

6 July 2026

Chief Executive Officer
Brisbane City Council
Attn: Bijal Shah
Emailed to: bijal.shah@brisbane.qld.gov.au

GPC Job Reference: 24.2303

Dear Bijal,

RE: CHANGE APPLICATION TO A DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE AND BUILDING WORK FOR A MULTIPLE DWELLING

33 OXLADE DRIVE, NEW FARM QLD 4005 AND FORMALLY DESCRIBED AS COMMON PROPERTY (LOT 0) AND LOTS 1-16 ON BUP1982

RESPONSE TO COUNCIL FURTHER ADVICE (APPLICATION REFERENCE: A007025570)

1. INTRODUCTION

This correspondence is provided on behalf of the applicant in response to Brisbane City Council's further advice dated 23 June 2026, issued by the assessment manager under section 35 of the Development Assessment Rules (Version 3) under section 68 of the Planning Act 2016.

The applicant's response to each item of Council's further advice is set out below and should be read in conjunction with the following attachments:

- **Attachment A:** Amended architectural plans
- **Attachment B:** Revised stormwater concept plans
- **Attachment C:** RPEQ traffic and swept path response
- **Attachment D:** Waste management response prepared by Rhodium Environmental

The amended proposal responds directly to the matters raised by Council and results in an improved built form, streetscape, landscaping and operational outcome when compared with both the lodged change application and the existing approval.

2. RESPONSE TO ASSESSMENT MANAGER'S FURTHER ADVICE

2.1 Item 1: Setbacks

Council's Advice

(1) Although the development remains five storeys, the reduced wall setbacks on all elevations increase the building's perceived bulk and scale. This outcome is likely to result in increased adverse amenity impacts on adjoining properties, contrary to AO7.1 of the Multiple dwelling code.

(a) Provide amended plans that maintains approved side boundary setbacks to walls and balcony across all levels.

