

Block 16 Section 10



Previous meetings and assessments...

City renewal authority (September 2020)

National Capital Authority (February 2021)

NCDRP (April 2021)

National Capital Authority (June 2021)

Third party interface and agreements, Light Rail (current)

From last NCDRP session...

Broader context
Building alignment
Arrival experiences
Landscape
Sustainability
Facades

The Broader Context

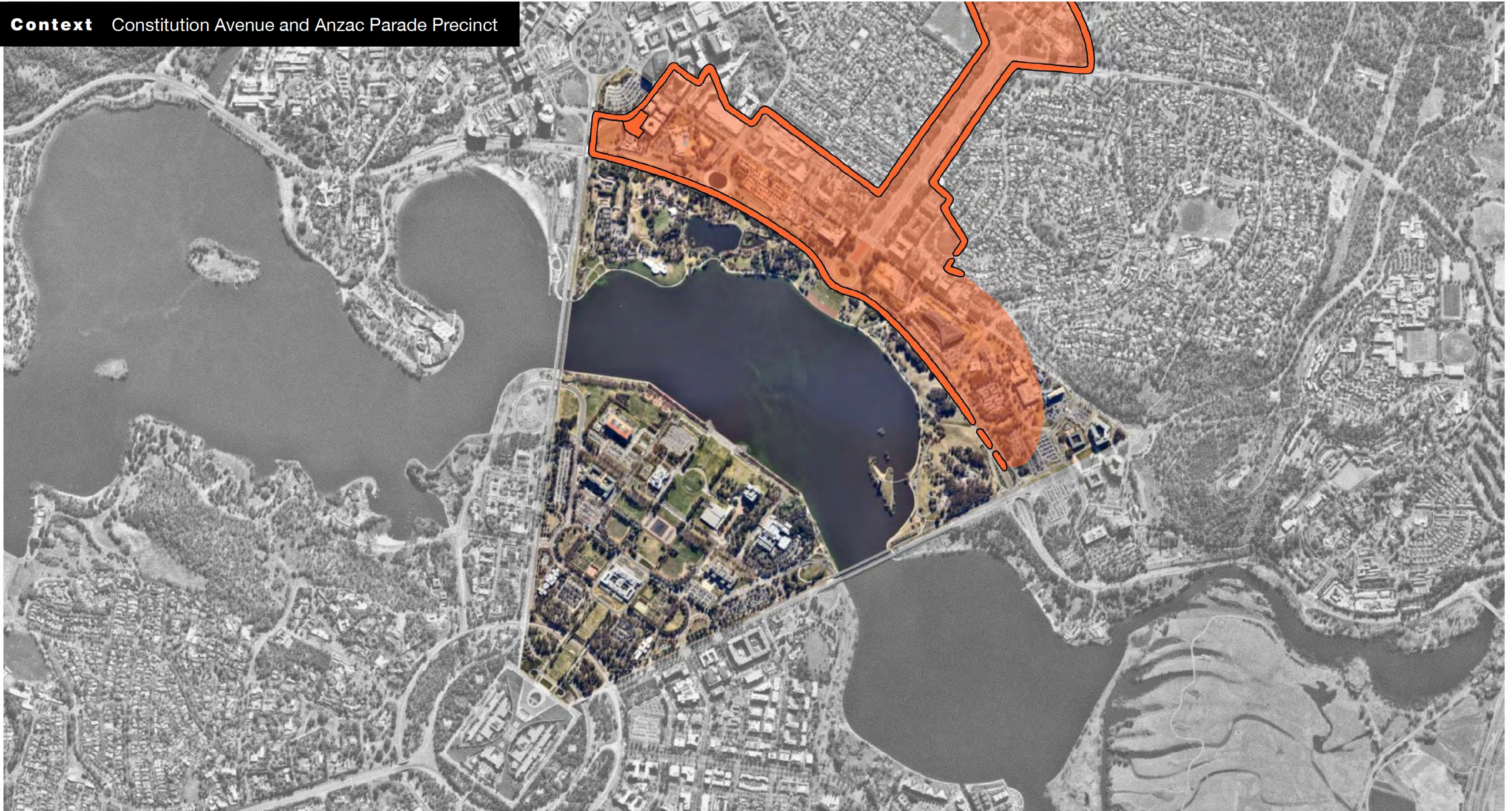
Context Parliamentary Triangle



