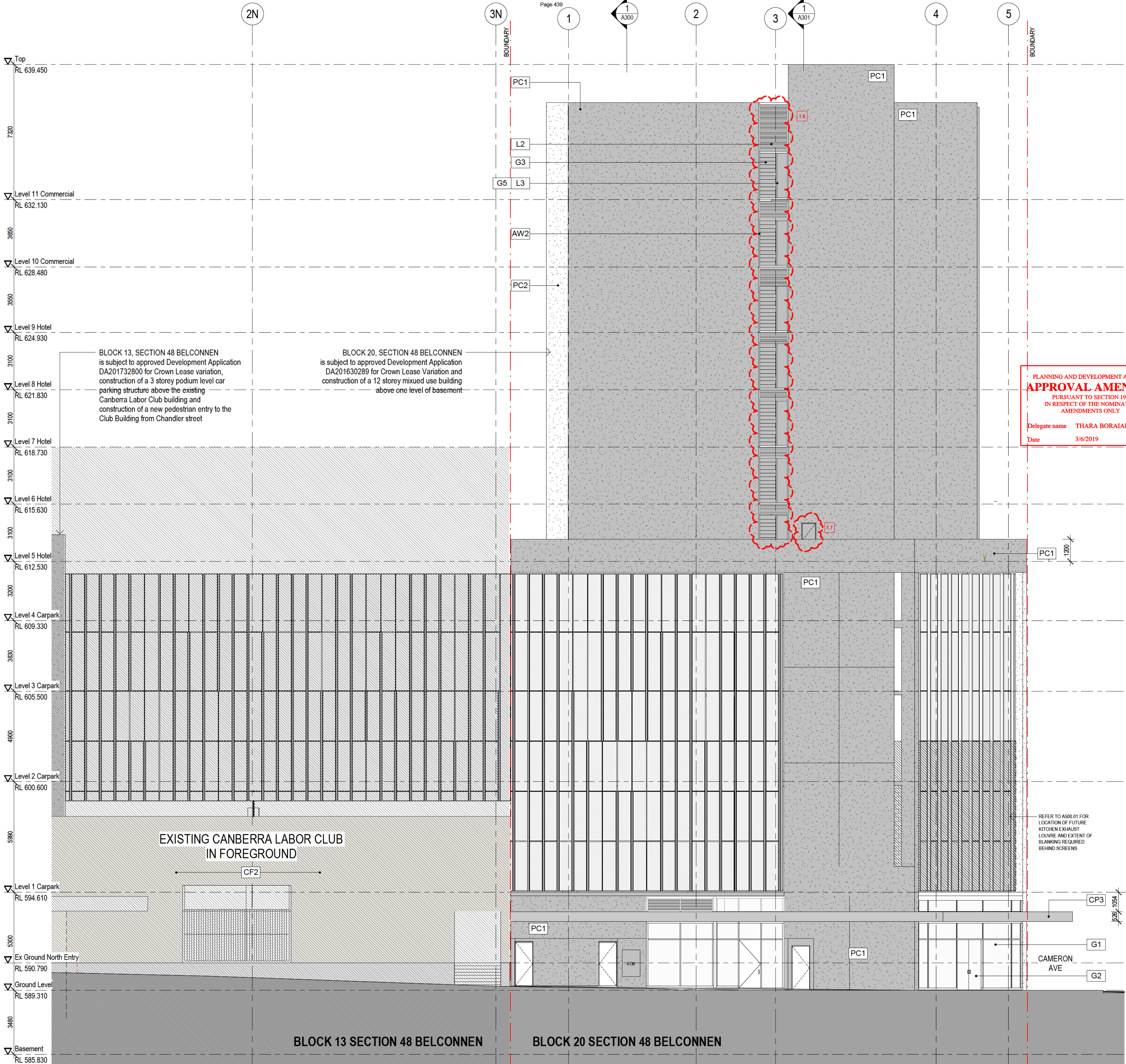


Finishes Legend S197	
AW1	Powdercoated window frame - Type 1
AW2	Powdercoated window frame - Type 2
AW5	Powdercoated window frame - Type 5
AW6	Powdercoated window frame - Type 6
CF1	New FC Cladding - Paint finish to match existing
CF2	Existing FC Cladding - Painted to match existing
CF3	New FC Cladding - Paint finish
CON	Off-form Concrete
CP1	Aluminium Panel
CP2	Aluminium Panel
CP3	Aluminium Panel
G1	Double Glazed Window
G2	Single Glazed (Glazed Door)
G3	Double Glazed Window
G5	Single Glazed Louvre
G6	Precast Panel
L1	Powdercoated Louvre - Type 1
L2	Powdercoated Louvre - Type 2
L3	Glazed Louvre
M1	Powdercoated Aluminium Fin (Window system)
M2	Powdercoated Aluminium Fin (Cladding)
M3	Powdercoated Aluminium Infill panel
M4	Powdercoated Carpark Frame
M5	Powdercoated Carpark Screen
PC1	Precast Panel
PC2	Precast Panel (Colour)

S197 DA Amendment Legend	
1.1	Courtyard removed and built in - GFA increase
1.2	NOT USED
1.3	NOT USED
1.4	Comms room size increased
1.5	Hotel interconnecting door deleted
1.6	Hotel room layout revised
1.7	Level 5 rooftop access provision added
1.8	Louvre / glazing condition revised



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NOTE
Contractor must verify all dimensions on the job before commencing any work or drawing of any shop drawings.
Do not scale drawings.

Date	Rev.	Status or Amendment
28/08/17	A	Issue for DA Amendment
02/03/18	B	DA Amendment
03/04/18	C	Revised DA Amendment
04/04/19	D	Issued for S197 Amendment

PLANNING AND DEVELOPMENT ACT 2007
APPROVAL AMENDED
PURSUANT TO SECTION 198
IN RESPECT OF THE NOMINATED
AMENDMENTS ONLY

Delegate name: THARA BORAIAH
Date: 3/6/2019

Design Review
DRN: Author C/C: Checker APP: Approver

File name:
New Local Files\1635 CLCBEL
