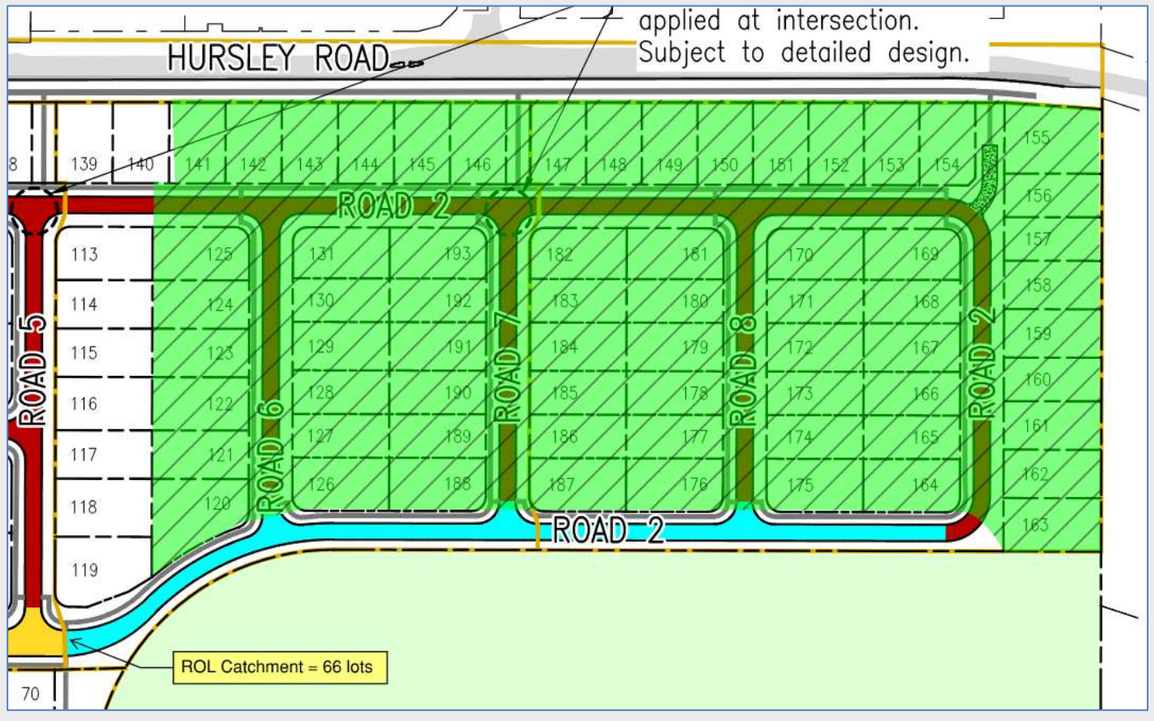
IR Item	Response
1.1	
1. The 16m wide Esplanade Road is not consistent with PSP No 2 Engineering Standards Roads and Drainage Infrastructure;	A modified local access typology has been proposed for the hilltop esplanade internal roads. The modification is for a reduction to the hillside verge width from 5.5m to 2.9m and an overall road reserve width from 19m to 16m. The verge reduction achieves a reduction is retaining wall heights to the hillside boundary and is appropriate due to this verge not including footpaths or services and not associated with allotment and/or driveway connections. Refer to RMA's Preliminary Engineering Assessment Report Revision 1 - Appendix B Drawing Numbers C-R0201 Issue B and C-R0203 Issue B in **Attachment C** for details of hierarchy location and the modified cross sections.
2. The Esplanade Road through Stages 3 and 4 of the development will provide the only access to the 'Balance Parcel 2001' and may service in excess of 75 lots;	A modified local access esplanade typology for 75-175 lots is proposed through Stage 3 and 4. This is generally consistent in pavement form and function with TRC PSP. The requirement of footpaths to both sides of the 75-175 lot Local Access is not relevant in this instance due to this road not having lots on both sides. Refer RMA Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawing Numbers C-R0201 Issue B and C-R0203 Issue B in **Attachment C** for details. The below image indicates an approximate allotment catchment of 66 lots. A future MCU application for Lot 2001 will have an equivalent traffic capacity of approximately 109 lots/dwellings (and there will be significantly less dwellings that this as part of the future hilltop precinct), so there is expected to be significantly less than 175 lots/dwellings accessing this section of road. This can be addressed in further detail as part of the future development application over Lot 2001. 
3. Direct access to a distributor road is typically limited and not provided within 40m of an intersection. The east-west distributor road includes small width lots	Refer to the response from Bitzios Consulting in **Attachment D**.