Context Parliamentary Vista



Context Constitution Avenue and Anzac Parade Precinct



Context City extents



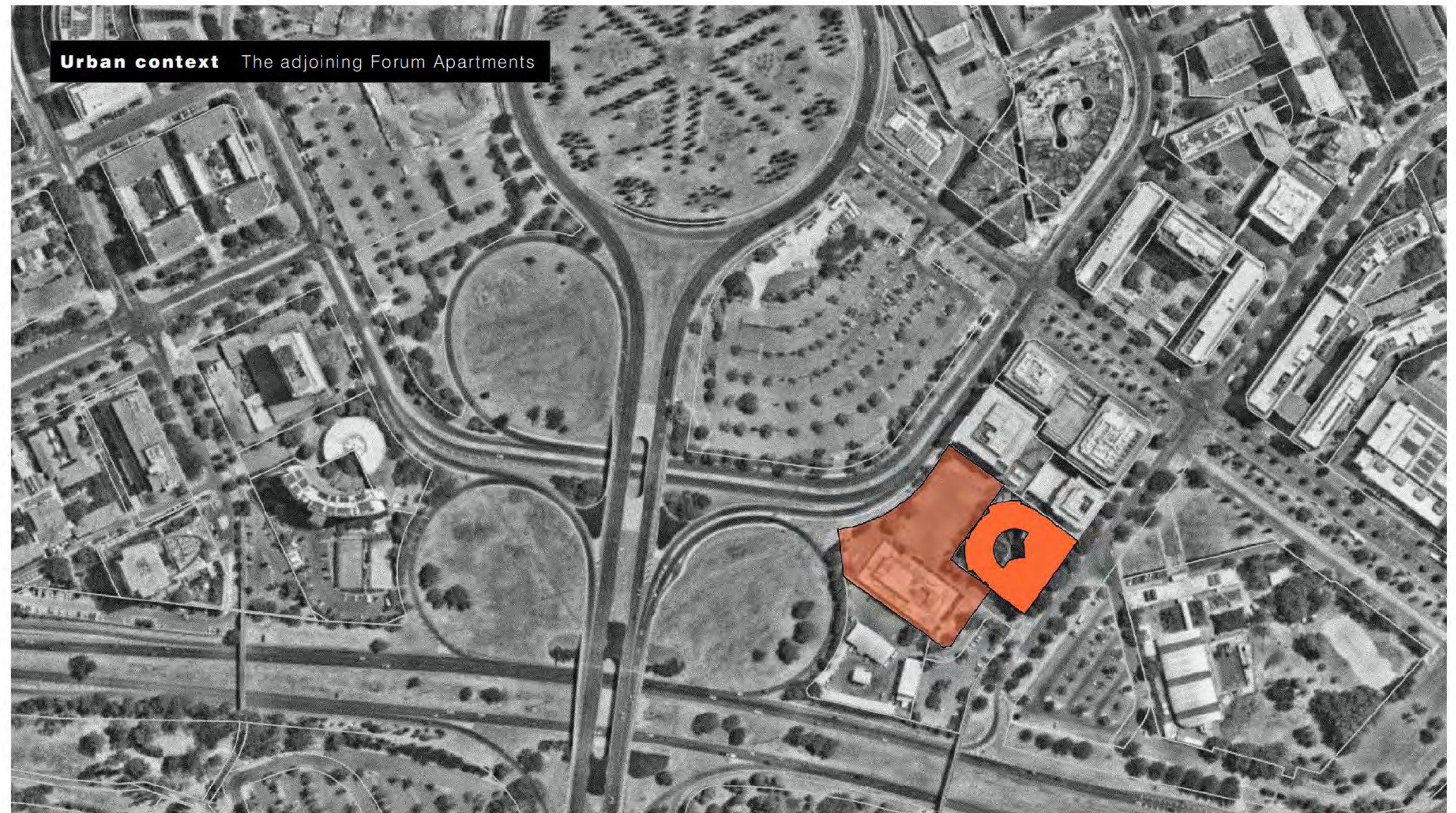
The site



Urban context The adjoining DFAT building



Urban context The adjoining Forum Apartments



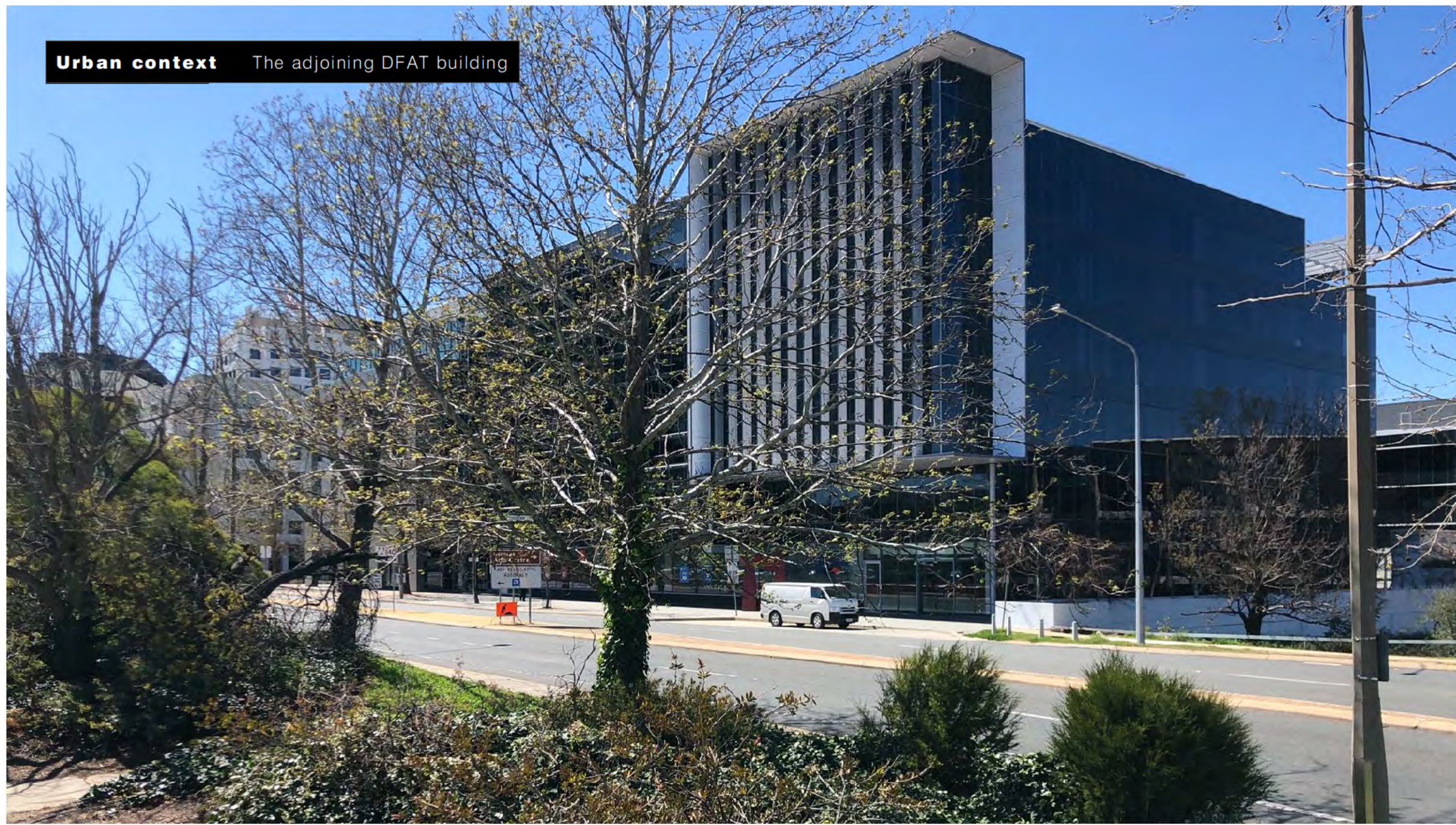
Urban context The access street to the site



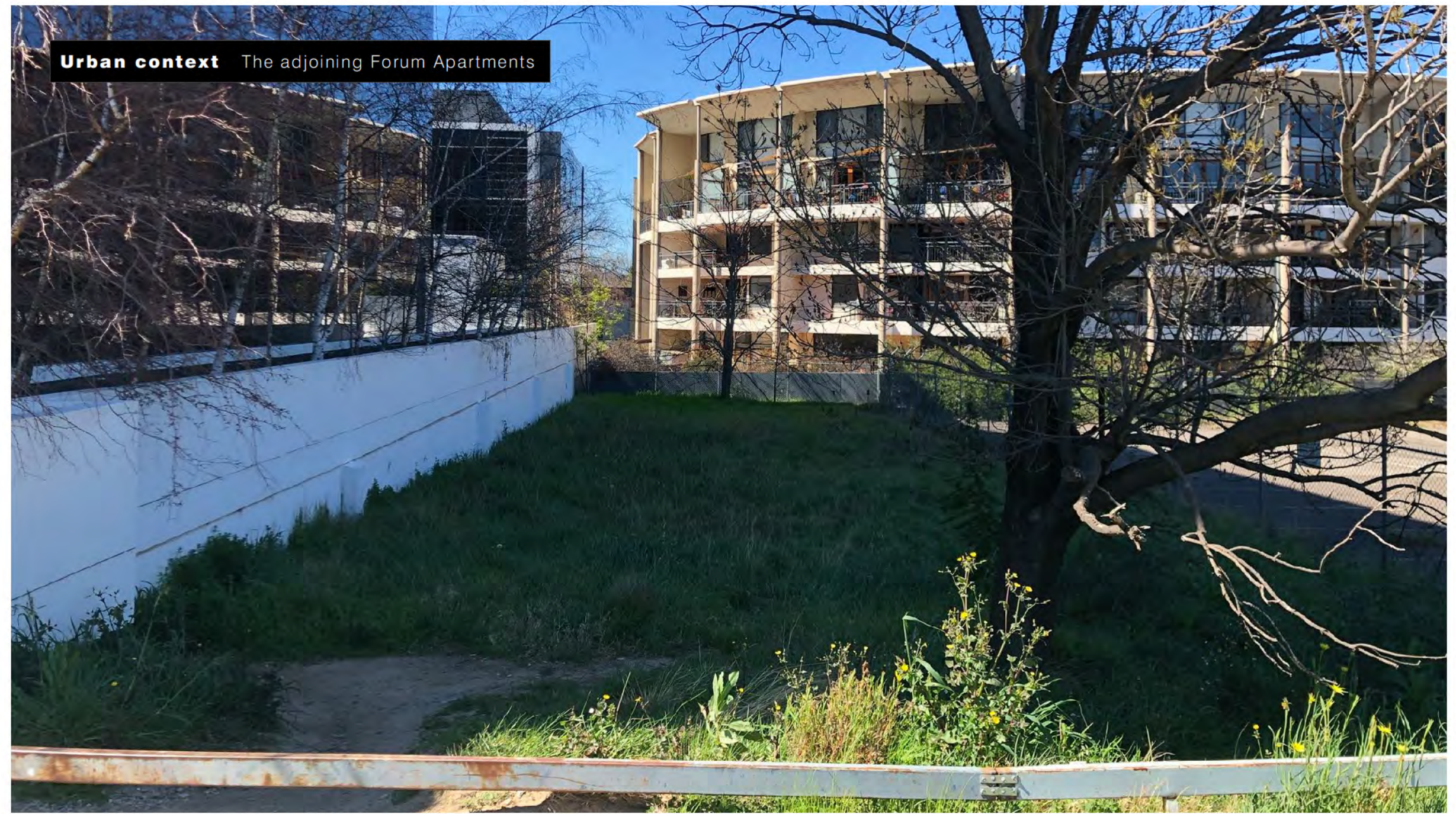
Urban context The form of London Circuit and adjoining clover



