

Attachment 4 Q & A

Desired future character for the area – Council noting potential review of strategic plans and the future character for the locality.

There is no site specific DCP or masterplan for the site at present. A height limit of 11.5 metres applies to the significant MU1 zoned area to which the site is attached. This identifies development of similar height and scale is permitted and envisaged over the subject area.

The MU1 zoned land in this area is essentially undeveloped elevated land above the floodplain being a rare commodity within reasonable travel distance the Lismore CBD. A mix of uses is anticipated as the zoning suggests, including a considerable residential component. Given the current shortage of residential accommodation and flood-related housing loss experienced in the area, prioritisation of residential development components is a desirable.

Council is aware Southern Cross University has partnered with the Reconstruction Authority to develop the flood free areas to the south and southeast. It is understood that this will be predominantly for residential purposes. The current proposal will become the gateway to this new development area. Council considers this proposal's denser built form to suitable for landmark and wayfinding purposes, suitable urban design in the circumstances.

Clarification of proposed mitigation measures requested, noting proposed tree removal and koala habitat being located on the site – assessment of accompanying documentation undertaken, advising that site does not meet the criteria for the koala habitat classification, with conditions proposed to manage any potential impacts on areas identified as primary koala habitat on adjoining land.

Page 31 of the Flora & Fauna Impact Assessment outlines the proposed mitigation measures in detail. Council's Ecologist has reviewed the application and is supportive. No koala feed trees are proposed for removal, and Council's Ecologist confirms there is no Koala habitat on site. Detailed commentary from Council's Ecologist is provided in Attachment 2.

Traffic and Car parking –

- *Practicality of proposed stacked car parking spaces – request for draft conditions to outline unit allocation and clarity of operation spaces*

The carpark does not include any visitor parking, all parking spaces will be assigned to specific units. Although it is best practice to provide a turnaround bay for blind parking aisles, the lack of visitors parking means that it is highly unlikely that vehicles will enter that do not have their own parking space to utilise.

A suitable condition (condition 29) is nominated requiring all tandem (front-to-back) spaces within the car park to both be allocated to a single 2 bed and/or 3 bed units, which will ensure no conflict/issues arise.

- *Number of spaces provided and potential cumulative impact on adjoining land to be considered, noting proposed use of swales limiting on-street parking availability*

Carparking is provided in accordance with the requirements of SEPP Housing. Clause 19 of the Housing SEPP provides non-discretionary development standards for parking calculations. Where development complies with a non-discretionary development standard, the consent authority cannot refuse or require amendment on those grounds.

- *Turning areas and aisle width within basement parking area to be provided in accordance with relevant Australian Standard*

Council's Engineers has reviewed and advise that the parking aisle is extended 1025mm past the last parking bay, which complies with the requirements of AS2890 Figure 2.3. The proposal complies with the relevant Australian Standard.

- *EV charging provisions to be included, noting ground floor bicycle parking*

Suitable conditions (Condition 21) have been nominated that ensure adequate electrical infrastructure is provided within the carpark for future electric vehicle charging stations. The electricity infrastructure will be provided throughout the parking area, so that any future resident can install an electric vehicle charging station in their own parking space.

Road widening – clarification requested as plans note civil engineering approval being required.

Conditions 5 to 8 (inclusive) are nominated in relation to civil engineering certification requirements. All civil design shall be carried out as part of the Crown Certification process in accordance with these conditions.

Waste Management –

- *Bin disposal shoots not provided on each floor*

The proposal has a split built form, making centralised chutes difficult, and the location of the carpark and absence of basement levels across the development means bin chutes are not achievable throughout the development without significant alternations to achieve them. Given the development is only three (3) storeys in height, bin chutes are not considered necessary in the circumstances.

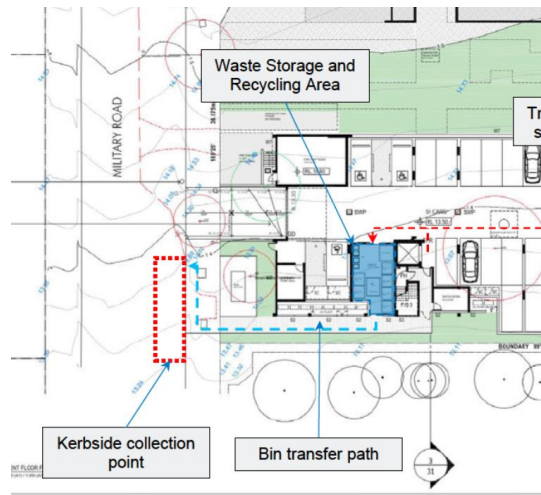
- *Collection of waste to be clarified, as Traffic Study outlines a kerb side collection and the Waste Management proposed the use of large skip bins located in basement.*

The Waste Management Plan abovementioned identifies waste will be collected on a weekly basis by a private contractor. To facilitate this collection, a wheel in and out service will be provided by the contractor.