with direct access to the distributor road and within 40m of an intersection;	
4. A long narrow 'Balance Parcel 2000' is included in Stage 8 of the development. It is unclear how this could be developed without multiple access points to the distributor road;	Balance Parcel 2000 and 2002 are not intended to be developed at this time. The intention is for these balance parcels to be developed in conjunction with the adjoining land to the East in future, noting that this adjoining land is located within the Urban Footprint and is likely to be developed in future for residential purposes. As such, there is no intention to create lots within Balance Parcel 2000 that are directly accessible from the Distributor Road. If required, the development may be conditioned to restrict access to this lot from this road.
5. Distributor Road intersection spacing is typically 200m. An 18m wide street connection is proposed between the Stage 1 and Stage 5 roundabout providing only an intersection spacing of some 80m. The road connection should be changed to a cul-de-sac (servicing no more than 12 lots) and a footpath connection similar to those provided for Stage 1. Stage 2 and Stage 5 need to be connected by an access street;	Refer to the response from Bitzios Consulting in **Attachment D**.
6. A cul-de-sac is provided along a section of Devine Road (fronting Lot 124 DAR6218) which is currently subject to a land lease (Lot 1 RL8691). It is unclear how a street connection can be provided if the land lease is still current;	We have discussed with the lessee of the land lease and they are agreeable to extinguish the part of the land lease area that will accommodate the new cul-de-sac. Our surveying team have advised that it is a fairly straight forward process to facilitate this. If required, this may be conditioned by Council as part of the approval.
7. If Devine Road fronting Lot 124 DAR6218 is able to be used for access then it should connect directly back to the north-south distributor road providing more direct street and footpath connections;	The extension of RMA's "Road 14" within Devine Road will create a 4-way intersection with the Devine Road upgrade requirements of the Venture Crowd residential development to the south. Due to the District Collector typology of the north-south Road 1, the 4-way intersection is assumed to require a roundabout formation. This is considered unnecessary road infrastructure and not appropriate for vehicle distribution to only 11 new lots serviced by Road 14. Appropriate bollarding to the cul-de-sac of Road 14 will be considered during detailed design to control any informal vehicle movements adjacent to the drainage basin. Please also refer to the response from Bitzios Consulting in **Attachment D**, which outlines why it is not appropriate for the proposed local street fronting Lots 380-387 to be connected to the North/South Distributor Road. Note: The proposal plan has been revised to extend the proposed cul-de-sac head so that Lot 380 can be accessed directly from this.
8. Proposed lots 92 to 95 gain street access via a common driveway within a 12m road reserve. This type of street is not a road hierarchy category supported within PSP No 2 Engineering Standards Roads and Drainage Infrastructure. Refuse collection in particular will be problematic under this arrangement. The street layout should be redesigned to reduce the number of lots needing to use shared driveways;	Whilst redesign of the roads and lots in this general location was considered, the topographical constraints and most specifically, the street drainage network performance (including major stormwater freeboard requirements) restricted the opportunity for redesign. The street layout and laneway has been retained as initially submitted. Bin collection for Lots 91-95 and 103 will occur from the street kerbing through appropriately designed and constructed bin collection pads and appropriately located and constructed laneway and driveways. Refer to the Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawing Numbers C-R0311 Issue B in **Attachment C** which outlines bin collection pad details.

9. The proposed reconfiguration layout results in intersecting streets meeting at less than 90 degrees in stage 7 and 8 of the development. The best sight lines are not provided for vehicles exiting the side streets;	As requested by Council, minor amendment to the concept road modelling has been undertaken to demonstrate 90deg intersections for; • Roads 9 and 10 • Roads 9 and 15 No change to the intersection of Road 9 and 12 is required as this already achieved 90 deg connection and achieves clear sight lines in both directions of the movement. Refer to the Preliminary Engineering Assessment Report Revision 1 - Appendix B in **Attachment C** for further details.
10. Horizontal curves are located in close proximity to intersections in stage 2,3 and 8 of the reconfiguration layout and safe intersection sight distance does not appear to be available; and	A sight distance assessment has been undertaken to confirm that all intersections achieve the mandatory Safe Intersection Sight Distance (SISD). As part of this exercise, the corner truncation of Lot 349 has been revised slightly to accommodate sight lines at the nearby intersection. All other sightlines remain compliant. Refer to the revised plans in **Attachment B** and the response from Bitzios Consulting in **Attachment D**.
11. There are numerous streets within the reconfiguration layout where the length between slow points (i.e.; intersections or curves) exceeds 120m, the worst example being the 18m Wide Road running parallel to Hursley Road through Stage 3 and 4 which is some 500m long. It is unclear how vehicle speeds will be controlled within streets having such a straight alignment.	Appropriate speed calming devices will be considered and detailed in relevant Operational Works submissions, and generally in accordance with the relevant TRC planning scheme policy requirements. This can be appropriately conditioned in the approval.
1.2 <u>BLOCK LENGTH</u> Please provide for an amended lot and road layout that provides for convenient pedestrian movement by reducing the length of street blocks identified above. The maximum length of each boundary of a block for the reconfiguration must not exceed 100 metres for street blocks fronting local streets, or 250m otherwise. This may require mid-block road connections or mid-block pedestrian links where appropriate.	We acknowledge that AO4.3 of the Reconfiguring a Lot Code specifies that street blocks fronting local streets do not exceed 100m in length. However, this is simply not a practical outcome and will result in very inefficient street/block pattern. The intent of this AO (as outlined in PO4) is to ensure that street blocks are arranged to provide an efficient neighbourhood pattern, that supports walking cycling and public transport use. In this instance, the 3 East/West blocks (i.e Lots 194-208, Lots 209-224, Lots 225-239, Lots 240-254, Lots 298-312) are largely constrained by the location of the Distributor Road to the West and the Hilltop Precinct to the East so it's difficult to reduce the length of these blocks without constructing a new road through them, which is considered unnecessary in this instance. While a series of cross-block links could be provided to split up these 3 blocks, these North/South linkages are unlikely to be utilised given the key desire lines for pedestrians on these blocks (i.e. the Distributor Road/future bus routes and the Hilltop Precinct/future park) are all located East/West so pedestrians will have little need to access these North/South pedestrian corridors. We note that PO5 of the 'Model Code for Neighbourhood Design' only suggests the provision of a mid-block path for pedestrian and cyclist movement where this improves connectivity to open space and recreation facilities, community facilities, centres and places of employment – which is not the case in this instance. The cross-block links would also be ~67m long which is not best CPTED practices. In this instance, the East/West block lengths are only marginally greater than 250m (which is the typical maximum block length considered to achieve good pedestrian connections). Furthermore, while the block length may be greater than 250m when measured from centreline to centreline, in reality, pedestrians that are walking East/West along these blocks will not travel more than 250m along the proposed footpath before heading North or South along the shorter block (refer to **Figure 1** below). In relation to the block featuring Lots 313 – 349, we note that this is not a typical grid pattern block in that it is specifically designed to suit the contours of the area. In this instance, the block essentially consists of 2 separate streets - an East-West section which runs for ~200m and then a North-South section which runs for approximately ~200m (refer to **Figure 2** below), which supports a high degree of pedestrian connectivity to all directions. Overall, the proposed development is considered to create a walkable residential neighbourhood and the movement system provides for high levels of permeability and safety for all users and facilitates high levels of accessibility by walking and cycling.