Urban context The adjoining DFAT building



Urban context The adjoining Forum Apartments



Urban context The access street to the site



Urban context London Circuit



TRANSPORT Early construction work set to begin on stage 2A later this year

Light rail design contract to cost \$90m

Jasper Lindell, Alex Crowe

ENGINEERS have completed preliminary designs for the complicated task of raising London Circuit to allow the next stage of Canberra's light rail project to join Commonwealth Avenue.

Work is expected to begin on the light rail's next stage the end of the year, with the ACT government on Wednesday announcing the appointment of technical advisers.

The \$90 million contract to design the second stage of light rail between the city and Woden was awarded to multinational infrastructure consultants AECOM.

Transport Minister Chris

Steel said he was confident the ACT government would secure works approval from the National Capital Authority to allow the project to proceed.

"We've got two governments - the federal and the territory governments - now supporting this project with funding and we're looking forward to working closely with the NCA through the works approval process," Mr Steel said.

Initial works will begin before the works approval is granted to remove and relocate utilities along the route.

"Work will certainly be progressing at a much faster clip from now on," Mr

Work will certainly be progressing at a much faster clip from now on.

Transport Minister Chris Steel

Steel said.

The ACT government released a new indicative timeline on Wednesday, showing the development and works approval applications for the project would be submitted in late-2021.

Work to raise London Circuit is expected to begin in early- to mid-2022.

Mr Steel said AECOM would be working on designs for the complete second stage of the light

rail project while its first section - from Alinga Street to Commonwealth Park - is being built.

"The public can expect to start seeing work occurring on the light rail stage 2 project, which is a very exciting, important project for our city, and one that we hope will deliver the same benefits that we've seen on stage 1," he said.

AECOM ACT area manager Karen Billington said

the firm brought extensive experience working on light rail projects globally and 170 roles would be required to work on the Canberra project.

"We're bringing all of those insights, those lessons learnt, that experience over a number of years right here to our city," Ms Billington said.

Ms Billington said AECOM had done preliminary designs for raising London Circuit and it was similar to other work the firm had designed.

Mr Steel acknowledged works to raise London Circuit would be disruptive for people who live and work in the city.

"This is a very large

infrastructure project and it's going to be very disruptive for our city, but it will provide the long-term benefits of frequent, reliable transport as our city grows to half a million [people] by 2030," Mr Steel said.

"We're going to be communicating really clearly with the community, businesses along the route and other stakeholders involved."

The project will include three new traffic light intersections, on London Circuit at West Row, University Avenue and Commonwealth Avenue.

Light rail stage 2A is jointly funded by the ACT and the Commonwealth.



