (Block 22) to the south and south west. Additionally, the Parkes Way exit ramp onto Commonwealth Avenue is located to the west of the site. Sites to the south and west are noted as possible future redevelopment sites. Furthermore, potential modification to the level of London Circuit, associated with the future Light Rail intentions is also noted by the Secretariat and is likely to have implications for development of the subject site.

The proposal is for a predominantly residential development including 350 dwelling across two building forms up to 8 storeys/25m as well as two (2) levels of basement car parking and 1,500m² of commercial space fronting London Circuit. The site level change (approx. 4 metres from north west to south east) is proposed to be accommodated in the central lobby zone which provides a pedestrian connection between Allara Street to London Circuit and provides access to residential lobbies and commercial tenancies. A drop off zone is proposed to be located adjacent Allara Street which provides vehicle access to basement car parking as well as waste/ deliver/ loading facility.

The proposal also includes ground level landscaped courtyards to the east of the northern apartment building (Building 1) and to the south of the southern apartment building (Building 2). Landscaped rooftops are proposed to the commercial tenancies (fronting London Circuit) and to the southern rooftop of Building 2.

Proponents' representative address to the panel:

The proponent's design team, represented by [REDACTED] of Fender Katsalidis, commenced the presentation by providing the panel with an overview of the context studies undertaken for the proposal including identification of adjacent existing and future developments, the local street network and the onsite level changes. An analysis of the planning controls in relation to the National Capital Plan was also presented, including consideration of the City and Gateway Urban Design Framework and the previous City to the Lake studies.

The initial design response was then presented as a series of sketches demonstrating the arrival and entry sequences, organisation of use across the site and the proposal's design response to the interface with the

adjacent Forum Apartments. Further sketches illustrating the modulated commercial frontage to London Circuit, overall aerial views and the laneway approach from Allara Street highlighted the intended scale transition between use as well as providing an indication of landscape intervention and public domain treatment.

The architect went on to present the façade articulation principles which allowed different building elements to create patterns in the predominantly glazed façade by utilising reflectivity, tone and panel size to create the overall composition. Parque, Melbourne was positioned as the reference project to demonstrate the aesthetics and façade performance envisaged for the development. The use of a façade engineer was confirmed noting a high-performance glass is proposed which the proponent stated will provide suitable levels of light transmission, reflectance and u value appropriate to a residential development.

The projects landscape architect, represented by [REDACTED] of Oculus, presented the landscape proposition including the public movement corridor with an integrated 'green veil' to London Circuit. The overall scheme proposed a landscape strategy which transitions from formal, usable rooms addressing London Circuit and decreasing in formality as the pathway and site levels descends to Allara Street. Continuous pavement treatment to the length of the pathway was presented as providing a feeling of shared space while communal roof gardens on level 7 of the southern apartment building (accessible from both residential buildings) provides onsite amenity for residents including views. An emphasis on seasonal colour change and biodiversity underpins the landscape vision for the proposal.

Recommendation: Based on the documentation provided prior to the design review panel session and the proponents presentation, the following comments and recommendations are provided:

The Panel is pleased that the development proposal has been presented to NCDRP at this early design concept stage. Engaging early with the Panel has provided the opportunity for a meaningful discussion about the key elements of the proposal and to identify how the design concepts could be further enhanced for the benefit of the proponent, future residents and the broader community.

The Panel acknowledges the challenges faced by the proponent team in responding to the civic responsibility of the site in relationship to London Circuit and the nationally symbolic National Triangle as well as future planning outcomes envisaged for Constitution Avenue and the City Hill Precincts. As such, the proponent is requested by the Panel to undertake engagement with the National Capital Authority (NCA), City Renewal Authority (CRA) and Major Projects Canberra (MPC) to provide coordination between future adjacent and adjoining development and surety for the proposal moving forward. This engagement should be used to identify alternate siting, geometry, form and massing options to provide a stronger, civic architectural response to the site context and to 'hold the knuckle' on London Circuit. The Panel also requests the proponent team undertake a thorough analysis of the current and future context at the city scale,

including interface conditions between the built form and London Circuit and CRA master planning strategies on adjoining sites.

A mixed used development for the site is supported by the Panel, however the proponent team is requested to further investigate options of increasing the mix of use proposed as the current proposition disproportionately favours one dominant use. This may include consideration of uses to support occupancy by the target residential market as well as integration of appropriately designed and located spaces for adaptive re-use which may respond to future block structures, roads and pathways. To ensure the proposal achieves a standard of design excellence befitting its nationally significant location the proponent is encouraged to reconsider elements of the transition of scale, architectural expression, articulation and materiality of buildings to more appropriately align with the established civic character and urban fabric.

