

PROJECT INFORMATION FORM

NATIONAL CAPITAL DESIGN REVIEW PANEL

Block Section Suburb



Australian Government
National Capital Authority



ACT
Government

NATIONAL CAPITAL DESIGN REVIEW PANEL

Design Review Project Information Form

The information provided in the Project Information Form builds on the initial details provided in the Application for Design Review Form. This information will inform the briefing package that is reviewed by the Panel prior to the session that includes the proponent's presentation material, project information, site context, planning controls, entity comments and other important background items.

The Project Information Form and Presentation Material is to be submitted to designreview@act.gov.au a minimum of ten (10) working days prior to the scheduled session date. Please see 'Drawing requirements for design review' for Presentation Material requirements. For any questions please contact us via the email above.

Project details

Project name:

Project type:

Site location: Block Section Suburb

Street address:

Client/Developer:

Lessee:

Presentation to the panel

Presenter:

List up to five additional people to assist with the presentation or answer questions. Attendance at panel sessions is at the discretion of the ACT Government and the National Capital Authority.

Name

Company

Email

Telephone

Part 1 – Project description

Please provide one to two paragraphs under each heading discussing how the proposal addresses each item. It is recommended that the design team complete this section, noting that the responses will be provided to the Panel in the briefing package ahead of the design review session.

Design statement:

Site context:

Built form:

Public domain:

Access:

Sustainability:

Part 2 – Statutory compliance

The Panel is briefed on the statutory planning requirements applicable to the site ahead of the session. For the Panel to discuss design advice that is considered in association with the statutory planning requirements, please briefly outline the relevant statutory planning requirements and describe any parts of the proposal that depart from a statutory requirement or address criteria when a rule is not satisfied. Decisions regarding planning applications remain with the relevant approval authority.

Current Planning Controls

Zone:

Precinct code:

Development code:

Draft Variations/Guidelines:

| Item | Current Planning Controls | Proposed | Compliance |
|-----------|---------------------------|----------|------------|
| Height: | | | Yes No |
| Setbacks: | | | Yes No |
| Other: | | | Yes No |
| Comments: | | | |

70 ALLARA STREET | **NCDRP** 22nd April 2021

NCDRP PANEL PROJECT INFORMATION SUBMISSION
23rd February 2021



THE CONTEXT

The context

THE SITE

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

The site has an area of 7,641m².

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

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

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

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

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



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



The context

SITE LEVELS

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

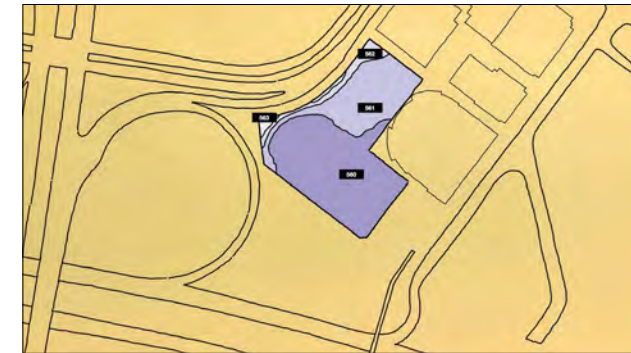
That slope means the Allara Street frontage of the site is approximately a storey lower than the London Circuit frontage.

SITE ACCESS- VEHICLES

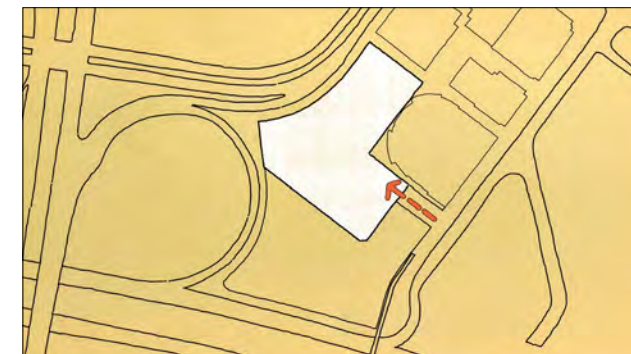
While having frontage to London Circuit and the road leading from Parkes Way to Commonwealth Avenue, the only access to 70 Allara Street is from a road leading from Allara Street.

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

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



The site slopes up from Allara Street to London Circuit.



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

The context

SITE ACCESS- PEDESTRIANS

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

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

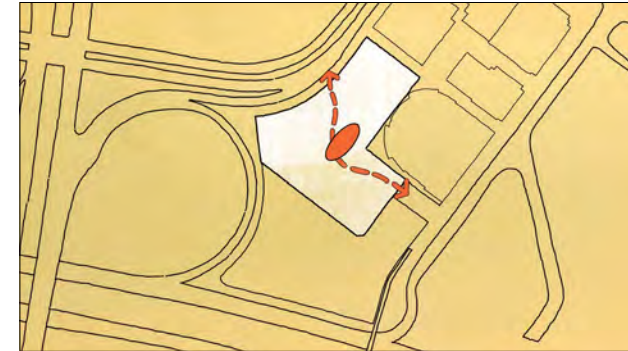
ADJOINING SITES FUTURE BUILT FORM

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

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

The site has similar access characteristics to the 70 Allara Street site as vehicular access is only available from Allara Street. Most probably therefore vehicular arrival would be in the north portion of the site, leaving the other site extents to host buildings. Those buildings would most likely be configured to capture uninterrupted

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



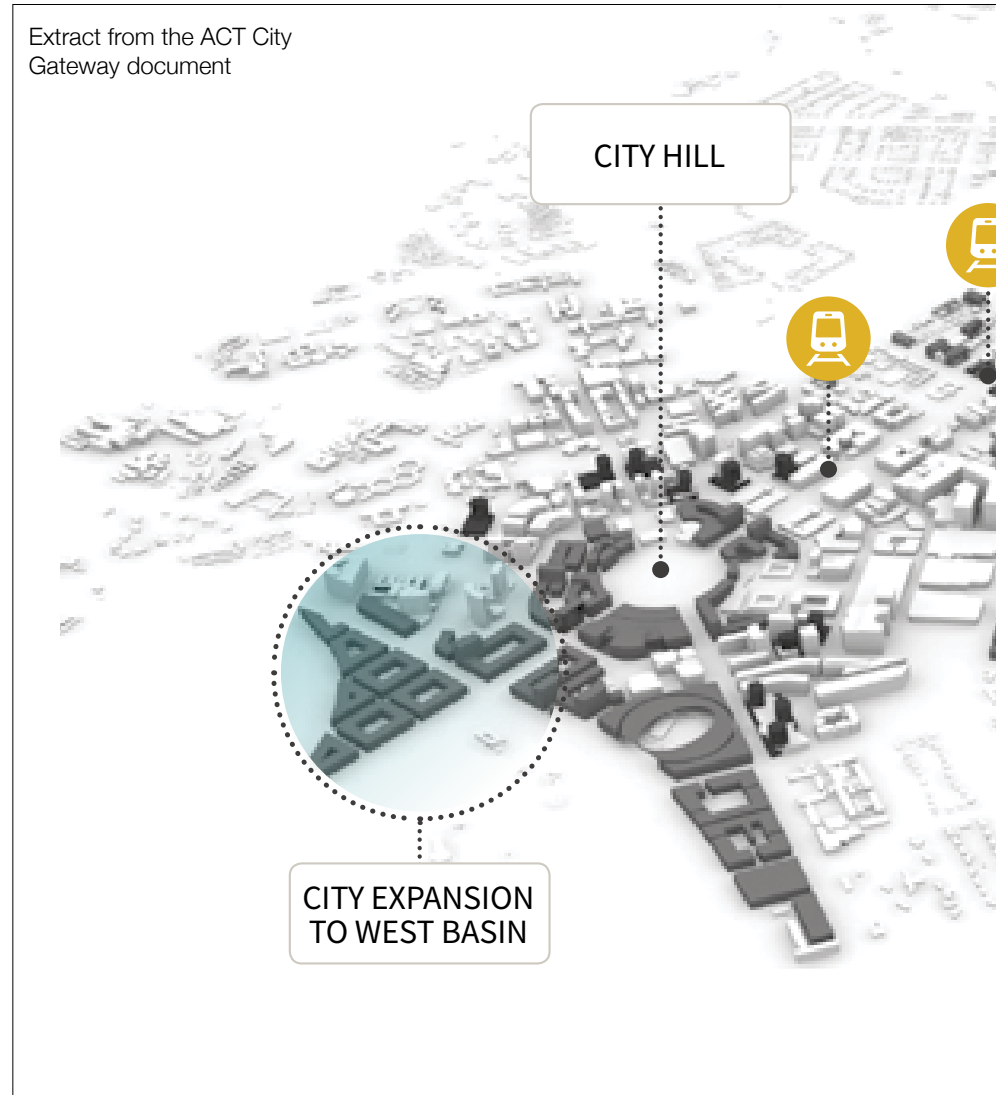
Possible future built form on Blocks 18,19 and 22 south of the 70 Allara Street site

The context

views west, south and east.

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

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



The context

ALLOWABLE HEIGHT

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

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

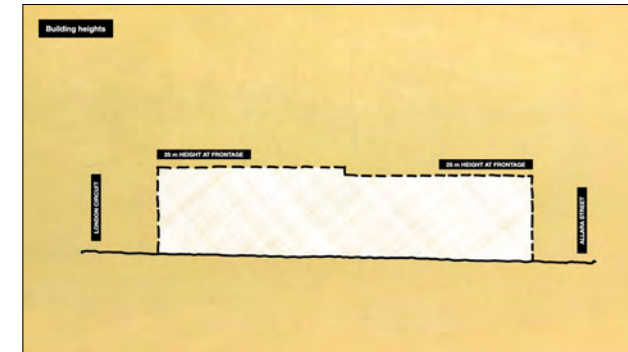
RESPONSE TO BUILT FORM INFLUENCES

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

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

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

The building heights are split within the site



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



The context

Allara Street site.

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

BUILDING ALIGNMENT

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

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



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





Design response

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

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

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

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

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

The road needed to be constructed between London Circuit and Palace they showed up with the residential concept built form from the south side of London Circuit where it changes.

Building form could follow the site curvature.

Design response

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

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

RESIDENT BUILDING FORM

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

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

Along the commercial hub will be accessible.

Flanking the bend in London Circuit.

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

An appropriate backdrop to London Circuit.

Design response

gardens and pavilions.

THE LONDON CIRCUIT ENTRY

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

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

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

THE ALLARA STREET ENTRY

The Allara Street entry is from a road leading from Allara Street. That road currently provides access to Blocks 4, 16, 18, 19 and 20.

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

The plaza is the vehicular arrival for the

Two apartment buildings.

The commercial hub located along London Circuit.

The vertical lobby.

Design response

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

Ground floor at London Circuit.

The commercial hub is shown in purple, apartment form in green, residential lobbies in yellow.

Residential lobbies from Allara Street to London Circuit through the vertical lobby, connecting with a staircase.

Resident access to the apartment buildings via the vertical lobby, as well as to the Allara Street level of the London Circuit level on the street.

Design response

The commercial hub can be entered from Allara Street.

The commercial hub entry response from London Circuit.

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

Design response

The entry plaza entered from Allara Street. The commercial hub is shown in purple, from the 16th resident on street view the two apartment buildings, and the access to the London Circuit ground level.

Vehicle drop off/ pick-up.

Orientation of vehicles entering and leaving the basement carpark.

Design response

Circulator path of water tower building vehicle.

Residential circulation from drop off to the apartment buildings.

Residential circulation from Allara Street entry.

Design response

THE LINK THROUGH THE SITE

The publicly accessible pedestrian link through the site will create a through-block link in a location more centrally located. While initially that link will primarily assist in providing permeability of the site, in the future that link will become an important part of a wider design path that will travel through the site from City West to the sporting stadium that is planned for the nearby swimming pool site.

GROUND LEVEL LANDSCAPE

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

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

UPPER LEVEL LANDSCAPED TERRACES

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

Pedestrian connections to future sporting location.

Ground level landscape.

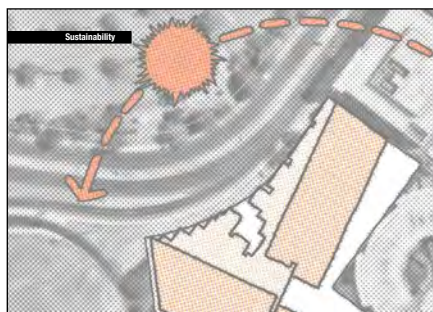
Design response

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

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

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

Upper levels landscaped terraces.



Sustainability

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

LOCATION IS IMPORTANT

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

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

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

Active facade, the highest energy use, 3-5 times more energy than the residential sector.

Sustainability

TYPE OF ACCOMMODATION

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

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

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

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

Apartment typically uses 40% of the energy houses consume.

Apartment has less emitting surface than houses.

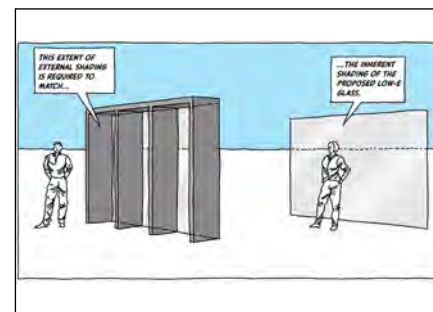
ORIENTATION

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

BUILDING ELEMENTS

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

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



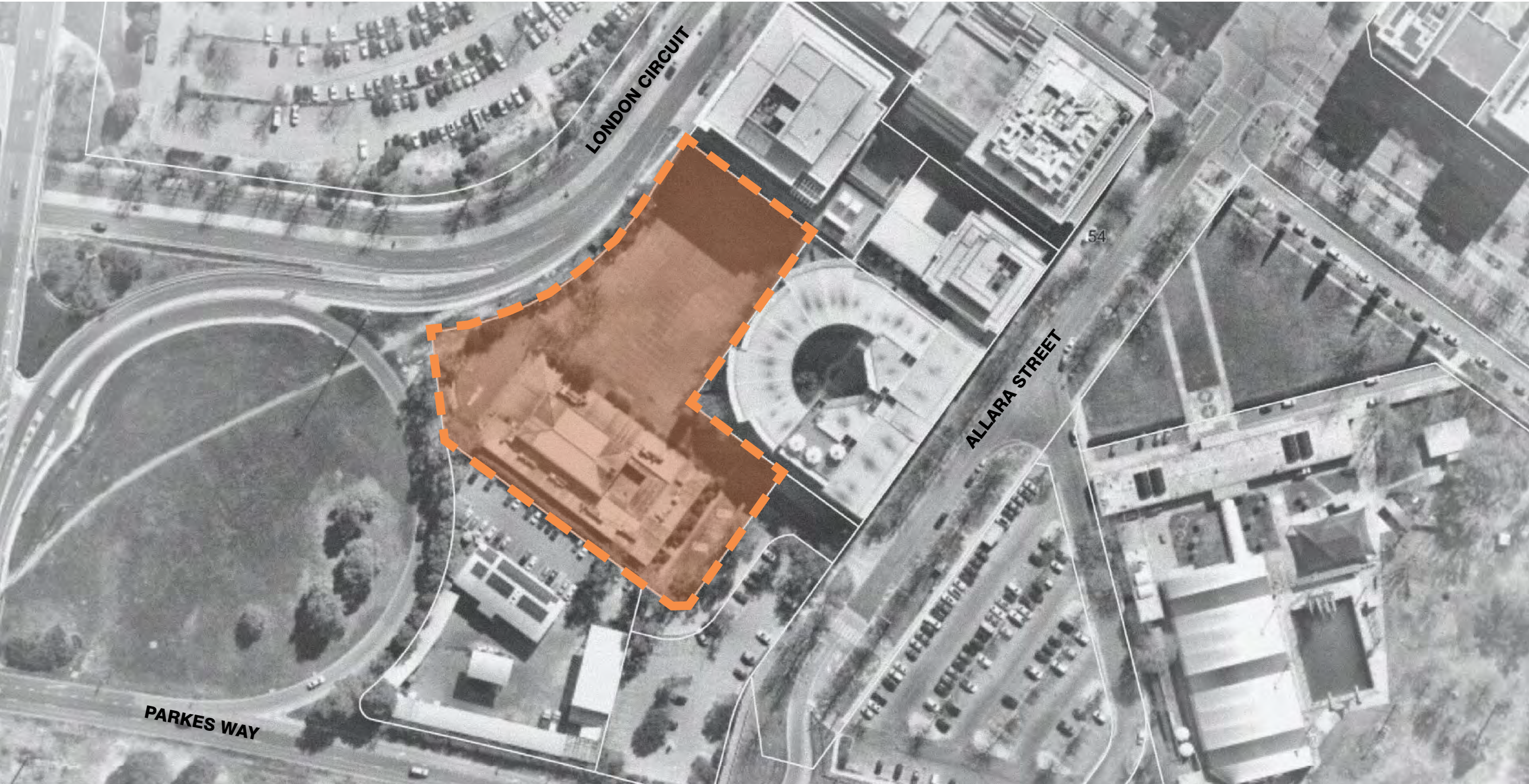
In February as part of the registration of our application for review by the NCDRP we provided an analysis of the context of the 70 Allara Street site, together with principles of a design response to that context. Those principles include the derivation of the building form, address of and arrival at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