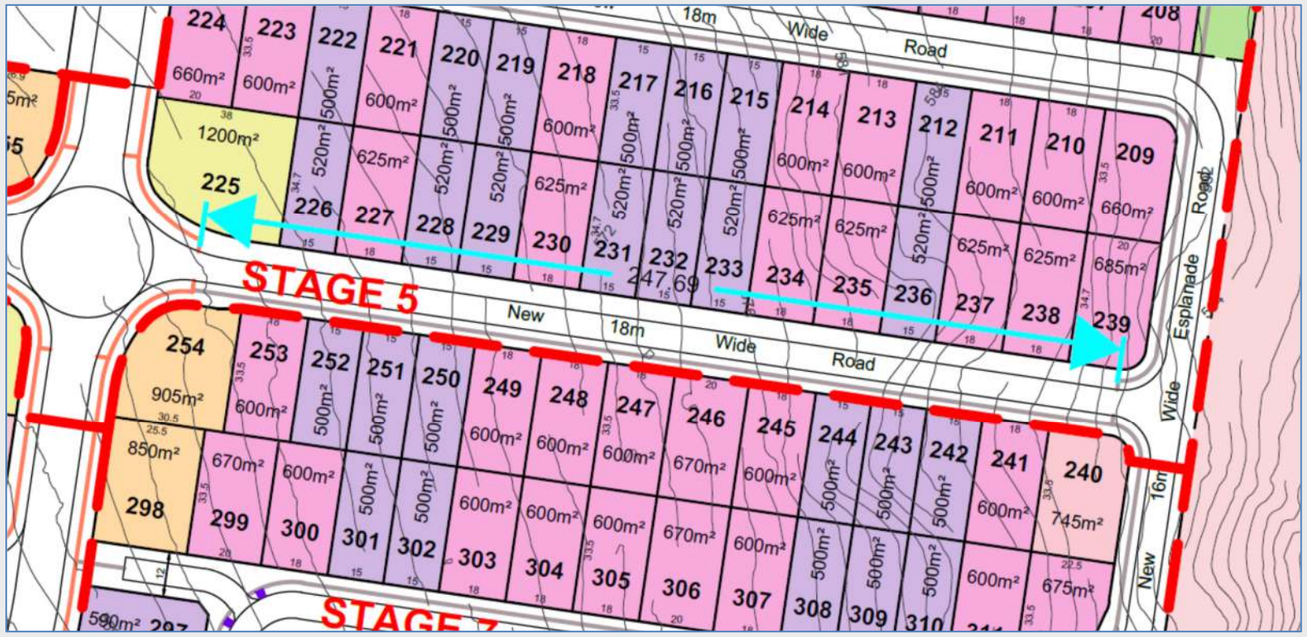


Figure 1 – Length of pedestrian pathway before heading North or South (~247m)