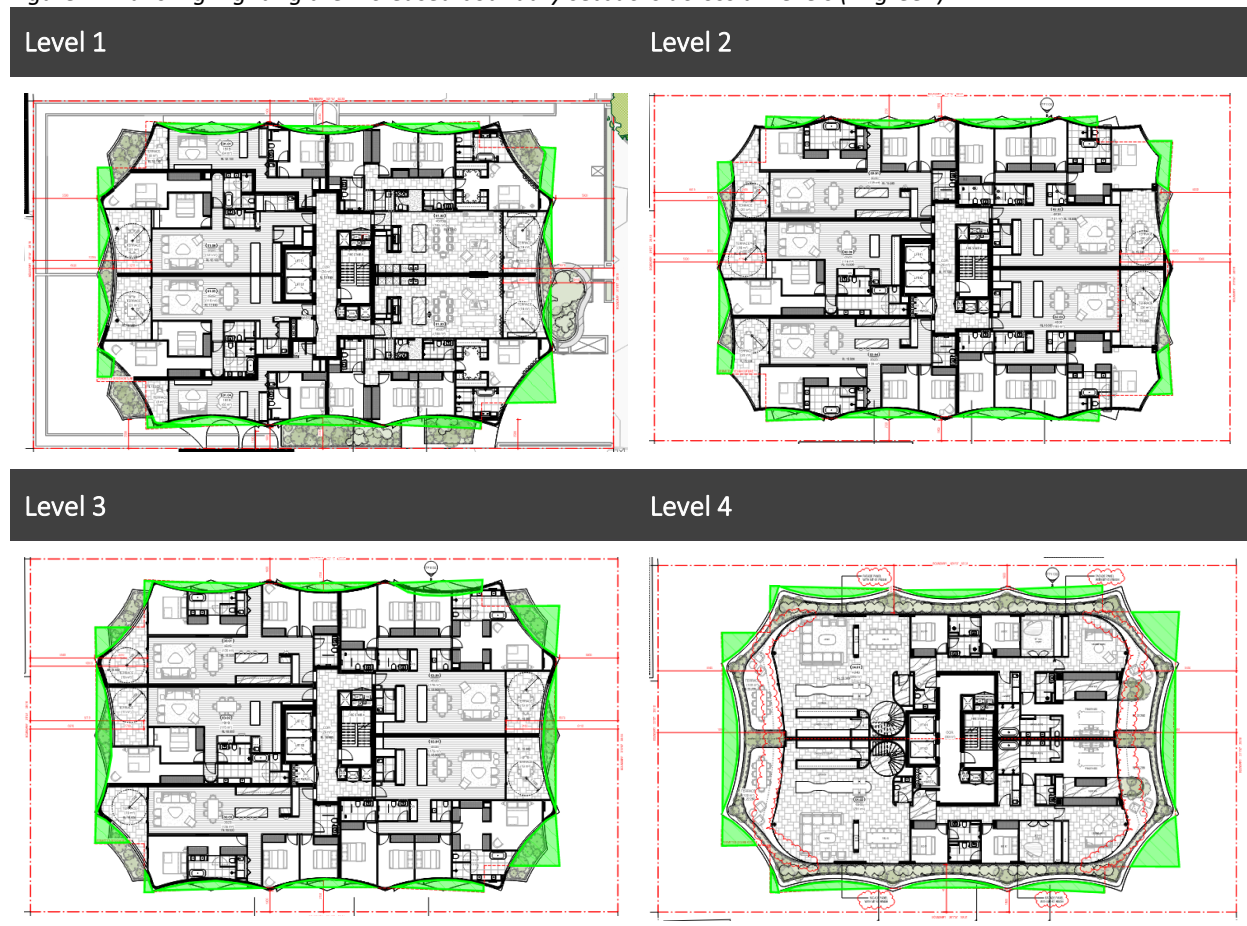
Applicant's Response

The amended plans maintain or improve the approved building setbacks across the relevant elevations and levels. The revised design does not increase the extent of built form toward adjoining boundaries in a manner that would result in additional adverse amenity impacts.

For clarity, the amended building edge incorporates a curved recess in plan. The point of maximum setback occurs at the apex of this recess, with the broader building edge providing increased articulation and separation when compared with the approved building envelope. The increased setback areas are identified in green in **Figure 1** below.

The amended design therefore does not represent a reduction in the approved setback outcome. Rather, it redistributes and reduces built form in a manner that improves building articulation, reduces perceived bulk and maintains an appropriate relationship with adjoining properties.

Figure 1: Plans highlighting the increased boundary setbacks across all levels (in green)



This is further demonstrated by the site cover comparison below. The amended proposal reduces the overall site cover, including a substantial reduction at Level 4 and rooftop level.

	Approved Development	Proposed Change
Ground	964sqm 63%	811sqm 53%
Level 1	954sqm 62%	918sqm 60%
Level 2	943sqm 62%	943sqm 62%
Level 3	943sqm 62%	918sqm 60%
Level 4	912sqm 60%	642sqm 42%
Rooftop	363sqm 23%	160sqm 10%

2.2 Item 2: Ground Floor and Streetscape Activation

Council’s Advice

- (2) *It is understood that units are maintained on ground floor and a 1.5m to 1.7m solid brick wall is proposed at the front boundary which is seen to be a regression in terms of activation and facilitation of casual surveillance in accordance with AO37.1/PO37 of the Multiple dwelling code.*

(a) *Provide amended plans and elevations to reduce brick wall to maximum 1.2m height or minimum 50% hit and miss with the current proposed fence height.*