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

NCDRP PANEL PRESENTATION MATERIAL

22nd April 2021

DESIGN RESPONSE | FURTHER THOUGHTS

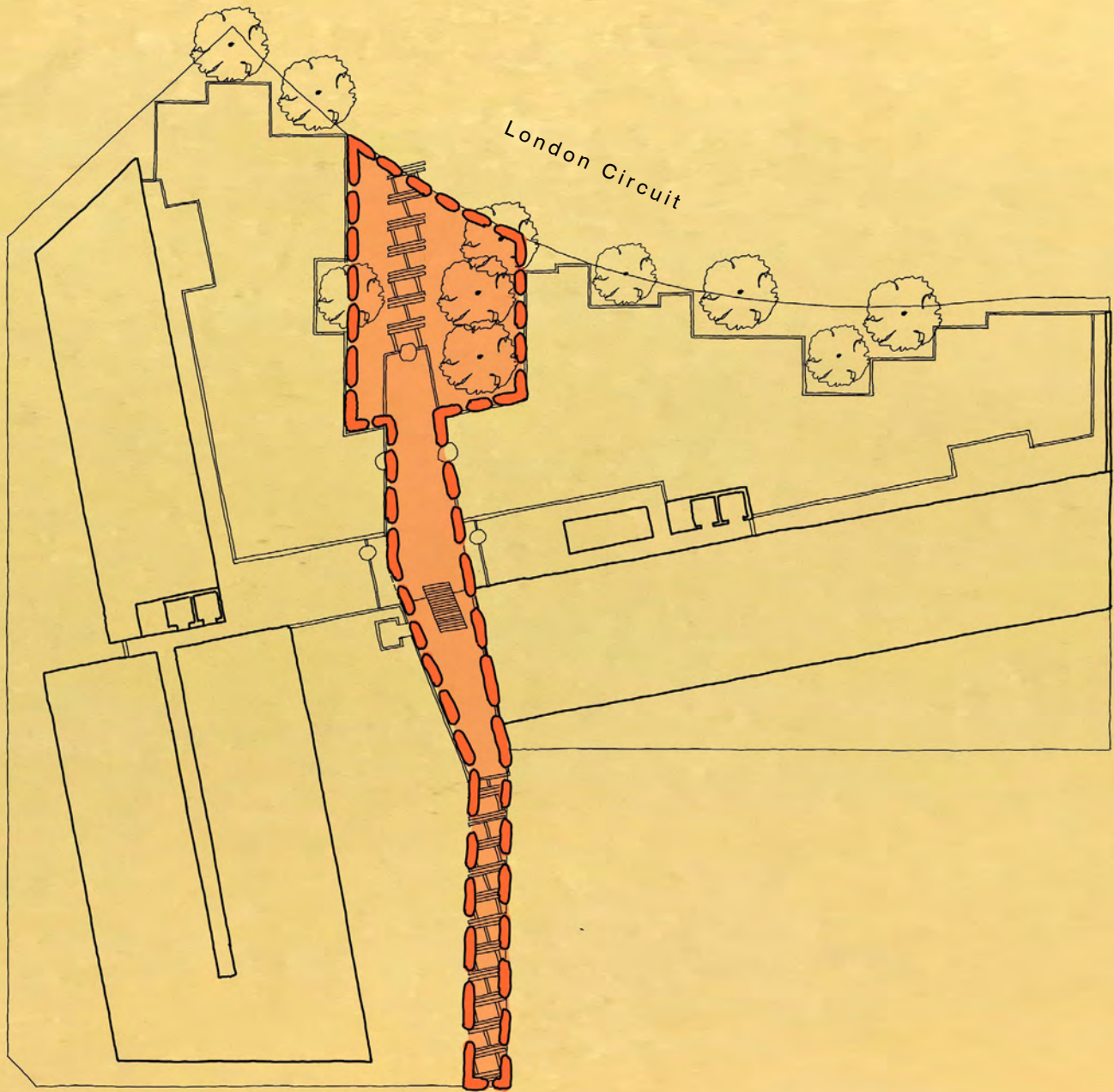


LONDON CIRCUIT

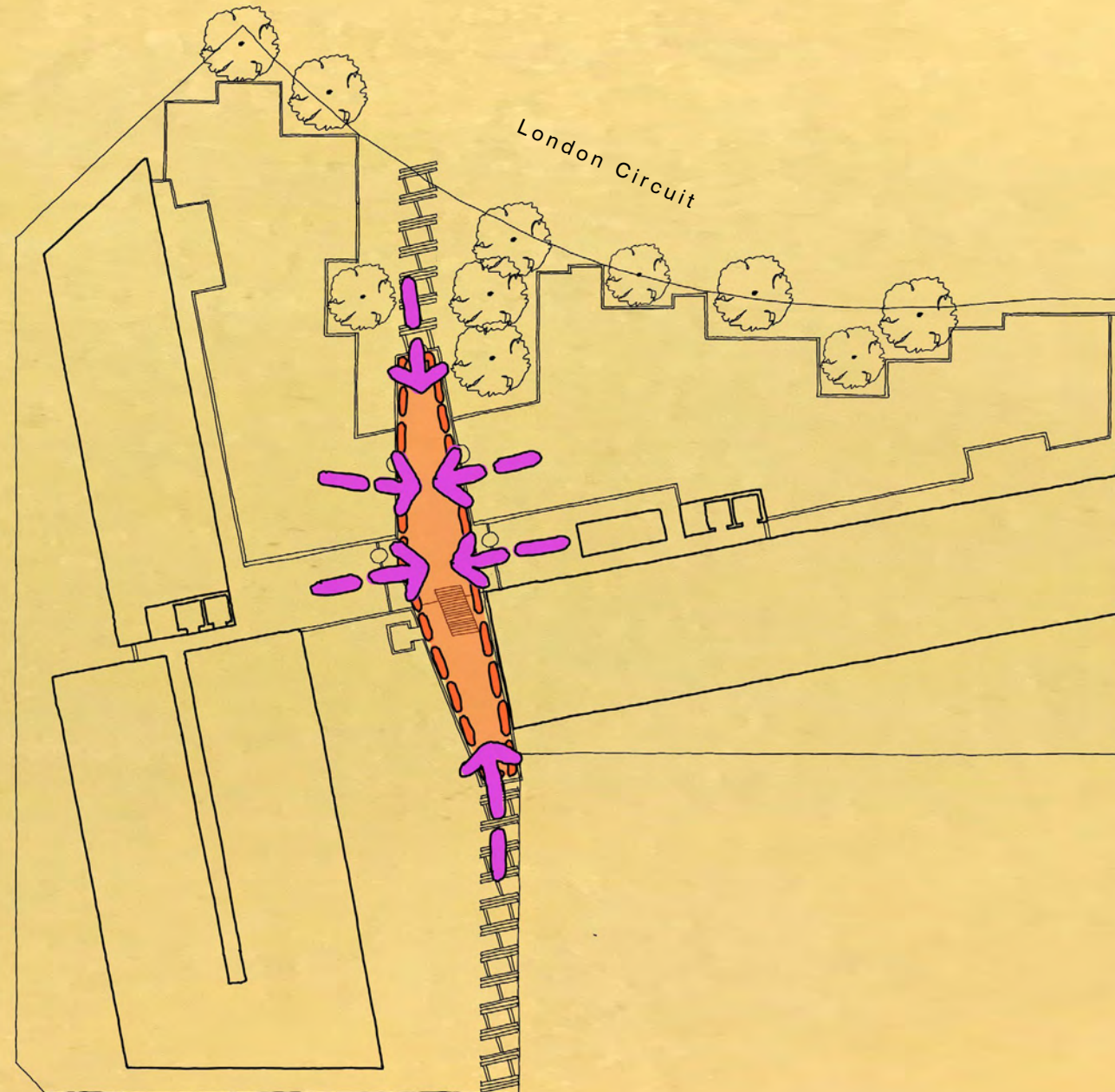
ALLARA STREET

PARKES WAY

54

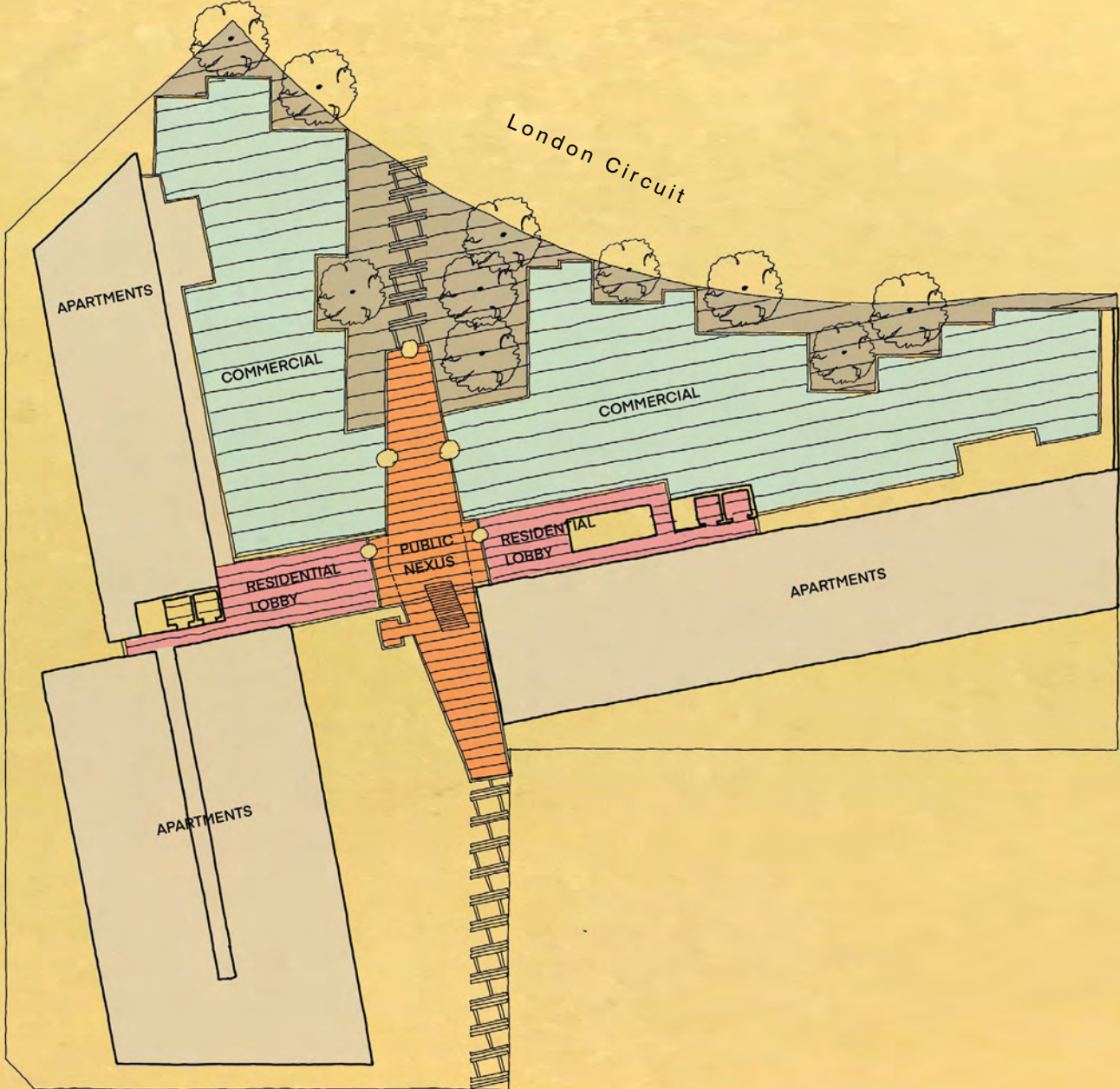


ARRIVAL AND ENTRY SEQUENCES
The public connection from London Circuit to Allara Street



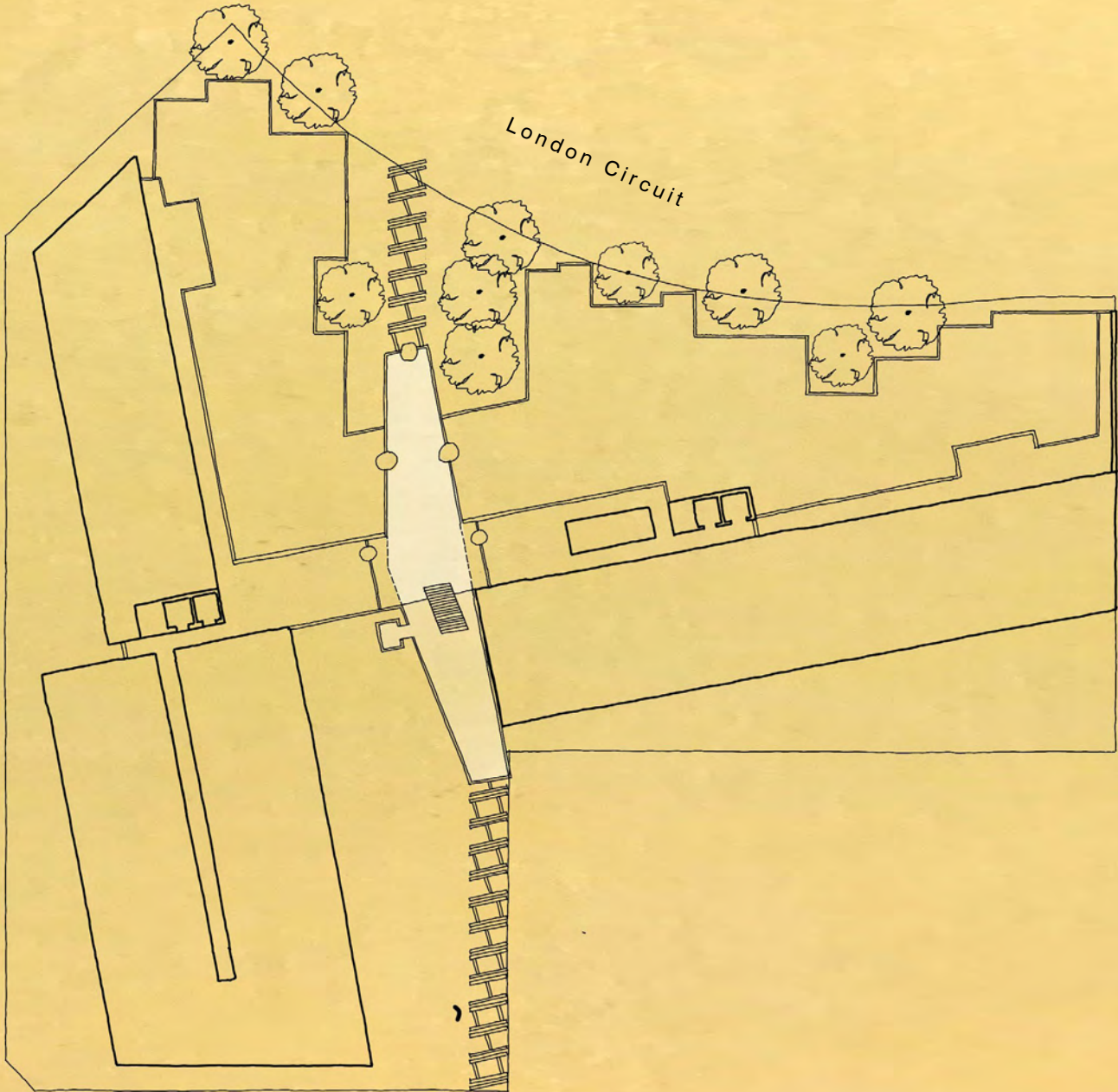
ARRIVAL AND ENTRY SEQUENCES

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



ARRIVAL AND ENTRY SEQUENCES

The entry sequence at London Circuit.