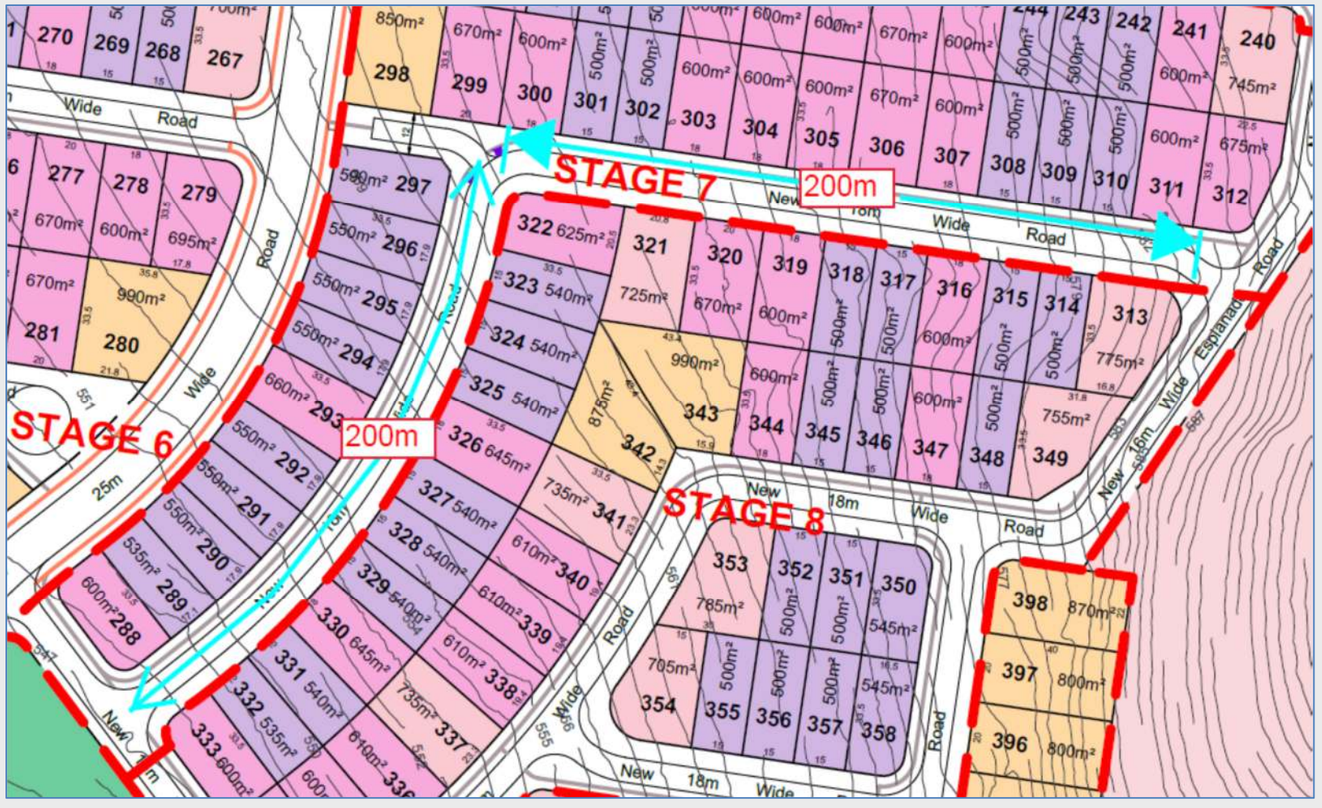


Figure 2 – Length of the separate components of the proposed dogleg road

2.1 STORMWATER

Please update the Stormwater Management Plan to demonstrate how stormwater quality treatment facilities could be provided for the development site (Stages 1-8 including the 'Balance Parcel 2000') and the 'Balance Parcel 2001'.

Please demonstrate that sufficient space is provided adjacent to detention basin MB01 and MB02 for stormwater treatment facilities for Stages 1-8 and the hillside residential development on the 'Balance Parcel 2001'. Bio-retention basins should be provided with a high flow by-pass.

Refer to the updated Stormwater Management Plan by RMA Engineers in **Attachment E** which demonstrates that water quality objectives are met. The following additional information has been provided by RMA:

Additionally, as outlined in Section 4.7 of the SWMP, The Hilltop Residential Precinct has been included as part of the overall stormwater management strategy for the ultimate development.

The current detention/bioretention design meets the balance of the requirements of Council's Planning Scheme Policy and bioretention maintenance and provide the below supporting justification:

1. *Bioretention is proposed to be built at Stage 4 off-maintenance (MB02) and Stage 9 (MB01), in line with Section 3.7.2 of 'Water by Design Guide to Construction and Establishment Guidelines: Swale, Bioretention Systems and Wetlands' (a guideline referenced in TRC PSP SC6.2.8.3.14). It is proposed that an Infrastructure Agreement is executed to cover future bioretention infrastructure.*
2. *There are three headwall inlets to MB02 basin. Surrounding road grading and stormwater quality treatment requirements will also drive multiple headwall inlets to MB01 basin, specifically from Road 1 and Road 12 (subject to detailed design). Flows contributing to the basins will be controlled via:*
    a. *Appropriate scour control in line with QUDM downstream of headwalls based on outlet velocity.*
    b. *From headwalls, flows are conveyed over a grassed area of the detention basin base before reaching the filter media area. This encourages flow spread and provides further scour and sediment control.*
    c. *Energy dissipation structures such as surcharge pits upstream of inlet headwalls. Surcharge chambers are a performance outcome in lieu of sediment forebays which are a Council maintenance burden.*

    It is important to note that the above controls will protect the bioretention filter and plants in frequent storm events where silt is more likely to be carried into the basin.

    In larger storm events (>3-month), the stormwater volume being held within the basin will work to dissipate incoming stormwater, thus protecting the bioretention filter and plants. Bioretention vegetation is designed to be suitable for extended periods of inundation. Velocities within the basin during minor and major storm events are low due to the submerged characteristics of the basin outlets/headwalls.
3. *This basin design is in line with advice from Council on the approved trunk basin at Drayton Wellcamp Road subdivision (OW/2018/6192) to the south-west of the subject site.*
4. *In relation to high-flow bypass, vertical bypass is achieved through the basins multi-staged outlet configuration; refer basin outlet configurations outlined in Table 4-4 of the SWMP. In line with Section 3.7.2 of 'Water by Design Guide to Construction and Establishment Guidelines: Swale, Bioretention Systems and Wetlands', which states that:*

    Hydraulic structures (overflow pit): During flood events that are 'above design' of the bioretention system, stormwater flows are conveyed through overflow pits or bypass paths rather than over the filter media. Hydraulic structures protect the surface of the filter media from high-flow velocities that can dislodge collected pollutants or scour vegetation.