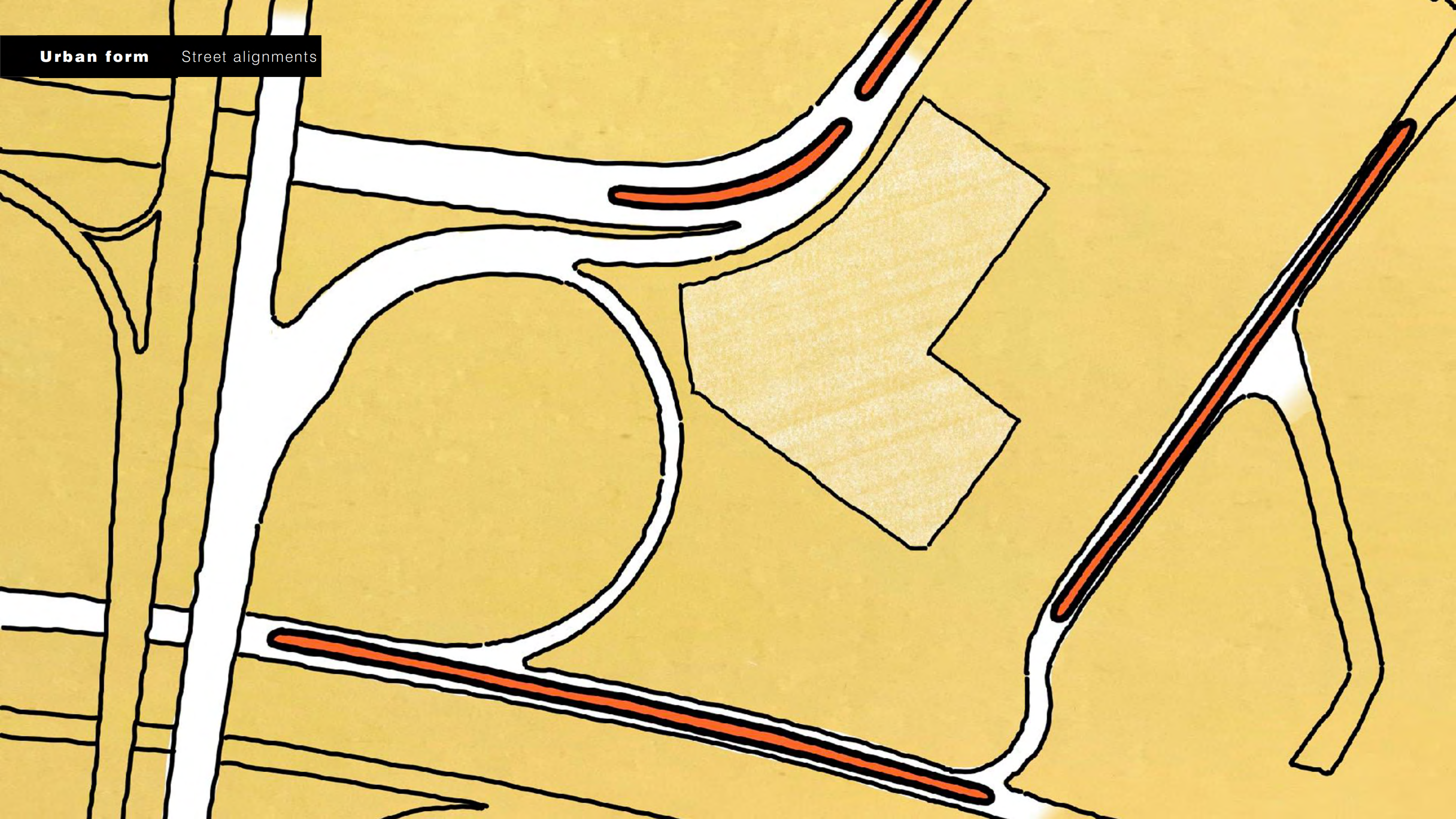
Urban context

Potential change in levels



Urban form

Street alignments

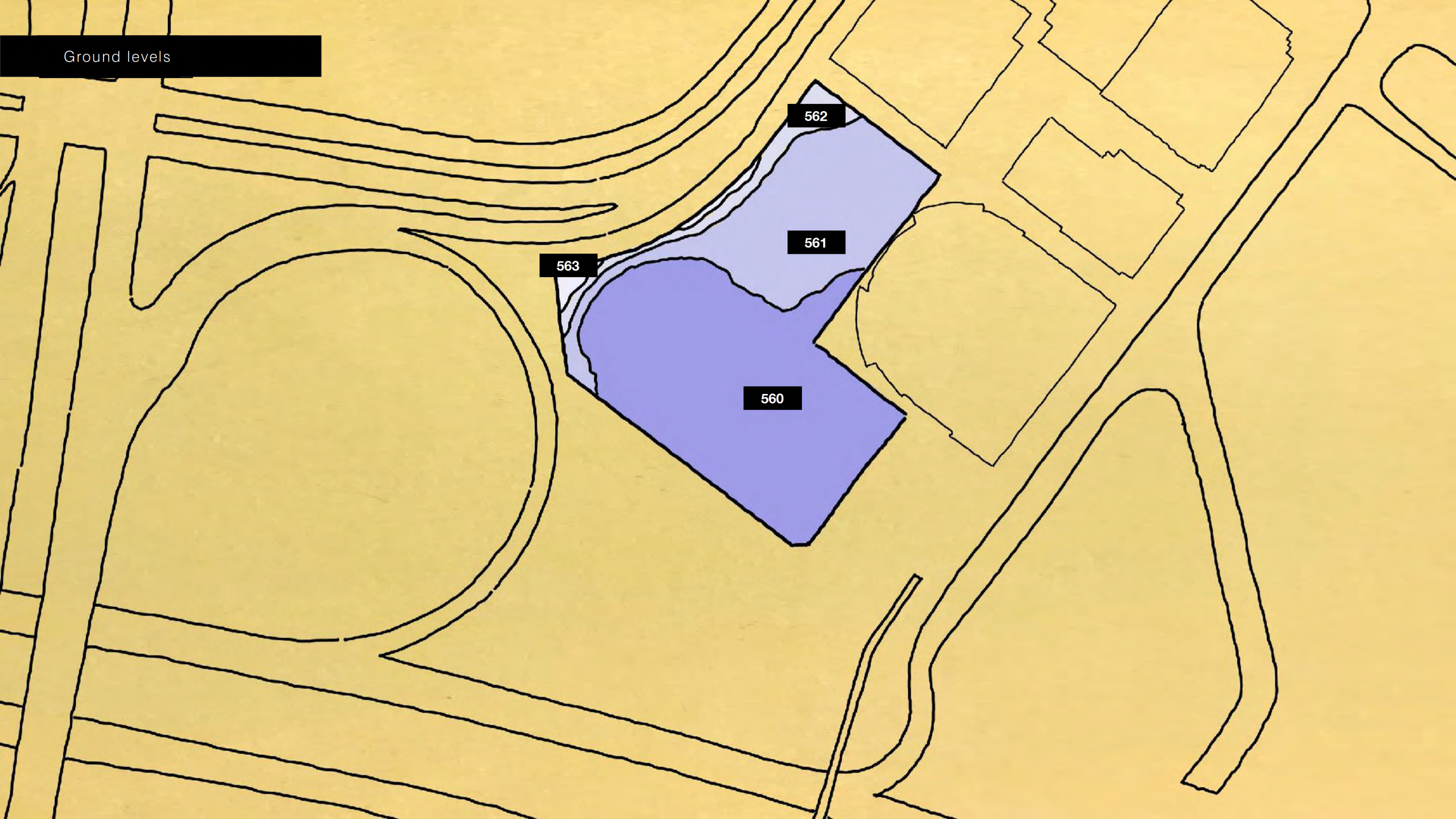


Urban form

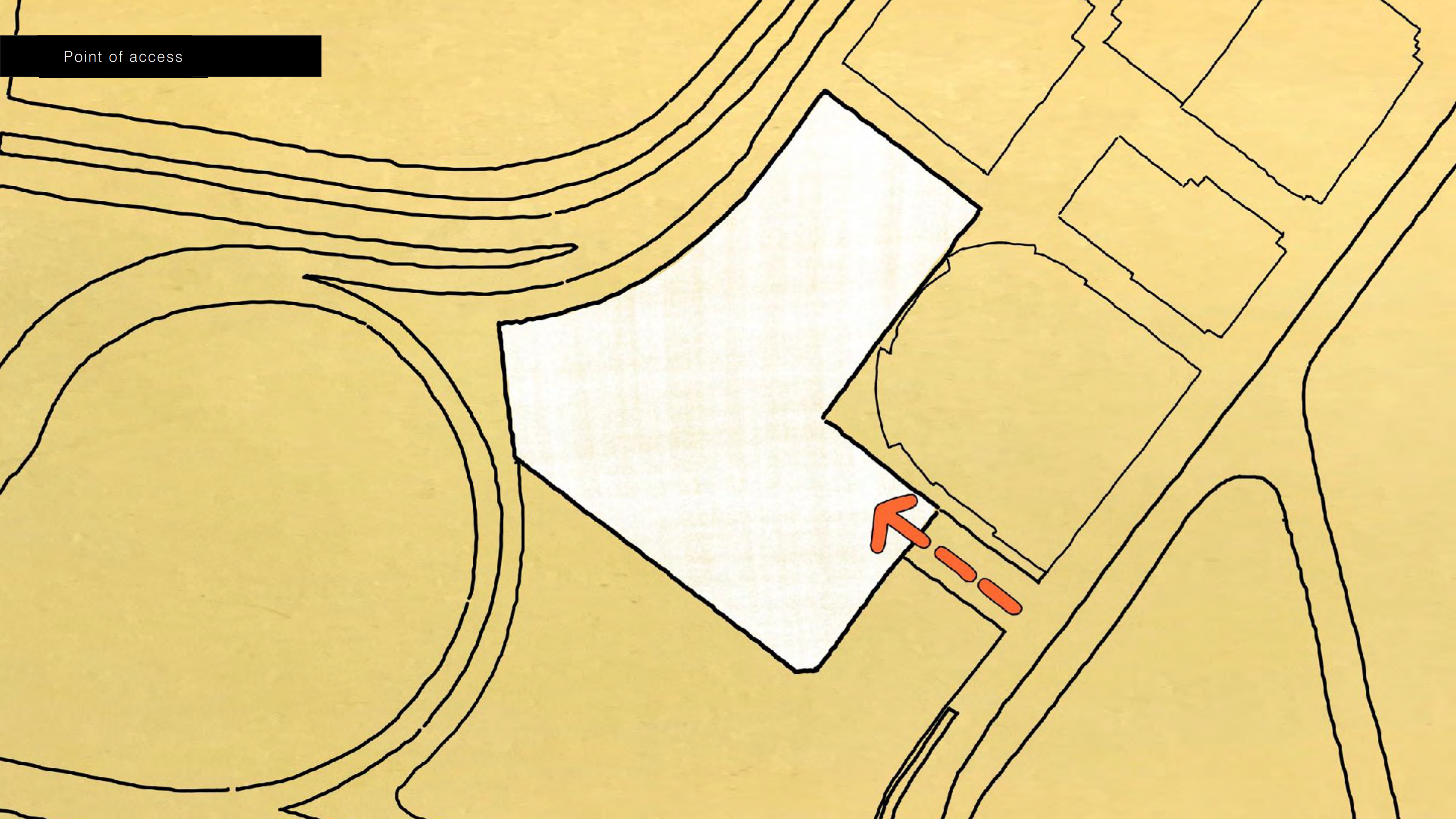