Given the early stage of design phase of the proposal, the Panel requests further consideration and details of residential mix and amenity, landscape character and definition, architectural expression and materiality, and sustainability aspirations and commitments. Further development of these aspects of the proposal will be essential in realising a design excellence outcome for this prominent, nationally significant site. The Panel recommends and looks forward to further design review for the proposal, once the proponent has conducted adequate engagement with the NCA.

Key Issues and Recommendations

The *Key Issues and Recommendations* provide detail advice to the proponent, consistent with the above recommendation.

To achieve the best possible design outcome for the proposal, the proponent is encouraged to consider the following issues through the next stages of the design development:

1.0 Context and character

1.1 The contextual analysis presented for the proposal was considered by the Panel to be missing critical macro analysis including consideration of the greater city site context and the symbolic National Triangle. The Panel observes that significant works are anticipated to be undertaken within the vicinity of the subject site including planning changes and works associated with the National Capital Plan's Constitution Avenue and Anzac Parade Precinct Code, the City Hill Precinct and Light Rail Stage 2. The proponent is requested by the Panel to undertake engagement with the NCA, EPSDD, CRA and MPC to provide coordination between future adjacent and adjoining development and surety for the proposal moving forward. This includes consideration of future new local streets, pedestrian and cycle pathways, land use and planning controls for adjoining and adjacent sites (including an understanding of building setbacks and massing) and future road levels to London Circuit. The proponent is therefore encouraged by the Panel to revisit the site analysis for the proposal to include a broader analysis of existing and future desired outcomes. The Panel requests the proponent presents documentation to demonstrate how analysis of these future city changes has been considered, and how the proposal

has responded to these considerations at the next design review session.

- 1.2 The proposed alignment of the residential and commercial buildings is not supported by the Panel and is considered to lack the required formal response in its address to London Circuit or provide an appropriate civic response commensurate with the prestigious site location in the National Triangle. Acknowledging the proponent's intent for the commercial component of the proposal to align with London Circuit and the adjacent DFAT building, the Panel considers that the scale and fragmented nature of this offering does not provide a satisfactory civic response in its geometry or scale. Furthermore, the Panel is unconvinced that the alignment of the proposed residential buildings to Parkes Way is justified, noting that the form and scale of the residential buildings are considered by the Panel to dominate the proposal. The proponent is therefore encouraged by the Panel to return to 'first principles' including reconsideration of their understanding of the site context and planning principles. Additionally, the Panel strongly recommends that the proposal should more formally address and align to the London Circuit geometry through greater consideration for axis' in Griffin's plan. The Panel recommends that this be demonstrated by presenting options at the next design review session. (See also 5.0 and 6.0)

2.0 Landscape

- 2.1 The Panel notes that the presentation included landscape documentation not previously provided to the Panel for consideration. Given the early design phase of the proposal, the landscape design was not discussed in detail at design review. As the landscape concepts presented were focussed on the current design strategy, the Panel requests the proponent prepare and present revised landscape concepts that respond to refinements to the architecture and siting arising from the Panel's Advice. The proponent team is requested to provide details regarding the long-term management strategy proposed for this development in relation to the proposed community gardens. The Panel encourages the proponent team to review siting and design outcomes to achieve appropriate public and private domain amenity, deep root planting and sustainability to be presented for discussion at the next design review session.

3.0 Sustainability

- 3.1 Given the early design phase of the proposal, sustainability was not discussed in detail at design review. The proposed fully glazed façade was however not supported by the Panel as further consideration in relation to sustainability, façade interest and appropriateness in its response to the proposal's setting is required. The Panel requests that the proponent prepares and presents a robust sustainability strategy for the development at the next design review session, including details of sustainability measures, their influence on siting and massing, passive design proposals and commitments proposed to be implemented within the proposal.
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4.0 Density and connectivity

- 4.1 The Panel supports the proponent's intention to provide a multifunctioning, publicly accessible through-site connection (i.e. the 'nexus') from London Circuit to Allara Street, however the Panel considers that the proposed public entries to this through-link are not clearly legible nor welcoming to the public. Furthermore, the Panel considers that the 'front door' of the development is unclear in the current proposal. The Panel encourages the proponent team to explore opportunities to increase the generosity of the through-site connection in both width and amenity. This may include strategies to increase the legibility as a public access entry from London Circuit as well as increasing outlook, considering compatibility of adjacent land uses/ activities and opening internal spaces to the sky.