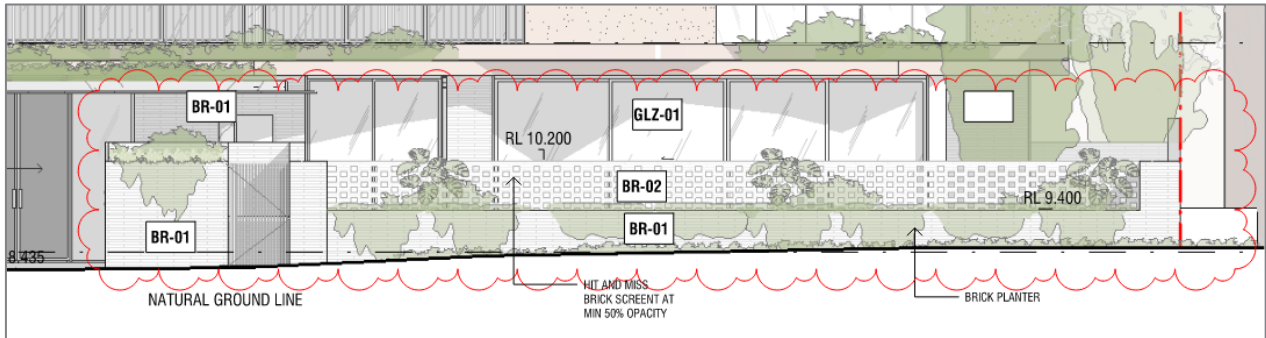
Applicant’s Response

The plans have been amended to improve the ground floor and streetscape interface. The revised frontage treatment reduces the extent and apparent height of solid walling, extends the front landscape planter and incorporates hit and miss brickwork to achieve a more open and visually recessive edge to the street.

The front boundary treatment now comprises a lower front wall of approximately 600mm to 800mm, with planting and a setback hit and miss brick screen behind. The hit and miss component is approximately 700mm high and is designed to provide visual permeability, casual surveillance and material variation while maintaining privacy for the ground floor units.

This arrangement is consistent with the intent of AO37.1 and AO37.2 of the Multiple dwelling code because it avoids a long, blank, solid wall to the street and provides indentations, landscape planting, material variation and visual interest to soften the frontage. On this basis, the amended design provides an improved streetscape activation outcome and appropriately balances privacy, overlooking and casual surveillance.

Figure 2: Revised boundary fencing and landscape planter with 50% opacity



2.3 Items 3 & 4: Subtropical Building Design

Council's Advice

- (3) The architectural report presents conflicting information regarding window treatments to habitable rooms. While it is understood that the approved scheme provided textured glass up to 1500AFFL to maintain visual privacy, elevations on the proposed scheme indicates clear glass up to 1500AFFL with semi reflective glass above.*
- (a) Clarify window treatment and provide a detail section through a typical window box to illustrate material treatment to the shading device*
- (b) Clarify whether upper portion of window is operable to ensure natural ventilation is maintained to habitable rooms as per the approved scheme*
- (4) It is understood that façade treatment to Level 4 has been updated to large expanses of clear fixed glazing. This is an unsupportable outcome and is considered an inappropriate response to Brisbane's subtropical character and climate as, coupled with insufficient shading elements to manage solar exposure, units on this level are at risk of heavily relying on mechanical ventilation to maintain comfort.*
- (a) Provide amended drawings to illustrate a more appropriate façade treatment to Units 04.01 and 04.02 to balance solid and transparent elements with consideration of solar exposure and controllable measures. Refer to Subtropical Building Design Planning Scheme Policy.*

Applicant's Response

The amended architectural drawings clarify the proposed window and façade treatment to habitable rooms. The window detail confirms that the façade incorporates a layered window shroud treatment, comprising projecting side fins, recessed glazing, sill elements and operable window components. This provides depth, shading and articulation to the façade rather than presenting as a flat glazed elevation.

In relation to Item 3, the amended drawings clarify that the lower portion of the relevant window openings includes privacy screening / obscure treatment to assist in maintaining visual privacy, generally consistent with the intent of the approved scheme. The upper window portions remain glazed and include operable awning window components, ensuring that habitable rooms continue to receive natural ventilation. The submitted detail also provides a typical section through the window shroud, confirming the material treatment and depth of the external shading elements.