Potential future adjoining built form



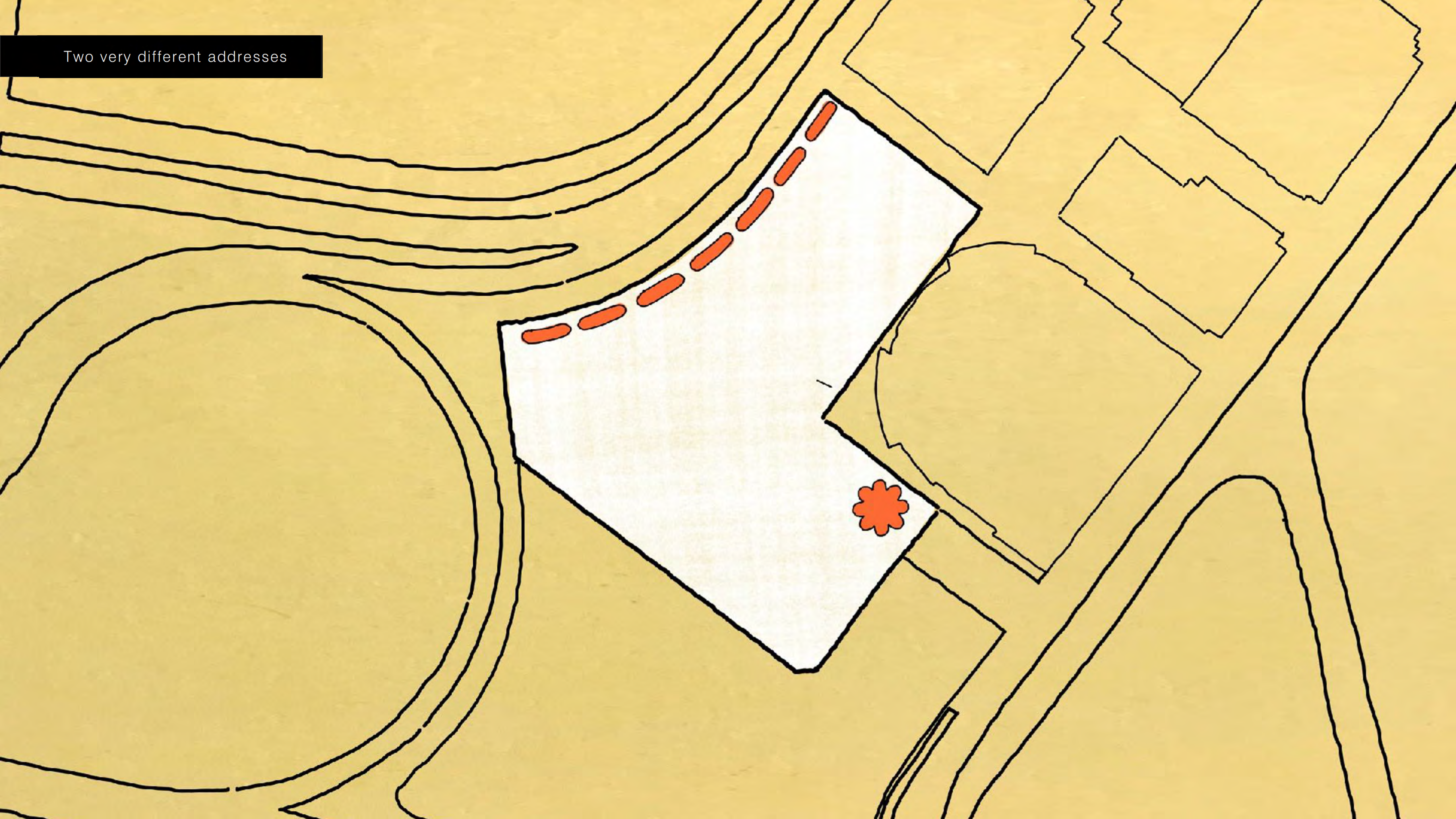
Ground levels



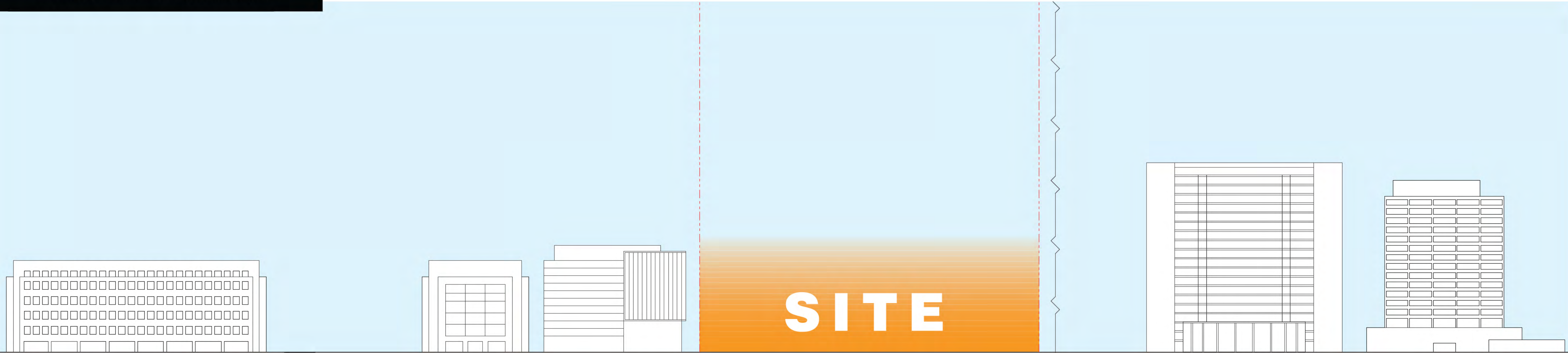
Point of access



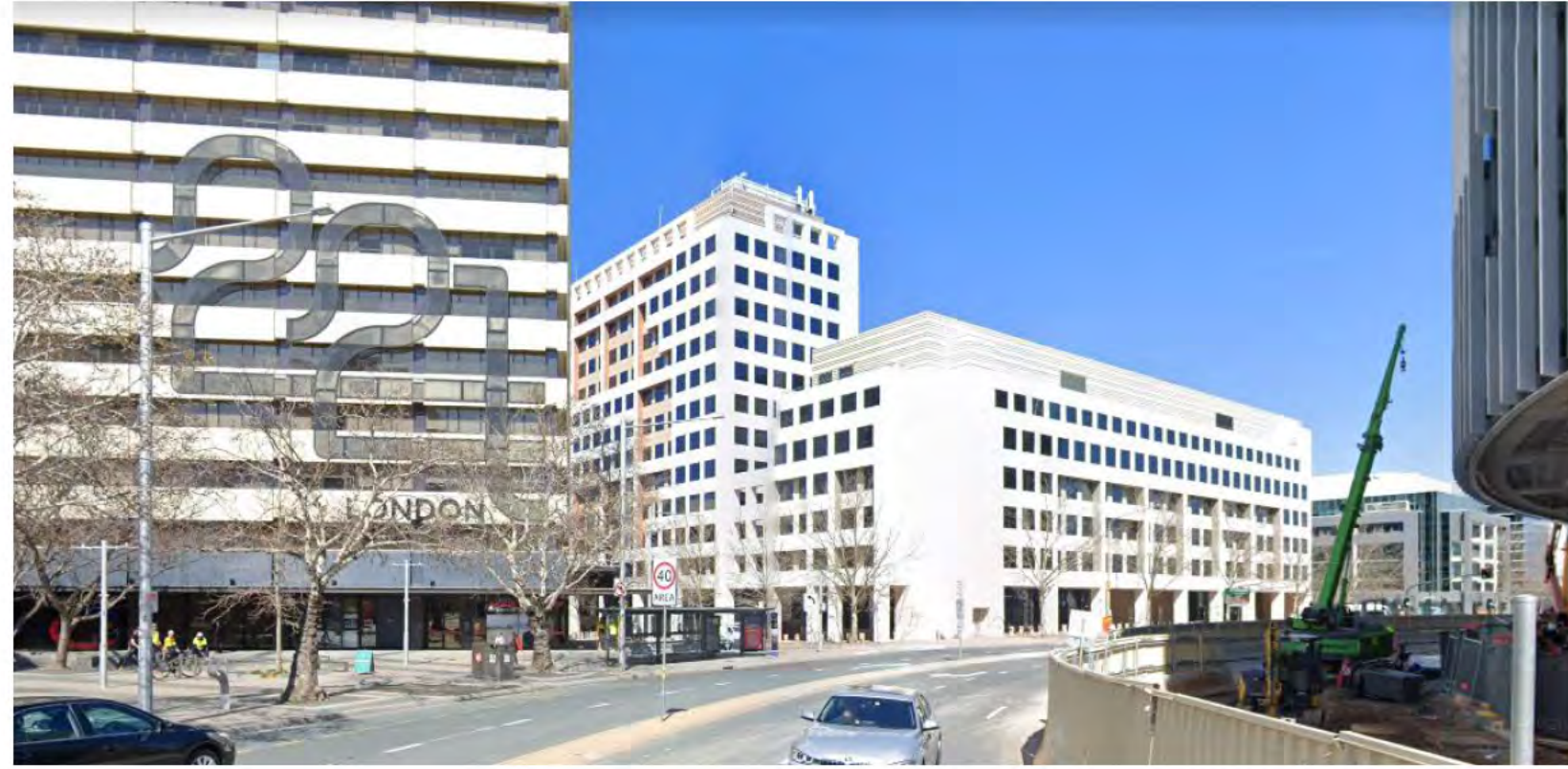
Two very different addresses