5.0 Built form and scale

- 5.1 The geometry of built form presented in the current proposal is considered by the Panel to require reconsideration specifically in relation to the proposal's response to the urban geometry at the 'knuckle' on London Circuit. The Panel strongly recommends the proponent explore alternate options for siting, articulation and transitions in scale of the built form which better responds to the existing built form of the precincts surrounding City Hill, which are generally built up to the site boundaries and contain central courtyards or substantial throughways. This should include consideration for future block structures, new local streets, pedestrian and cycle pathways, land use and planning controls for adjoining and adjacent sites and future road levels to London Circuit.
- 5.2 The Panel considers the scale of the commercial component currently proposed to be disproportionate and incompatible with the scale and built form of the proposed residential buildings when viewed from London Circuit. Overall, the Panel is unconvinced that the current proposal provides an appropriate outcome on this prestigious site. The proponent is strongly encouraged by the Panel to review the siting and design outcomes as well as articulation and modulation of built form to provide a better contribution to the city fabric and achieve stronger relationships between building forms both on site, and to adjacent and adjoining developments.

6.0 Functionality and build quality

- 6.1 A predominantly residential development proposal on this site is considered by the Panel to be a missed opportunity and requires reassessment noting that the Panel is unconvinced that the current commercial offering is appropriate in quantity, scale or configuration for a development of this size and in this location. Furthermore, the Panel considers the intended use of the commercial offering is currently unclear. Acknowledging the proponent concern for commercial viability located away from future development (i.e. West Basin), the Panel encourages the proponent to explore opportunities to provide a considered mixed-use development. This may include synergies of use such as appropriately located and designed spaces for
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adaptive re-use in the future, work from home arrangements or collaborative workspaces.

7.0 Legibility and safety

7.1 The Panel considers the location of the waste enclosure and service zones at the entry of the drop-off courtyard at Allara Street requires reconsideration to create a comfortable, active frontage and facilitate the creation of a safe environment for future users and pedestrians. Noting the size and extent of the proposed basement, the proponent is encouraged by the Panel to explore opportunities to embed these zones within the development to provide a more attractive shared space. The Panel also recommends consideration be given by the proponent towards opportunities to redistribute bulk and scale of the apartment building form away from the narrow entry to provide increased amenity.

8.0 Diversity and amenity

8.1 The Panel notes that the detailed design of the apartment buildings was not discussed at the design review session. Given the early design phase of the proposal, the Panel encourages the proponent team to clearly articulate the developments target market and consider how the development will be experienced by future residents including identification of the developments 'front door', entry pathways, privacy, security, recreation and how these spaces will interface with the public domain. The Panel requests that the proponent provides detail apartment building designs which demonstrate the appropriateness of resident experience including the length of corridors, daylight and solar access, cross ventilation, and adequate onsite amenity at the next design review session. This should include a waste management strategy and detailed apartment layouts with associated courtyards/balconies which demonstrate natural cross flow ventilation, solar access, privacy and liveability.

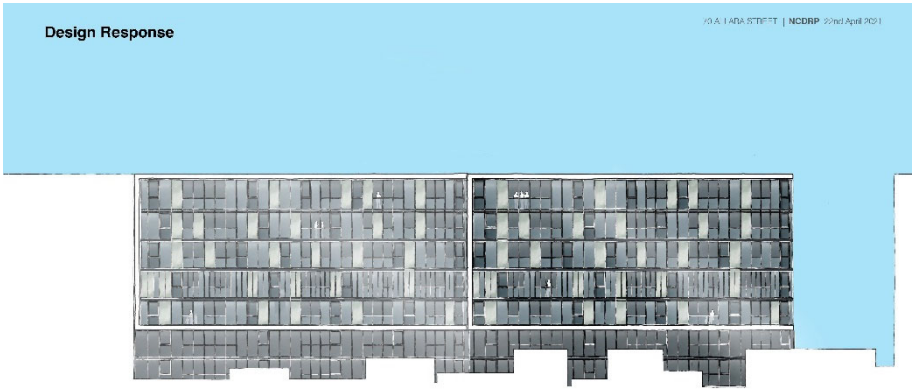
9.0 Community and public domain

9.1 A pedestrian connection from London Circuit to Allara Street though the proposed development is supported by the Panel, however, the Panel considers that further exploration of how this connection will be activated and will operate as a shared accessway is still required. As such the Panel requests that the proponent prepares and presents further analysis of the public and private functionality of this pathway and their relationship to the adjacent spaces at the next design review session. This should include demonstration of how the proposal is anticipated to be experienced by the public (i.e. how it is made inviting for public use throughout the day and evening) and contributes to the public domain on site, as well as exploration of the resident experience such as community interaction, entry procession and arrival, recreation and privacy.