    Bioretention systems can be installed at various scales, for example, as planter boxes, in streetscapes integrated with traffic calming measures, in suburban parks, and in regional retarding basins.
5. *This is a design we widely adopt, receive approval for and are constructed in our projects throughout south-east Queensland, particularly in the MBRC area.*

Horizontal high-flow bypass is achieved through additional stormwater infrastructure and separating the bioretention and detention basins (i.e. providing two basins). Low-flow pipes direct minor flows to the bioretention basin, the bioretention basin outlets to the downstream detention basin where high-flow pipes direct major flows. This arrangement was not adopted for the following reasons:

1. *Horizontal high-flow bypass is not a mandatory requirement in any standard.*

		2. *Basin MB02: Stormwater line 22 headwall discharges to basin base. There is insufficient fall in this line for a bypass arrangement. Lots fronting Hursley Road contribute to this line and require quality treatment. Pollutant reduction targets are not met if this catchment bypasses the system.* 3. *Basin MB01: the trunk detention and bioretention basin is placed as proposed in Council's Draft Spring Creek Stormwater Management Report, refer SWMP Appendix D.* 4. *Diversion manholes are required upstream of bioretention to redirect high-flow. This is not workable for multiple inlet locations.* 5. *Pipes are ordered and on site (MB02).*
3.1	EARTHWORKS Please provide updated plans that indicate the maximum height of retaining walls.	The earthworks retaining wall sketches submitted with the initial development application have been updated to indicate the maximum height of retaining. Refer to the Preliminary Engineering Assessment Report Revision 1, - Appendix B in **Attachment C** for updated earthworks retaining sketches.
4.1	WATER INFRASTRUCTURE Please provide a detailed water supply report demonstrating that a compliant water supply system can be achieved to service each lot of the development throughout all stages. The report is to demonstrate, as a minimum, modelling hydraulic results demonstrating pressure and flows with required pipe sizing, the different pressure zones required due to an elevation difference of approximately 60m across the proposed lot layout, the proposed connection points, and the external augmentations required (if any) servicing the development. The water supply report is to be undertaken in accordance with Councils Water Infrastructure Policy 2.03.	External Water Network A TRC Hydraulic Model Flow and Pressure Results and RMA Detailed Water Analysis (Impacts on the external water network) are included in the RMA Preliminary Engineering Assessment Report Revision 1, Appendix C in **Attachment D**. The results of both documents confirm that the external water network can appropriately service the proposed development. Internal Water Network It is requested that a condition is included in the development approval for a detailed water supply report to be submitted to Council for endorsement and approved prior to lodgment of any further operational works applications. This is considered reasonable and relevant due to the low-risk nature of the report having any impact of the development layout and its overarching conditions of approval.
5.1	BUSHFIRE HAZARD OVERLAY To demonstrate compliance against AO2.1/PO2 of the Gainsborough Lodge Bushfire Hazard Overlay Code, please submit a detailed Bushfire Management Plan for the lots under application, prepared by a suitably qualified person and in accordance with AS3959:2018. This report should include at minimum the following information: • Determine site specific 5% AEP (annual exceedance probability) fire weather event FFDI; • Determine site specific vegetation classes, fuel loads and vegetation height for on site and adjacent site vegetation; • Determine the effective (not average) slope of the site and adjacent land where fire threat may come from; • Calculate the slope between each lot and the classified vegetation; • Determine flame length; • Determine flame width;	Refer to the response from Rob Friend and Associates in **Attachment F** and the accompanying Bushfire Hazard Assessment Report in **Attachment G**. In summary, it is noted that based on the determination of the fireline Intensity of a down slope burning vegetation, the fireline intensity for the 4 slopes transects affecting this development are all less than 4,000 kW/m and as such are within the fireline intensity considered to be a low bushfire hazard. Therefore, no response to the Bushfire Hazard Overlay Code or fire management plan is required.

	• Confirm the elevation of the receiver. This will depend on anticipate building heights, slopes and where the centre of the flame is calculated; • Calculate radiant heat for each lot using flame height, flame width, flame angle and flame temperature; • Determine the BAL for each proposed lot; • Include calculations of building treatments and discussion of any lot specific mitigation measures, including inner and outer protection zones included as part of any Asset Protection Zone (APZ) for each lot; • Inclusion of a fire break or fire easement must be included solely on the lots under this development and will require significant justification of how ongoing maintenance and access can be provided; • Discussion of access via proposed roads if no perimeter road is proposed; and • Show on plans any lot specific building footprints, APZs and access roads. Where both Bushfire mitigation and retention of areas of Ecological Significance are required, retention of vegetation of ecological significance should take precedence. Evidence of consideration of both issues should be provided and not conflict with each other.	
6.1	<u>WASTE COLLECTION</u> Please provide for an amended lot and road layout that allows safe movement of waste collection vehicles and service of wheelie bins from the kerbside in front of each allotment. Presenting bins in front of other properties is to be eliminated. Roads are to be designed to eliminate the need for a waste collection vehicle to reverse to enter a road and service bins from a kerbside.	The potential to amend the proposed road layout and remove shared driveways was investigated. However, the topographical constraints and more specifically, the street drainage network performance (including major stormwater freeboard requirements) restricted the opportunity for redesign. Therefore, the street layout and laneways has been retained as initially submitted. Bin collection for laneway lots will occur from the adjacent street kerbing through appropriately designed and constructed bin collection pads and appropriately located and constructed laneway and driveways. Refer to the RMA Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawing Numbers C-R0311 Issue B in **Attachment C** for indicative bin collection pad details. We believe that this solution is an appropriate solution given the circumstances, as there is sufficient space within the verge to accommodate bin collection pads while maintaining access to all lots and still providing for landscaping trees within the verge (refer to **Figure 3** below). It is noted that a similar outcome has been approved by Council on a number of other developments (refer to example in **Figure 4** below). We request Council to condition bin pads to be provided kerbside for associated laneway lots, to be assessed and approved at the relevant operational works stages.