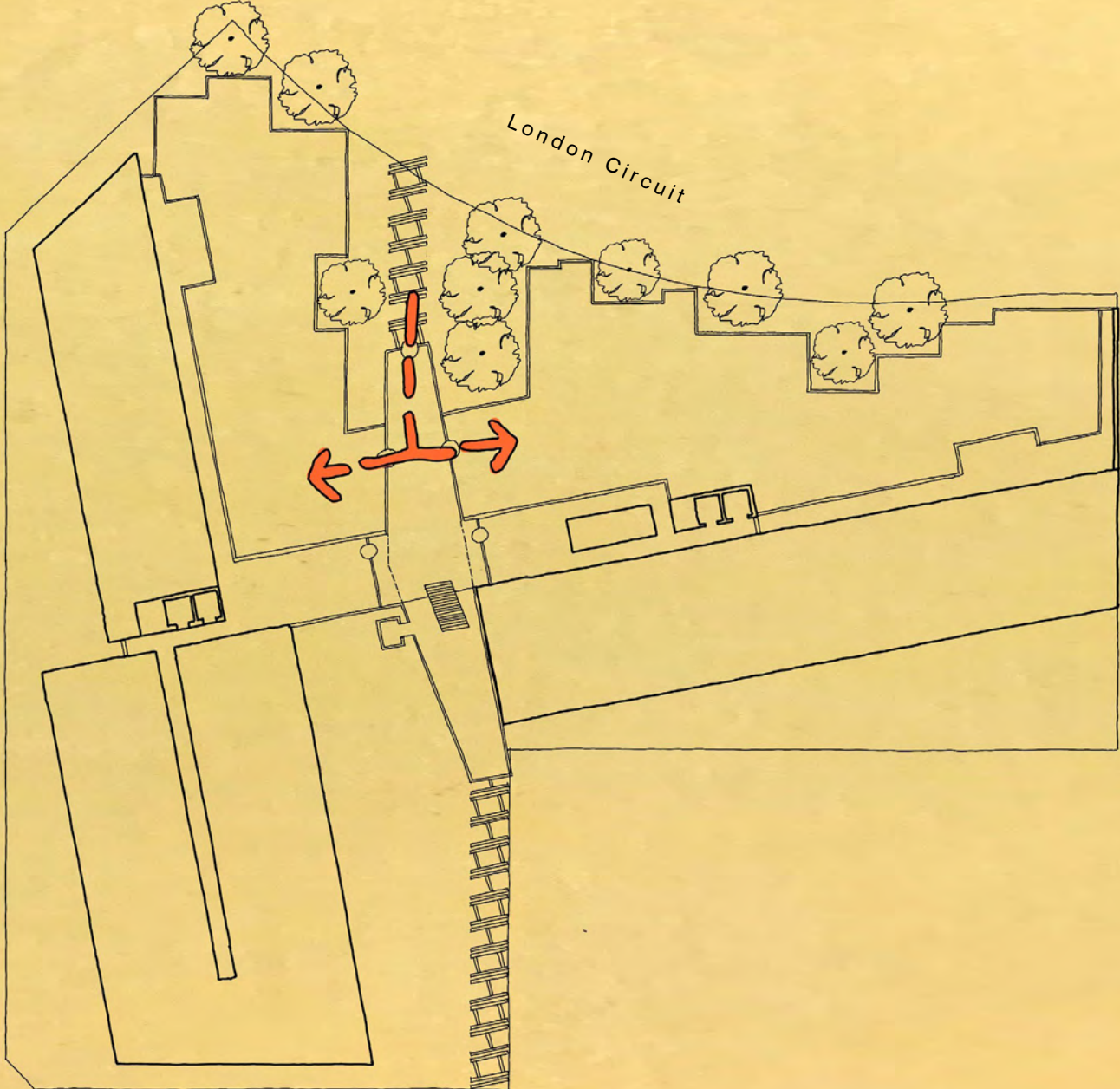
ARRIVAL AND ENTRY SEQUENCES

The public connection at London Circuit



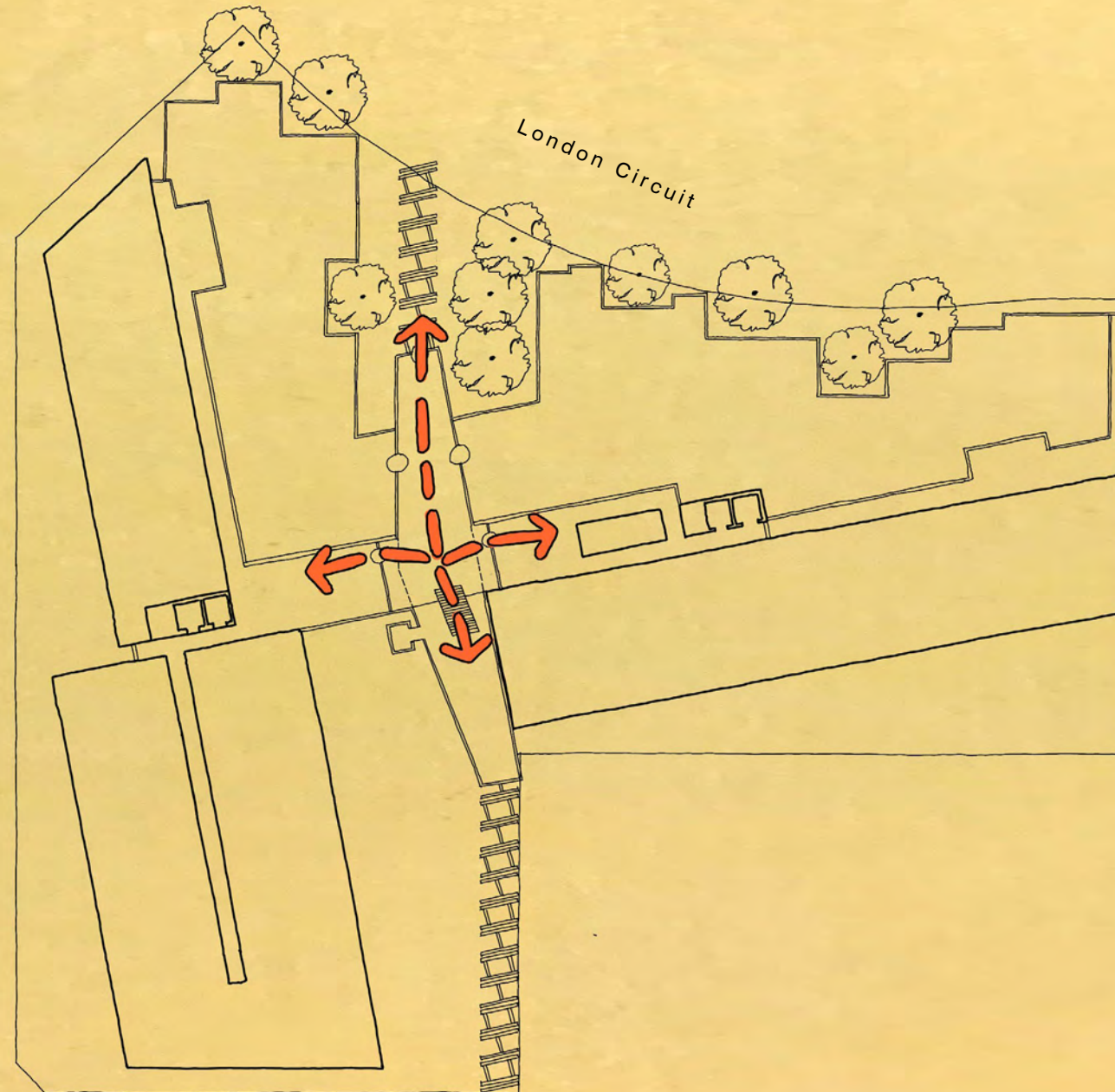
ARRIVAL AND ENTRY SEQUENCES

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



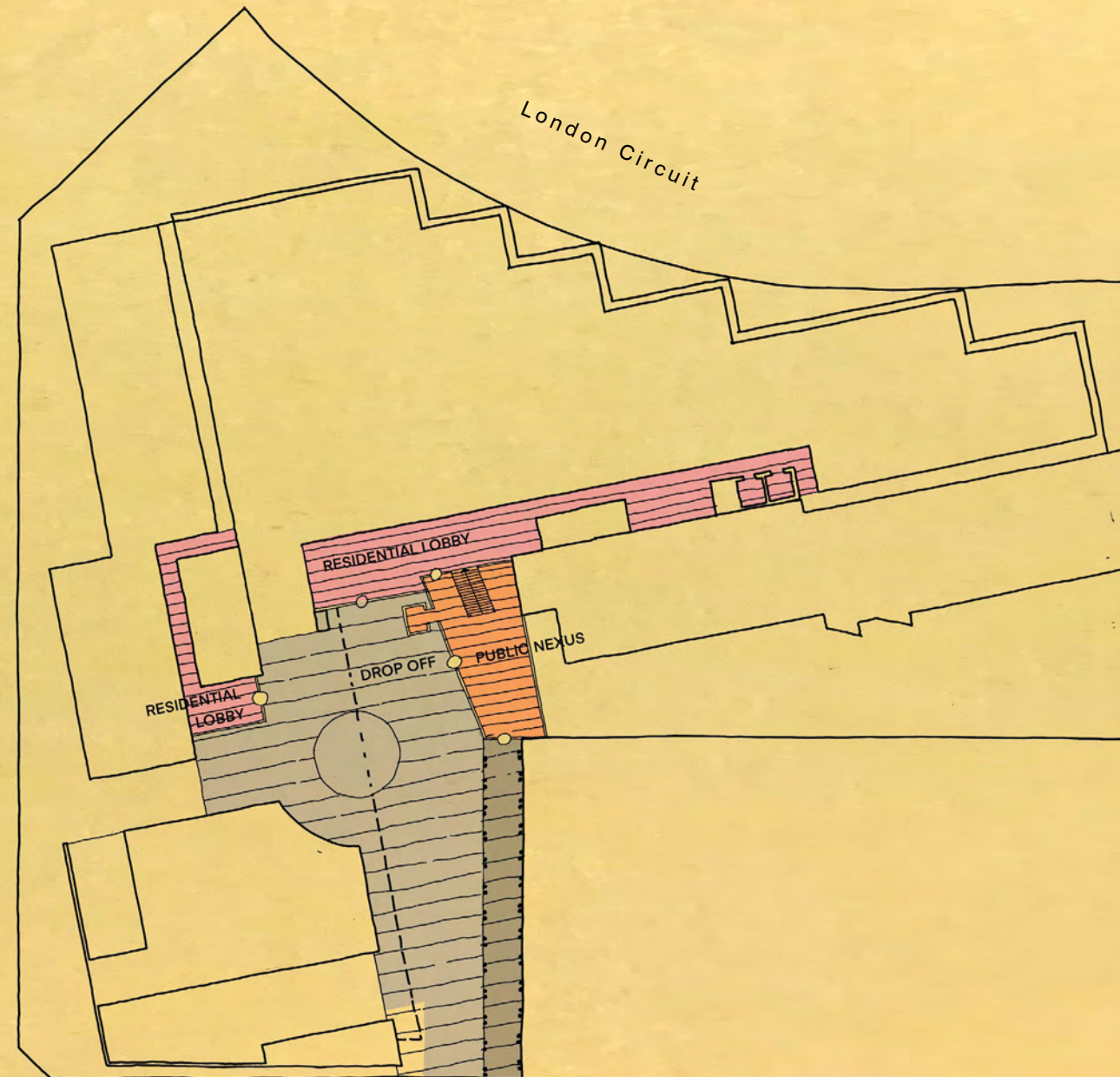
ARRIVAL AND ENTRY SEQUENCES

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

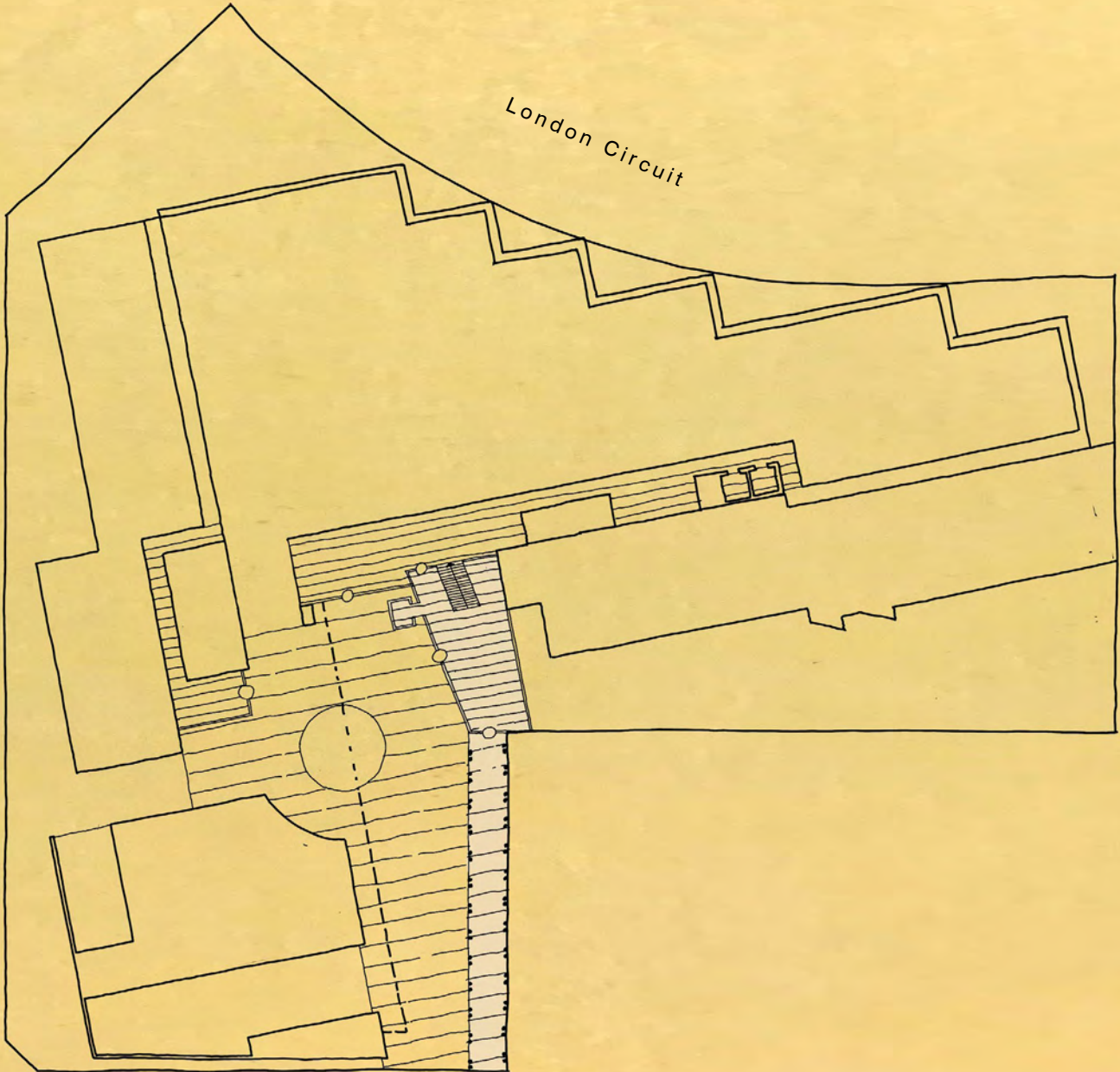


ARRIVAL AND ENTRY SEQUENCES

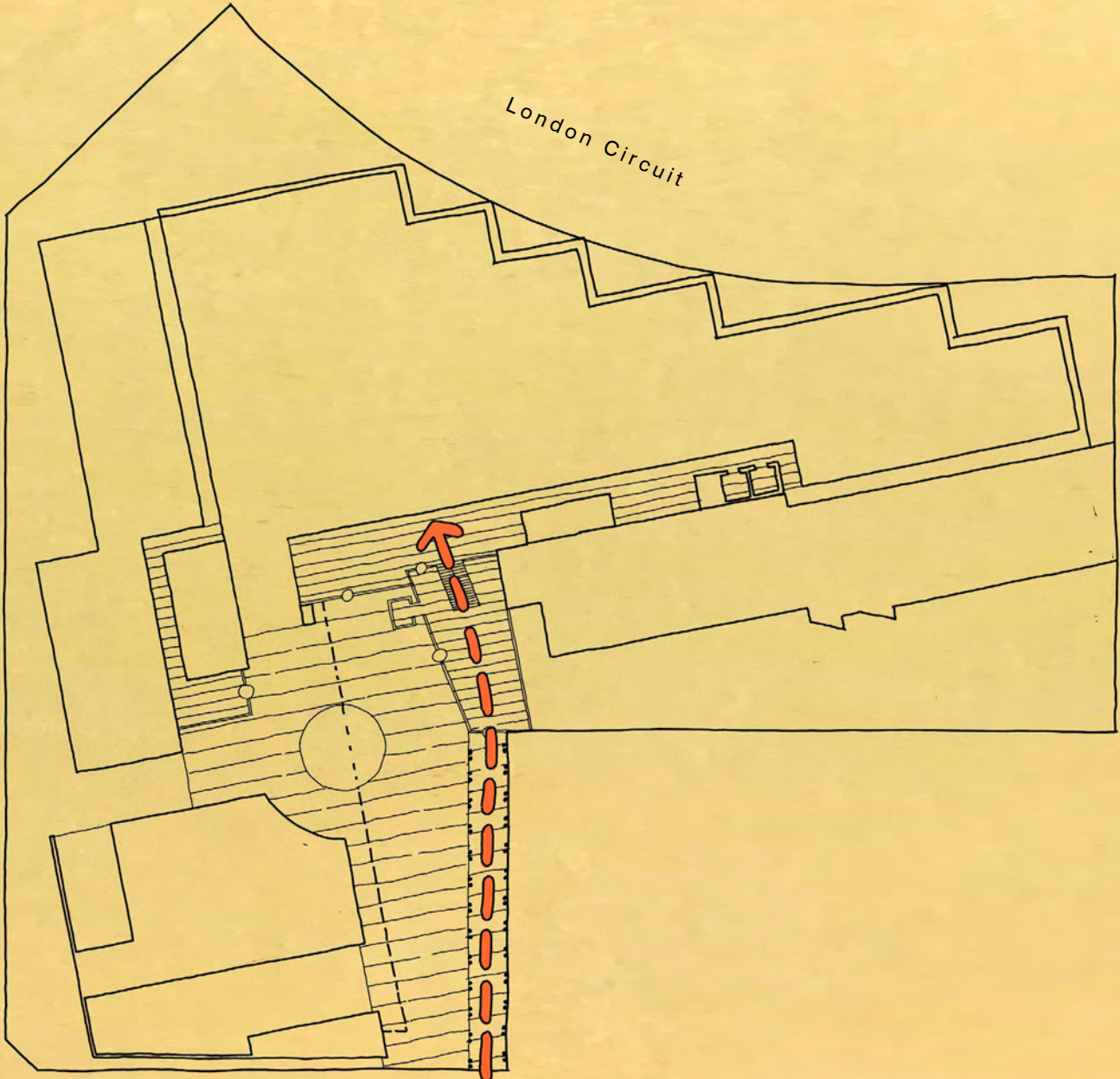
Entry from the Public Nexus into the residential entry lobbies will be via ante spaces and doors.



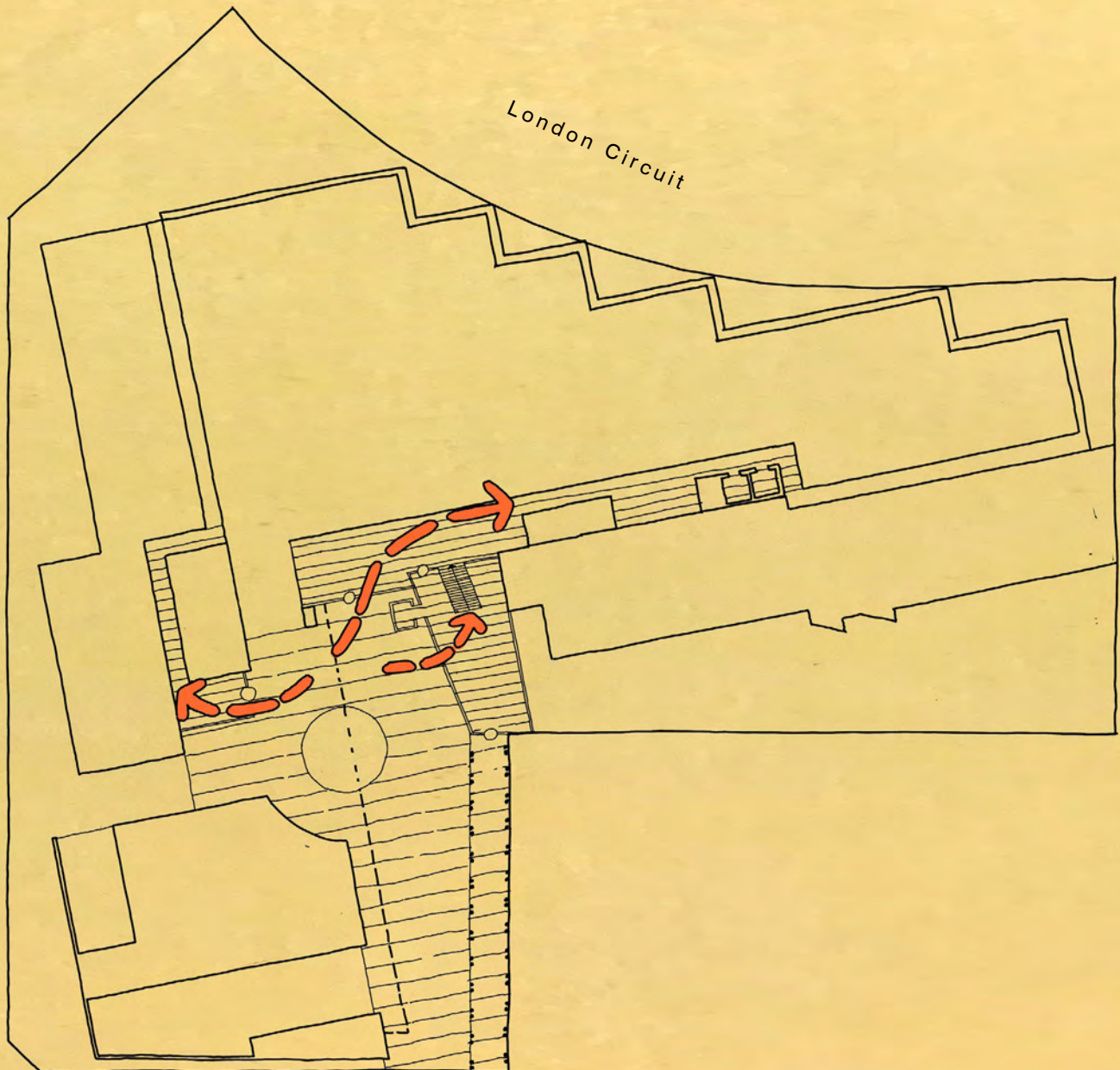
ARRIVAL AND ENTRY SEQUENCES
The entry sequence at Allara Street



ARRIVAL AND ENTRY SEQUENCES
The public connection at Allara Street and lowest floor of the Public Nexus