London Circuit streetscape

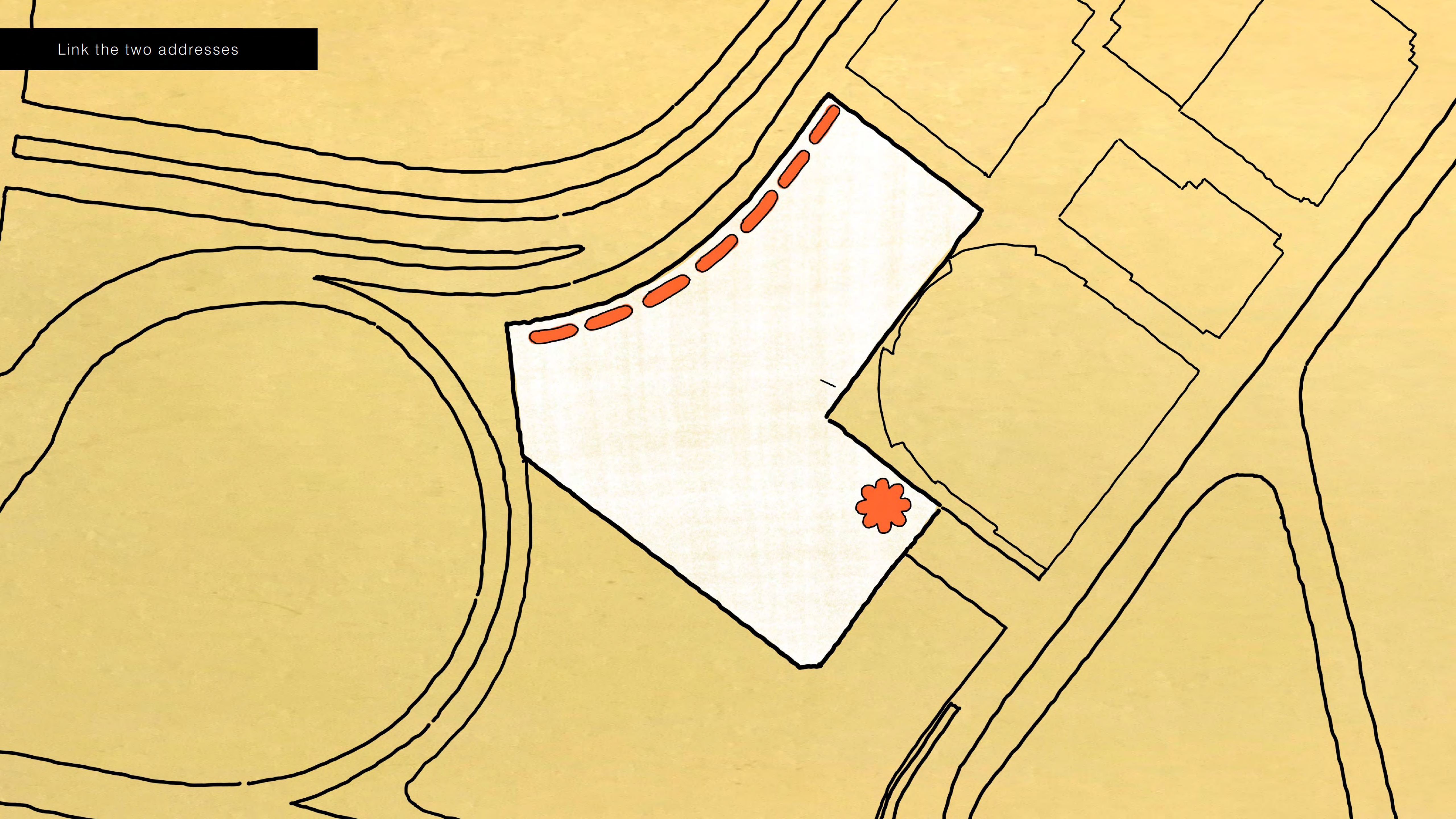


London Circuit materiality and facade expression

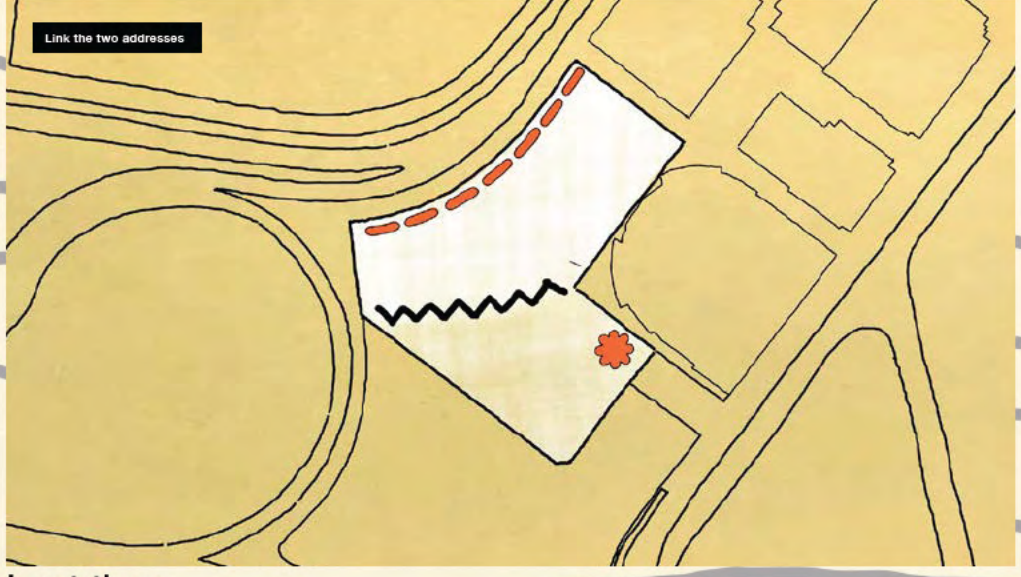


Revised design Response

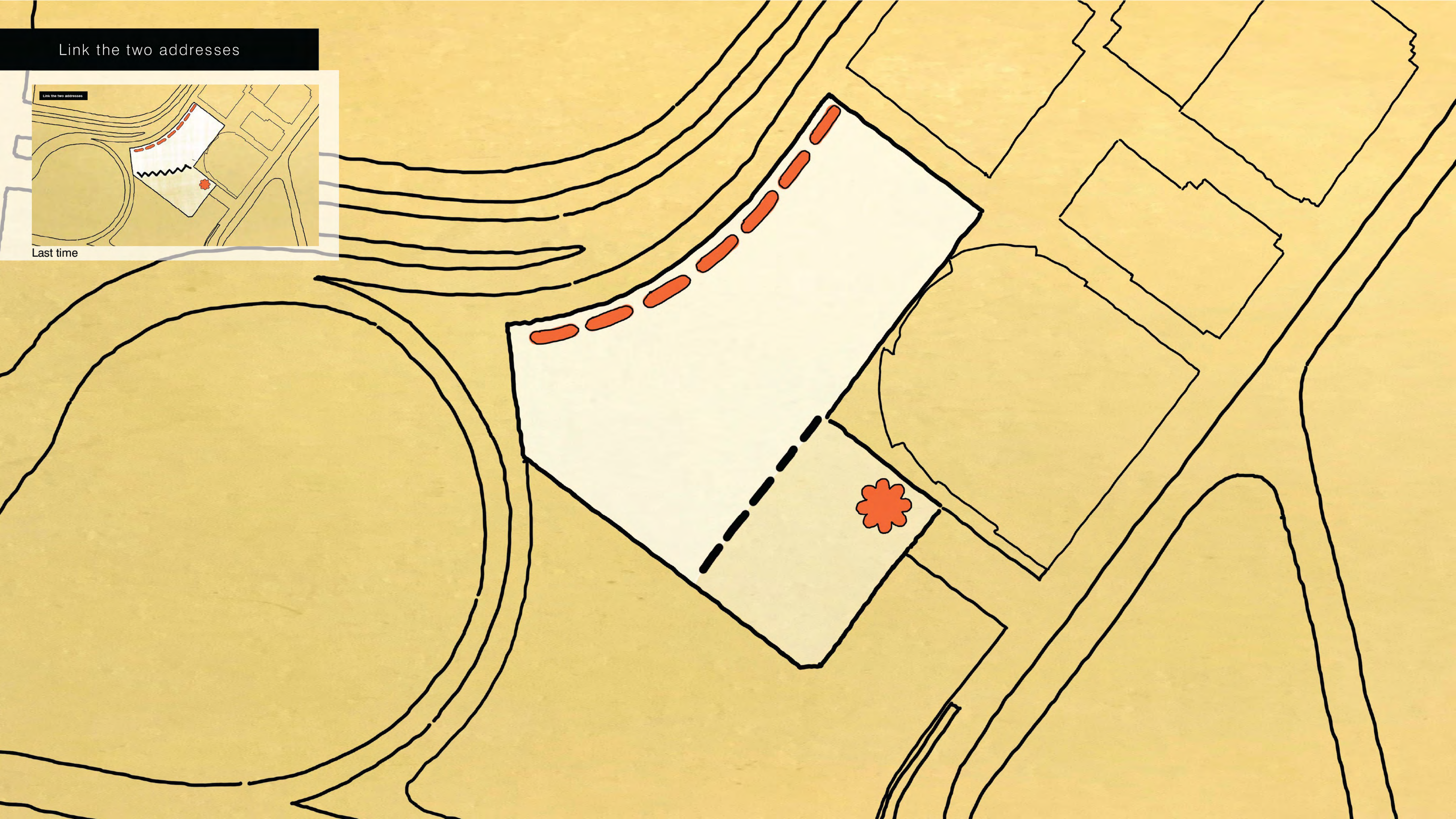
