

Attachment 4 – Q & A - Response to Matters Raised at Preliminary Briefing

1. Is charging for Electric Vehicles incorporated into the development.

Comment

Suitable conditions are now nominated to ensure adequate electrical infrastructure is provided within the carpark to ensure on purchase of an electrical vehicle carparking spaces will be able to provided with the necessary charging services without major upgrades to the electricity infrastructure within the development.

Applicant Comment

Provisions for Electrical Vehicle charging will be incorporated in the development to enable future occupants to install charging stations without the need for infrastructure upgrades. This will mean the services will be designed with enough capacity to allow the future integration of EV charging.

2. The workability of tandem (front to back) parking spaces is potentially problematic where suitable arrangements to ensure no conflict between unit holders occurs.

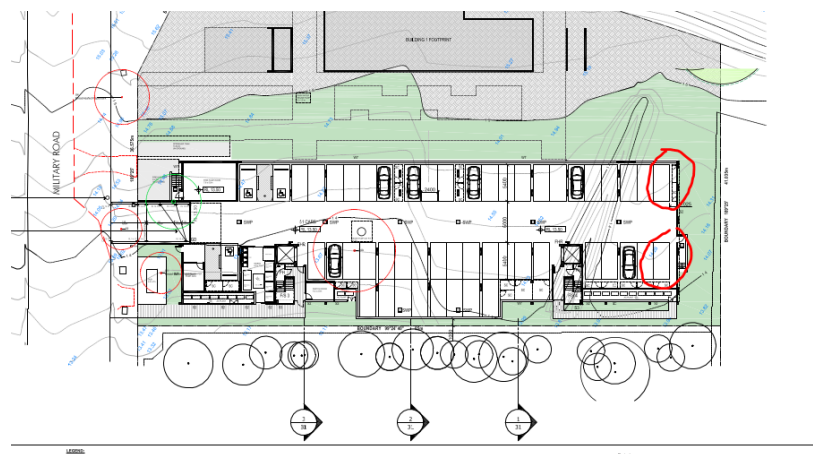
Comment

Suitable conditions are nominated requiring all tandem (front to back) spaces within the car park for both spaces to be allocated to a single 2 and/or 3 bedroom unit to ensure no conflict/issues arise.

Applicant Comment

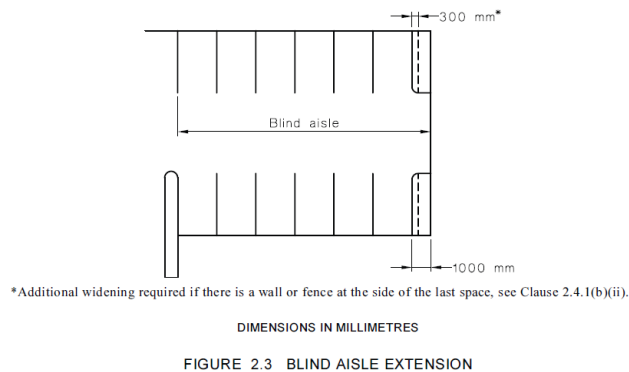
Tandem parking spaces will be allocated to the larger units / town house typologies to ensure there will be no issues with access.

3. Have the end carparking spaces been checked as compliant with the required standards.



Comment

The plans show that the parking aisle is extended 1025mm past the last parking bay which complies with the requirements of AS2890 Figure 2.3



Applicant Comment

Traffic engineers have confirmed compliance with the end of aisle treatment requirements. Please refer to Bitzios Consulting's Traffic Impact Statement.

4. There appears to be little opportunity for a vehicle within the carpark to enter and exit in a forward direction in the event all car parking spaces are occupied.

Comment

It is best practice to provide a turnaround bay for blind parking aisles. However, it is my understanding that visitors are not allowed in the car park and thus each park will be assigned to a unit. Therefore it is highly unlikely there will ever be a car that does not have a parking space to utilise.

If the panel does not agree with the above deletion of 1 bay in the eastern section of the carpark could be conditioned on request of the panel.

Applicant Comment

The enclosed car parking does not include any visitor car parking spaces and will only be accessed by occupants with a dedicated parking spot. As such, a situation will not arise whereby a car does not have sufficient space to turn around. Furthermore, there will be on street parking available for visitors. Alternatively, an end bay could be designated as a turnaround bay – this however reduces the parking bays available to tenants.

5. Have the flows of stormwater in the event swales overtop been considered. What event are the stormwater swales modelled for and has analysis been undertaken as to where flows likely to present/occur in a more extreme event.

Comment

The TUFLOW modelling presented in the stormwater diversion report confirms that the proposed stormwater system, including the swale, is designed to accommodate extreme stormwater events, up to and including the 1% AEP rainfall event, as illustrated in Figure 1 below.