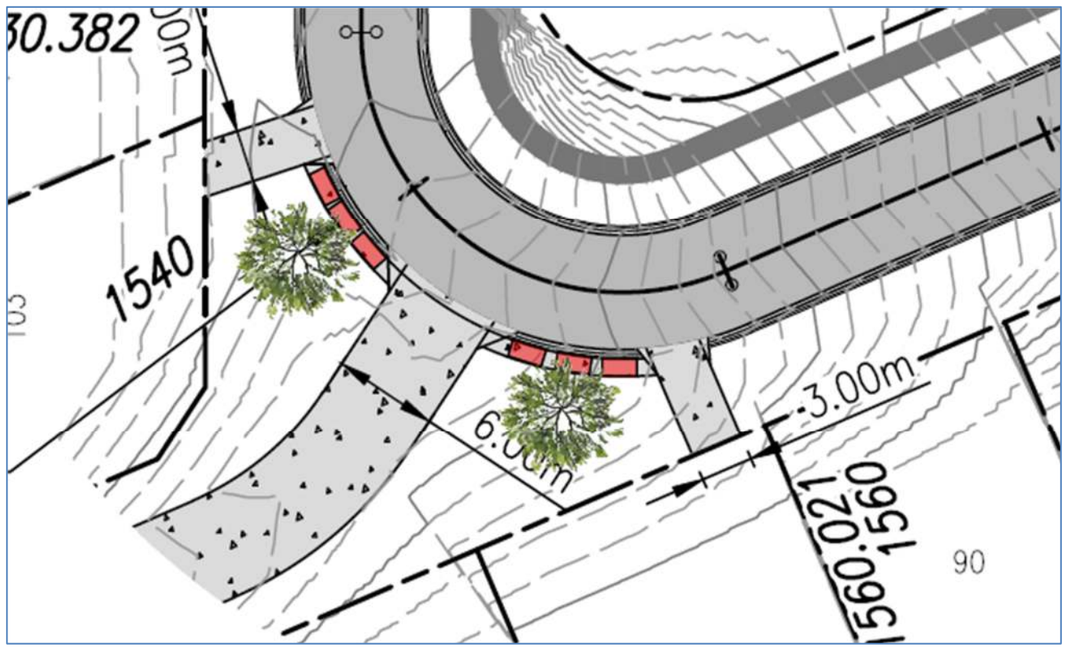
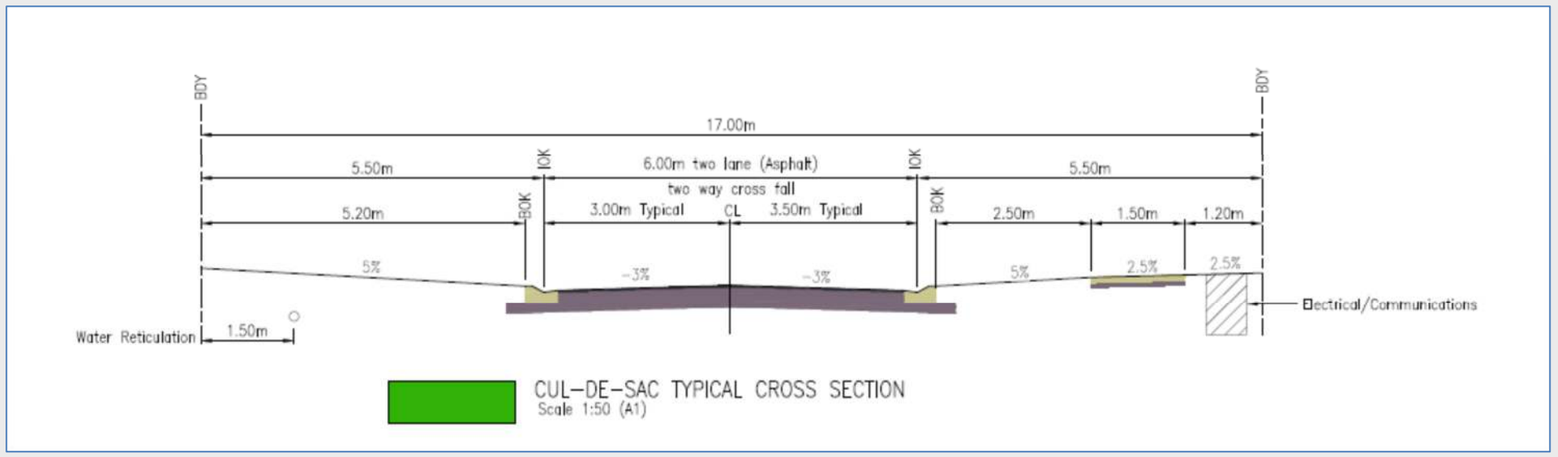


Figure 3 – Indicative bin collection pad locations

Figure 4 – Approved lots accessible via a 10m wide access way with shared driveway (Sefton Place, Kearneys Spring)

7.1	Please submit an amended plan of subdivision and engineering documents that provides planting areas above and below ground for the provision of street trees in accordance with PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure SC.6.2.2.3.12 Tree Planting for the 'Local Access Esplanade' road and 'Cul-de-sac' road.	The Preliminary Engineering Assessment Report has been amended to clarify that a 17m wide cross-section will be provided for all cul-de-sac roads in accordance with Council's standard drawings (refer to **Figure 5** below and the cross sections in the Preliminary Engineering Assessment Report in **Attachment C**). In relation to the modified local access typology, this is proposed for the hill-side esplanade internal roads and where adjoining the detention basin. The modification is for a reduction to the verge width from 5.5m to 2.9m and an overall road reserve width from 19m to 16m. The verge reduction achieves a reduction in retaining wall heights to the hillside boundary and is appropriate due to this verge not including footpaths (which ordinarily take up 1.5m) or services (which ordinarily take up 1.2m) and not being associated with allotment and/or driveway connections (refer to the cross-section in **Figure 6** below and in the Preliminary Engineering Assessment Report in **Attachment C**). As per the proposed cross-section, an area of landscaping 2.6m in width (from the back of the kerb to the boundary) is provided to accommodate street trees, noting that this outcome is identical to Council's standard design for a Local Access Road which allows 2.5m within the verge for tree planting refer to **Figure 7** below).  *Figure 5 – Proposed Cul-de-Sac Typical Cross Section*