CENTRAL_yeong@mayrussell.com.au.rvt

Contractor
BLOC

Project Manager
DOWSE PROJECTS PTY LTD

Client
CANBERRA LABOR CLUB

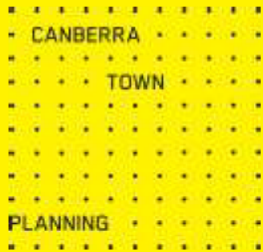
Consultants
Architect - May + Russell Architects
Landscape - Envirolinks
Structure - Sellick Consultants
Civil - Sellick Consultants
Traffic - Shoobridge
Electrical - S4B
Mechanical - NDY
Hydraulic - THCS
Fire Safety - NDY

Architect
may + russell
may + russell architects pty ltd abn 69 087 172 718
Unit 5, 7 Napier Close, Deakin ACT 2600
PO Box 268, Deakin West 2600
P 02 6285 3077 F 02 6281 1340
e pmpr@mayrussell.com.au
architects

Project
Canberra Labor Club Belconnen Hotel
Blocks 20 Section 48 Division Belconnen

Drawing Title
West Elevation

Job No.	Drawing No.	Scale	Rev.
16_35	S197-A201A	1:100@A1	D



PIETER VAN DER WALT
0409 550 596
CANBERRATOWNPLANNING.COM.AU
ABN 66 131 577 261

1 December 2016

Meena Ramesh

Senior Assessment Officer, Merit Assessment - Commercial Team
Planning Delivery Division, ACTPLA
Environment, Planning & Sustainable Development Directorate
ACT Government

Via e-mail: Meena.Ramesh@act.gov.au

Dear Meena

**RESPONSE TO FURTHER INFORMATION REQUEST – STRATEGIC PLANNING UNIT COMMENTS:
DA201630289: BLOCKS 8 AND 9 SECTION 48 BELCONNEN**

We refer to the Further Information request from the EPSD, relating to comments the Strategic Planning Unit had regarding some design elements of the proposed development on the site.

We note that the matter is to be presented to the MPRG on 7 December 2016 and provide the advice below and attached (as requested) for use at this discussion.

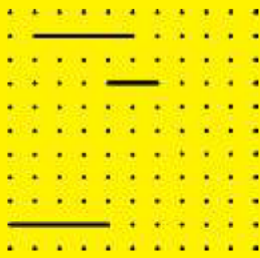
We also provide a 3D electronic model of the proposed building that accompanies this correspondence on a thumb-drive.

