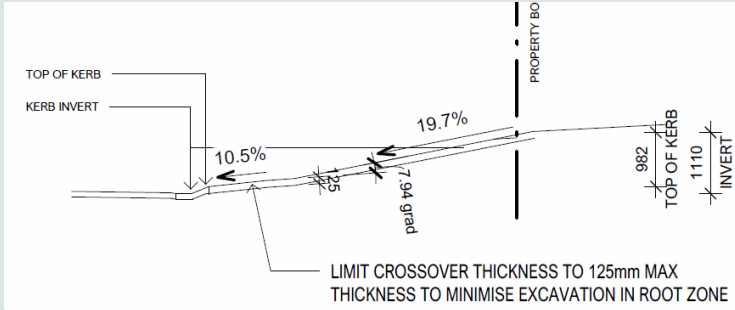




ATTACHMENT 2  
Applicant Response Table

Prepared by:  
**Property Projects Australia**

Reference Request	Applicant Response	Reference Document	
<p><b>1. Driveway Crossover Location</b></p> <p>There are several large street trees located along the Stenner Street frontage of the subject site. These trees have a large Structural Root Zone (approximately 4m+) meaning that any driveway crossover to Lot 1 will likely be located within both the Tree Protection Zone and the Structural Root Zone of the trees. It is unclear how a compliant driveway crossover can be provided to Lot 1 in a manner that ensures the driveway crossover does not result in any negative impact to the street trees in Stenner Street.</p>			
<p>1.1(a)</p>	<p>Amended plans that show the proposed driveway crossover location for Lot 1 including clear annotated dimensions and clearances to existing street trees</p>	<p>An amended site plan has been prepared by Green Lion Design which illustrates the location of the proposed driveway crossover to Proposed Lot 1. The driveway crossover achieves a separation 7.900m from Street Tree 1 and a separation of 5.400m from Street Tree 2.</p>	<p>■ Attachment 3 - Amended Site Plan</p>
<p>1.1(b)</p>	<p>Cross-sectional drawings (including the depth of any cut / fill required to establish the driveway) demonstrating that street trees are not affected by any proposed earthworks to establish the driveway crossover</p>	<p>The amended site plan prepared by Green Lion Design also includes a cross section drawing of the proposed driveway to Proposed Lot 1 (<b>Extract 1</b>).</p>  <p><b>Extract 1 – Cross Section (2622.A01 – Issue A)</b>  <b>Source – Green Lion Design</b></p>	<p>■ Attachment 3 - Amended Site Plan</p>

<p><b>1.1(c)</b></p>	<p>An Arborist Report, prepared by a Suitability Qualified Person that demonstrates that the driveway crossover will not result in a negative impact to the street trees. The Arborist Report must include, but is not necessarily limited to the following:</p> <ul style="list-style-type: none"> <li>i. Site address;</li> <li>ii. Tree location/s and context (e.g. ground conditions);</li> <li>iii. Inspection methodology (aerial inspection, visual tree assessment, other);</li> <li>iv. Tree dimensions (height, crown spread and trunk diameter);</li> <li>v. Health and structural condition;</li> <li>vi. Estimated age and useful life expectancy;</li> <li>vii. Details of the construction activities and their likely impact (including any required earthworks);</li> <li>iii. Tree Retention value;</li> <li>ix. Cultural / heritage values;</li> </ul>	<p>A Preliminary Arboricultural Report has been prepared by Arbor Analytics Australia to address Item 1.1(c) of the information request. Following our review of the report, the items listed in Item 1.1(c) have all been included within the report.</p> <p>The report demonstrates that the proposed driveway crossover will not result in an unacceptable impact on the adjoining street trees. The report concludes that the proposed crossover is located outside the Structural Root Zones (SRZ) of both trees and will result in only moderate encroachment into the Tree Protection Zones (TPZ). Subject to the recommended construction methodology and tree protection measures, the proposed development is not expected to adversely affect the health, structure or ongoing viability of the street trees.</p>	<p>■ <b>Attachment 4</b> - Preliminary Arboricultural Report</p>
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	<ul style="list-style-type: none"> <li>x. Tree protection measures to be applied;</li> <li>xi. Recommendations; and</li> <li>xii. Supporting evidence (pictures, test results and site plan).</li> </ul>		
<p><b>1.1(d)</b></p>	<p>RPEQ certified documentation demonstrating that the driveway crossover can achieve safe sight distances and compliant transitional grades in accordance with AS2890.1</p>	<p>Based on the supporting information submitted, including the Arborist Report, we consider there is sufficient justification to demonstrate that a driveway crossover can be appropriately accommodated between the existing street trees, providing safe access to Proposed Lot 1 without encroaching into the Structural Root Zones (SRZ).</p> <p>We acknowledge that the final detailed design of the driveway crossover, including compliance with the sight distance and transitional grade requirements of Australian Standard AS2890.1, is an engineering matter capable of being resolved at the detailed design stage and as part of an Operational Works application. Accordingly, we request that Council include a condition of approval requiring an RPEQ to certify that the final driveway crossover achieves compliant sight distances and transitional grades in accordance with AS2890.1 prior to the commencement of works.</p> <p>For reference, sight lines have been included within the amended site plan. Stenner Street is generally flat, with no obstructions to sightlines</p>	<ul style="list-style-type: none"> <li>■ <b>Attachment 3</b> - Amended Site Plan</li> <li>■ <b>Attachment 4</b> - Preliminary Aboricultural Report</li> </ul>

		for over 180m in either direction at the location of the proposed driveway and a low speed limit of 60km/h.	
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