10.0 Visual appearance

10.1 The Panel notes that the materiality of the proposal was not discussed in detail at the design review session however, the Panel considered the current extensive glazed façade presented to be incongruous with

the setting of a proposed development within the National Triangle. Given the early design phase of the proposal, the Panel encourages the proponent team to develop a strong vision for the proposal which is 'of place' and consider implementing a materiality and architectural expression appropriate to the residential use as well as the civic nature and setting of the development.



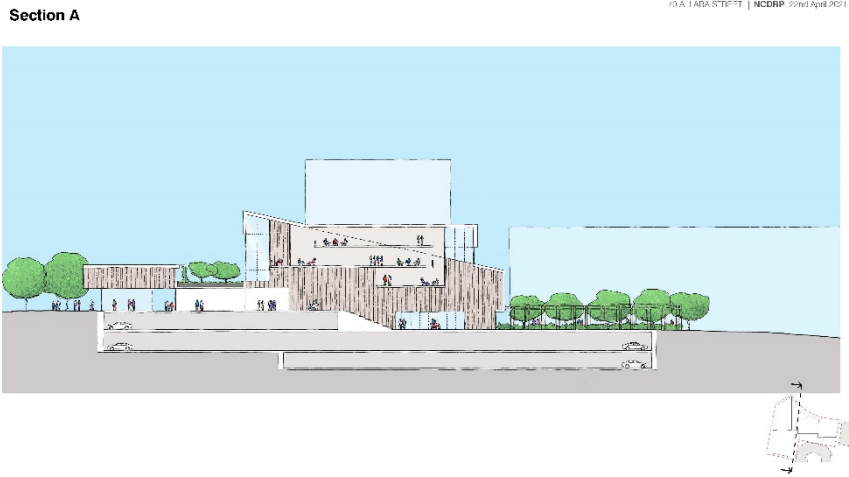
FACADE ARTICULATION BUILDING 1

Elevation – Building 1



FACADE ARTICULATION BUILDING 2

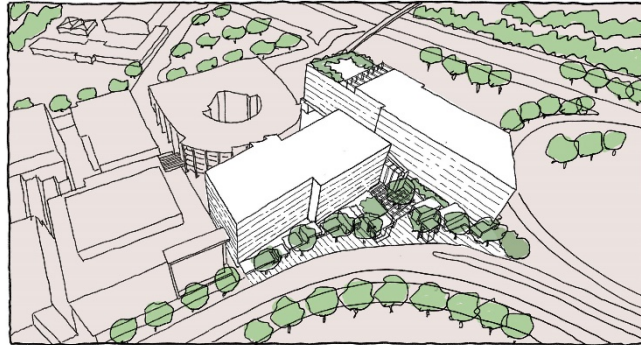
Elevation – Building 2



Section – Pathway

Design Response

P.O.A. 1 ADA STREET | NCDRP 22nd April 2021



BUILT FORM

The commercial facility on Victoria Circle is an important element in the public welcome created by the development. The public realm is a focus of the London Circuit address, and leads through the development to Allara Street. The wings of the apartment buildings frame and shelter the courtyard at London Court, and provide a visual screen to the east of the major street.

Aerial View from London Circuit

Design Response

P.O.A. 1 ADA STREET | NCDRP 22nd April 2021



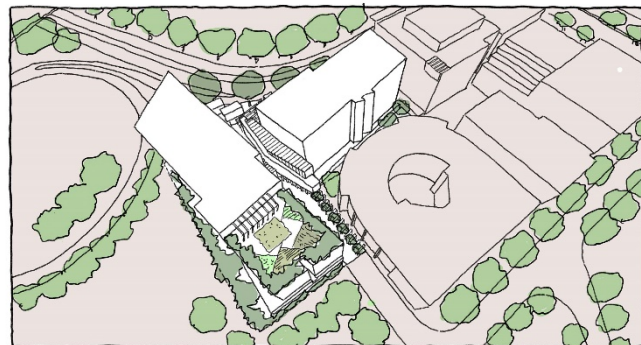
BUILT FORM

At London Court the development is introduced by a series of pavilion forms providing a comfortable scale to the heritage.

