

Item 2 – Crossover Location and Street Trees

As the proposed small lot(s) has a frontage width of less than 10m, the development will need to demonstrate the proposed access, or driveway is in a location that minimise impacts to existing street tree(s) and on-street car parking required under AO27.4 of the Subdivision Code. It is noted there are on-street parking along Eliza Street.

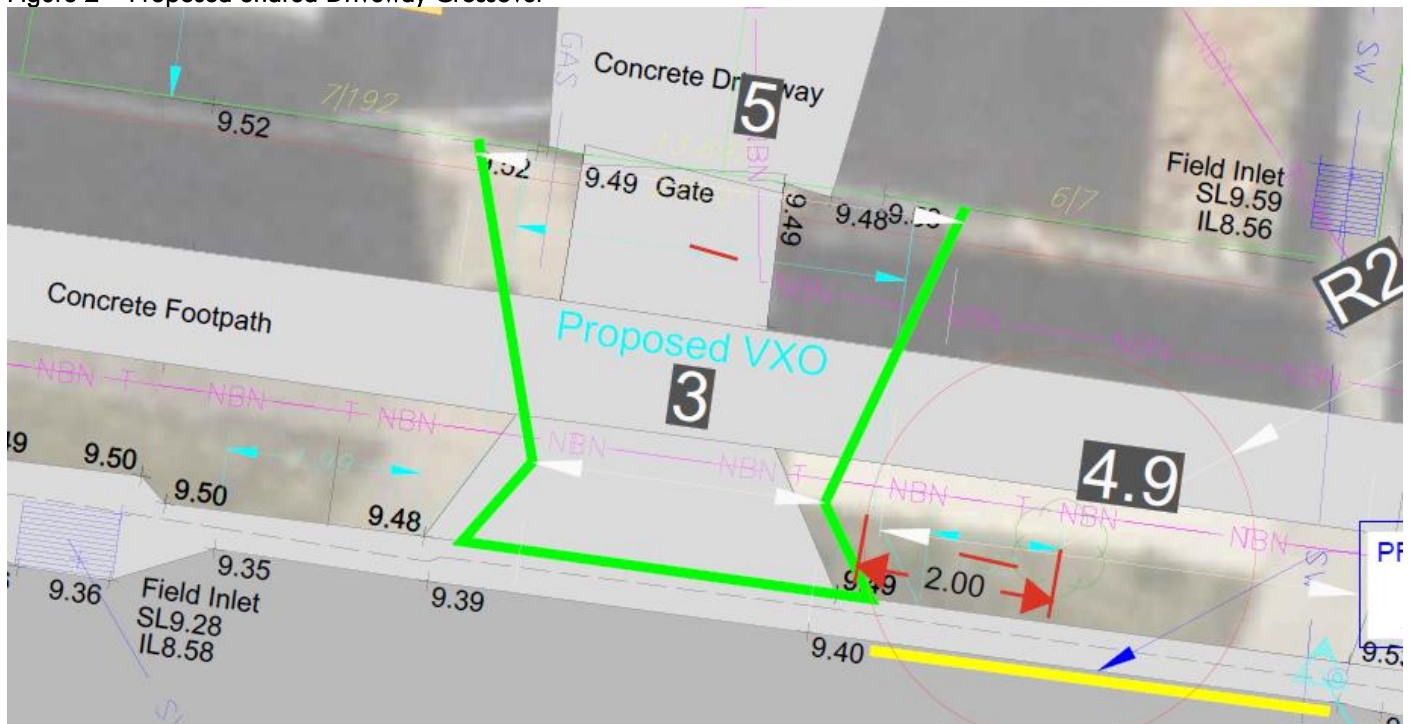
Provide amended plans, demonstrating the location of the proposed access or driveway will minimise any impacts to existing on-street car parking and street trees.

- Demonstrate the proposed development will not adversely impact on the on-street car parking on Eliza St. Provide RPEQ justification against any performance outcomes sought.
- It is noted that an existing street tree is situated along the Eliza Street frontage within the Council verge. The proposed driveway appears to conflict with the existing street tree. Provide an amended site plan accurately depicting the location of the existing street tree(s), with dimensions and distances measuring from proposed driveway edge. Note: The driveway and its splays must be positioned at a minimum distance of 2m from the trunk of a cylindrical street tree, or 5m from the trunk of a buttress street tree.

Response:

A revised shared vehicle crossover is proposed to service proposed Lots 10 and 11. The crossover has been designed with a width of 3m at the kerb, excluding the apron tapers, before widening to 5m at the property boundary. This arrangement is consistent with the amended crossover configuration contemplated by proposed AO31.2 of the *More Homes, Sooner – Low-Medium Density Residential Design* amendment and the corresponding future Sheet 2 of Standard Drawing BSD-2022. While these provisions are not yet operative assessment benchmarks, they provide contemporary design guidance for a shared driveway servicing two small LMR lots. The revised arrangement has been designed to minimise disruption to the Eliza Street verge and kerbside frontage as far as practicable.

Figure 2 – Proposed Shared Driveway Crossover



The crossover location and configuration have been reviewed by Modus Transport and Traffic Engineering (RPEQ). Their assessment confirms that the proposed access:

- provides functional shared access to both proposed allotments;
- limits the crossover to the minimum practical width at the kerb;
- retains approximately 5m of kerb length to the west and approximately 4.9m between the crossover and the existing driveway at 6 Eliza Street; and
- represents the arrangement that best balances access functionality, street tree retention and the preservation of on-street parking opportunities.

While the crossover will alter the continuous kerb length presently available along the frontage, its location and configuration minimise this impact to the greatest practicable extent. Please refer to the attached Traffic Engineering Response for further detail.

The revised design achieves a minimum separation of 2m between the outside face of the existing cylindrical street tree trunk and the closest part of the proposed crossover, including its splays. The proposal therefore complies with Council's nominated street tree separation requirement, and no removal or relocation of the tree is proposed. The existing street tree is also juvenile and has a comparatively limited trunk and root spread, which further reduces the potential for conflict during construction. Notwithstanding this, the proposal does not rely on a reduced separation from the tree.

This letter and the associated attachments constitute a full response to Council's information request and hence, our office will be in contact in due course to confirm that the public notification period has commenced.

Should you have any questions or wish to discuss, please do not hesitate to contact the undersigned on 0428 731 863.

Sincerely,



Sam Underwood
B. Urb. Env. Plan.

Encl.

Concept Services Sketch
Traffic Engineering Response
Proposal Plan