We reviewed the matters raised and discuss the information requests in turn below:

It is unclear why the conference and gym facilities are located in the basement of the proposal. It could be assumed that these facilities would have far greater appeal if they were located at an upper level with access to the northern view.

There is no specific planning requirement that these ancillary uses to the primary hotel use are located at upper levels with view aspects. The facilities (as presented) relates strongly to the financial viability and business model that is presented to the proponent by potential operators of the future Hotel facility.

The proponent, with input from potential operators, canvassed a hotel use business model, operational needs and the requirements of a building, noting that the preferred operator specifically requested the gym and conference spaces be located in a basement space. The objective being to tailor a suitable building to support the proposed use and is adaptable for future needs in an ever-changing Hotel industry.



Given the existing buildings are to be demolished, it is unclear why the opportunity hasn't been taken to provide at least one or two levels of basement car parking. This could reduce the extent of podium parking required and increase hotel room numbers.

We are not aware of any specific planning control and/or requirement for the development of the subject site that calls for the development of a basement carpark. The newly approved Belconnen Master Plan acknowledges podium parking solutions as the preferred method of providing carparking in the Town Centre.

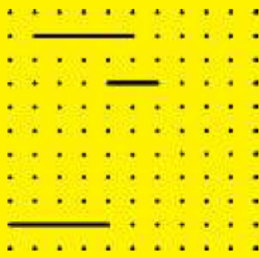
A basement design with podium parking was explored and found to require a second ramp structure separate from the podium. This could not be accommodated along Edmondstone Place given the proximity of the intersection with Cameron Avenue. New access points on Cameron Avenue and/or Chandler Street- although carefully considered in design- was dismissed on grounds including:

- Geometry of existing roads and the site/s, status of roadways in the hierarchy, use of and expected use of these roads in the future render such that a solution is impracticable and unviable,
- Wider ramps and/or additional ramp locations dominated building facades, increase conflicts with pedestrians, adversely impact on the ability to create active frontages on Ground Level, reduce the ability to create usable/viable ground floor commercially tenancies,
- Access for another ramp (as per Traffic Engineer's advice) is unlikely to be supported in locations other than the existing site entry place.

Active frontages with display windows and shop fronts are required by the planning controls and the geometry of the Block already provided challenges around the minimisation of building services in favour of active facades and interaction with the adjoining verge footpath.

The number of hotel units, provision of parking and building programming is closely related to the commercial feasibility of the project. The design also provided consideration to how this building relates to future development of Section 48 and potential integration options in the future (and specifically the future use and development of the main Club facility).

Basement carparking is costly to build, requires a high level of engineering, structure and waterproofing, require additional stair escape provisions, mechanical ventilation systems and ongoing lighting provisions.



These considerations result in a parking component of the building that performs poorly from an energy efficiency and sustainability consideration when compared with podium parking solutions in terms of the following:

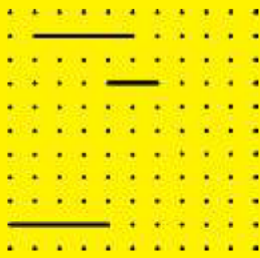
- podium parking is naturally ventilated.
- podium parking often presents a building solution that has a smaller environmental impact when considering the embedded energy required to construct and service a basement;
- podium parking is a less costly solution that improves the building's feasibility and provides opportunities to enhance the building design and materiality of the building by providing more durable (and often more costly) materials to be incorporated in the building fabric,
- podium parking provides opportunities to house other building services and plant within the building fabric at locations that optimise their efficiency and operation without generating direct and indirect impacts associated with the built form and operation and benefit from natural light minimising illumination requirements, and
- safety and amenity for public users as there is reduced visibility from surrounding lands/buildings.

In the context of the site with regard to its size, location on key roads (road hierarchy), topography and the operation of uses, a basement structure for parking does not present a commercially feasible prospect.

Strategic Planning has significant concerns with the height and appearance of the proposed podium car park. When combined with the ground floor, the proposed podium car park will be approximately 23m high, which is almost half the total proposed building height. This will have a significant visual impact on the area and appears excessive and inefficient in relation to the number of parking floors provided. For example, providing car park floor to ceiling heights of up to 5470mm appears very inefficient when 3000mm is provided for the proposed hotel rooms above. Please consider measures to reduce the height of the parking structure, including reducing the floor to floor height, reconfiguring the western fire stairs to remove the cross-over corridor and providing basement car parking.