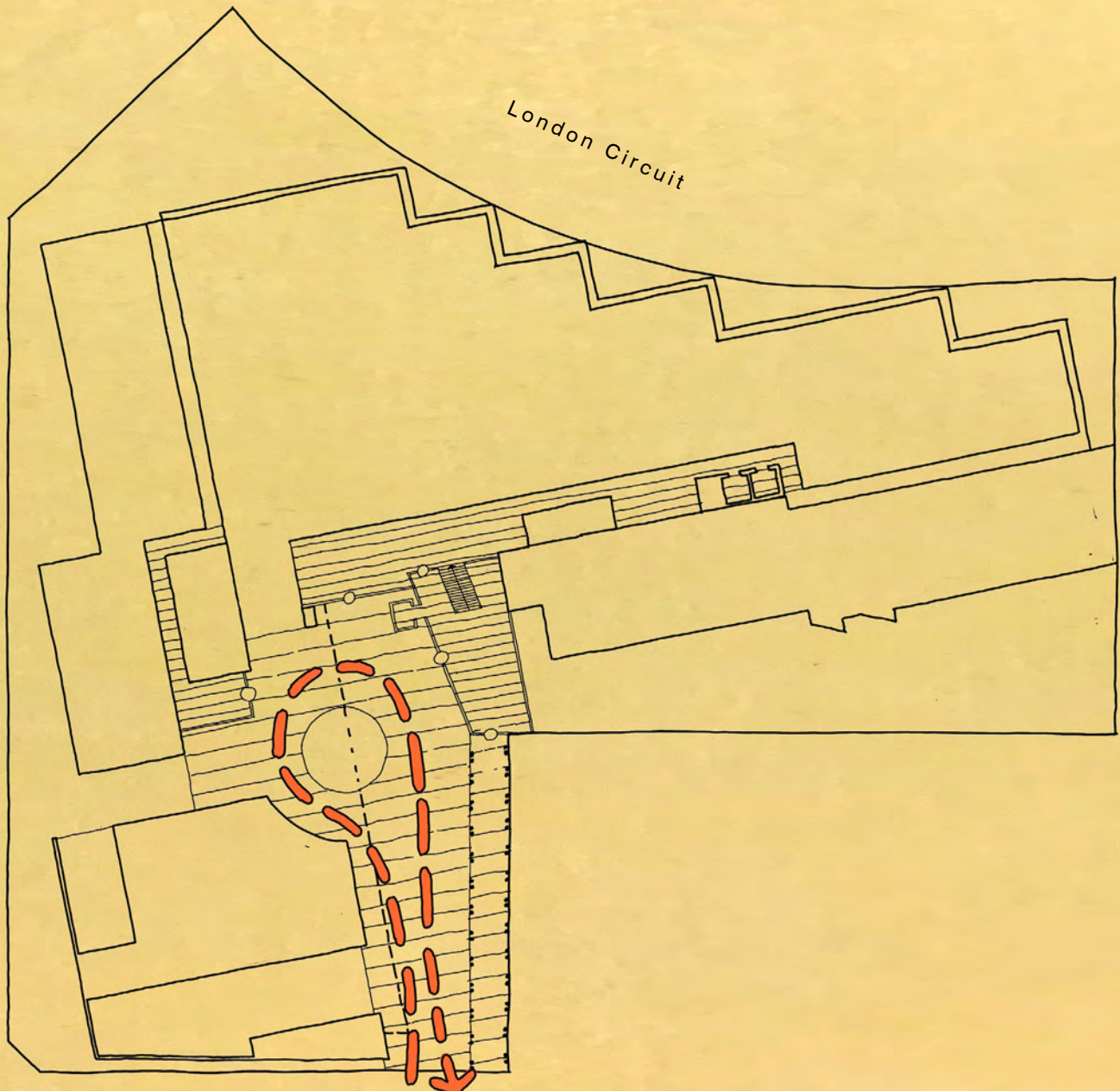


ARRIVAL AND ENTRY SEQUENCES
The public connection from Allara Street up the Public Stairs
towards London Circuit

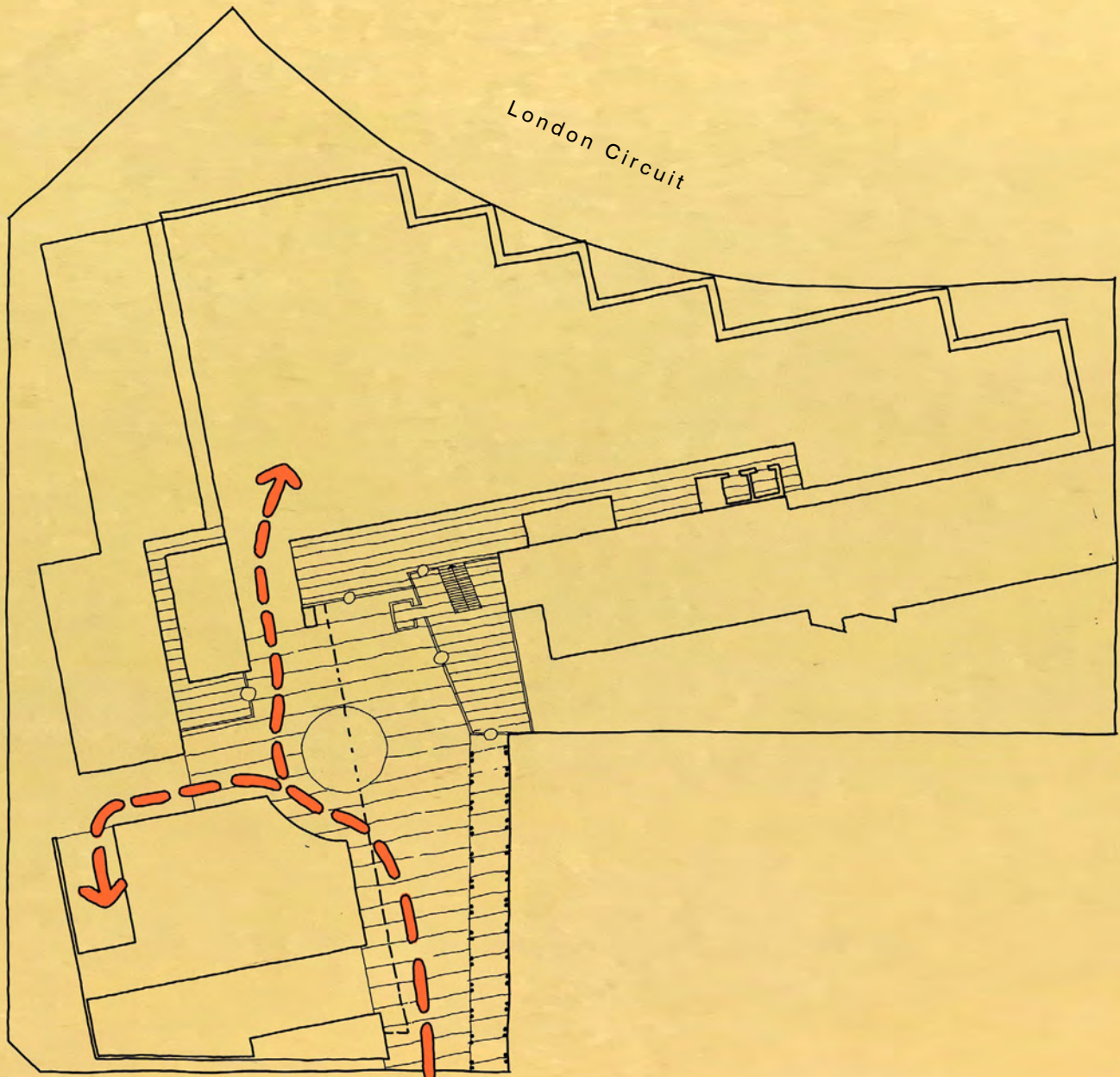


ARRIVAL AND ENTRY SEQUENCES

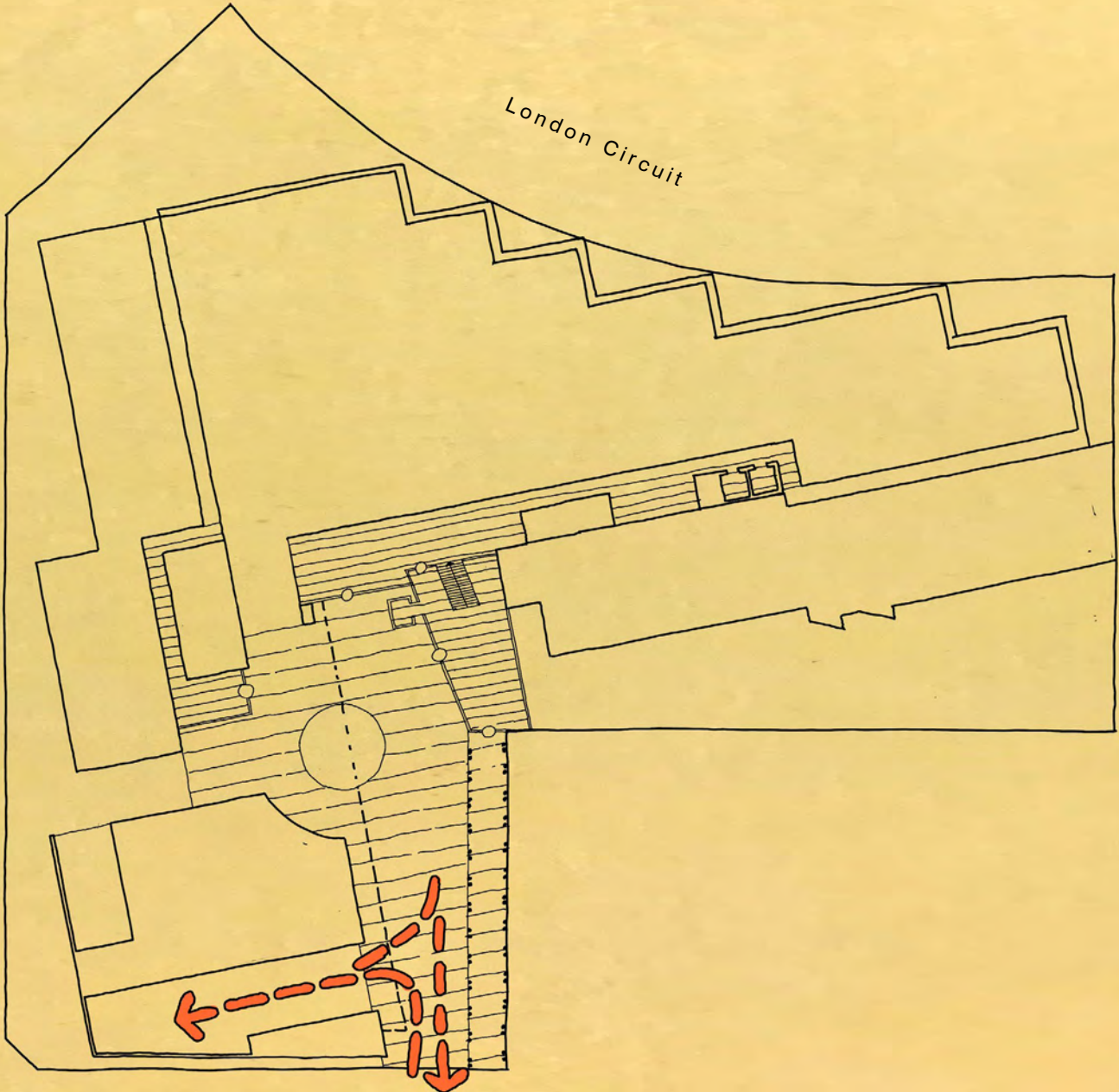
Travel by residents from the drop off to the entry lobby and also into the Public Nexus



ARRIVAL AND ENTRY SEQUENCES
Vehicle path at the Allara Street dropoff.

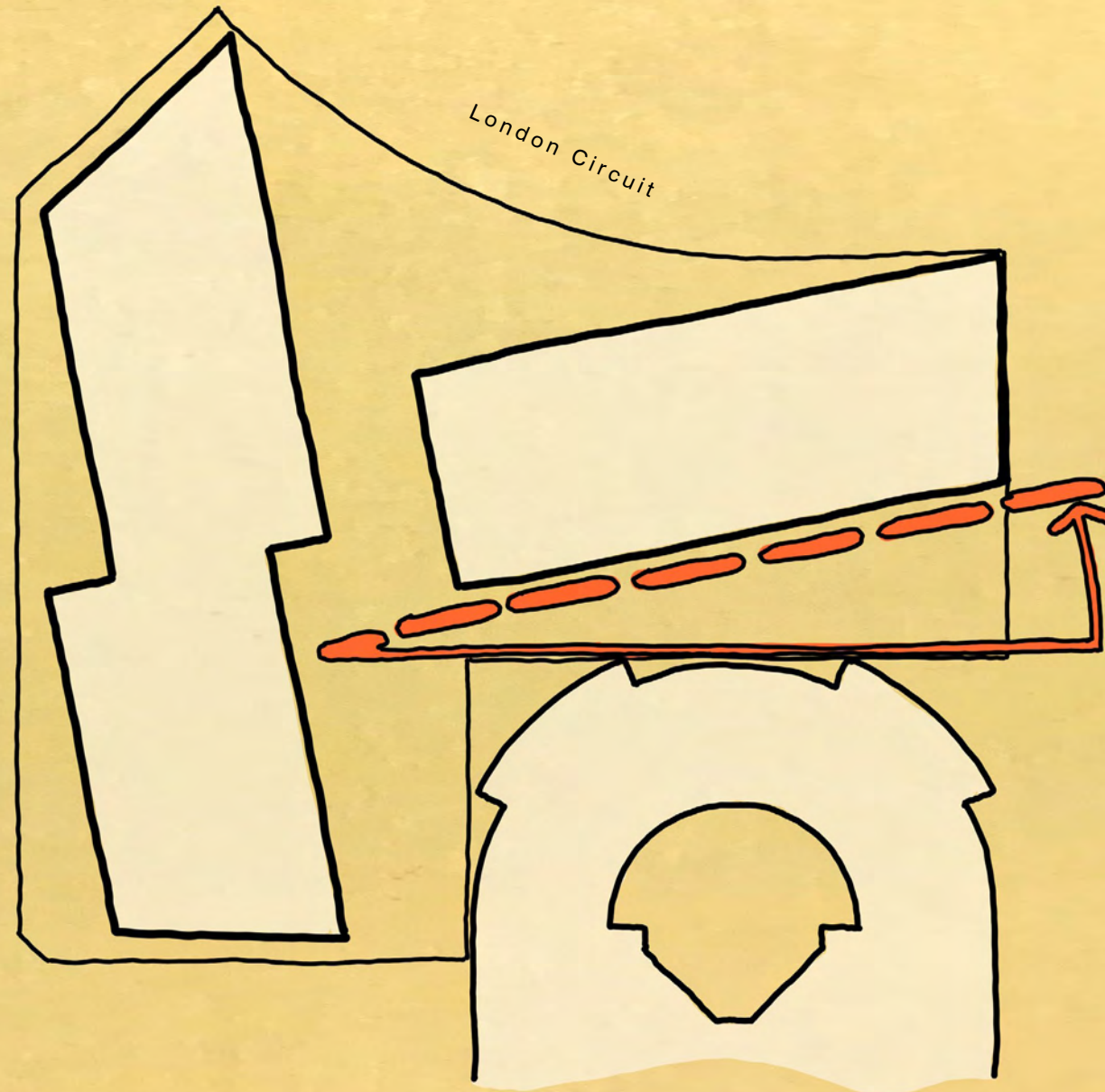


ARRIVAL AND ENTRY SEQUENCES
Travel path by vehicles entering the basement carpark



