Our Reference: LU23194-MEM-01 (Revision A)
Council Reference: MCU25/0019 8/8/1657 –
114 Anne Street, Aitkenvale QLD 4814

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Wednesday 25th June, 2024

Civil Engineering Memorandum
RE: Townsville City Council Request for Further Advice
114 Anne Street, Aitkenvale QLD 4814 – Lot 6 on RP716461

To Assessing Officer,

Lekker Urban have been engaged to provide civil engineering services for the subject project on behalf of the client. In response to the request for further information from Townsville City Council received on 7 April 2025, this memorandum aims to provide further supporting information to satisfy the following items outlined within the request, summarised in Table 1 below.

Lekker Urban understand that with the submission of this supporting information that it should resolve and satisfy the potential concerns and items noted by Townsville City Council to proceed forward with the approval of the Development Application on behalf of our client.

If you require any further information please contact the undersigned for civil engineering related matters.

Yours faithfully,

Joshua Affleck
Civil Engineer – Civil Lead | MIEAust CPEng NER RPEQ (No. 24039)

1. Summary of Information Request Items

Agency reference item no.	Description of item
Request Item 1 – Flood Impact Assessment	1. The applicant is requested to provide a Minor Flood Impact Assessment to ensure that the development does not increase the potential for flood damage on-site or to adjoining properties. Reason: To demonstrate compliance with Performance Outcomes PO6 and PO7 of the Flood hazard overlay code of the Townsville City Plan. *Advice Note: The applicant is advised that built form and ability to achieve the required Finished Floor Levels is not considered an Acceptable Outcome.*
Request Item 2 – Access Crossover and Driveway Width	1. The applicant is requested to provide amended plans to include a minimum of 5.5m wide driveway for the first 6m inside of the property boundary. Reason: To demonstrate compliance with compliance with Section 3.2.2 of AS2890.1 - Off Street Car Parking and Transport impact, access and parking code of the Townsville City Plan.
Request Item 3 – Safe Carparking and Vehicle Swept Paths	The applicant is requested to provide the following: • demonstrate safe and efficient operation of the proposed carparking, more specifically possibility of vehicle collision between reversing vehicles from TH3/TH4 and Visitor Parking. • vehicle swept paths for TH3/TH4 and Visitor Parking demonstrating all vehicles can safely exit in forward motion. Reason: To demonstrate compliance with Transport impact, access and parking code of the Townsville City Plan.
Request Item 4 – Refuse Collection Details	2. The applicant is requested to provide details on refuse collection including but not limited to: • service provider (Council or contractor) • access to the skip bins for collection Reason: To demonstrate compliance with SC6.4.22 Waste management of the Townsville City Plan. *Advice Note: The applicant is advised that:* • Council requires skip bins to be placed on the verge for collection. • Waste Management Utility Charges are applicable regardless of engaging a private contractor.

Table 1 – Summary of Information Request from Cairns Regional Council.

2. Request Item 1 – Flood Impact Assessment

Further investigations into the provision Minor Flood Impact Assessment of the subject site has been undertaken. Refer to Lekker Urban document "LU23194-DR-01 – Minor Flood Impact Assessment" for response to close out this item.

In Summary, The two (2) Performance Outcomes PO6 and PO7 of the Flood hazard overlay code of the Townsville City Plan have been demonstrated. These are summarised in the table below.

Flood hazard overlay code	Applicant Response
Performance Outcome (PO) 7: Development within high and medium hazard areas does not directly, indirectly or cumulatively worsen flood characteristics outside the development site, having regard to: • increased scour and erosion; or • loss of flood storage; or • loss of or changes to flow paths; or • flow acceleration or retardation; or • reduction in flood warning times. ***Editor's note—****To adequately assess the impacts of development on flooding regimes, applicants may need to have a hydrological and hydraulic assessment carried out by a suitably qualified and experienced hydrologist or engineer.*	A review of Townsville City Council Flood Hazard Overlay Map - OM-06.1 indicates that the subject site is located within a Medium Hazard Area. The adjoining lots are located within a Low Hazard Area. Due to the low-lying topography of the subject site, it results in flows from the adjoining lots being conveyed into the subject site. As we proposed to fill the subject site, it is envisaged it would be revised to be consistent with the surrounding lots as Low Hazard Area. The hazard mapping indicates that the subject site is at the edge of the hazard, with Anne Street being excluded from the hazard overlay. Considering the limited accuracy of the coarse-grained grid sizing of the mapping, we believe that there would be minimal impact by the proposed development, with storage volume currently provided under pre-development conditions able to be serviced via on-street storage capacity within Anne Street.
Performance Outcome (PO) 8: Facilities with a role in emergency management and vulnerable community services are able to function effectively during and immediately after flood events. Editor's note—This provision applies to high, medium and low flood hazard areas. ***Editor's note****—This provision applies to high, medium and low flood hazard areas.*	This item is not applicable for this development.

Table 2 – Summary of response from application to Council Flood hazard overlay code.

3. Request Item 2 – Access Crossover and Driveway Width

Refer to Lekker Urban Civil Engineering Drawing "*LU23194-CP-200*" for response to close out this item.

4. Request Item 3 – Safe Carparking and Vehicle Swept Paths

Lekker Urban have undertaken a vehicular turning assessment using Autoturn software. A 5.2m passenger vehicle (B99) has been used to demonstrate that access and manoeuvrability for the proposed Townhouses 1 to 4 (external parking spaces to the garage) and the additional two (2) Visitor Parking spaces.

It has been demonstrated that a 5.2m passenger vehicle will be able to access the car space located in a forward direction, undertake a three-point-turn and exit in the forward direction for the external parking spaces located at the frontage of the garage for each Townhouse (TH1 to TH4). Whilst the two (2) Visitor Parking spaces do not allow for a three-point-turn, it is critical to note that these parking spaces are surplus to the requirements of the development.

Due to the nature of the development being local traffic only and only consisting of four (4) separate townhouses, it would be fair and reasonable to assume that there would be an increased awareness of the local parking situation for the users of the facility and this would not pose as a constraint to the proposed parking facilities.

Refer to Lekker Urban civil engineering drawing "*LU23194-CP-203 – Vehicular Turning Movement Layout Plan*" for turning movements to close out this item.

5. Request Item 4 – Refuse Collection Details

A further review of SC6.4.22 Waste management of the Townsville City Plan has been undertaken and the site cannot achieve compliance by "*…all waste collection is from within the site. For access to a road the waste truck is required to enter and leave the site in a forward direction.*"

The subject development will generate the need of weekly waste collection associated with the intended use of the building. Waste collection is proposed to be stored within bulk bins located adjoining the proposed building and then transported to the eastern side of Anne Street for on-street waste collection by Council.

Alternatively, if considered necessary, waste collection could occur in an informal manner via the front of the site, via the access driveway. While there is no provision of a formalised servicing bay, vehicles up to and including 9.8m Single Unit Truck (SU Truck) could access the site, although there is no provision for the vehicle over a 5.2m passenger vehicle to access the site in a forward direction, undertake a three-point turn and exit the site in a forward direction.

The proposed development is considered to be capable of accommodating vehicles up to and including 5.2m passenger vehicles only within normal operational periods of the development in a safe and efficient manner.

As a result, it is proposed for Council to service the site for refuse collection by the means of either:

- Access the driveway in a forward-in/reverse-out movement.
- Access the bulk bins via the verge for weekly collection.

Refer to Lekker Urban civil engineering drawing "*LU23194-CP-203 – Vehicular Turning Movement Layout Plan*" for location of the area to close out this item.