Perspective view from London Circuit

Design Response

P.O.A. 1 ADA STREET | NCDRP 22nd April 2021



BUILT FORM

The Allara Street address is a more compact proportion, with access from a single street. The proposed design increases the permeability represented by the public path through the site to the nearby river provided by creating an elevated passage through the development. Adjusting that public passage is an elevated, unobstructed central feature.

Aerial View from Allara Street

NATIONAL CAPITAL DESIGN REVIEW PANEL

PROPONENT RESPONSE TO PANEL'S ADVICE

PROJECT DETAILS

Project name:	70 Allara
Property address:	70 Allara Street City (Block 16 Section 10)
Date of response:	Wednesday, 30 June 2021
Date of design review panel session:	Thursday 22 April 2021
Proponent:	GEOCON

PROPONENT RESPONSE

Please provide written response to each item raised by the National Capital Design Review Panel and list any relevant plans, images or diagrams that supports each response.

PANEL ADVICE 1.1

The contextual analysis presented for the proposal was considered by the Panel to be missing critical macro analysis including consideration of the greater city site context and the symbolic National Triangle. The Panel observes that significant works are anticipated to be undertaken within the vicinity of the subject site including planning changes and works associated with the National Capital Plan's Constitution Avenue and Anzac Parade Precinct Code, the City Hill Precinct and Light Rail Stage 2. The proponent is requested by the Panel to undertake engagement with the NCA, EPSDD, CRA and MPC to provide coordination between future adjacent and adjoining development and surety for the proposal moving forward. This includes consideration of future new local streets, pedestrian and cycle pathways, land use and planning controls for adjoining and adjacent sites (including an understanding of building setbacks and massing) and future road levels to London Circuit. The proponent is therefore encouraged by the Panel to revisit the site analysis for the proposal to include a broader analysis of existing and future desired outcomes. The Panel requests the proponent presents documentation to demonstrate how analysis of these future city changes has been considered, and how the proposal has responded to these considerations at the next design review session.

PROPONENT RESPONSE

UPDATED
PLAN

Slide 01 - 11

As suggested by the panel a macro contextual analysis has been undertaken and can be referenced on slides 7 to 11. Slide 7 shows the parliamentary triangle, which is a highly significant and symbolic part of Canberra. Our site is within the parliamentary triangle. However, whilst inside that, it is outside the Parliamentary Vista. That existence outside is reinforced by the National Capital Plan. While our site is within the parliamentary triangle, it is not in the Parliamentary Zone, it is in the Constitution Avenue and Anzac Parade precinct. Additionally, while a part of those environs, it is very much a part of the city of Canberra. As a result, while it is in the parliamentary triangle, the design response is more appropriate to the context of the city rather than to the symbolic presence of the Triangle.

Two meetings with the NCA have been completed, the first occurring in February and the second June 2021. A consultation with CRA representatives was conducted September 2020 and more recently a meeting was conducted with the light rail authority in June 2021.

The consultations with the key stakeholders above have allowed us to gain a thorough knowledge of our site and its broader and local context, as well as providing an opportunity to discuss at length with those Authorities the possibilities of the site.

PANEL ADVICE 1.2

The proposed alignment of the residential and commercial buildings is not supported by the Panel as it is considered to lack the required formal response in its address to London Circuit or provide an appropriate civic response commensurate with the prestigious site location in the National Triangle. Acknowledging the proponent's intent for the commercial component of the proposal to align with London Circuit and the adjacent DFAT building, the Panel considers that the scale and fragmented nature of this offering does not provide a satisfactory civic response in its geometry or scale. Furthermore, the Panel is unconvinced that the alignment of the proposed residential buildings to Parkes Way is justified, noting that the form and scale of the residential buildings are considered by the Panel to dominate the proposal. The proponent is therefore encouraged by the Panel to return to 'first principles' including reconsideration of their understanding of the site context and planning principles. Additionally, the Panel strongly recommends that the proposal should more formally address and align to the London Circuit geometry through greater consideration for axis' in Griffin's plan. The Panel recommends that this be demonstrated by presenting options at the next design review session. (See also 5.0 and 6.0)

PROPONENT RESPONSE

UPDATED PLAN

As put forward by the panel a new building form has been proposed that aligns with the Griffin axis and sits in harmony with neighbouring buildings with a responsive building volume, form and expression. The proposal will enhance pedestrian connection, diversify building uses and create a vibrant civic centre that will complement future developments and city infrastructure projects.