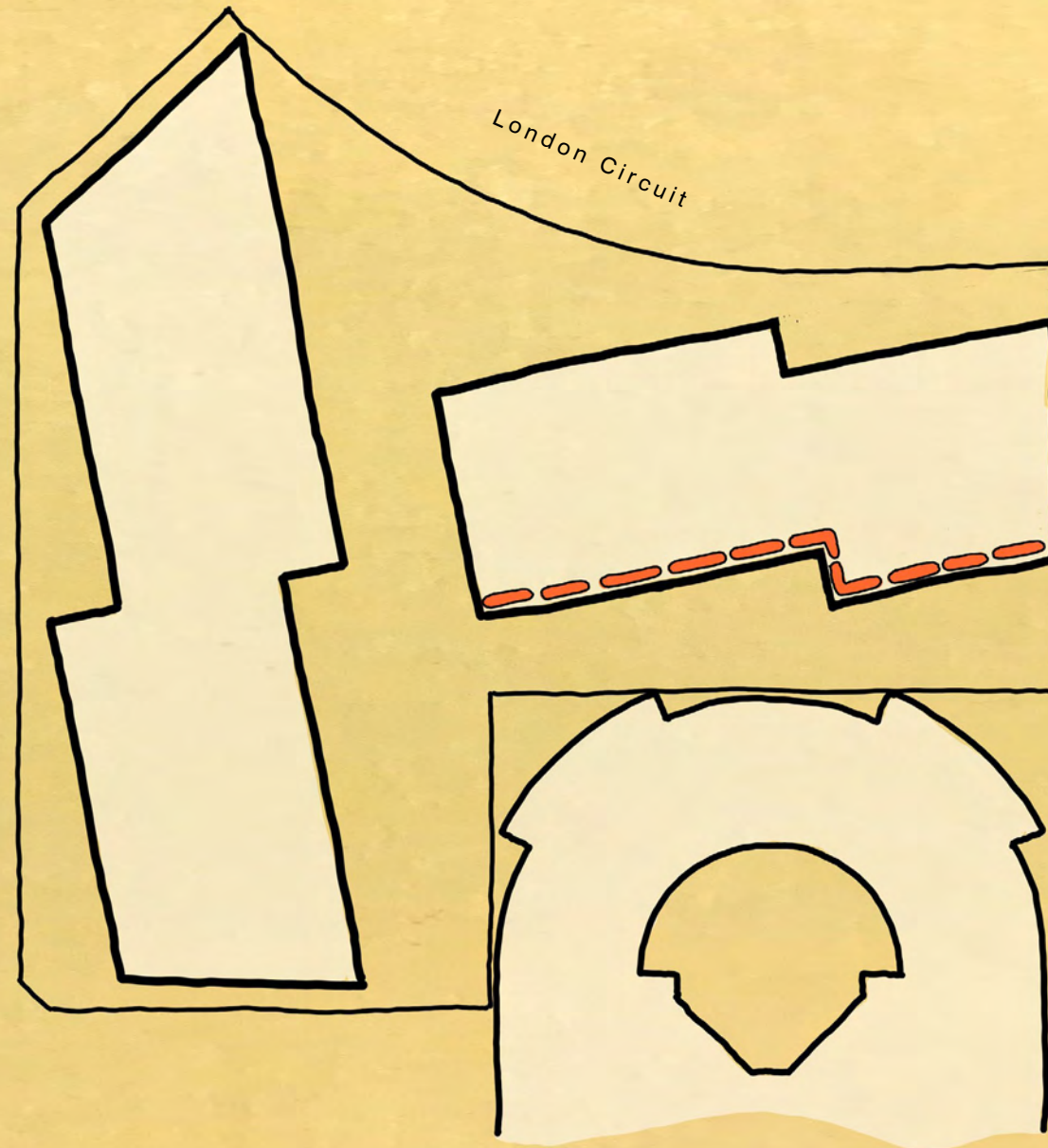
ARRIVAL AND ENTRY SEQUENCES

Travel path of service/ waste/ loading vehicles



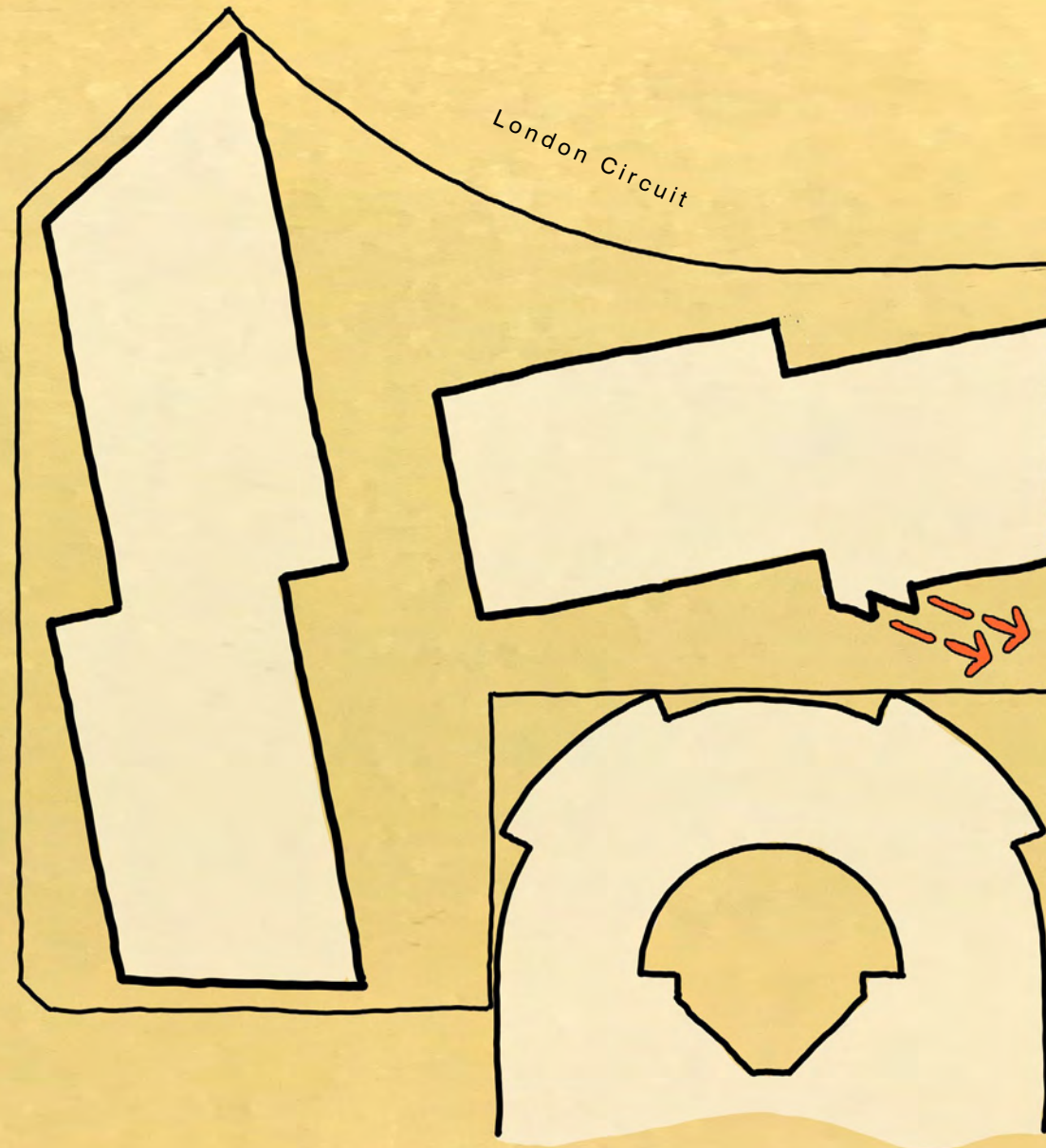
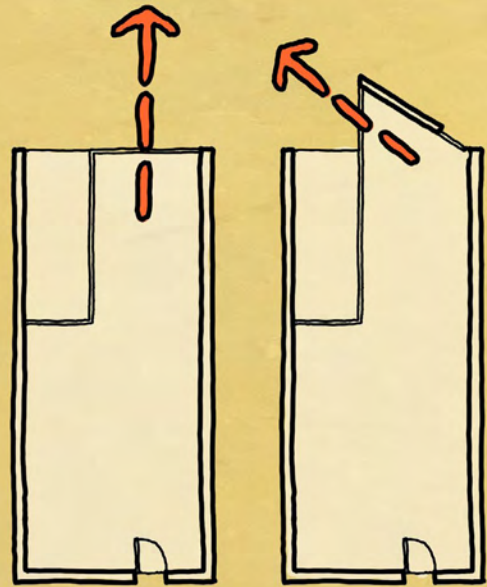
INTERFACE WITH FORUM APARTMENTS

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



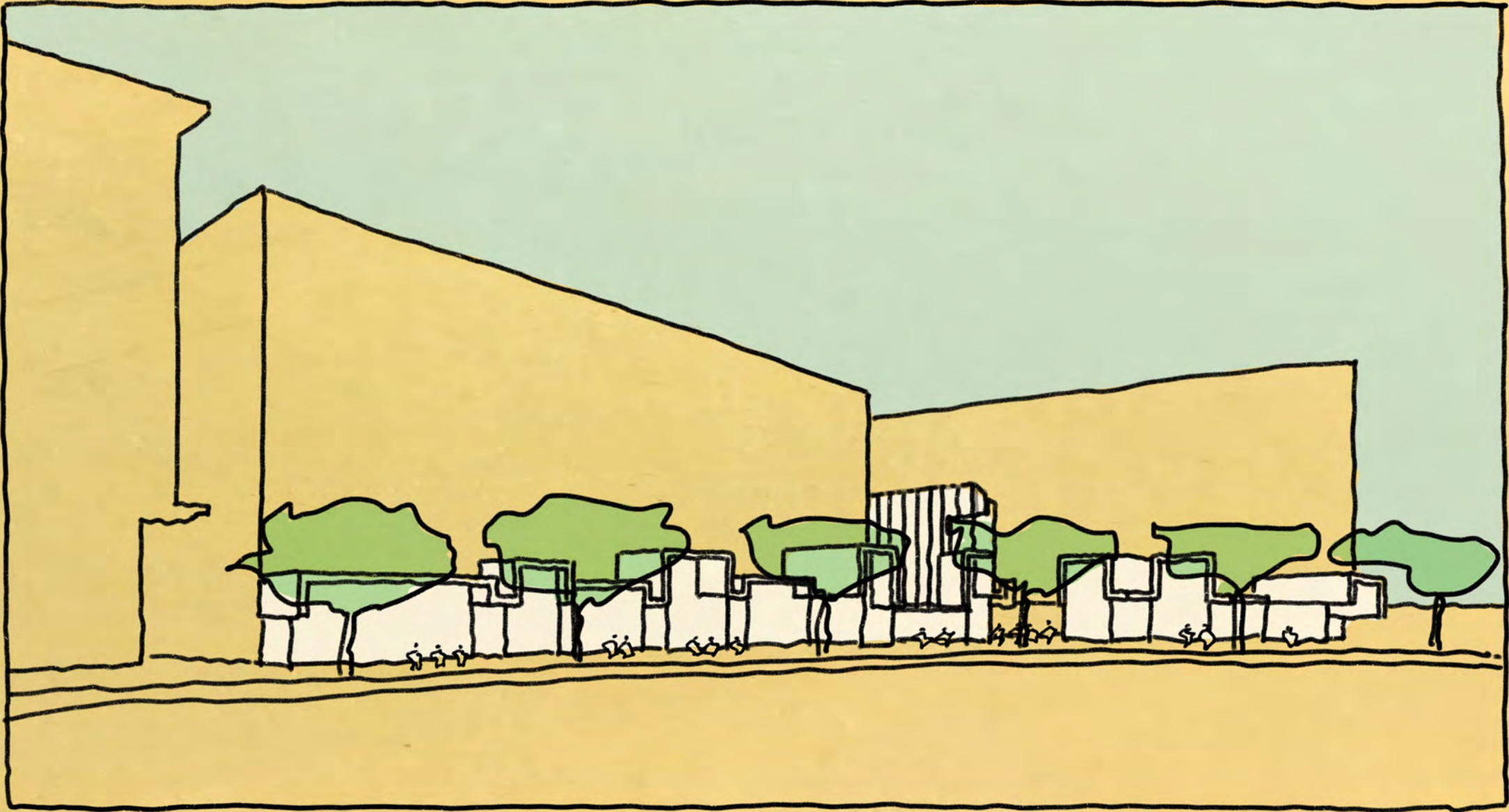
INTERFACE WITH FORUM APARTMENTS

Staggering the alignment of the northern building takes the proposed facade further away from the Forum Apartments.



INTERFACE WITH FORUM APARTMENTS

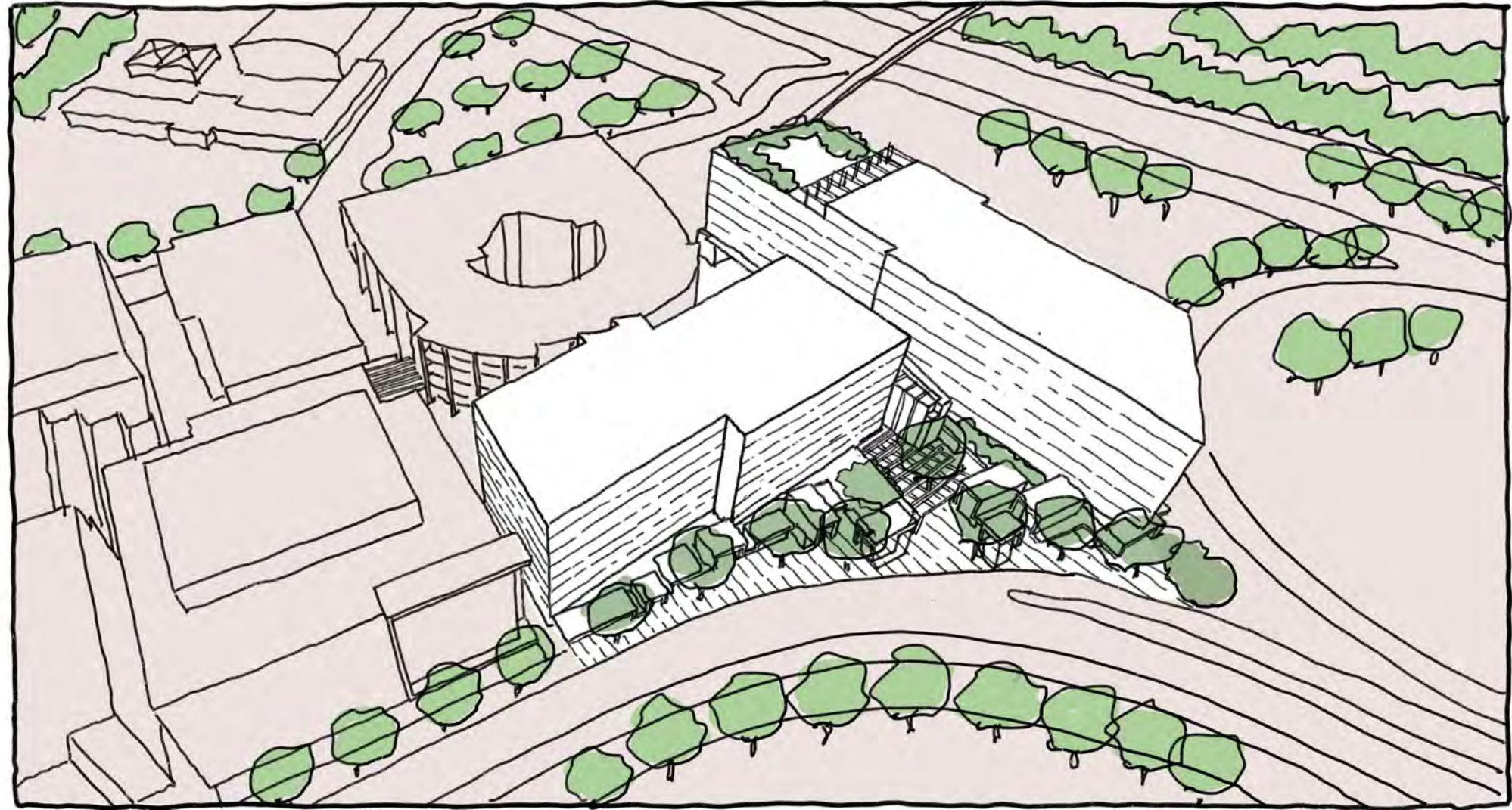
Facade modification to apartments angles the view from those apartments.



LONDON CIRCUIT ACTIVATION

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

Design Response



BUILT FORM

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

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

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

Design Response

BUILT FORM

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

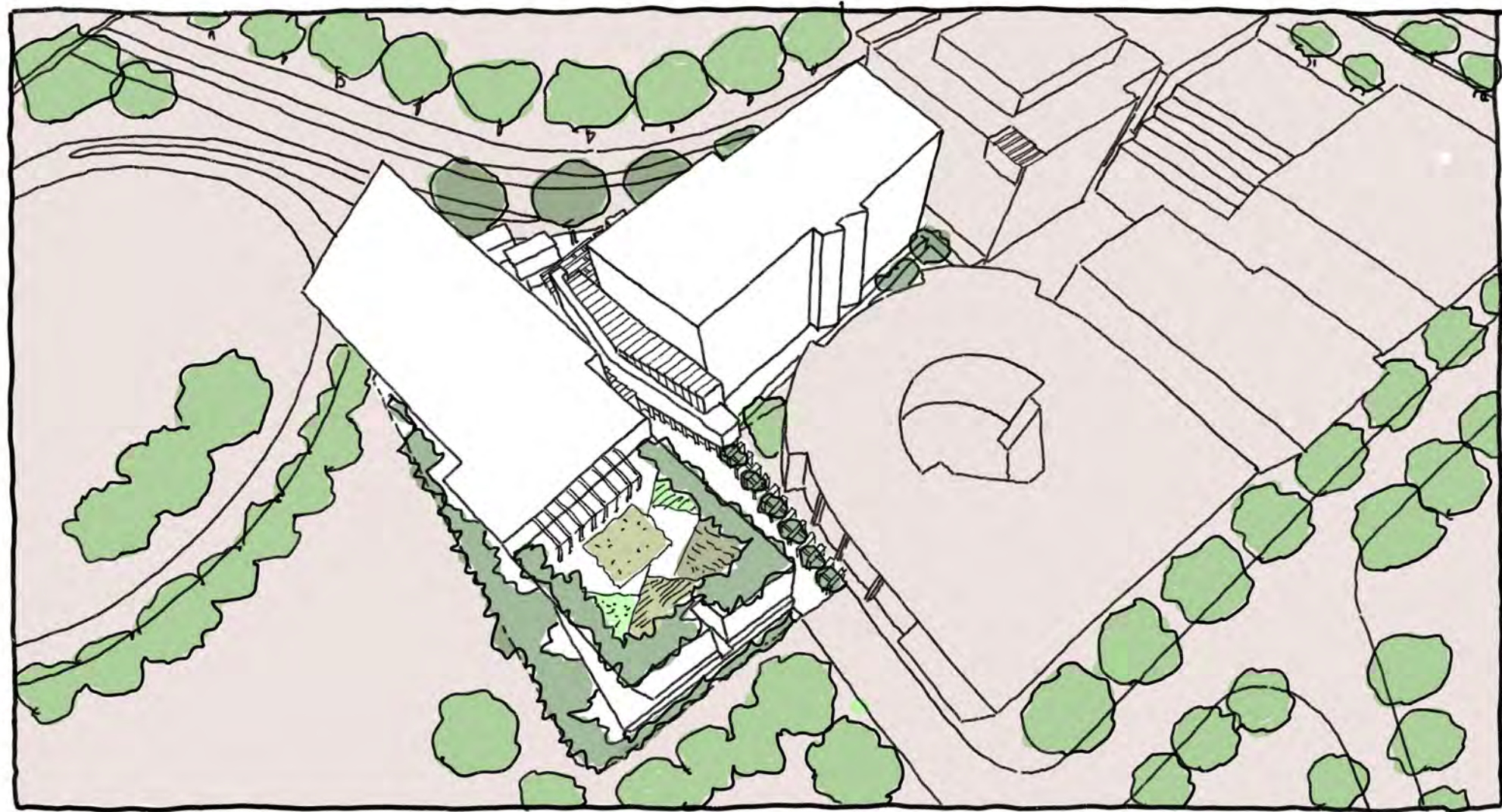


Design Response

BUILT FORM

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

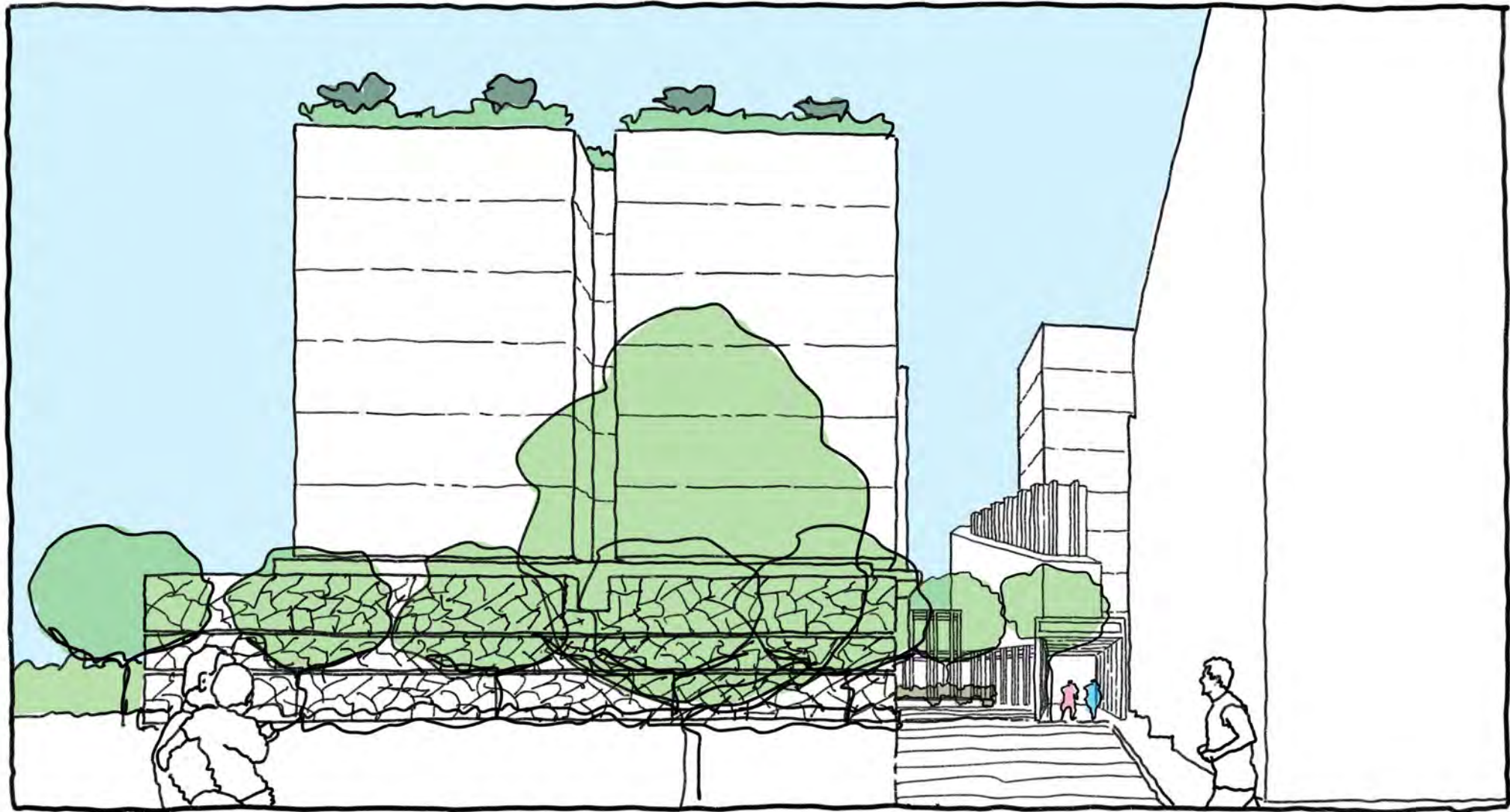
Adjoining that public passage is an elevated landscaped residential terrace.



