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Subject: Response to TCCS Comments – Driveways, Streetlight, Trees, Waste, and Pedestrian Network

Project: Block 10 Section 54 Red Hill

DA Reference: DA-202544282

Dear Sir/Madam,

We refer to your recent correspondence regarding the above development application and provide our response to the comments raised.

We lift up 200MM FFL for both house, to reduce the site cut in tree protection area ,also reduce the risk of damage of the root of the trees.

Driveways

- Driveway 1 will be reduced from 5 m to 4 m as requested.
- Driveway 2 will remain at 3 m due to constraints related to the relocation of the streetlight.
- The driveway crossing will be designed and constructed in accordance with TCCS MIS Design Standards, with no alterations to existing verge levels.
- Garage and driveway levels will be graded to prevent bottom scraping of small cars, with transition zones designed in accordance with AS 2890.1, Appendix C.
- A clear sight triangle will be provided on site plan also driveway plan
- Post-DA, the driveway will be inspected at the formwork stage by a TCCS officer.

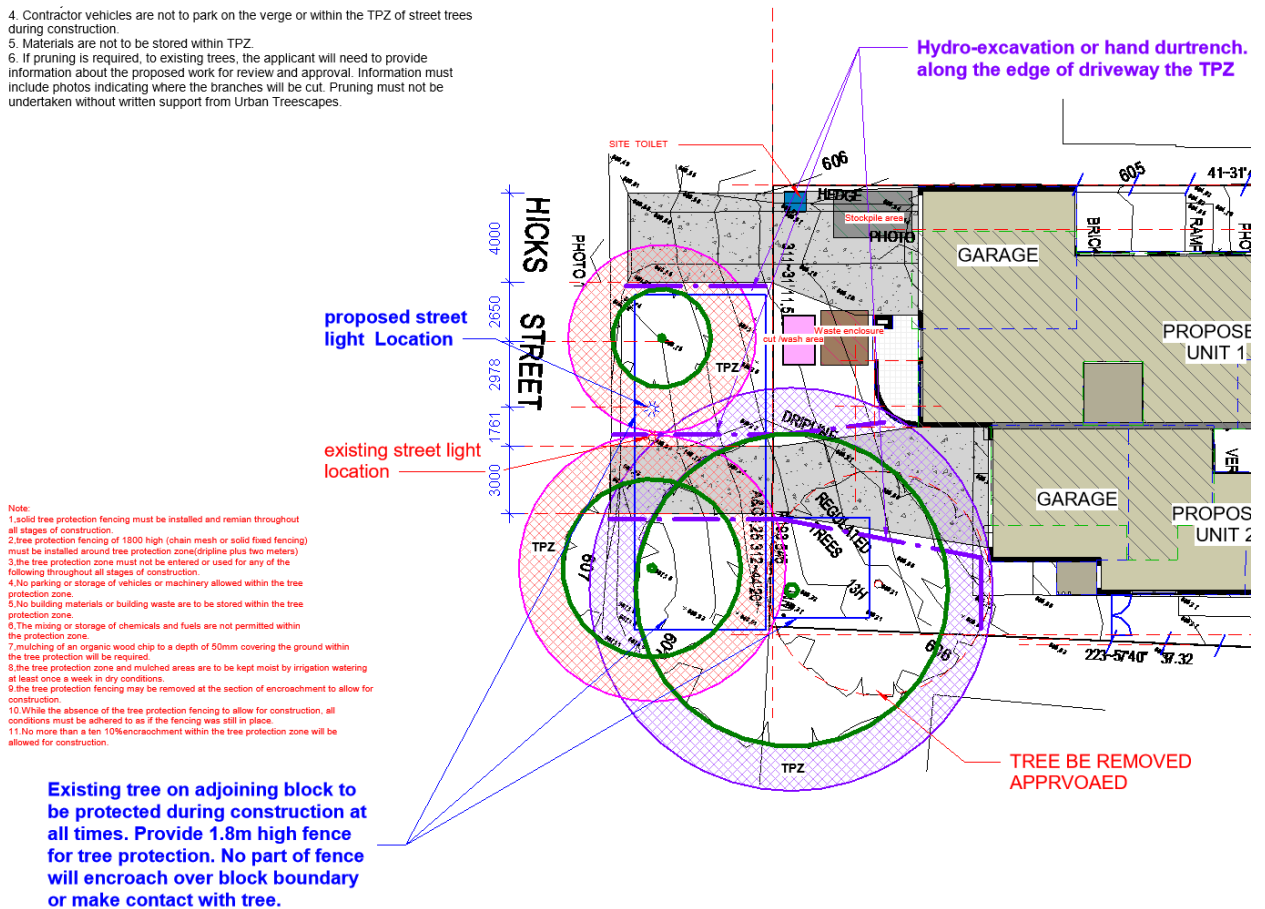
Streetlight

- Relocation of the streetlight in front of the secondary driveway has been proposed.
- Due to site constraints, the streetlight will be 1.76 m from the driveway edge, 2.97 m from the tree trunk, and within 2 m of the tree canopy. Or if any better solution we are happy to taken it
- This design ensures the minimum 1.5 m setback from the driveway is maintained.
- This is considered the best practical solution while maintaining pedestrian and vehicle safety.

- [illegible]

- A Tree Protection Plan has been prepared and will be implemented during construction.
- Hydrovac will be used for installation of utilities near trees.
- Lighting poles will remain outside the tree dripline where feasible.
- Root severance up to 30 mm is allowed. Any roots over 30 mm uncovered will be reported to Urban Treescapes with photos for review.
- Contractor vehicles and materials will not enter the Tree Protection Zone. Shown tree management plan
- Any tree pruning will be undertaken only with written approval from Urban Treescapes, with photos showing proposed cuts.
- LMPP refer civil engineer plan

4. Contractor vehicles are not to park on the verge or within the TPZ of street trees during construction.
5. Materials are not to be stored within TPZ.
6. If pruning is required, to existing trees, the applicant will need to provide information about the proposed work for review and approval. Information must include photos indicating where the branches will be cut. Pruning must not be undertaken without written support from Urban Treescapes.



Waste

- Provide A Waste and Recycling Management Plan (WRMP) has been prepared in accordance with the Waste and Recycling Management Code 2019.
- A sketch plan showing kerbside collection frontage for the two dwellings has been shown on site plan

Stormwater

- A single stormwater tie with sufficient capacity to service both dwellings is provided. It is proposed unit tiles for this 2 x units

Pedestrian Network

- The pedestrian walkway / footpath will take precedence over the driveway, with continuous, level access maintained.
- Verge protective fencing will be positioned to protect the verge while keeping pedestrian access clear at all times.

Conclusion

We trust the above addresses the TCCS comments, with amendments made where feasible. The proposed retention of the streetlight at 1.76 m from the driveway and 2.97 m from the tree trunk represents the best practical solution while meeting all relevant safety and infrastructure requirements.

We look forward to your review and approval of the amended plans and documentation.

Prepared by:

WENHUI HUANG

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