There are no specific requirement that buildings in this location be provided with basement parking structures and the design adhere to the requirement to present active frontages to the ground floor interface with Chandler Street and Cameron Avenue.

The proposed building programming and height are carefully considered to create a resolved and commercially viable development proposal. The scheme was submitted at the pre-DA EPD meeting and at community/neighbour consultation sessions with no adverse comments



raised in relation to the design. To the contrary, commentary received from stakeholders has been overwhelmingly positive with specific commentary relating to the design quality of the building expressed.

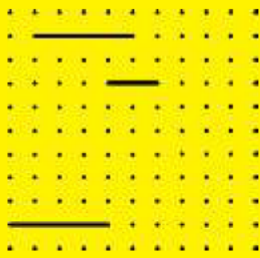
The building presentation focusses strongly on the creation of a well-designed active façade around the majority of the Chandler Street/Cameron Avenue (and some of the Edmondstone Place) frontage.

The substantial awning structure provide an all-weather protected space that breaks down the podium impact from the verge/sidewalk and adjoining road to a “human scale”. The design of the podium and other building components seeks to create a strong and recognisable built form with a clearly articulated building base, middle and top. The built form communicates the functions within the building and sets up a character that appeals from vantage points further afield such as a location across the street or adjoining blocks. The scale of the podium parking segment of the building is similar to that approved at other developments within the Town Centre, with the design seeking to provide an improved design and façade presentation than what is achieved elsewhere.

Basement carparking in our opinion (and our operators) is viewed as isolating, inefficient, un-economic, less save, less appealing and an un-sustainable design solution. It limits the strategic opportunity to integrate the proposed building with the remainder of Section 48 in a future scenario.

It seems incorrect to assume that the building design is inefficient without understanding the full context of the design as intended. It is also worth noting that there are no specific planning controls in the Territory Plan that set the floor-to-floor heights for commercial and podium parking structures (other than a minimum height criteria of 3.6m that is commonly accepted for ground floor commercially adaptable spaces). The additional height in the podium space allows for better ventilation and light ingress into the carpark structure – both important sustainability considerations. The proposed solution also provides a unique siting locality for key plant and support services within the building fabric in centralised locations that maximise their operation and efficiency and allow the proponent to reduce the physical size of the plant machinery and the associated operational footprint associated with large plant. This is both an immediate and ongoing sustainability initiatives that is built into the building fabric.

The recently approved Belconnen Master Plan acknowledges that podium solutions are now the preferred method of providing carparking in the Town Centre and state (in various locations) that 6 storey podiums with a zero setback-to-boundary context in 12 and 18 storey tall buildings are an acceptable/encouraged design outcome.



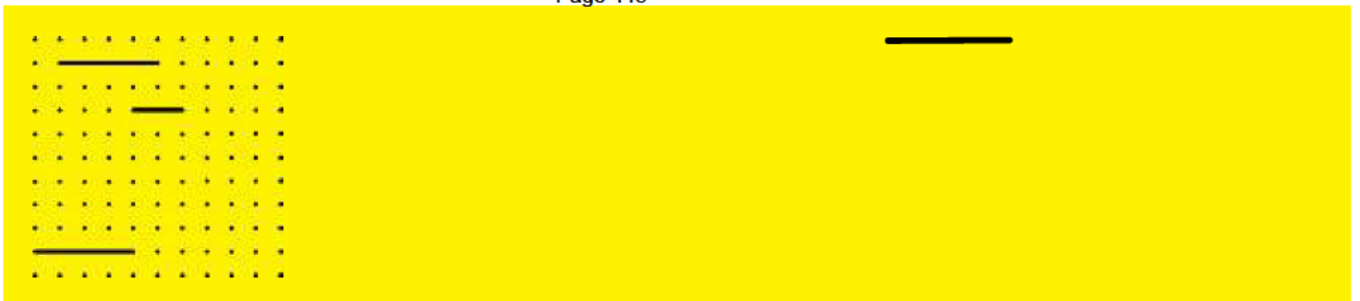
Height limits are not specified for the site in the current Territory Plan context, and the Master Plan sets up a context in which the site can be developed to 14 storeys in height with an additional 4 storeys possible (subject to demonstrating a proposal performing well against a set of design criteria). These criteria include large block size, building design criteria, setbacks, finish (materiality), innovation in design, sustainability, public domain improvement, active travel initiatives, dwelling mix, shadowing consideration and the like. We provide a height specific consideration in the context of the master plan below.