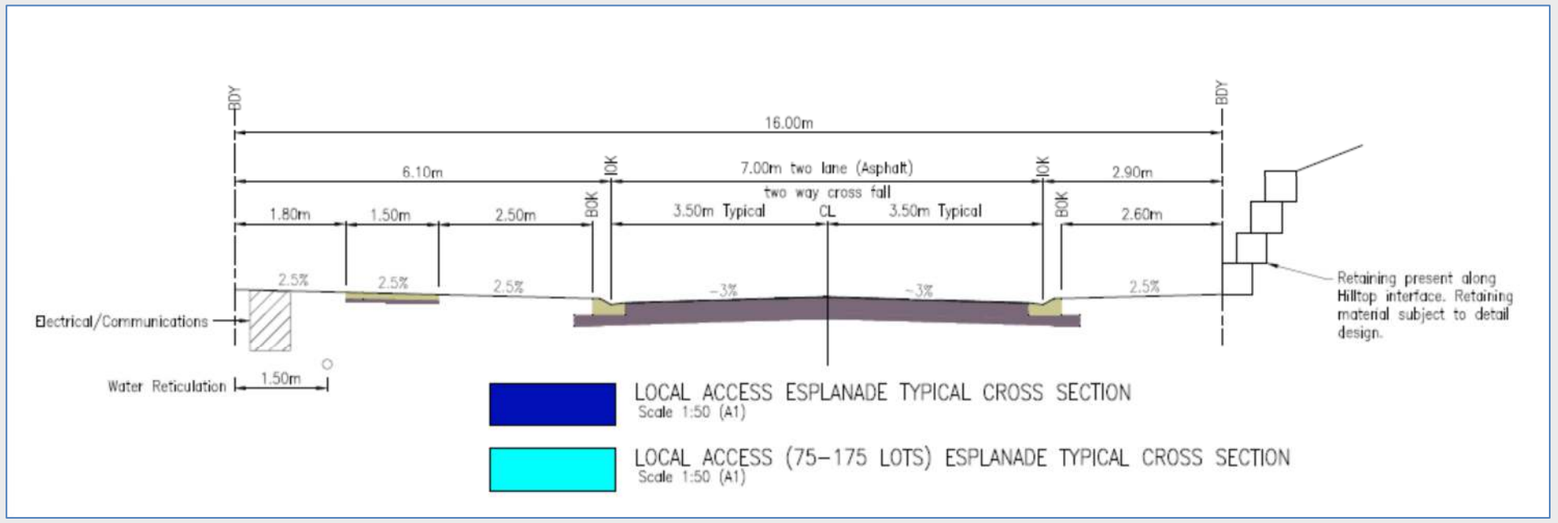


Figure 6 – Proposed Local Access Esplanade Road Typical Cross Section

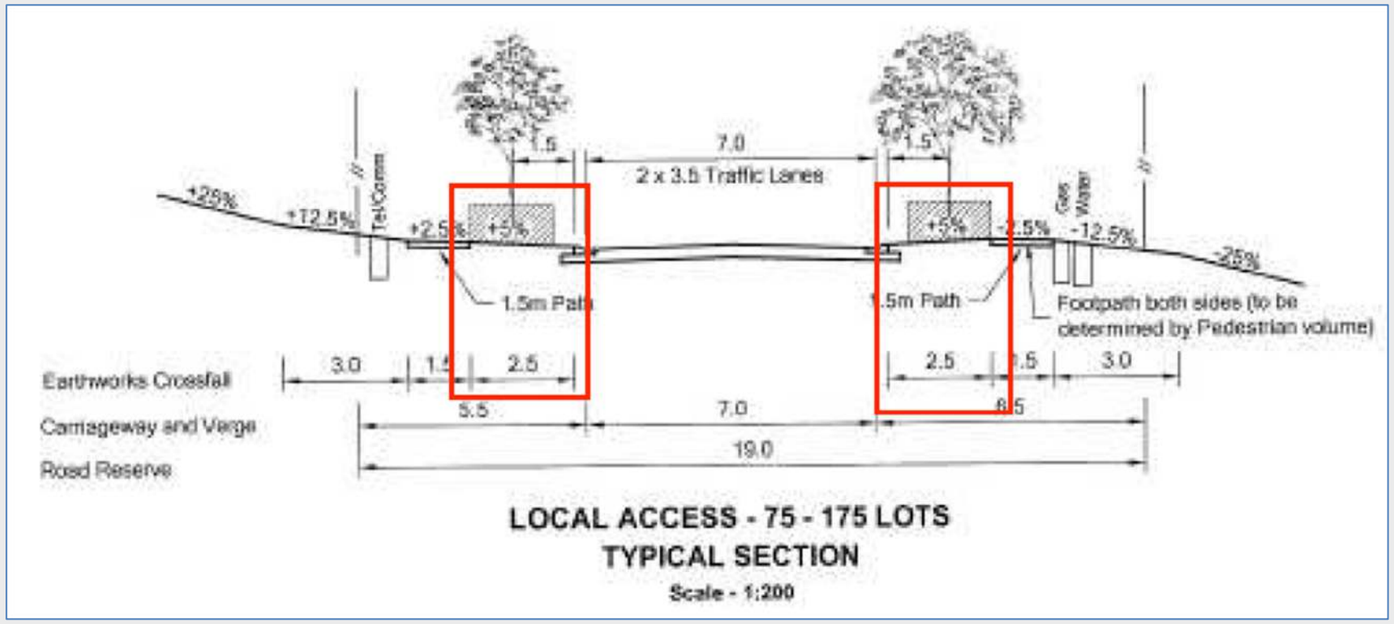


Figure 6 – Extract from PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure

