

In response to the Section 75W Modification and associated letter from Department of Planning and Environment, dated 15th of September, 2016 (Reference: MP10_0016 MOD 2), in particular Schedule 1 – Key Issues, please find below and attached further justification for support of the proposed removal of tree 5.

We provide two studies, option “A” and option “B”, assessing ramifications for both removal and retention of tree 5. For a high level summary of both options please refer below:

Option A - Tree 5 removed

- Trafficable driveway (providing both public and construction access to site) simplified and shifted north, eliminating hairpin turns and blind spots thus improving public and construction safety;
- Provision of appropriate construction hard stand area (indicated in orange) adjacent Brown St building, enabling construction trucks to complete a 3 point turn inside Gate 3 (as indicated in blue dashed lines thus ensuring trucks entering and departing site in a forward direction);
- Providing improved clearances around Retention Value A Tree 127 as well as trees 125, 126, 136 and 137.
- Trees 125 and 126 located beyond the hard stand area. Heritage tree T122 has significantly less TPZ paved;
- Retention of existing site entry point and associated site gate 1, resulting in added safety of the public and residents entering site as well as construction personnel.
- Higher visibility of Heritage tree 6 from Brown Street and improved exposure of tree 6 to direct sunlight.

Option B - Tree 5 maintained

- Construction of driveway around tree 5 and 6, resulting in 2 hairpin turns and blind spots potentially leading to safety risks for the public, residents as well as construction personnel accessing site;
- Previously proposed gate 5 on Brown Street re-assessed and found to be unviable by Traffic consultant due to limitation of access namely
 - insufficient swept path access from Brown St for trucks turning into site,
 - 800mm level difference between Brown St and internal site level,
 - Additionally tree 136 would have to be removed
- Insufficient turning space for trucks within the construction hard stand zone if entering from Gate 6 or 7 resulting in departing site in backward direction;
- Risk of damage of tree 127 due to the limited space for trucks entering and exiting site;
- Trees 125 and 126 located within construction hard stand area, protection would be required;
- Driveway adjacent tree 5 need to be raised by 300mm to accommodate new kerb, gutter and rain garden. Increasing ramp gradient can cause line of sight issues for cars entering and exiting stage 1 buildings.
- Continuation of unwanted competition with more desirable trees, including Heritage tree 6.