Slide 30 - 34

PANEL ADVICE 2.1

The Panel notes that the presentation included landscape documentation not previously provided to the Panel for consideration. Given the early design phase of the proposal, the landscape design was not discussed in detail at design review. As the landscape concepts presented were focussed on the current design strategy, the Panel requests the proponent prepare and present revised landscape concepts that respond to refinements to the architecture and siting arising from the Panel's Advice. The proponent team is requested to provide details regarding the long-term management strategy proposed for this development in relation to the proposed community gardens. The Panel encourages the proponent team to review siting and design outcomes to achieve appropriate public and private domain amenity, deep root planting and sustainability to be presented for discussion at the next design review session.

PROPONENT RESPONSE

UPDATED PLAN

The revised landscape concept responds to four key design principles – axis, layering, glimpses and art. These principles have been established in response to the site's context, built form geometry, landscape amenity and Griffin Plan.

Slide 70 - 74

The revised concept uses trees to establish a formal axis that links the public spaces. The trees connect both the ground floor and lower ground floor as well as establish movement corridors that draw and invite users to inhabit.

Taking advantage of deep soil planting zones, trees and mass planting areas have been incorporated within these locations to provide diversity in landscape amenity and landscape spaces. This assists in constructing the layered landscape approach, utilising colour, texture and form to create an intimate landscape that residents and the public to dwell.

The form of the proposed planting will play a strong role in creating the textured and rambunctious garden that compliments the formal geometry of the trees, providing opportunities for users to sit within a comfortable space to wait and linger, catching a glimpse of what is beyond.

The integration of art within the landscape and built form has been proposed as a tool to activate the key entry points to the site and to strengthen the termination views.

The use of high-quality and durable materials within the public and private domain will assist with ongoing maintenance within the site. Integrating warmer elements, such as timber seating, will ensure that the external landscape rooms are usable within the colder months.

PANEL ADVICE 3.1

Given the early design phase of the proposal, sustainability was not discussed in detail at design review. The proposed fully glazed façade was however is not supported by the Panel as further consideration in relation to sustainability, façade interest and appropriateness in its response to the proposal's setting is required. The Panel requests that the proponent prepares and presents a robust sustainability strategy for the development at the next design review session, including details of sustainability measures, their influence on sitting and massing, passive design proposals and commitments proposed to be implemented within the proposal.

PROPONENT RESPONSE

UPDATED PLAN

Canberra has an extraordinary climate characterised by a significant diurnal range, a large number of sunny days which can nevertheless be accompanied by air temperatures often lower than comfortable indoor conditions.

We will be carefully designing this building to perform well environmentally in the particular conditions of Canberra.

The performance of the apartments is therefore being considered within a holistic approach to design and sustainability. As the design proceeds it is intended to model the building to maximise the energy performance, occupant satisfaction and façade efficiency to provide design guidance and key

performance criteria associated with daylight, energy demand and thermal comfort.

That modelling will incorporate the dynamic thermal simulation of representative apartments, and the simulation of those apartments under various design scenarios to assess glazing and shading requirements.

That will result in the development of key performance criteria associated with daylight, energy demand and thermal comfort.

PANEL ADVICE 4.1

The Panel supports the proponent's intention to provide a multifunctioning, publicly accessible through-site connection (i.e. the 'nexus') from London Circuit to Allara Street, however the Panel considers that the proposed public entries to this through-link are not clearly legible nor welcoming to the public. Furthermore, the Panel considers that the 'front door' of the development is unclear in the current proposal. The Panel encourages the proponent team to explore opportunities to increase the generosity of the through-site connection in both width and amenity. This may include strategies to increase the legibility as a public access entry from London Circuit as well as increasing outlook, considering compatibility of adjacent land uses/ activities and opening internal spaces to the sky.

PROPONENT RESPONSE

UPDATED PLAN

Increasing the 'through link' eligibility, width and volume is a vital goal of the project team. Since the last presentation to achieve a welcoming through site link for all, some key initiatives are proposed below:

Slide 41 -56
Slide 74 -75

- Increased 'through link' width from
 - London Circuit External 12m to 16m
 - Internal 8m to 16m
 - Allara Street External 12m to 17.5m
- Increased 'open to sky' along the 'through link' from 45m to 72m
- The introduction of the landscaped forecourt to encourage pedestrian activity and amenity
- A reduction and relocation of basement entries to improve pedestrian safety
- A linear meter reduction of street frontage services from 45m to 25m

The proposed proportions and increased pedestrian amenity create a substantial throughway that will encourage pedestrians to linger and enjoy or transition through conveniently and safely.

