

09 August 2011

Sharon Waddell
Development Manager
Stockwell
PO Box 3144
SOUTH BRISBANE QLD 4101



N-T1025.00 20110804 LMF WW Design Flood Level & Loading Dock

Dear Sharon

WOOLWORTHS CABARITA – DESIGN FLOOD LEVEL & LOADING DOCK

As requested, please find following our assessment of the loading dock area and design flood level for the above development.

Design Flood Level

The approved development application denotes a design flood level of RL 3.40m AHD with a design freeboard level of RL 3.90m AHD in accordance with a previous version of Tweed Shire Council (TSC) Development Control Plan (DCP) Section A3 Development of Flood Liable Land Maps which has recently been amended by Council with new flood data.

The current Tweed Shire Council Development of Flood Liable Land Maps identifies the subject site within a Q100 flood zone with a flood level of RL 2.90m AHD. The proposed design flood level in accordance with the DCP is the next flood contour being RL 3.00m AHD and a design freeboard level therefore being RL 3.50m AHD. The proposed ground floor level for the Woolworth Cabarita development is proposed to be at a minimum level of RL 3.50m AHD. The proposed basement car park and loading dock entry will provide flood free access to a minimum level of RL 3.50m AHD in accordance with the Council DCP requirements.

We have consulted Tweed Shire Councils Planning and Infrastructure Engineer, Danny Rose to confirm the change in the design flood level. Danny has advised Council would have no objection to modifying the development approval to incorporate the new design flood level.

The proposed development therefore complies with the version of Tweed Shire Council (TSC) Development Control Plan (DCP) Section A3 Development of Flood Liable Land Maps and the amended approval should reflect this current standard.

Loading Dock

We have carried out a turning manoeuvre check for the loading dock area associated with the proposed Woolworths Cabarita development in accordance with the requirements of *AS 2890.2-2002 Off-street commercial vehicle facilities*. We confirm that an articulated vehicle would be able to enter the site in a forward direction and carry out a slow speed reverse turn manoeuvre in order to position itself at the loading dock in one movement and exit the site in the same



manner. The design of the pavement in the loading dock area will be undertaken to accommodate the proposed turning manoeuvre requirements.

The proposed loading dock layout therefore complies with the requirements of AS 2890.2-2002 *Off-street commercial vehicle facilities*.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'L. M. Faulkner', written in a cursive style.

LUCAS FAULKNER
Business Manager / Associate