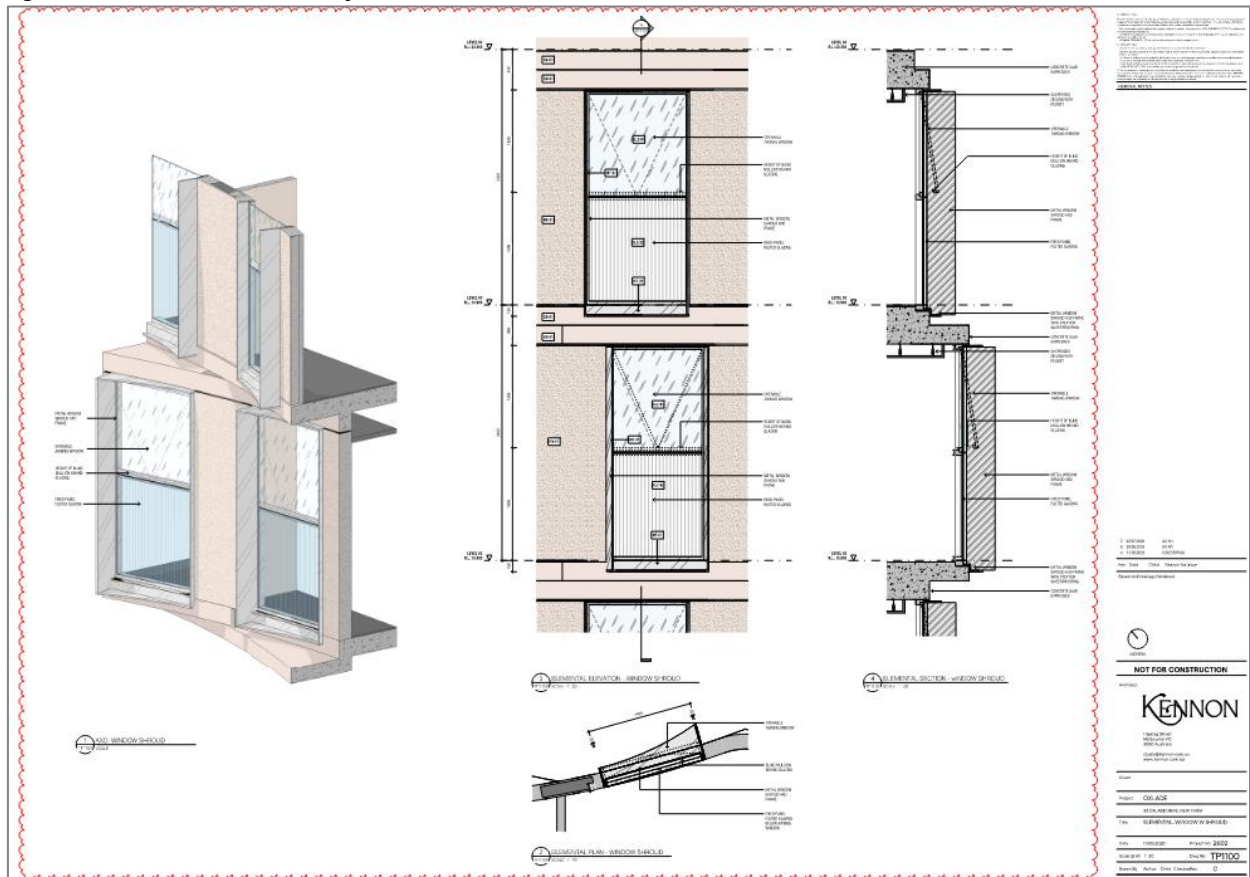
In relation to Item 4, the Level 4 façade treatment has been amended to provide a more balanced composition of solid and transparent elements. The revised window shroud detail reduces the appearance of large expanses of clear fixed glazing by introducing vertical solid side elements, recessed glazing, operable window portions and external shading. This creates a more articulated and climatically responsive façade outcome.