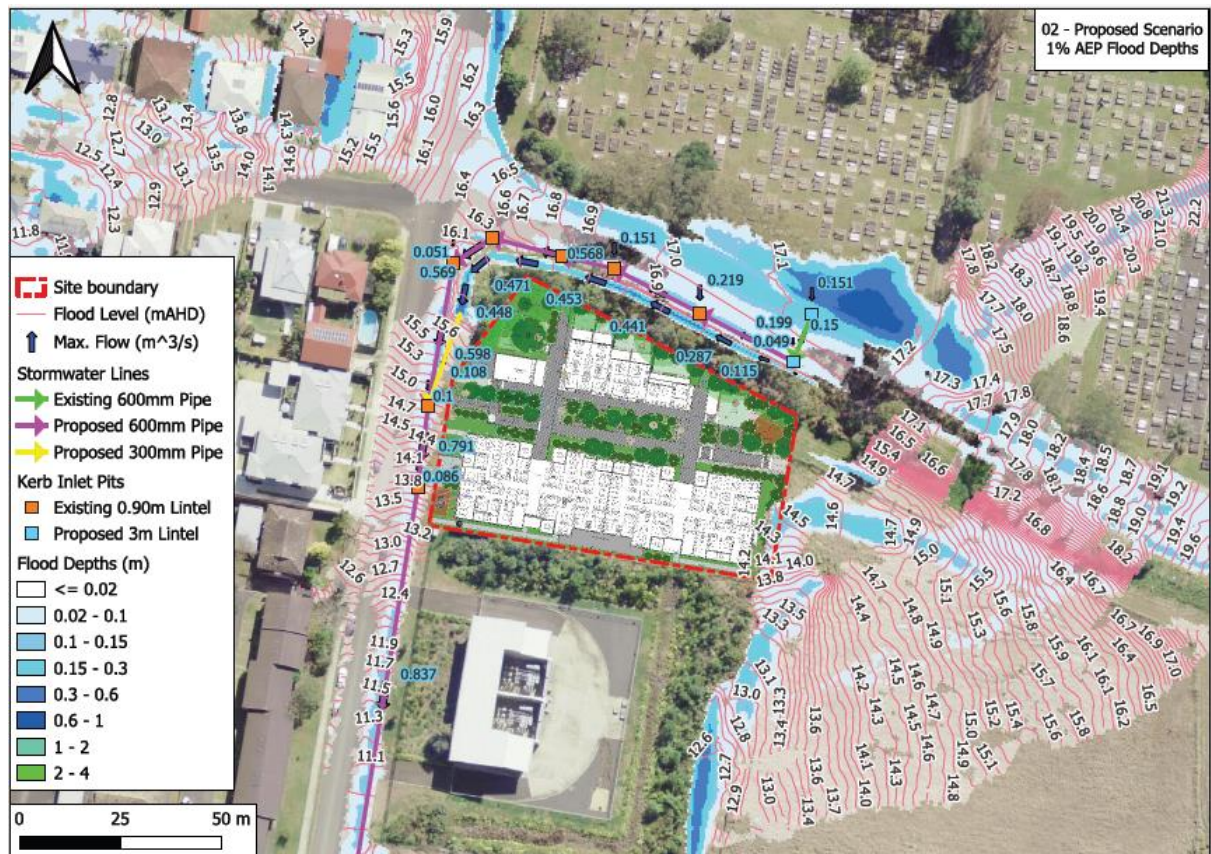


Figure 1: TUFLOW Results Showing 1% AEP Flood Depths (Stormwater Diversion Report)

Applicant Comment

The swale has been modelled to Council's required design parameters and storm events, with results provided in ADP Consulting Engineer's Stormwater Diversion Report. The modelling demonstrated that no overland flows will be entering the development. Further analysis was carried out to investigate the 200 year and 500 year. The stormwater flows are maintained within the swales in the 200 and 500 year events. The introduction of new kerb inlet pits on Crawford and Military Road, further mitigate the overland stormwater levels. It is to be noted that the building and basement levels are designed to be above the PMF levels to ensure no overland flow enters the site and flows are fully diverted into the upgraded pit and pipe system.

6. Council was requested to confirm the road edge treatment (curb and gutter or other) and also provide commentary in relation to street parking being unavailable given the swale arrangements proposed for Crawford & Military Road.

Comment

The development has been conditioned to provide a 13m wide road with kerb and gutter. The 13m width allows for 2 x 3.5m travel lanes along with 2 x 3.0m parking lanes within the carriageway. The verge (swales) will not be used for parking as a parking lane along the frontage will be available.

Applicant Comment

Military Road will be widened, and embellished with kerb and gutter, pit and pipe system and a new footpath.

Crawford Road will remain the same width; however, the verge will be modified to enable the stormwater swale and kerb and gutter remains with an upgraded pit and pipe system. Street parking will be available on both Military and Crawford Road. The swale mentioned above sits within the verge and will be delineated from the road via the proposed kerb and gutter.