8.1	<u>PEDESTRIAN LINKAGES / LANDSCAPING AREAS</u> 1. Replace the pedestrian linkage/landscaping area between Roads 2 and 9 with a formed road to form a complete esplanade road around 'Balance Parcel 2001';	A road link between Roads 2 and 9 is not supported from an engineering perspective. There are no traffic desire lines between these road locations to justify the additional road infrastructure. Furthermore, such a road connection as requested will create an undesirable 4-way intersection at Road 2 and 5, or at worst, an offset "Tee" intersection in close proximity.
	2. Remove the landscaping area adjacent to proposed Lot 365; and	As requested, the landscaping next to Lot 365 has been removed (refer to the revised plans in **Attachment A**).

	3. Detail any infrastructure or underground services that are intended to be located within the pedestrian linkages between Road 2 and Hursley Road and demonstrate that a footpath and shade trees are provided consistent with Schedule 6 Planning Scheme Policy (PSP), SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Refer to the RMA Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawing Numbers C- G0301 Issue B in **Attachment C** for combined services master plan, indicating at a conceptual level, water reticulation is expected to share at least one of the pedestrian linkages between Road 2 and Hursley Road. We also anticipate that the stormwater inter-allotment drainage main will utilise the linkages to return pipework back into the road drainage networks. Further and subject to detailed electrical and communications design, it would also be reasonable to expect that the linkages may also be used for this reticulation infrastructure. At any rate, given the pedestrian connections are 10m wide, there is not anticipated to be any issues with providing a footpath, landscaping and any other additional services within this corridor as may be required.
9.1	<u>STREET INTERFACE – RETAINING WALLS, LANDSCAPING AND FENCING</u> 1. Reduce the extent of earthworks and reliance on retaining walls for those lots fronting internal and external roads;	The concept retaining plans provided with the application and subsequently amended for the RFI response gives insight into the topographical nature of the development site. The concept road design plans and sections demonstrate that maximum desirable road grades are required in parts of the site to manage the natural topography. The concept retaining and benching provided to Council shows a conceptual balance of retaining between lots (both front to back, and side to side). In some locations, retaining above the road reserve is required for the overall retaining wall balance. In accordance with the planning scheme policy and good practice, it is expected that retaining above roads more than 1.5m would be benched for public visual amenity. For retaining between lots, we have targeted 10% road grades for 2m retaining wall heights between the typical 20m wide allotments. It is expected that retaining between allotments, or retaining below road frontages can be a single lift wall for walls generally 2m tall. Retaining over 2m would typically be terraced at 1.5m lifts, unless otherwise agreed by Council. We request flexibility in the retaining wall type and profile for Road 1 and Stage 2, to be further discussed and agreed with Council prior to lodgment of Stage 2 Operational Works, as the developer may wish to consider an alternative amenity outcome for what could be considered a key entry statement to the subdivision. A retaining wall elevation sketch to Hursley Road has been provided - Refer to the RMA Preliminary Engineering Assessment Report Revision 1 - Appendix B, Drawing Numbers C-E0701 and C-E0702 Issue B in **Attachment C** for details. The height of this wall along Hursley Road are driven by the allotment driveway grade connection and minimum benching height below Road 2. Road 2 heights are defined by maximum desirable road grades up to the hilltop esplanade road.
	2. Provide further information on typical fencing, landscaping and retaining wall design for internal roads (in particular, proposed Road 1). The interface between lots and roads should be improved through street tree planting, ensuring visual continuity of fencing and retaining wall design for the length of streets, and utilisation of soft materials for fencing such as timber and avoidance of sheet metal; and	As outlined above, the height of retaining walls along the frontages of the site has been minimised as much as possible, noting that there are some steep sections of the site (i.e. along Road 1 between Road 2 and Hursley Road) where it is not possible or practical to reduce the retaining wall heights any further. In this instance, it is proposed to provide for terraced retaining walls along this section of road to reduce the visual impact of these walls. It is important to note that only a small section of Road 1 will require significant retaining with the balance of the road only containing retaining walls with a 1.5m (max) height. Furthermore, as Road 1 is a Distributor Road, a 6.5m wide verge will be provided on the Eastern side of this road, so there is an opportunity to provide substantial tree planting within the verge which will assist in screening and reducing the visual impact of any retaining walls. Detailed fencing/retaining wall design will be finalised at OPW stage, which may be conditioned by Council.
	3. Provide an indicative streetscape elevation of the Hursley Road frontage, accounting for proposed retaining walls, fencing and changes in elevation. The Hursley Road interface should incorporate those elements referred to above for the internal road network.	RPS have prepared an indicative fence and wall design for Hursely Road (refer to **Attachment H**), which is expected to involve a sandstone - coloured and textured concrete sleeper wall with a 1.8m high timber fence with feature pattern above, which will be softened by landscaping in front – detail to be confirmed during OPW stage. The retaining wall heights shown on these perspectives are based on the retaining wall elevation sketch to Hursley Road prepared by RMA in **Attachment C**. It is noted that the proposed streetscape treatment to Hursley Road as part of this application will be similar to that currently being delivered as part of the approved Stage 1 of the approved development, which we note is still being refined.