

The proponent is required to provide the Coordinator-General with a response to the information requested below.

The requested additional information seeks to clarify inadequacies in the impacts of the proposed development.

Responding comprehensively to this request is required to assist in streamlining the assessment process.

No.	Issue	Information Requested
Traffic impacts		
1	Traffic impact assessment	The traffic impact assessment report prepared by Cardno in 2013 for a nine (9) Lot subdivision is not considered satisfactory for the proposed development. Notwithstanding the adopted traffic generation estimates and GFA estimation within the Cardno report, the proposed development must be assessed for impact of proposal on the surrounding transport infrastructure to identify any upgrades that may be required, more specifically, to Jurekey Street. It is noted that upgrades to Jurekey Street that have been approved in a separate SDA approval (AP2024/017) have not yet been undertaken and it is unclear of the timing of these upgrades relative to when the current proposal will be undertaken. The proponent is requested to provide an updated traffic impact assessment in accordance with the requirements outlined in SC6.4.5.2 Traffic impact assessments (TIA) of the Townsville City Plan. This should include: • an analysis of the existing traffic operating conditions, traffic volumes and turning movements counts for peak periods for the sections of the network surrounding the development • an assessment of all intersections that have an increase in traffic volume of more than 5% over and above the existing traffic volume as a direct consequence of the development • demonstrate waste management provision for each lot including bin location and access to the bin locations by a service vehicle.

Easement		
2	Easement for sewer	The proposed reconfiguration will require an easement over existing trunk gravity main that is located on the site. The proponent is requested to provide an updated plan of the proposed reconfiguration to include a 3 metre wide easement over the existing 300mm trunk gravity main in accordance with section 4.2.5 of the CTM Code.
Impacts on rail infrastructure		
3	Stormwater impacts on the railway corridor	The proposed development will increase peak stormwater discharge from the site, however, the submitted Site-Based Stormwater Management Plan (SBSMP), prepared by Northern Consulting Engineers and dated 18/07/2025, Revision A has not included adequate information to demonstrate that sufficient mitigation measures can be installed to ensure the stormwater impacts of the proposed development will not adversely impact on the railway corridor. In particular: - the drawings in Attachment C (Redline Concept Mark-ups prepared by NCE) do not show any levels (internal or external), so it is unclear whether a free draining detention system is achievable, particularly given the flat grades within and external to the site and the absence of any external piped drainage. - it is not clear where water discharged from the site is conveyed. It appears that flows leaving the site from the proposed lawful point of discharge would overtop Jurekey Street before crossing the rail corridor at a culvert near the Racecourse Road Bridge. The proponent is requested to provide a revised Site Based Stormwater Management Plan that demonstrates compliance with PO12 – PO14 and PO16 of State Code 2: Development in a Railway, of the State Development Assessment Provisions. The updated report should address the above issues and show that the development can accommodate the stormwater detention required to mitigate peak development flows to pre-development levels. The report should also include: a) <i>Site detail and contour survey</i> - provide a site detail and contour survey, prepared by a registered

		surveyor, to verify the existing drainage characteristics of the site. All legal points of discharge for the development site should be identified. b) <i>Detention design</i> – provide a conceptual design for the proposed stormwater detention solution and supporting hydraulic/hydrological analysis and calculations to demonstrate that it will be adequately sized/have sufficient capacity for all relevant design events. This should include a layout/design plan, sections, cross sections, longitudinal sections (where relevant), elevations and outlet design with clear levels and volumes shown. c) <i>Water quantity assessment</i> - the peak discharge analysis should be updated to show the mitigated flows from the site for each legal point of discharge (including flow types). The design flood peak discharges should be shown for the mitigated case to demonstrate there is no worsening impact on the railway corridor.
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