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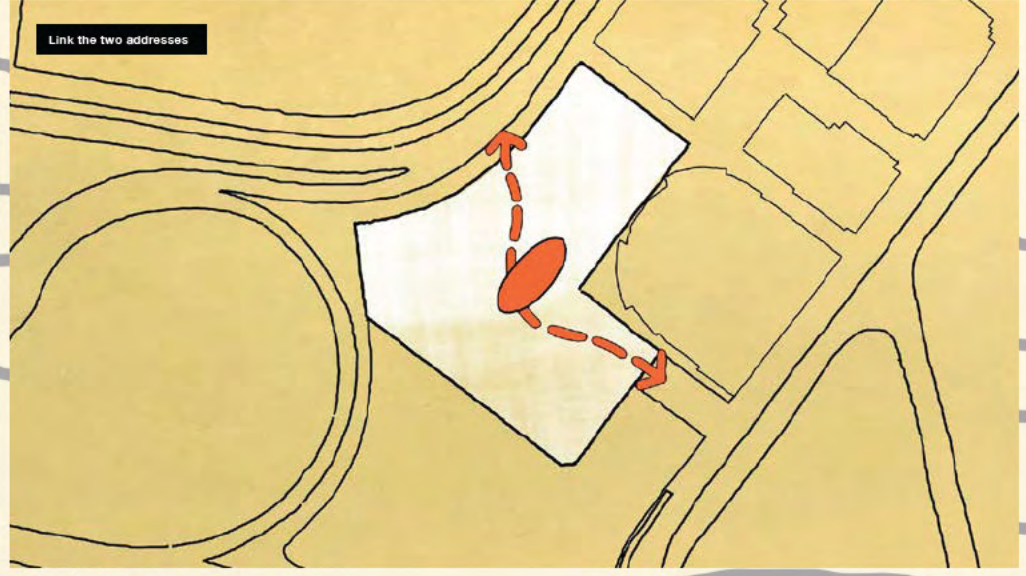
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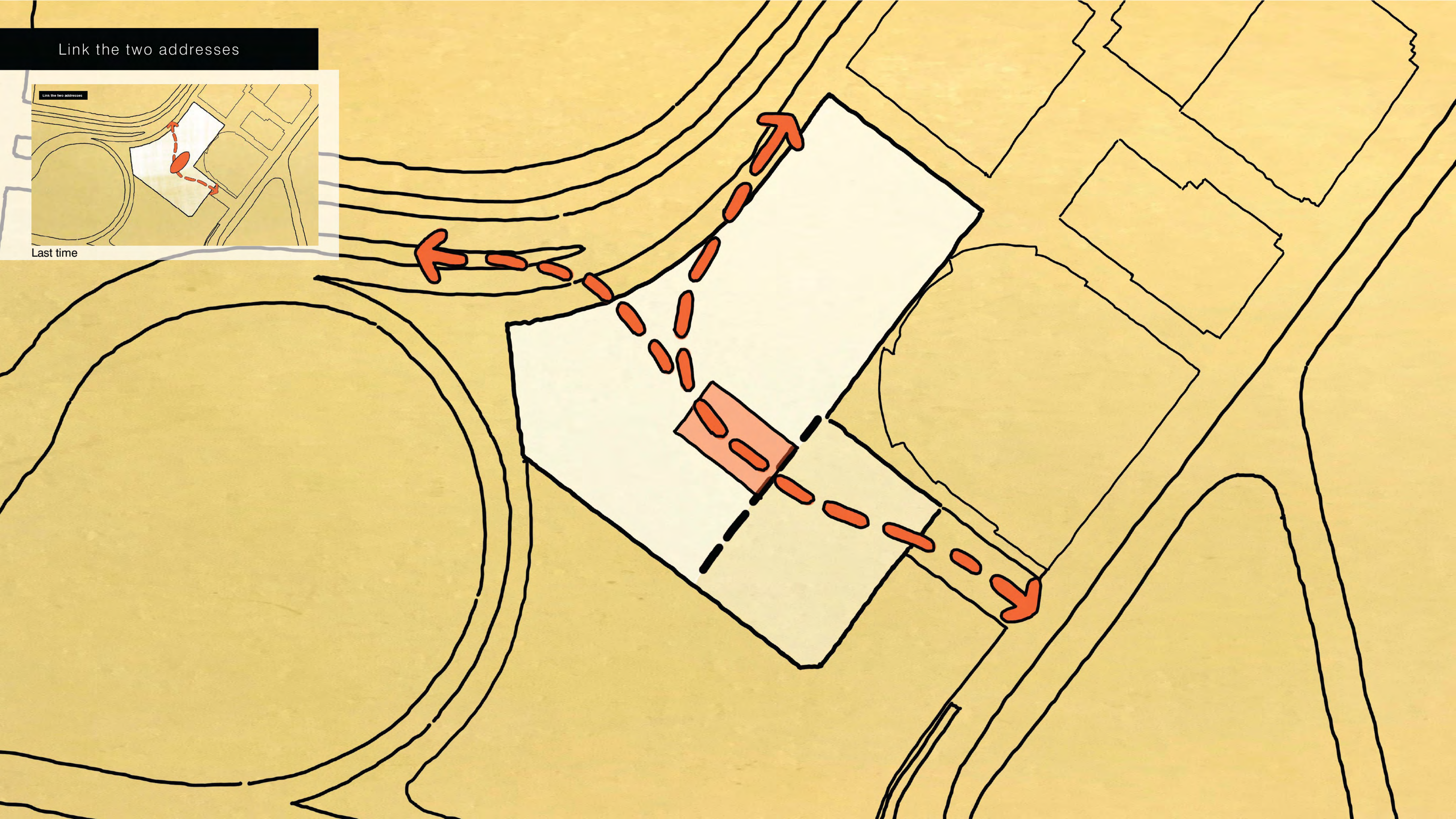
Last time



Link the two addresses