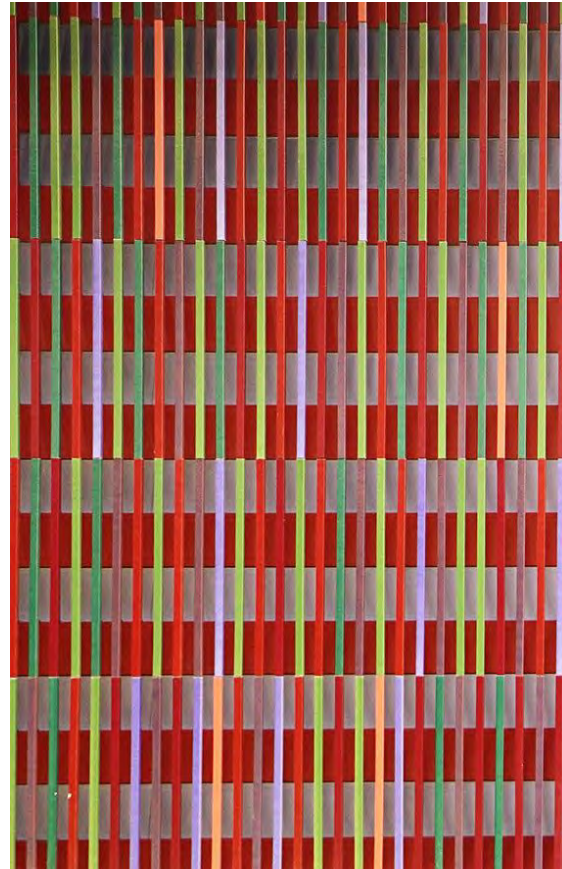
BUILT FORM

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

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



Design Response



FACADE ARTICULATION EXEMPLARS

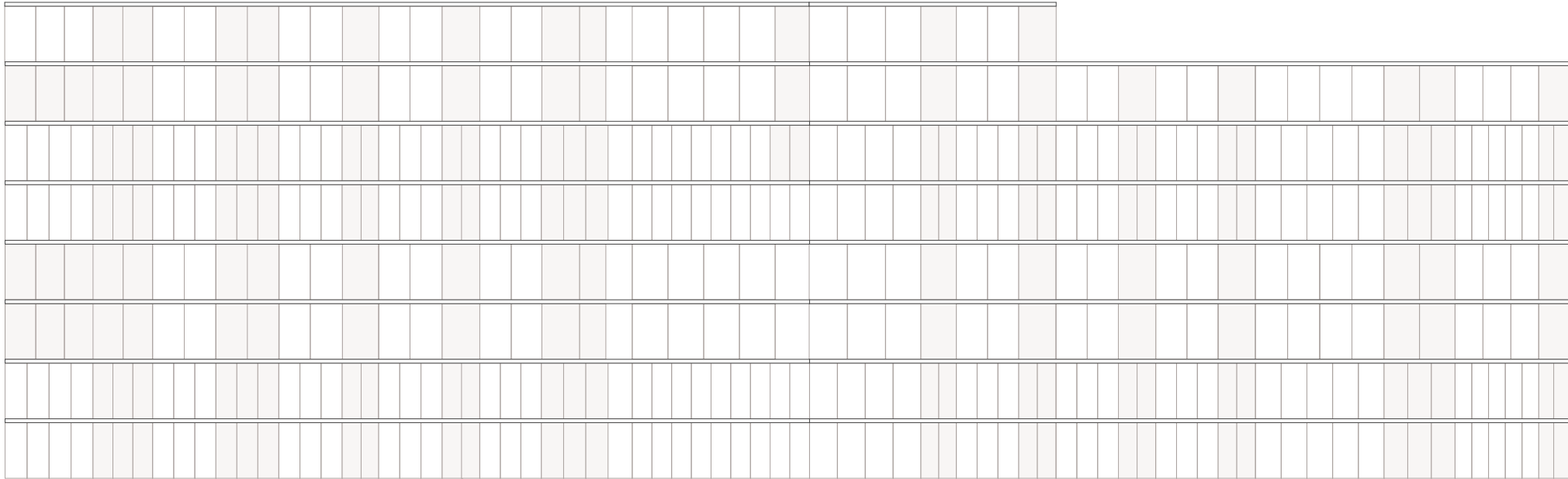
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FACADE ARTICULATION PRINCIPLES

Facade Slabs & Partywalls

FACADE ARTICULATION PRINCIPLES

Facade Slabs, Partywalls, Walls & Balconies



FACADE ARTICULATION PRINCIPLES

Facade Slabs, Partywalls, Walls, Balconies & Mullions



FACADE ARTICULATION PRINCIPLES

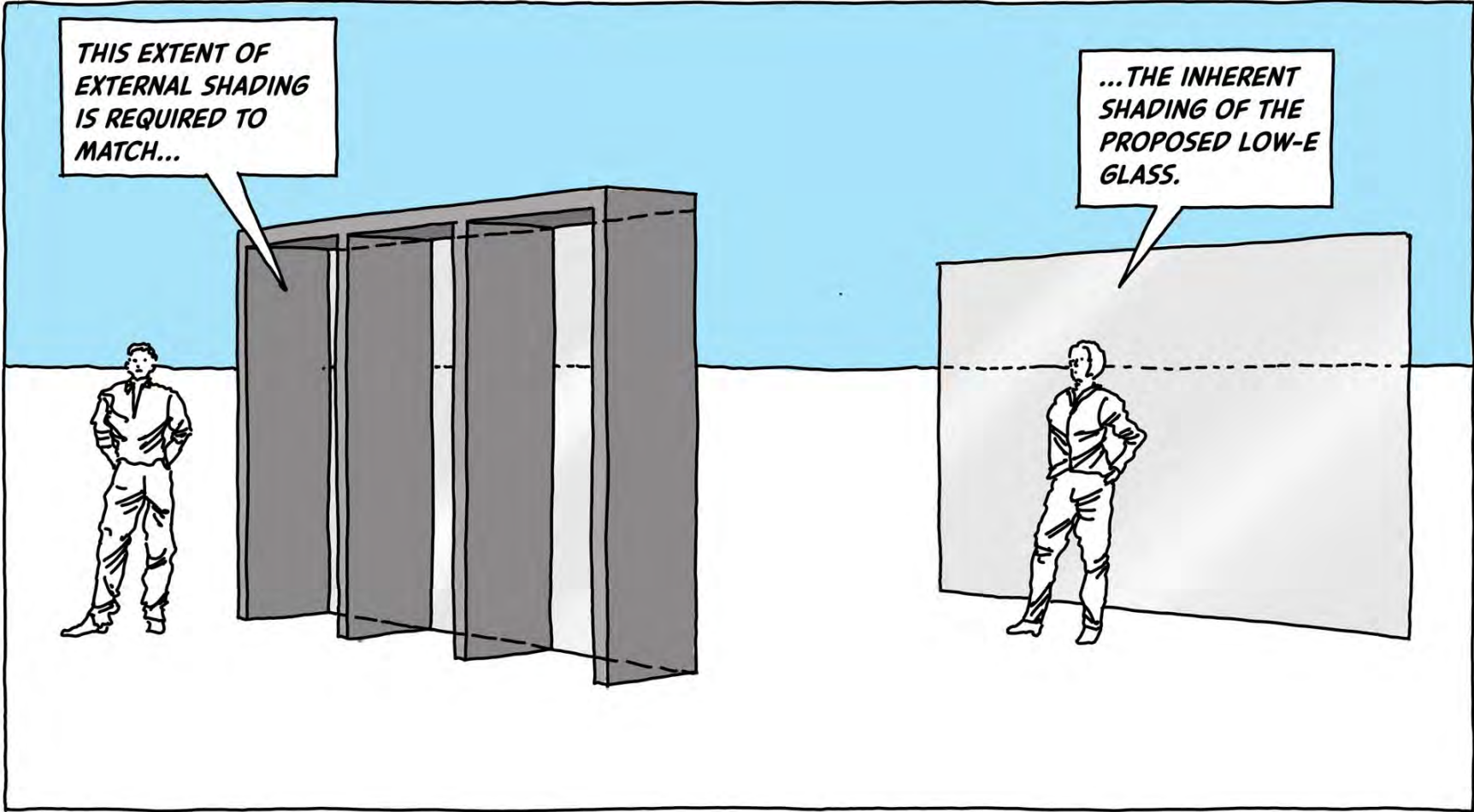
Facade Current Form



FACADE ARTICULATION BUILDING 1



FACADE ARTICULATION BUILDING 2





| | |
|----------------------|-----------------------------|
| Configuration | 6mm 12mm gap 6mm (air fill) |
| VLT | 43% |
| Reflectance external | 18% and 9% |
| Reflectance internal | 9% |
| U value | 1.71 |

LANDSCAPE

PUBLIC MOVEMENT CORRIDOR



- Pedestrian streamline access from London Circuit to Allara Street front entrance
- Unified indoor/ outdoor central movement corridor
- Extended green infrastructure to building pedestrian links

INTEGRATED GREEN VEIL



- Green street front interface and tree lined buffer
- Planting infrastructure as an extension to building pedestrian links

Landscape

MOMENTS AND PEDESTRIAN LINKS



- Integrated landscape and building presence along London Circuit
- Urban fabric approach of intertwining public realm to the buildings

BUILDING GREEN LAYERS



- Green building interface
- Mews and pocket social spaces

TRANSITIONAL LANDSCAPE



- Responding to the site's context with a more civic frontage along London Circuit and a lush green frontage along Allara Street for the future residents.
- Micro-climate environment where trees and greenery create greater resilience for climate adaptation

Landscape



LEGEND

- 1 Formal Entry and Through Site Link
- 2 Building Lobby
- 3 Forecourt Driveway Landscape
- 4 Communal Garden
- 5 Basement Carpark
- 6 Screen Planting
- 7 Waste Rooms



Entry and Site Link



Feature forecourt



Sculpture Garden



Planting

Landscape



LEGEND

- 1 Paved London Circuit Forecourt
- 2 Building Lobby
- 3 Street Trees
- 4 Cafe
- 5 Retail Pod
- 6 Commercial Space
- 7 Formal Grove of Trees
- 8 Undercover Outdoor Seating



Forecourt



Street trees and Cafe frontage



Feature grove of trees



Outdoor communal seating

Landscape



LEGEND

- 1 Outdoor Paved Area
- 2 Landscape Rooms
- 3 Feature Planting Zones



Accessible functional spaces



Outdoor paved areas

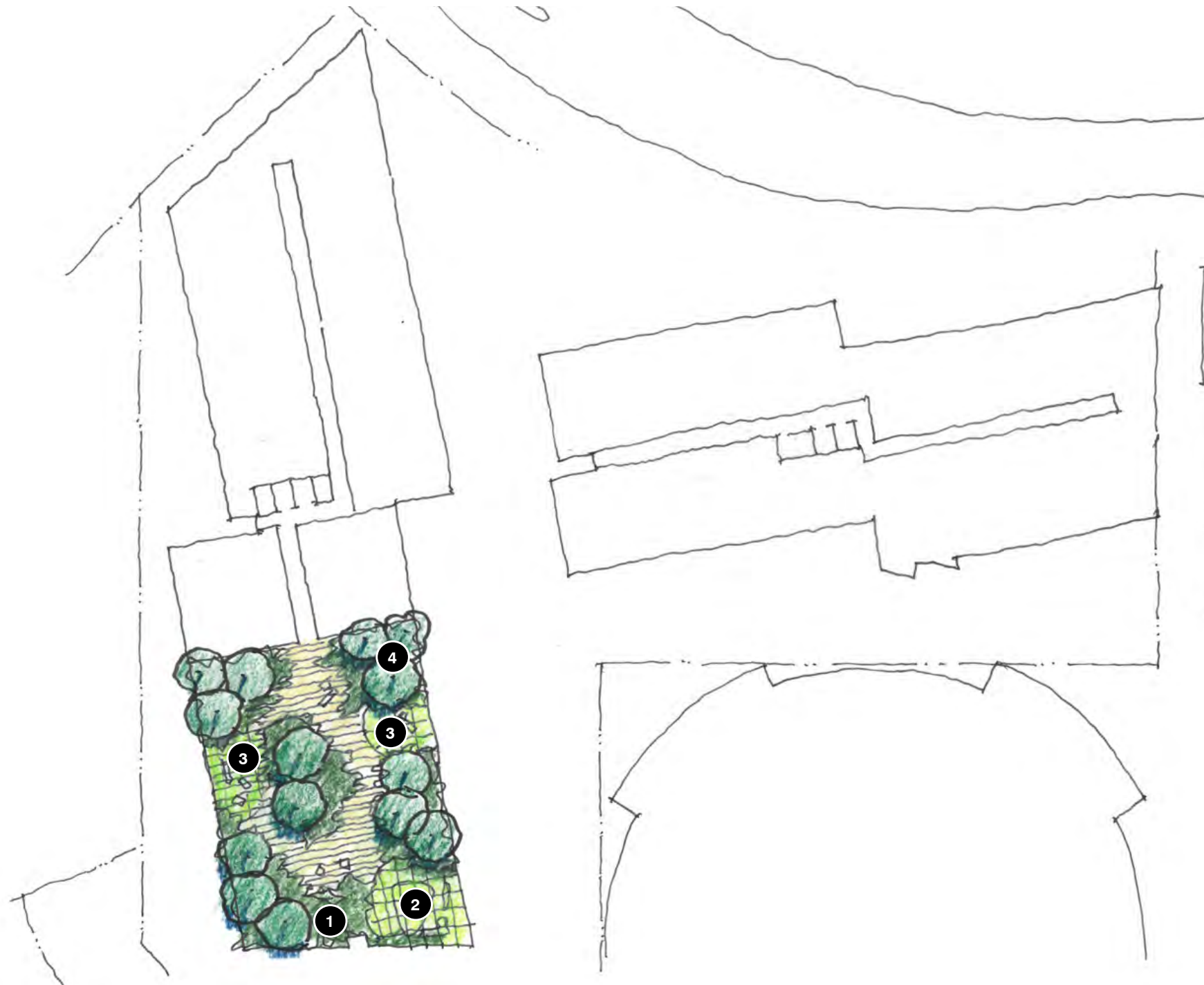


Communal outdoor rooms



Biodiverse planting

Landscape



LEGEND

- 1 Communal Garden Area
- 2 Shade Structure
- 3 Landscape Rooms
- 4 Trees in Raised Planters



Community gardens



Structural canopy



Residential landscape rooms



Raised planting

Landscape



LEGEND

- 1 Paved London Circuit Forecourt
- 2 Level 2 Garden Terrace
- 3 Level 7 Residential Roof Garden
- 4 Communal Garden
- 5 Allara Street Forecourt



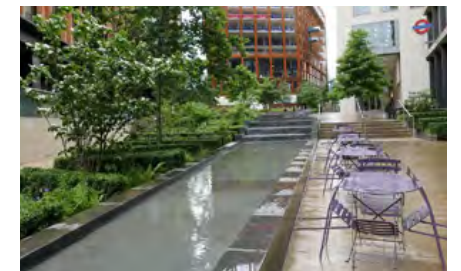
London Circuit Forecourt



Communal Garden Terrace



Residential Gardens



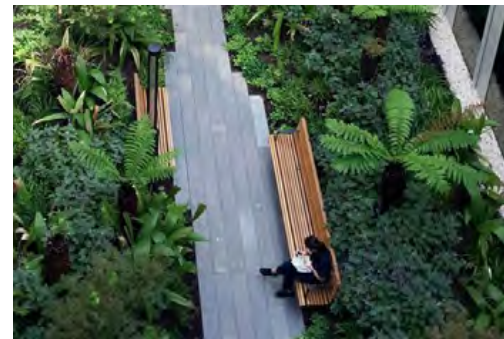
Allara Street Forecourt

Landscape

OUTDOOR DINING



WILD GARDEN ROOMS



BIODIVERSITY GREEN ROOFS

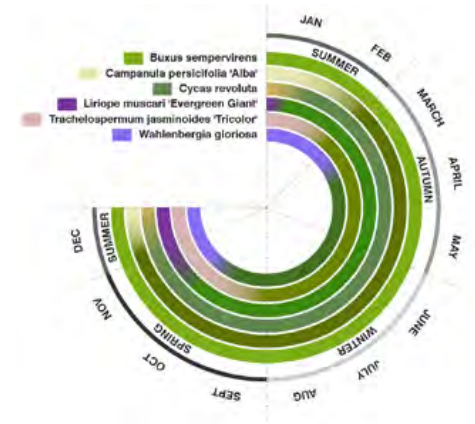


COMMUNAL GARDENS

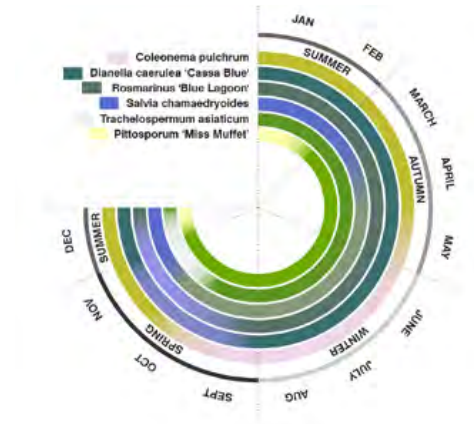


Landscape

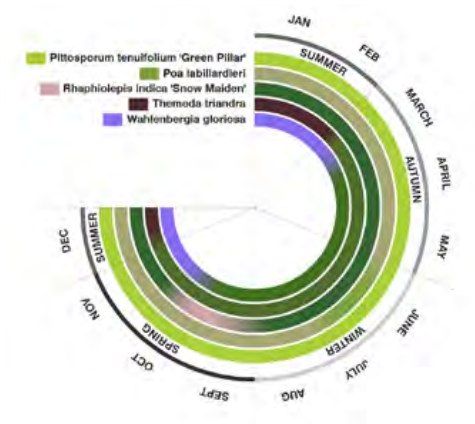
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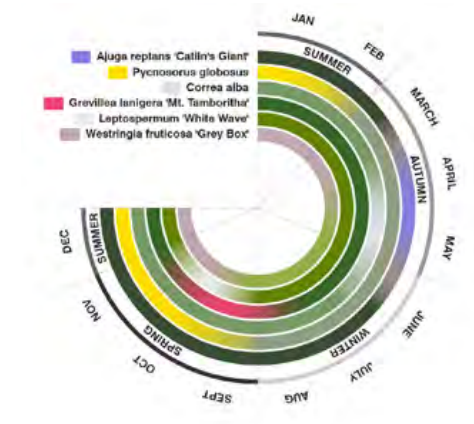
2. PUBLIC FORECOURT



