

QUESTIONS	RESPONSES
<p>What changes have been made to this project since the last presentation to the Belconnen Community Council?</p>	<p>In response to the community feedback from previous sessions we have added the Margaret Timpson Terrace to realise the opportunity presented of the place and context of the site. The terrace provides a connection to the commercial tenancy on the corner and residential terrace and provides relief to the bulk and scale of the development. The chamfer opens up the existing pedestrian easement to be more generous and promotes better sunlight penetration down to the lower level. We have also introduced a mid-block pedestrian link to increase permeability between Cohen Street and Swanson Court, aligning with the entry of the Belconnen Community Centre. The eastern boundary has also been activated with commercial tenancies and active frontages and the building entry for building B. These changes address the topography of the site and occur over three levels.</p>
<p>This block has been planned for 550 dwellings for years, presumably this number set by professional town planners, why big increase after sale of block? Geocon increased their Republic development from 745 dwellings to 1200 plus as construction went along, not good town planning is it?</p>	<p>When JWLand purchased the site the crown lease allowed 550 residential dwellings as well as a number of other uses for the site. The due diligence studies conducted by the ACT Government at the time when marketing the block for sale, included a multitude of other uses. The site was modelled with 550 residential building plus commercial/office space so, when assessing the current market and opportunity in the Belconnen area we have included the build to rent building as we feel that this serves the community in a more positive way.</p>
<p>Will Wilsons be managing the public car park?</p>	<p>At this point of the project this is unknown.</p>
<p>Traffic Management – increasing through traffic on Hennessy St. People are avoiding College St / EVW lights with short left hand turn land blocked by 2 cars. Will your traffic analyses consider this or like every other analyses by Geocon and the others ignore the adverse impact on us in Emu Ridge and assess it as an incremental change with impacts not inconsistent with car centric growing cities?</p>	<p>JWLand are relying on the traffic report commissioned by the ACT Government as part of the Sales Documentation.</p>
<p>Will the healthy flowering eucalyptus on the east edge of the site alongside Chandler Street be retained? You mentioned improved pedestrian access from Cohen to Chandler Street plus the build to rent building also looks very close to the site edge.</p>	<p>As many street trees as possible will be retained. There is a requirement to upgrade existing civil infrastructure and this will result in the removal of some trees.</p>
<p>There is a plaque on the walkway to the bus interchange commemorating former BCC member Charlie Thomson. What is happening with the walkway, and the plaque?</p>	<p>We don't believe the plaque will be affected by the development, but if it is, it would be reinstated.</p>
<p>Is there a continuing connection into the bus station other than via the shopfront? Apologies if I missed it.</p>	<p>All four street frontages are publicly accessible and provide direct links to the bus interchange. In addition to this, there is an additional mid-block link being created from Swanson Court down to Cohen Street. To further bolster accessibility, there is also the new lift from Chandler Street to Cohen Street. The residential lift lobby on Cohen Street will also be publicly accessible for people who cannot or prefer not to use the stairs which links access to bus station though the mid-block link. The development provides an additional two points of access to the bus station in addition to what currently exists on the site.</p>

Belconnen Central

Belconnen Community Council Q&A cont.

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Also how bikes navigate through and around the development?	Bikes would navigate through the site using the existing pedestrian linkage or one of the two lifts that will be publicly accessible.
The space on the south side next to the bus interchange will be cold in winter. Will there be any walls to break the southerly wind for people waiting in that area?	The building is articulated on the southern surface, there are projections, it is not a sheer plane, this design in itself prevents downdraft associated with buildings of this scale. This is also assisted by the introduction of the colonnade which steps back from the building facade mitigating the effects of wind. This is will not stop wind completely but the design addresses the wind factors.
How do you propose to prevent overshadowing from Building B to Altitude apartments facing Building B. The apartments living, lounge, bedrooms and balcony will be impacted?	Solar analysis has been undertaken to limit impact on the adjoining buildings.
You said some street trees would be 'replaced' - is that correct or did you mean removed? How many will be removed?	The retention and replacement of the street trees is still under investigation. Due to the services that run under the verge requiring upgrades and augmentation, there is in ongoing negotiation with the utility authorities in regards their requirements for space and this will dictate the final outcome of what street trees will be retained, added or removed.
Why is Building B located on the top end of the site, creating increased traffic congestion due to a number of things but especially to Building B entry?	Building placement has been chosen to most appropriately respond to the surrounding context.
What interactions have you had with Transport Canberra on bus interchange access?	No vehicle access is allowed onto Cohen Street.
What are the traffic impacts including Emu Ridge?	JWLAND are relying on the comprehensive traffic report commissioned by the ACT Government as part of the Sales Documentation.
For the street trees that will be replaced, and for the landscaping, will native trees and plants be prioritised?	The retention and replacement of the street trees is still under investigation. Due to the services that run under the verge requiring upgrades and augmentation, there is in ongoing negotiation with the utility authorities in regards their requirements for space and this will dictate the final outcome of what street trees will be retained, added or removed.
What are you doing to respect the privacy of Altitude owners apartments facing outwards?	The road reserve between the proposed development and the Altitude apartment block is approximately 30 metres. All relevant building interface requirements have been taken into consideration with the design of the proposal.