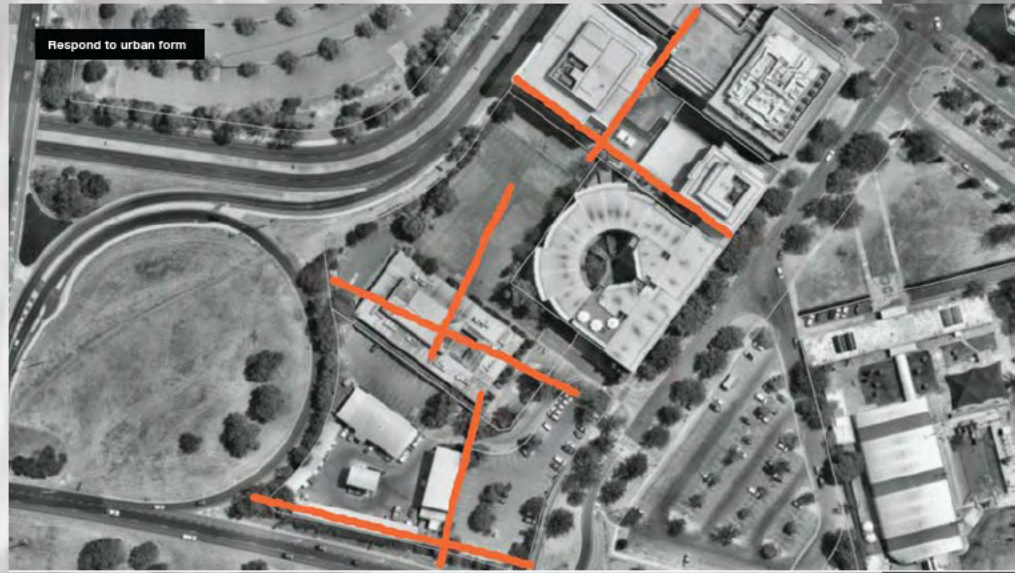


Last time



Respond to urban form

The alignment of the proposed buildings match that of London Circuit



Last time

DRP 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)