Waste Collection arrangements are detailed within Part 5.4 of the Waste Management Plan Provided. Appendix A also provides suitable illustrations.

- *Access to basement for waste collection of large skip bin, noting driveway profile and weight of bins when full*

The parking area is partially cut, but is not a traditional basement car park. There is minimal fall from the street to the finished levels of the car parking area. The bins are proposed to be wheeled along the path of travel to the south of the driveway (shown in blue arrows below), which is generally flat and suitable for this purpose.



- *Stormwater management to be assessed, including:*

- *Calculation of overland volumes for catchment to determine size of adequate pipe and swales.*

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.

- *Adequacy of proposed management around the buildings, including prevention of over topping and flooding*

The stormwater swales around the building are designed for 1%AEP Stormwater Events which is Council's highest design standard.

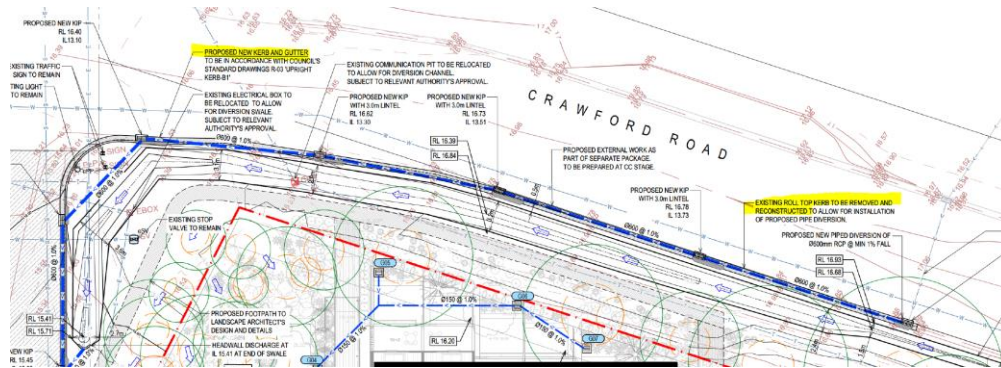
If more extreme events do result in overtopping, it is noted that the overtopping would be into the lowest level, which is carparking hard stand with suitable drainage so minimal negative implications are anticipated.

- *Impact of proposed fill on the existing trees to be retained*

Council's Ecologist has reviewed the proposed works and confirms additional tree loss from filling near retained trees is highly unlikely.

- *Road widening and clarification if kerb and guttering is being proposed*

Curb and gutter is proposed and required in association with the road widening, see recommended Condition 6. Analysis of the Stormwater Diversion Report also identifies curb and gutter is to be provided to Crawford Road (as highlighted below in yellow).



- *Clarification requested in regard to any potential land use conflicts, noting the mixed use zoning and any proposed future development in the area.*

The proposed is residential development, which does not itself generate significant land-use conflict impacts. The primary concern is that it is a sensitive receiver, and may be subject to externalities produced by other future nearby land-uses. Should any future land-uses be proposed in the vicinity, they would be assessed on their merits for potential conflict.

The development approval history of the lands in the immediate surrounds do not identify any significant approvals associated within the MU1 lands. In addition, Council's Environmental Health Officer has reviewed the proposal and advised the current development has no buffers that would impact the development entailing no significant land use conflicts are evident.

Council is aware Southern Cross University has partnered with the Reconstruction Authority to develop the flood free areas to the south and southeast. It is understood that this will be predominantly for residential purposes. While the zoning allows for a range of future land-uses, it is likely that residential development will be in the vast majority.

- *Noise from existing substation – acoustic assessment provided, with landscaping buffer existing and substantial setback being provided*

There is a significant setback to the adjoining substation and a vegetation buffer is in situ on the adjoining land. For clarification the substation has perimeter block walls and is not an open/fenced substation. Council's Environmental Health officer has reviewed this aspect of the application and advised. The proponents noise modelling report is acceptable to ensure that the residence of the development and surrounding residents are not impacted.

- *Compliance with apartment design guidelines to be assessed, including building separation, bedroom size, roof height and setbacks*

Detailed and extensive analysis and assessment has been provided within the final assessment report.

- *Ongoing site management of development to be clarified*

An Operational Management Plan is required to be finalised within 3 months of practical completion of the development (see Condition 32). Conditions 24, 27 and 28 satisfy the conditional management arrangements required by SEPP Housing in relation to Affordable & Build to Rent Housing.