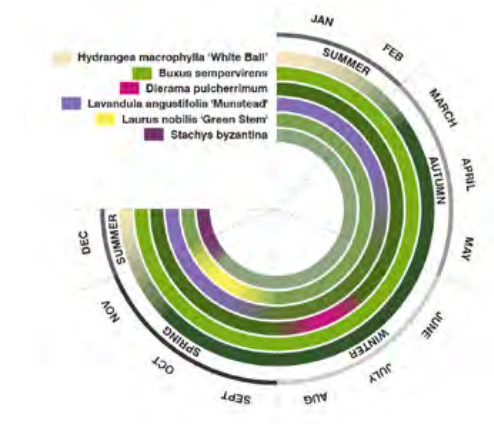
3. STREET INTERFACES



4. ROOF TERRACE ROOMS



5. RESIDENTIAL GARDEN ROOMS



Buxus sempervirens



Wahlenbergia gloriosa



Coleonema pulchrum



Salvia chamaedryoides



Rhapsiolepis indica 'Snow Maiden'



Westringia fruticosa 'grey box'



Poa labillardieri



Buxus sempervirens



Laurus nobilis 'Green Stem'



Campanula persicifolia 'alba'



Liriope muscari 'Evergreen Giant'



Rosmarinus 'Blue Lagoon'



Dianella caerulea 'Cassa Blue'



Wahlenbergia gloriosa



Poa labillardieri



Austrostipa stipoides



Gaura lindenharii



Hydrangea macrophylla 'White Ball'



Dierama pulcherrimum



Cycas revoluta



Trachelospermum jasminoides 'Tricolor'



Trachelospermum asiaticum



Pittosporum tobira 'miss muffet'



Pittosporum tenuifolium 'Green pillar'



Themeda triandra



Ajuga reptans 'Caitlins giant'



Pycnosorus globosus



Lavandula angustifolia 'Munstead'



Stachys byzantina

FLOORPLANS & SECTIONS

Floorplans

Ground Floor London Circuit





-  Commercial
-  Public Nexus
-  Residential Lobby
-  Landscape

1:500

Floorplans

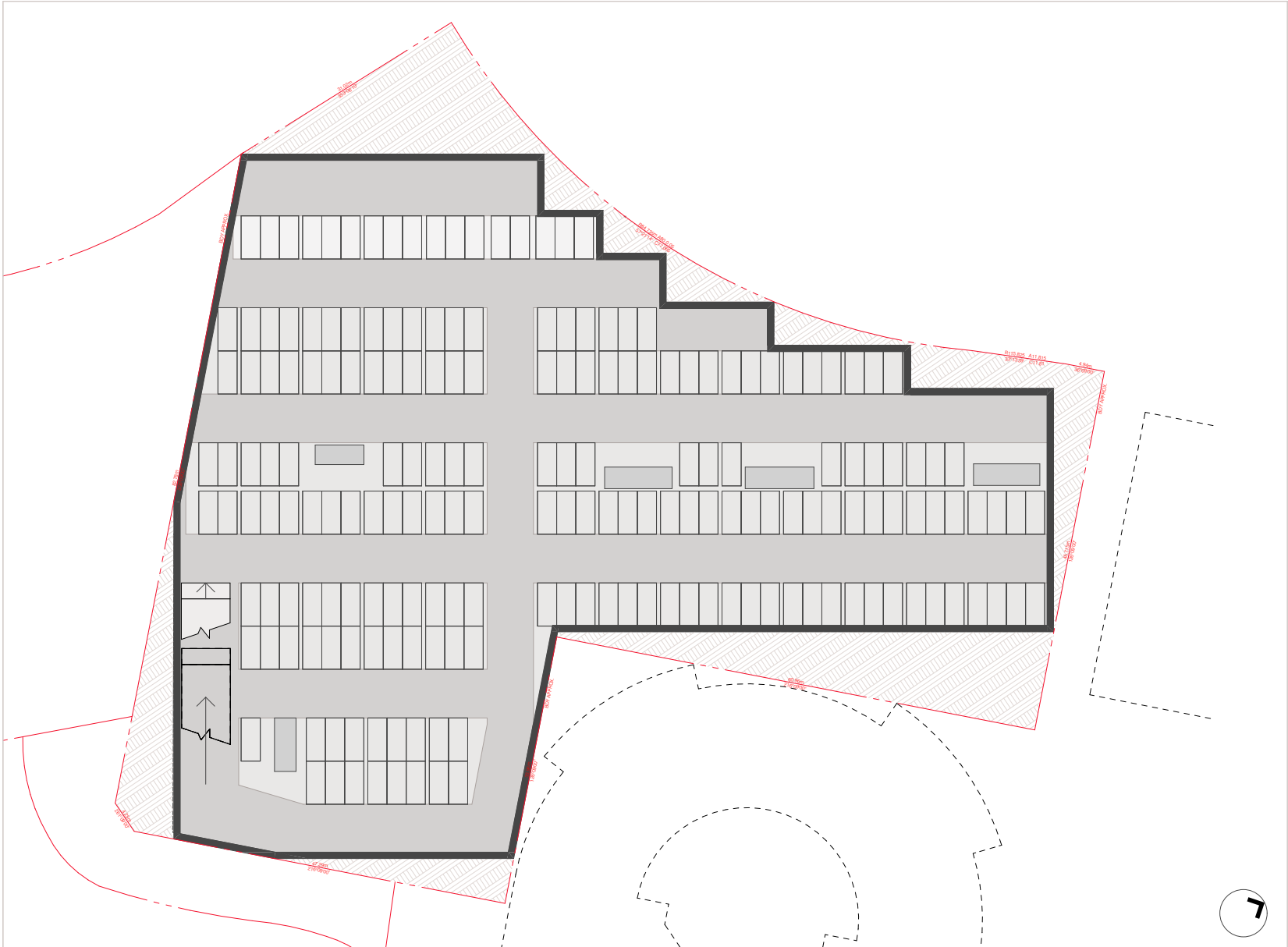
Lower Ground Allara Street



-  Public Nexus
-  Residential Lobby

Floorplans

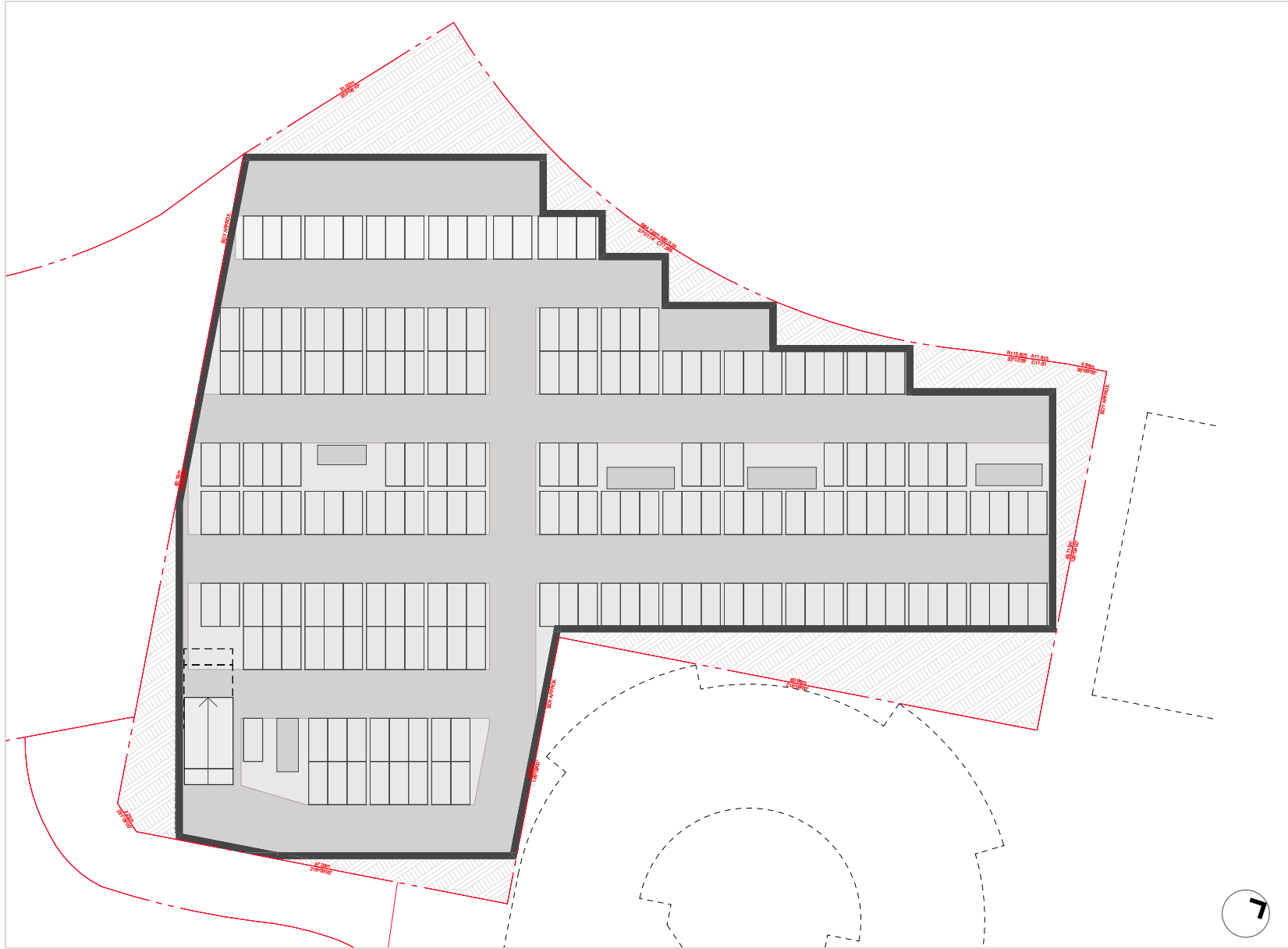
Basement 01



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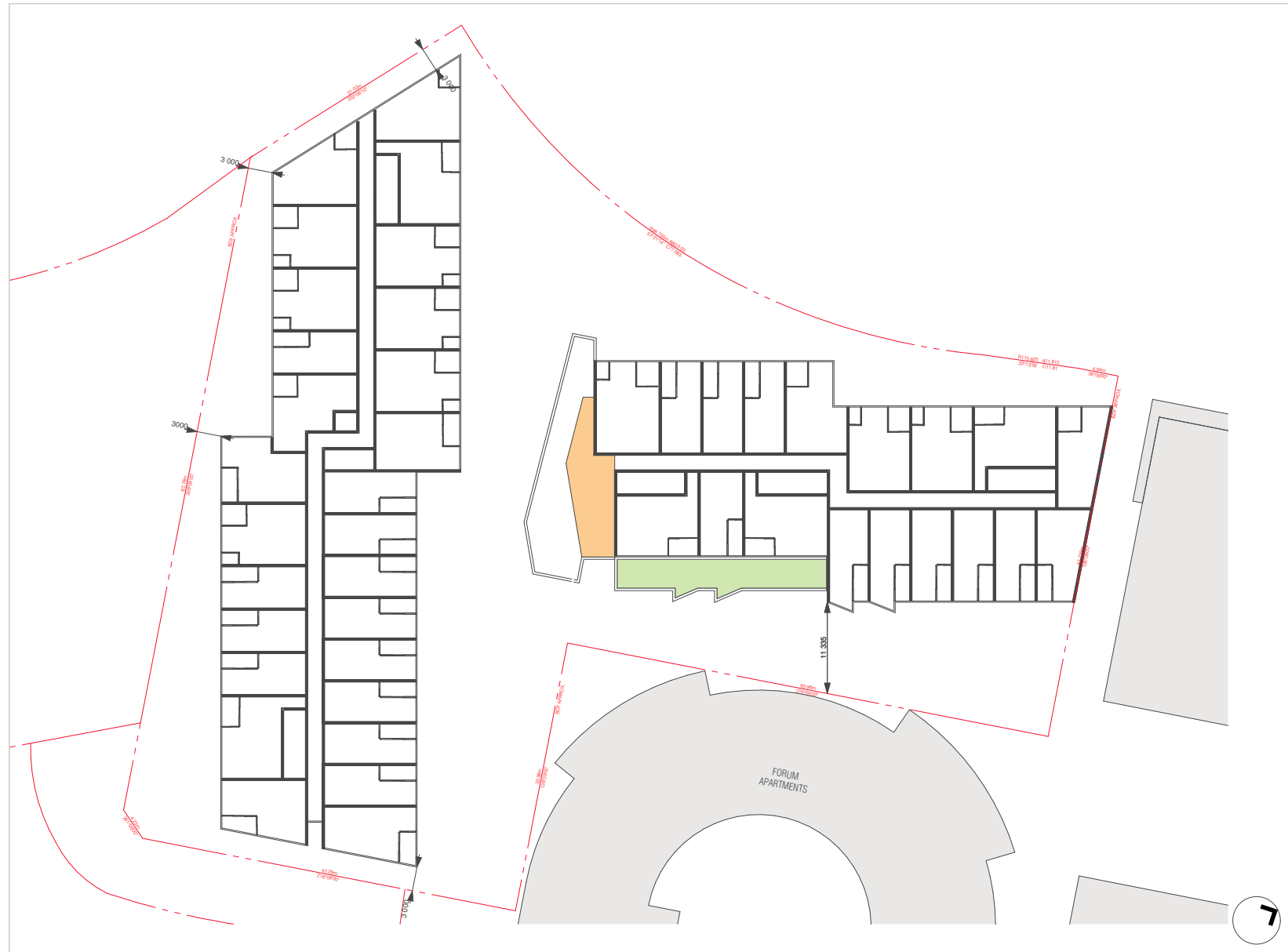
Floorplans

Basement 02



Floorplans

Level 02



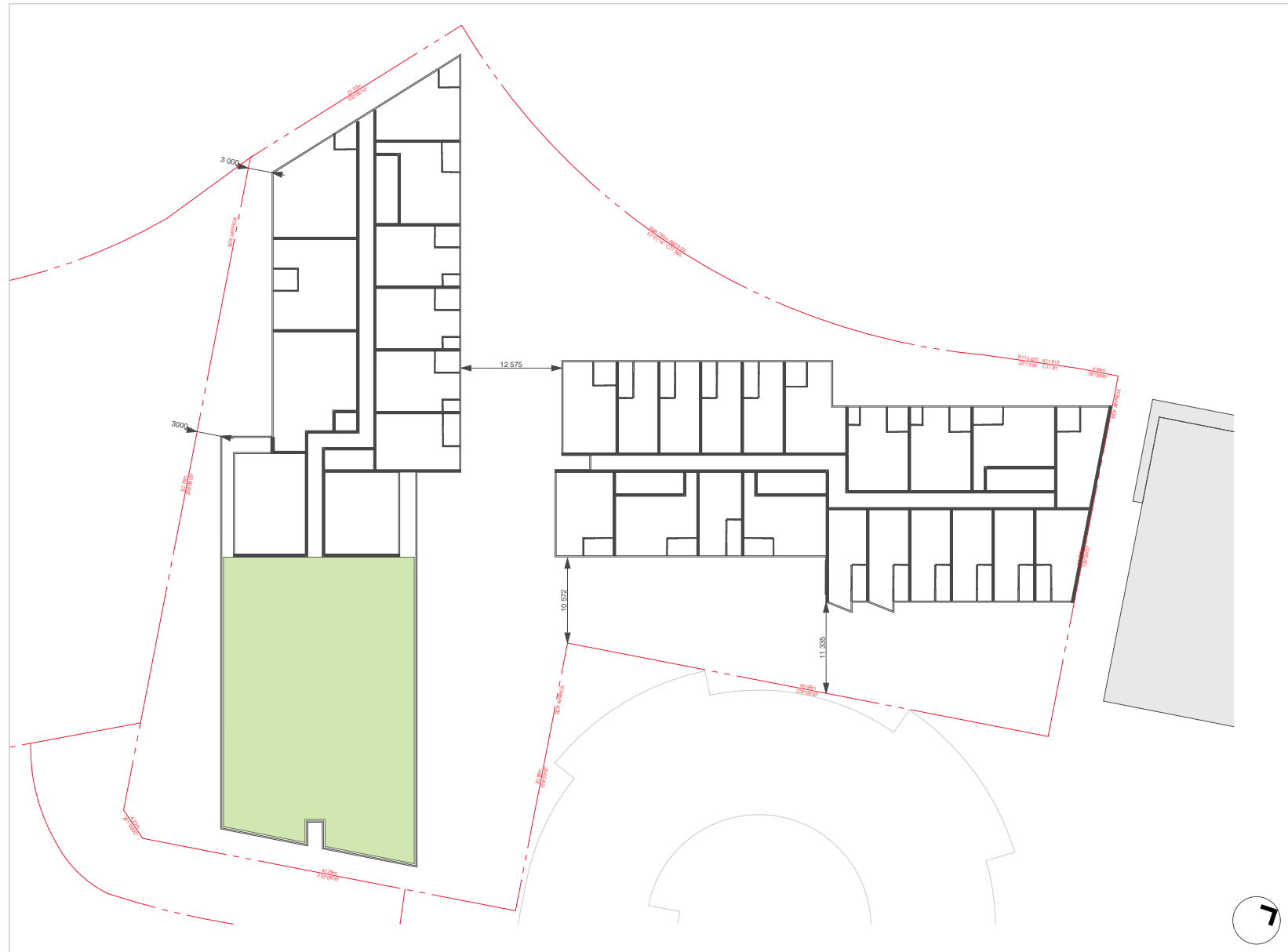
Public Nexus



Landscape

Floorplans

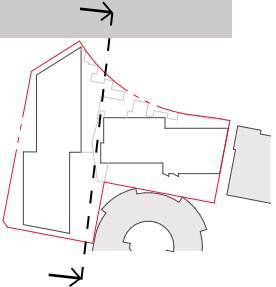
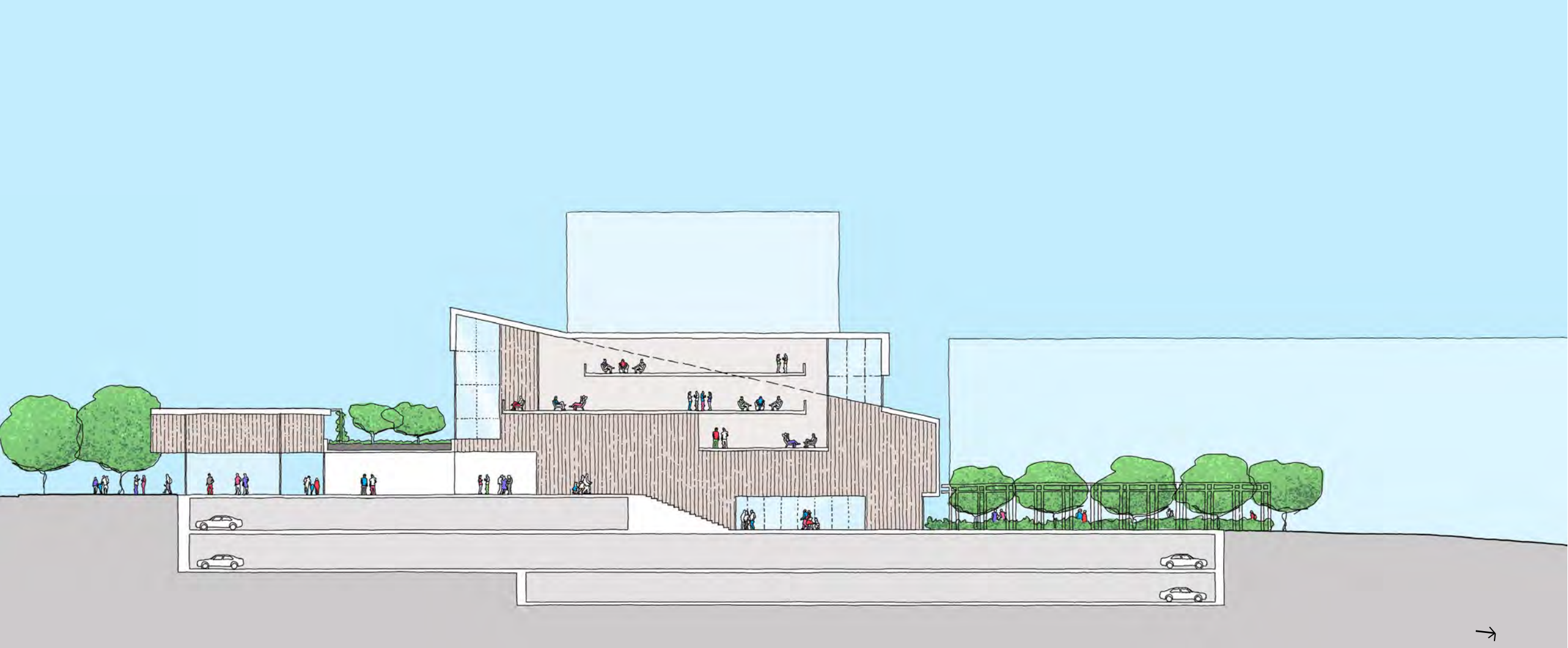
Level 07