PANEL ADVICE 5.1

The geometry of built form presented in the current proposal is considered by the Panel to require reconsideration specifically in relation to the proposal's response to the urban geometry at the 'knuckle' on London Circuit. The Panel strongly recommends the proponent explore alternate options for siting, articulation and transitions in scale of the built form which better responds to the existing built form of the precincts surrounding City Hill, which are generally built

up to the site boundaries and contain central courtyards or substantial throughways. This should include consideration for future block structures, new local streets, pedestrian and cycle pathways, land use and planning controls for adjoining and adjacent sites and future road levels to London Circuit.

PROPONENT RESPONSE

UPDATED PLAN

We believe the urban analysis explores the relationship of the new proposal against the built form around city hill slides 30 to 34 and shows the building sits comfortably within its context. The proposed buildings will sit comfortably with their neighbours..

Slide 30 - 34

PANEL ADVICE 5.2

The Panel considers the scale of the commercial component currently proposed to be disproportionate and incompatible with the scale and built form of the proposed residential buildings when viewed from London Circuit. Overall, the Panel is unconvinced that the current proposal provides an appropriate outcome on this prestigious site. The proponent is strongly encouraged by the Panel to review the siting and design outcomes as well as articulation and modulation of built form to provide a better contribution to the city fabric and achieve stronger relationships between building forms both on site, and to adjacent and adjoining developments.

PROPONENT RESPONSE

UPDATED PLAN

The updated siting addresses the panels concerns by integrating the residential and commercial offerings into a building mass and setback that is similar to that of the immediate neighbours. The revised proposal creates a continuous street wall with complimentary proportioned articulation to the facade.

Slide 30 - 38
Slide 58 - 54

PANEL ADVICE 6.1

A predominantly residential development proposal on this site is considered by the Panel to be a missed opportunity and requires reassessment noting that the Panel is unconvinced that the current commercial offering is appropriate in quantity, scale or configuration for a development of this size and in this location. Furthermore, the Panel considers the intended use of the commercial offering is currently unclear. Acknowledging the proponent concern for commercial viability located away from future development (i.e. West Basin), the Panel encourages the proponent to explore opportunities to provide a considered mixed-use development. This may include synergies of use such as appropriately located and designed spaces for adaptive re-use in the future, work from home arrangements or collaborative workspaces.

PROPONENT RESPONSE

UPDATED PLAN

In a city mixed uses are highly desirable. The mix of uses creates differing patterns of living, working, visiting and recreation. Those patterns provide better day-long use and occupation of public spaces when compared with the

arrive/ leave or leave/ arrive patterns associated with purely commercial or residential uses.

The project team are firm believers in creating an active, vibrant civic centre where people can work, eat, play and live. An analysis of the immediate building types indicates a predominant commercial typology, creating little activity outside work hours.

The desirability of such mixed uses does not require every building or every development to be a mixed use. It is more appropriate to consider precincts as a whole.

Inserting residential uses into this precinct will assist in the transformation of this from an overwhelmingly commercial place into one which has a greater mix of uses.

When we consider the walkable distance to universities, light rail station, civic centre, public pools and parks, an introduction of residential apartments has an excellent opportunity to contribute greater life to this part of the civic, with the additional benefit of replacing cars with active transport.

Our proposal for collaborative workspaces in this building is reflective of modern ways of living and working. The placement of that at London Circuit is intended to provide an appropriately active interface at London Circuit.

PANEL ADVICE 7.1

The Panel considers the location of the waste enclosure and service zones at the entry of the drop-off courtyard at Allara Street requires reconsideration to create a comfortable, active frontage and facilitate the creation of a safe environment for future users and pedestrians. Noting the size and extent of the proposed basement, the proponent is encouraged by the Panel to explore opportunities to embed these zones within the development to provide a more attractive shared space. The Panel also recommends consideration be given by the proponent towards opportunities to redistribute bulk and scale of the apartment building form away from the narrow entry to provide increased amenity.

PROPONENT RESPONSE

UPDATED PLAN

In response to the comments of the Panel, we have created an entry plaza at Allara Street with a significant width of nineteen metres.

Slide 41 -56
Slide 74 -75

Unfortunatwely the requirements of the ACT waste code preclude relocation of the waste enclosure to further within the building. However, the scale of the access plaza and the carrying out of waste loading activities within the building behind closed doors means there will be little effect on public access.

The circulation of cars into the basement has been reconsidered so that the cars turn into the basement carpark almost as soon as entry to the site has been gained. With waste, loading and services vehicles also turning off the entry plaza immediately after entry to the site, the result will be that the only vehicles which will traverse the plaza will be those dropping off or picking up. The materiality and layout of the plaza will inhibit vehicular speed and allow pedestrians to dominate this space.