Lastly it is important to understand that the fire stair transition proposed is a practical way to deal with a key building service and provides a resolution to this design matter in a conventional and cost-effective manner. An ordinary proposition would be to locate the fire stairs at locations that optimise the BCA compliance requirements and this was determined and drawn as per the Level 4 – 12 floor plans. A continuation of this pattern would result in inefficiencies in the carpark layouts (noting that the floor plate is already compromised due to the site geometry) and would set-up major services conflicts at ground level and domination of services along the building facades; effectively limiting opportunities to achieve the high level of active and continuous frontages and shopfront windows achieved in the design. Transitioning the fire stair location within the carpark relocate these services to the corners of the proposed building and free up ground floor frontage to active use spaces. The proposed solutions provide an optimum balance between these (apparently) conflicting planning and building compliancy requirements.

Please consider measures to improve the screening of the proposed car park podium structure. Strategic Planning is concerned that the proposed height and extent of screening will become too dominant. The proposed metal louvres and powder coated screens are repetitive and emphasise that this is a car park, rather than being a small part of a hotel building. Note that the floor slabs indicated on the proposed elevations currently don't appear to align with the screening and that the edge of these slabs will be visible through the louvres. Consider breaking down the extent of louvres by providing some alternative treatments, such as sections of green walls / plantings, alternative materials or carrying elements of the upper levels of the building down to the car park levels. Note that the proposed colour palette is not clear. The current car park proposal is not considered a high quality outcome and is not supported.

The proposal was presented at the pre-DA application meeting and pre-DA consultation - at no time did any of the Government or community stakeholders voice any concern relating to the podium design. To the contrary the proposal received commentary commending the design outcome and particularly the carpark treatment.

In the pre-application meeting advice were given that the treatment of other podium façade finishes appeared "stuck-on" and of low quality and amenity and that a more solid treatment



will present a more desirable outcome. When considering other (recent) development in Canberra such as the Mayfair and Manhattan developments in Civic; a car park treatment providing screening/camouflage to the internal use would be preferable.

The design that was submitted in the DA sought to address these matters by;

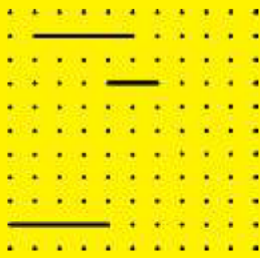
- Providing adequate screening from the carparking use at the podium levels,
- Relieve to the podium facade treatment in design by adding architectural features and expressions that are integrated with the building design and answers the design language used in the rest of the building; and
- Includes the use of high quality materials that provide a quality, low maintenance finish that for the life of the building while providing the benefits associated with the podium carpark as expressed above.

We considered the commentary from the Strategic Planning Unit, revisited the design and facade treatment to this part of the proposed building and wish to present an alternative solution for your consideration and submitting to the MPRG.

With reference to the images included in Attachment A, we are pleased to present a change to the podium facade that sees the introduction of a new architectural element to be finished in aluminium composite panels and a perforated metal screens. The treatment proposed reduces the expanse of podium parking facade, forms a transition in the base of the building that unifies and anchors the podium treatment/detail to the upper level treatments/finishes and add interest to the overall building composition.

The design intent is for slab edges to be concealed and covered by the screening while the curved forms in the screening are subtly interfaced with the curved forms used in the treatment of the hotel and offices levels above providing each with an individual yet connected identity. This sets up a deliberate and controlled architectural language for the building and forms a strong part of the future development context in which the Section 48 multi-use entertainment and hospitality/ future residential precinct may be developed.

We are very pleased with the resultant design outcome and building form and agree that the change will result in an improved presentation of the building in the context of the Town Centre from closer and more distant vantage points.