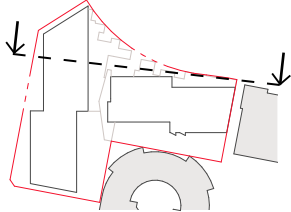
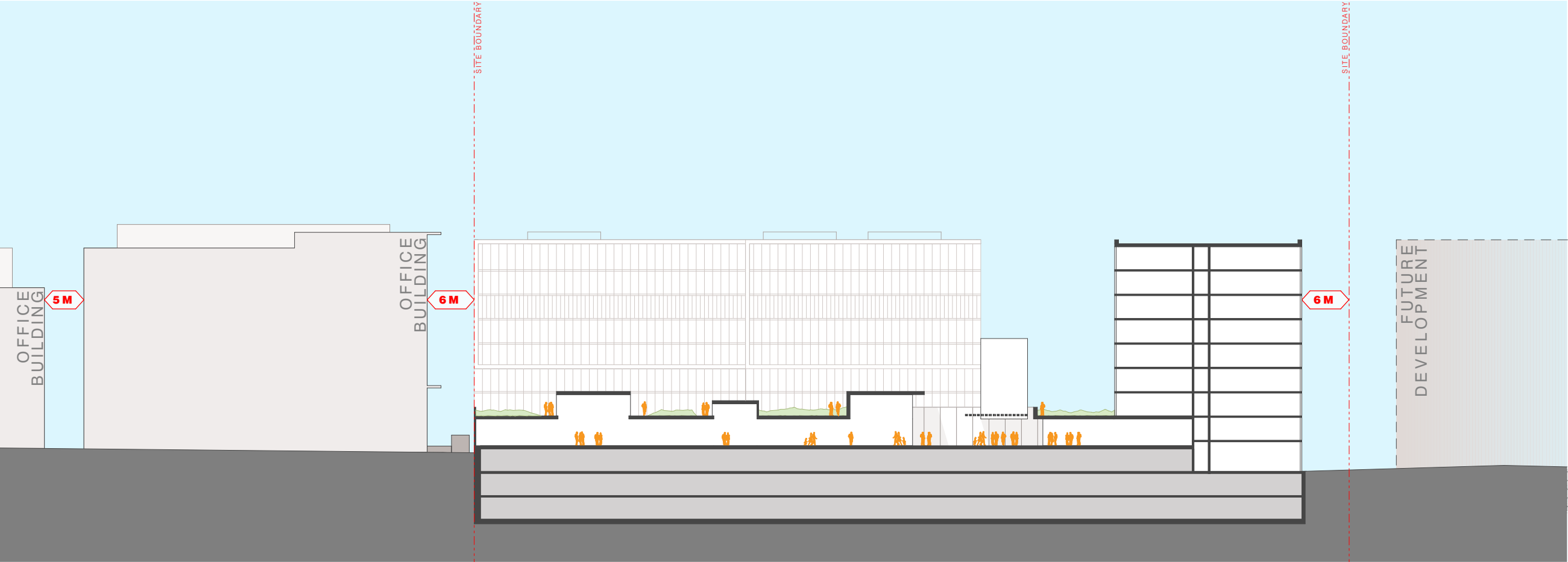
Landscape

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Section A

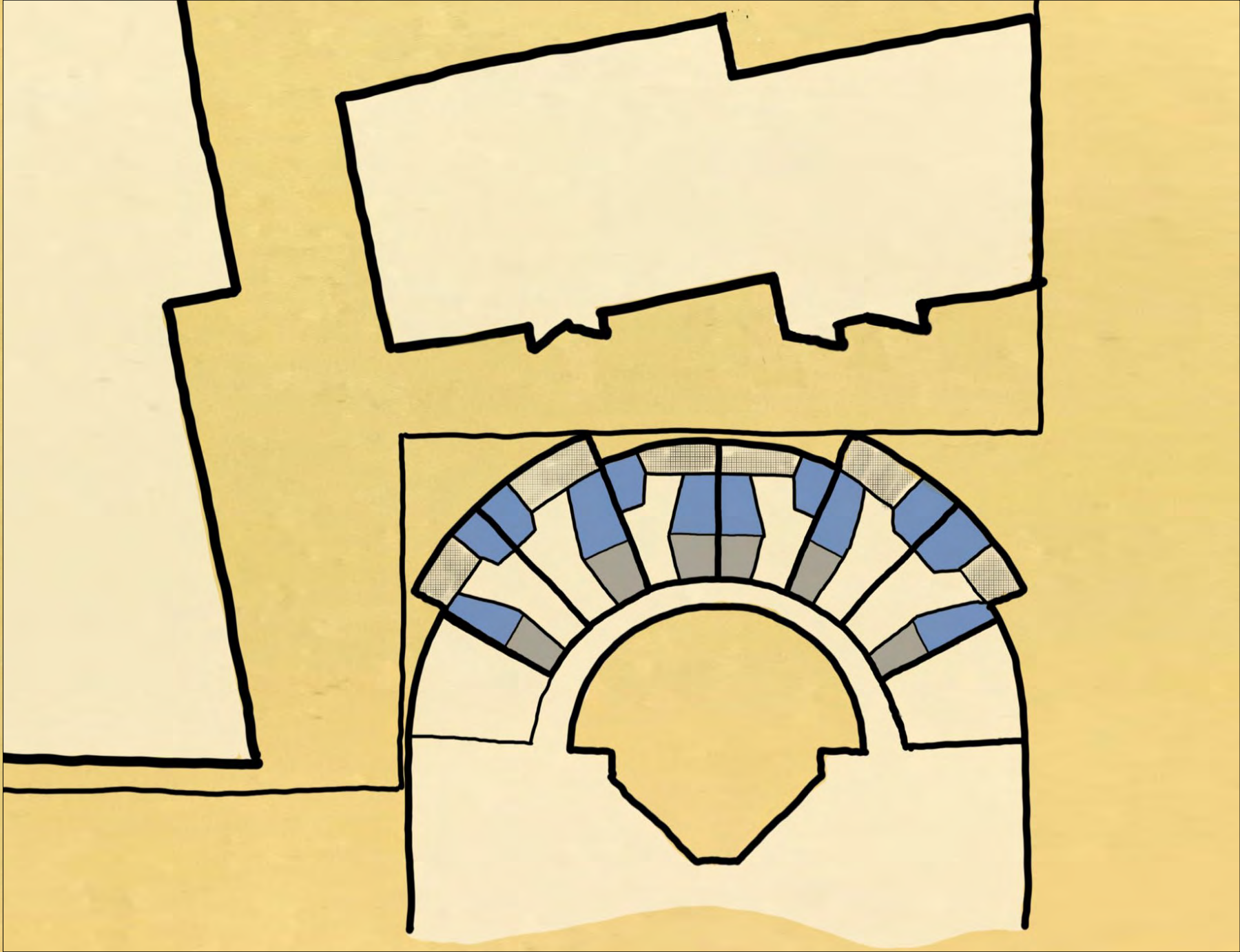


Section B



FORUM INTERFACE

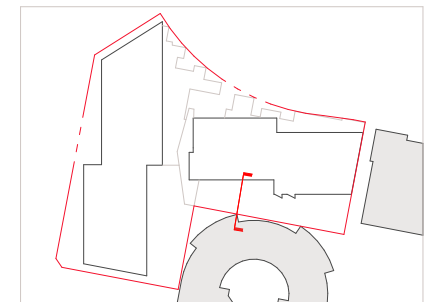
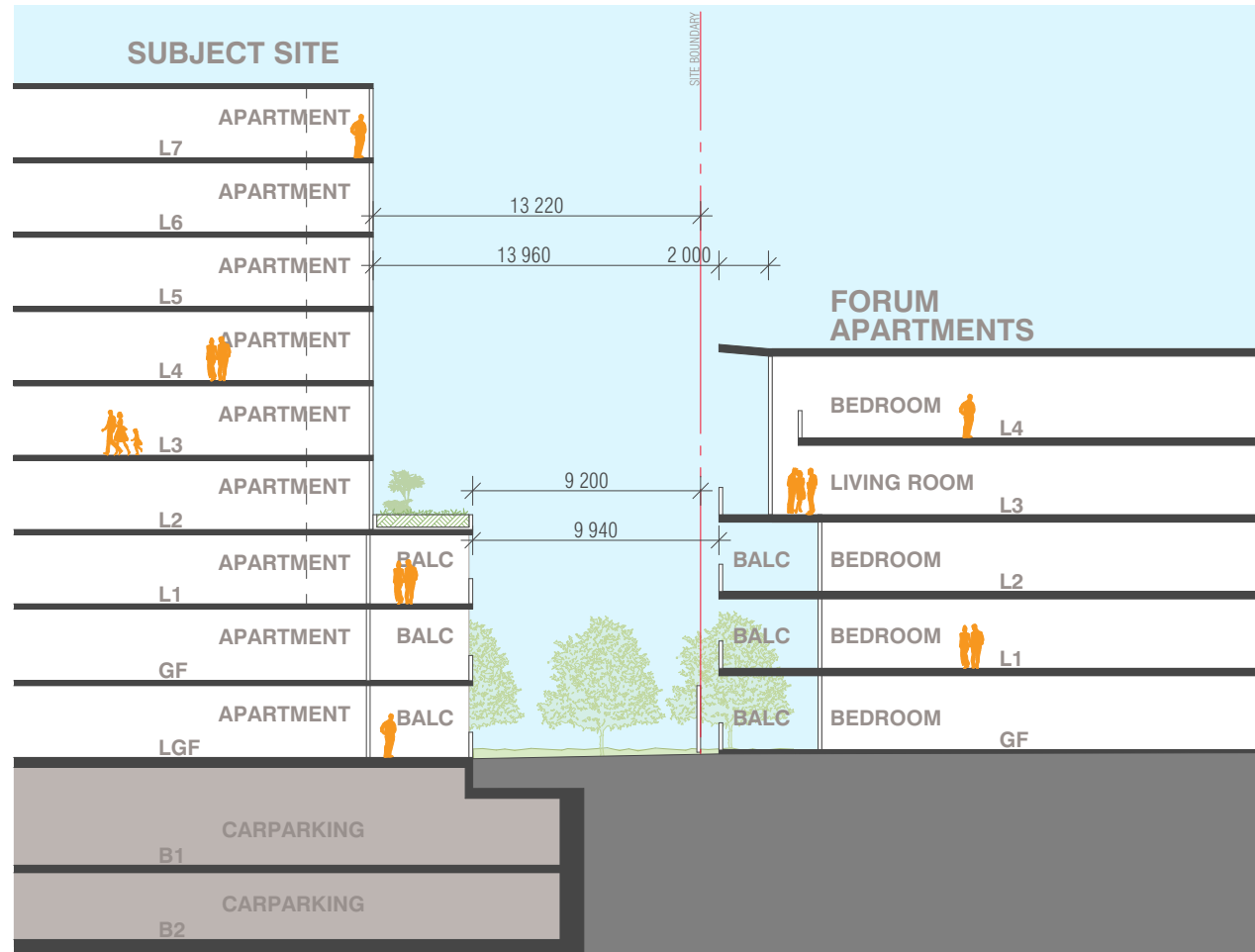
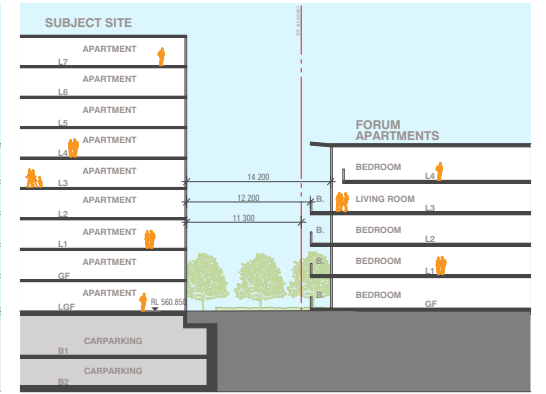
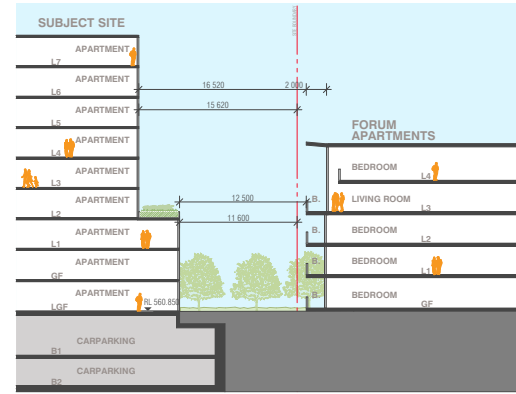
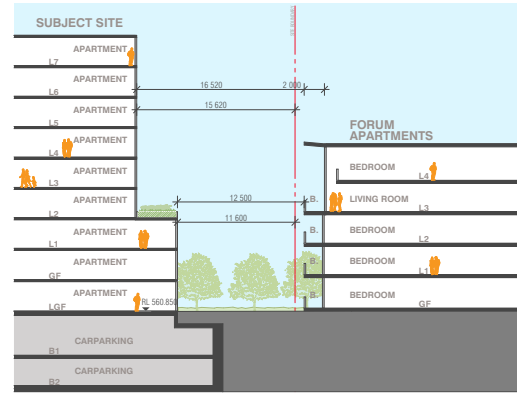
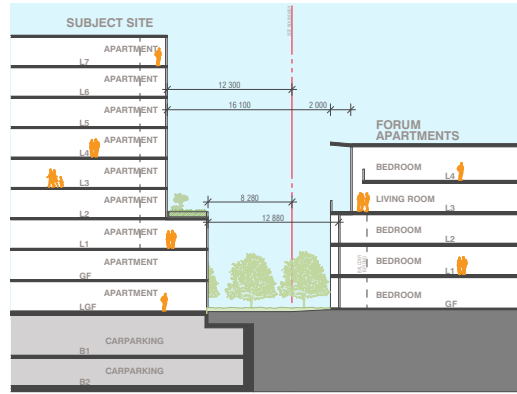
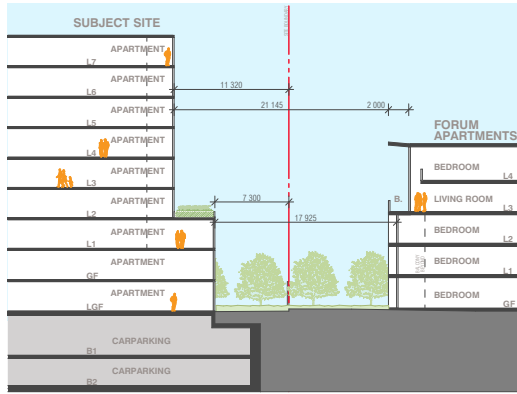
Forum typical plan



- Bedroom
- Living
- Balconies
- Bathrooms



Sections





Welcome to this session of the National Capital Design Review Panel to present the development proposal for **70 Allara** at Block 16 Section 10 City.

Acknowledgement of Country:

I wish to acknowledge the traditional custodians of the lands that we are each meeting on today, for those here in Canberra we acknowledge the Ngunnawal people and for those based elsewhere in Australia I also wish to acknowledge the traditional custodians of those lands.

I wish to pay my respects to Elders past, present and emerging; to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region. I would also like to acknowledge and welcome other Aboriginal and Torres Strait Islander people who may be attending today's event.

I encourage all present to remain cognisant of these historical, current and future connections between aboriginal Nations and their country as we discuss, design and interact with these lands through our professional endeavours.

My name is Catherine Townsend, I am the ACT Government Architect and will Chair this session.

The session will be Co-Chaired by [REDACTED]
[REDACTED] **the National Capital Authority.**

The panel for this presentation and any subsequent presentations for this proposal are:



We welcome:

The **applicant** for this proposal is – **GEOCON** represented by [REDACTED]
[REDACTED]

Their **Lead Consultant** presenting today is **Fender Katsalidis** represented by [REDACTED]

I also welcome proponent consultants

Planning Consultant, [REDACTED] **Purdon Planning**

Landscape architects, [REDACTED] **Oculus**

I also introduce key officers from

- **The National Capital Authority**
- **Environment, Planning and Sustainable Development Directorate (EPSDD)**
- **City Renewal Authority (CRA)**
- **Transport Canberra and City Services (TCCS)**

In preparation for this session the panel has **studied the documents provided** and have been **fully briefed on the planning context**.

The format for this session is in 4 main parts:

1. **Presentation by the design team** (20 minutes)
2. **Q and A session** (10 mins)
3. **Panel discussion and review** (20 minutes)
4. **Summary of key issues** (5 minutes)

The intention is that this is a discussion between peers and I encourage you to take the panel on the journey of the analysis, design options and concepts that has informed the proposal.

Housekeeping for Virtual Meetings:

1. For anyone attending the meeting as an observer, please mute your camera and microphone during today's session.
2. For all others please mute your microphone whilst you are not speaking.

3. If you have a question but do not get the opportunity to ask, please note it down and I will round up any outstanding questions at the end.
 4. Please switch phones to silent and turn off any notification sounds on your computer, such as emails and reminders.
-

After today's session:

We will provide you with a written advice within 10 working days.

I will also ask that if you have any queries following the session or wish to discuss the advice you receive, please contact the Design Review Panel Secretariat directly and not the panel members or Chairs.

Queries to designreview@act.gov.au