The configuration of the building has been refined so that the building entry and public connection entry are aligned with the street entry. That deliberate visual relationship is then further curated with landscape forming a series of transitional spaces to the building from the vehicular plaza.

PANEL ADVICE 8.1

The Panel notes that the detailed design of the apartment buildings was not discussed at the design review session. Given the early design phase of the proposal, the Panel encourages the proponent team to clearly articulate the developments target market and consider how the development will be experienced by future residents including identification of the developments 'front door', entry pathways, privacy, security, recreation and how these spaces will interface with the public domain. The Panel requests that the proponent provides detail apartment building designs which demonstrate the appropriateness of resident experience including the length of corridors, daylight and solar access, cross ventilation, and adequate onsite amenity at the next design review session. This should include a waste management strategy and detailed apartment layouts with associated courtyards/balconies which demonstrate natural cross flow ventilation, solar access, privacy and liveability.

PROPONENT RESPONSE

UPDATED
PLAN

The performance of the apartments is being considered within a holistic approach to design and sustainability. As the design proceeds it is intended to model the energy performance, occupant satisfaction and façade efficiency to provide design guidance and key performance criteria associated with daylight, energy demand and thermal comfort.

Slide 79 -75

PANEL ADVICE 9.1

A pedestrian connection from London Circuit to Allara Street though the proposed development is supported by the Panel, however, the Panel considers that further exploration of how this connection will be activated and will operate as a shared accessway is still required. As such the Panel requests that the proponent prepares and presents further analysis of the public and private functionality of this pathway and their relationship to the adjacent spaces at the next design review session. This should include demonstration of how the proposal is anticipated to be experienced by the public (i.e. how it is made inviting for public use throughout the day and evening) and contributes to the public domain on site, as well as exploration of the resident experience such as community interaction, entry procession and arrival, recreation and privacy.

PROPONENT RESPONSE	UPDATED PLAN
<p>We have identified an opportunity for a publicly accessible connection through the site. That connection appropriately passes through the “public” and “communal” zones of the building. From this most public of the spaces there are transitions to more private spaces.</p>	<p>Slide 41 -56 Slide 74 -75</p>
<p>There is a resultant hierarchy of spaces from public to private. From the outside to this connection and associated lobbies, which link through the building from London Circuit to Allara Street, there is an increase in scrutiny and therefore behavioural response. Accessed from that connection are the slightly more private but still “public” co-working entries, which lead to more secure working areas. Also accessible from the connection are communal residential lobbies, which will be secure points and from there private residences are accessible.</p>	
<p>Passing through the building, the connection is activated by the public activities associated with the co-working space and by the activities associated with people arriving and leaving the building at various points along that journey.</p>	

PANEL ADVICE 10.1

The Panel notes that the materiality of the proposal was not discussed in detail at the design review session however, the Panel considered the current extensive glazed façade presented to be incongruous with the setting of a proposed development within the National Triangle. Given the early design phase of the proposal, the Panel encourages the proponent team to develop a strong vision for the proposal which is ‘of place’ and consider implementing a materiality and architectural expression appropriate to the residential use as well as the civic nature and setting of the development.

PROPONENT RESPONSE	UPDATED PLAN
<p>While the location of the building is formally within the Parliamentary Triangle, the contextual design influences should be considered from its location within the city of Canberra rather than a Parliamentary Triangle building.</p>	<p>Slide 08 – 11 Slide 56 - 69</p>
<p>Slide 08 shows the location of the site within the Parliamentary Triangle. As can be seen the site is at the top left corner of the triangle, separated from the Parliamentary Zone by Parkes Way.</p>	
<p>The significance of the intercession of Parkes Way is indicated by the fact that the Parliamentary Vista concludes at the southern boundary of Parkes Way. As a result, Block 15 is outside of that Vista and therefore not considered within the realm of that vista.</p>	
<p>Reinforcement of that status is provided by the planning scheme, which posits the site as part of the Constitution Avenue and Anzac Parade precinct, rather</p>	

than the parliamentary precinct. Further reinforcement of that can be seen when we consider the effective boundary of the city of Canberra, which encompasses Block 15.

Therefore, the appropriate setting to be considered for contextual response is more city than parliamentary.

On that basis the sense of place for Block 15 is created from a contextual response to its built form context and to a civic responsibility for its London Circuit frontage.

End of document