

Feedback collected on Forbes Street, Turner proposed redevelopment

Comment	Design Response	DA response
YOURSAY		
No turning assessment provided in plans, car turning circles inside building	Traffic engineering advice was provided in developing the car parking area. Turning circle diagrams will be included in the Development Application (DA). Confirmation of the turning circles will be undertaken before the DA is submitted. The basement access ramp is designed to accommodate a medium to large car.	
Turning plan for vehicle entry and exit, clearance heights	Traffic movement while entering and exiting the property will be reconsidered as part of progressing the design to DA. The height of the car park will be a minimum of 2.5m to comply with Accessibility requirements.	
Concerns around “block busting” and density in area	This development is consistent with other developments that have taken place in the area and is considered to comply with the relevant planning controls in the Territory Plan. The zoning for the area allows higher density development, taking into account: the proximity to Northbourne Avenue and the high level of public transport it provides; and proximity to Civic/Braddon and its employment, commercial, shops, health and other community facilities. The design aims to maintain the ‘suburban’ feel of the suburb, noting that the character of Turner is responding to broader community changes.	
Instead of a flat roof, could consider a rooftop garden or green roof	Providing adequate open space is an important part of urban living. A rooftop garden is one opportunity to address this matter. In this instance, use of the roof for a garden or green	

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	<p>roof will add to the cost and complexity of construction and may result in water ingress issues in the future and additional maintenance costs. Access to the roof space by tenants would also create issues with oversight into neighbouring properties.</p>	
<p>Concerns over no on-site visitor parking, suggest parking on Forbes Street restricted to one side or to “local traffic only”</p>	<p>The level of parking required to be provided will be as per the Parking and Vehicular Access General Code. This allows on-street car parking within 100 metres of the site to be taken into account for visitor car parking. The determination of on street parking restrictions is not the responsibility of Housing ACT. TCCS has completed a concept design for an ‘active travel street’ which includes traffic calming and traffic diversion on Forbes St. These are fairly minimal interventions within the roadway. The main benefit is to reduce rat-running which has been identified by local residents as an issue.</p>	<p>Transport Canberra and City Services (TCCS) has responsibility for parking controls and will be consulted as part of the DA review.</p>
<p>Supportive of the use of outdoor communal space</p>	<p>This complex has been designed with an outdoor communal area. It has been designed to act as an active or passive recreation area for the people who will live in the units.</p>	
<p>Narrow street, suggest bicycles are prohibited</p>	<p>The determination of traffic restrictions on Forbes Street is not the responsibility of Housing ACT. TCCS has completed a concept design for an ‘active travel street’ which includes traffic calming and traffic diversion on Forbes St. These are fairly minimal interventions within the roadway. The main benefit is to reduce rat-running which has been identified by local residents as an issue. There is a footpath on the</p>	

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	western side of Forbes Street which could be used by cyclists.	
The allocation of tenants will determine the long-term success of the site	No decision has yet to be made about the allocation of the units. There is a mix of 2 and 3 bedroom dwellings on the site, which means that singles, couples and families could be allocated units. Housing ACT works with tenants	
Support for energy efficient smart design, locating public housing near Civic and many support services	These units will achieve a minimum of 6 star energy rating. Energy efficient appliances will also be installed and water-saving measures put in place. Overall, the aim is to reduce operational costs, so that it costs less to run the buildings for people who are on low incomes. The units are located close to light rail, public transport, schools, shops, health and other community facilities which should encourage active travel as opposed to car usage.	
General support for development – small and well-designed 7	Noted	
EMAILS		
Suggestion to partner with local disability organisations around the design elements	Housing ACT works with a range of community organisations on a number of disability projects. The units that will be built to Class C Adaptable will meet AS4299. Adaptable housing ensures people of all ages and abilities can live in the home and it can be easily adapted to meet changing household needs without requiring costly or substantial modifications.	
Opposition to congregate living for solely one tenant cohort, e.g. people with disability	Housing ACT has been working to reduce the number of multi-unit complexes, such as along Northbourne Avenue. This development is a small complex that has a mix of independent units of various sizes and types to allow for a	

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	diverse mix of tenants. People will live independently, able to organise themselves and arrange any support that they consider necessary, as people in other similar small multi-unit developments are able to do.	
Traffic, interest in traffic data and requested to have a copy of any traffic management reports or contact with someone in TCCS	Data on traffic accidents along Forbes Street is attached. This indicates that for the 7 year period 2011 – 2017 there were 25 crashes along Forbes Street. Of these 9 occurred at the intersection with Condamine Street and there were two that occurred mid-block on Forbes Street – between Condamine Street and Greenway Street. TCCS advises that at this time no changes to the existing arrangements are proposed. Traffic counts undertaken in 2012 were for that part of Forbes Street near Towns Crescent and Wedge Crescent. The counts showed weekday traffic volumes of 834 vehicles travelling towards Wedge Crescent and 1038 towards Towns Crescent.	
Concerns about no on-site visitor parking	Parking is a central issue for residential developments. Visitor parking does not always have to be provided onsite. This is a small development with limited space on site and in the basement for visitor parking. The small number of visitors for this development will park on the street.	
Concerns about visitor parking along Forbes Street being time restricted	The determination of on street parking restrictions is not the responsibility of Housing ACT. This is a matter for TCCS.	
Concerns about safety of cyclists using Forbes Street	Forbes St is part of a designated cycling route. TCCS has completed a concept design for an	

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	<p>'active travel street' which includes traffic calming and traffic diversion on Forbes St. These are fairly minimal interventions within the roadway. The main benefit is to reduce rat-running which has been identified by local residents as an issue. These works have not been funded. There are no cycling counts for Forbes St, although anecdotally it is well-used.</p>	
<p>Support for the development</p>	<p>Noted</p>	