The Draft Belconnen Town Centre Master plan indicated a height limit of 12 storeys for these sites, following an earlier pre-application meeting. Following consideration of a significant submission from the Canberra Labor Club on the draft master plan, the maximum height limit for these sites was increased to 18 storeys. It is not clear why the proposal has not taken up the additional height which was argued for

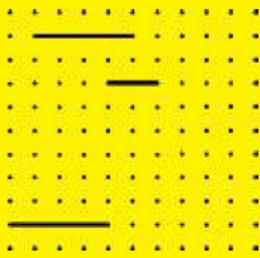
We acknowledge the response provided on the final Belconnen Master Plan building height consideration as it relates to Section 48; especially in the context of the submission provided by the proponent during the Draft Master Plan phase.

We disagree that the intent of the height control is that the whole of Section 48 be developed to a height of 18 storeys, but rather that this height may be achieved where a range of matters are considered in parallel and in the context of a specific design proposal. Noting that Blocks 8 and 9 represent a minor component of Section 48 (~5,600sqm total area) and are located on the southern side of the Section, it is unlikely that the maximum development height (As per the Master plan provisions) would present a good design outcome.

Section 5.6.2 of the Master Plan (read in conjunction with Map 22 - maximum building heights) states that the base height limit for the Section would be 14 storeys with a potential for additional height where the matters in Section 5.6.3 are adequately addressed.

Given the size of the subject site (~1,500sqm or less than 40% of Section 48) and its location on the south side of the Section, it is unlikely that the planning matters can be adequately addressed to yield the full 18 storey limit. When considering the Master Plan Section 5.6.2 and 5.6.3 matters that provide the context for achieving maximum height limits the site performs as follows:

- Are not large Blocks (block are only 1,500sqm in area and less than 40% of the Section 48 total area),
- Are located on the southern end of the section and taller building elements on this part of the Section will have significant impacts on the adjoining developments to the south in terms of overshadowing and scale,
- Moving plant and equipment from the podium (building base) element to the roof will result in substantially larger plant areas and associated infrastructure and screening that will impact on building height, built form, plant room concealment and integration – all matters that are integral to the built form presented in the DA,
- Setback requirements above Level 12 would severely impact on the built form and provides a “wedding cake” effect to the building form,
- Will result in a building that is diminished in environmental performance – both in the construction context as well as the ongoing operation, and
- Restrain design innovation in terms of efficient use and scaling of plant as well as building compliance considerations to maximise the active ground floor frontage.



It is apparent that the development proposal was conceived in a context where the site characteristics, relative impact of the proposed building and its operation and future sustainability has been carefully understood.

The remainder of Section 48 is currently subject to a relatively low rise development, and the opportunity is that this part of the centre may be able to yield a development of up to 18 storeys. A detailed development concept for this precinct has not been progressed but it was considered that a homogenous height level across the whole of Section 48 would not achieve a desirable planning outcome visually for the town centre and that a future built form that rise from the south to the north of the Section and tie into the Altitude Apartment building height would be more desirable.

In this context, the proposed 12 storey building limits the impact on adjacent properties and amenity of these uses while providing opportunities to explore additional height over the remainder of Section 48 in the future.

The planning and variety of hotel rooms is generally considered good and is supported

Noted

We trust that this correspondence is acceptable. Should you wish to discuss the matter further please do not hesitate to call me on 0409 550 596.

This letter is for the use only of the party to whom it is addressed and for no other parties. No responsibility is accepted to any third party who may use or rely on the whole, or any part, of the content of this letter.

Yours sincerely

**Pieter van
der Walt**

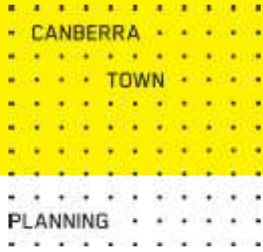
Pieter van der Walt

Director – Senior Town Planner

Digitally signed by Pieter
van der Walt
Date: 2016.12.06 12:10:53
+11'00'

Attachments:

- Alternative Façade Treatment to Hotel Podium



PIETER VAN DER WALT
0409 550 596
CANBERRATOWNPLANNING.COM.AU
ABN 66 131 577 261

Attachment A – Alternative Façade Treatment to Hotel Podium



3D VIEW - CNR CAMERON AVE EDMONSTONE PL



3D VIEW - CNR CHANDLER ST CAMERON AVE



SOUTH ELEVATION



EAST ELEVATION