The amended façade treatment improves the subtropical design response by:

- providing external shading and façade depth to reduce direct solar exposure;
- maintaining operable window components to support natural ventilation;
- balancing privacy with access to daylight and outlook;
- reducing the extent and visual dominance of fixed clear glazing; and
- providing a more articulated architectural expression consistent with Brisbane's subtropical character.

On this basis, the amended drawings address Council's concerns regarding window treatment, operability, façade composition and subtropical design. The revised design maintains privacy and natural ventilation to habitable rooms while providing improved shading, articulation and façade depth.

Figure 3: Detail Window and Façade Sections



2.4 Item 5: Stormwater

Council's Advice

(5) *The proposed changes to the stormwater drainage system have not demonstrated compliance with the Stormwater code and Chapter 7 of the Infrastructure design planning scheme policy. The proposed use of kerb adapters as part of the discharge arrangement is not supported for a development of this scale and has not been demonstrated to provide a compliant stormwater outcome.*

(a) *Provide amended stormwater plans that reinstate the previously approved stormwater drainage arrangement.*

Applicant's Response

The stormwater concept plans have been amended to remove the previously proposed kerb adapters. The revised arrangement provides a 2.4m wide road gully before discharging to a stormwater manhole within the road reserve. This reinstates a more conventional lawful point of discharge arrangement for a development of this scale and addresses Council's concern regarding compliance with the Stormwater code and Chapter 7 of the Infrastructure design planning scheme policy. Refer to the revised stormwater plans provided at **Attachment B**.

2.5 Item 6: Traffic

Council's Advice

- (6) While Council can support the proposed changes to the internal car parking rates, the proposed changes to the internal manoeuvring and trafficable areas introduce several performance outcomes. Provide an RPEQ-certified traffic report demonstrating how the proposed changes comply with the TAPS code.*
- (a) Provide justification for the reduced ramp width at Level 00, Basement B1 and Basement B2. Demonstrate how cyclist and vehicle safety are to be managed.*
 - (b) Provide justification for the reduced aisle width and end treatment depth on Basement B1. Demonstrate that visitors can safely enter/exit the spaces at the base of the ramp and adjacent to the security screen door via swept path analysis*
 - (c) Confirm the proposed vertical clearance on Level 00 and Basement B1 and clearly demonstrate this on sectional plans. Ensure that where utilities or services are suspended from the ceiling adequate clearance is maintained and also shown on sectional plans.*

Applicant's Response

An RPEQ-certified traffic response prepared by Velocity Traffic Engineering dated 1 July 2026 is provided at **Attachment C**. The response addresses the amended ramp, internal manoeuvring, cyclist access, visitor parking, vertical clearance and servicing arrangements against the Transport, access, parking and servicing code, the Transport, access, parking and servicing planning scheme policy and AS2890.1.

In relation to Item 6(a), Velocity confirms that the amended scheme introduces a signal-controlled one-way ramp arrangement between Level 00, Basement B1 and Basement B2. Each ramp section is less than 20m in length and functions as a one-lane, one-way ramp. On that basis, the applicable minimum width is 3m, with an additional 300mm clearance to walls or obstructions on each side, requiring a total clear width of 3.6m.

The amended plans provide a minimum 3.6m ramp width at Level 00, Basement B1 and Basement B2. The ramp edges are also provided with 150mm high by 300mm wide kerbs. Velocity concludes that the ramp geometry, width and edge treatment achieve direct compliance with the relevant BCC TAPS and AS2890.1 requirements. Cyclist and vehicle interaction is addressed through the proposed signal-controlled operation. Cyclist push buttons are provided at the relevant ramp hold points, including adjacent to the Ground Level hold point, at Basement B1 adjacent to the resident cyclist hold point and adjacent to the visitor bicycle area. The push buttons allow cyclists to initiate the green-light sequence before using the ramp, with opposing vehicles held on red. This provides a safe and practical arrangement for cyclists using the one-way ramp system.

In relation to Item 6(b), Velocity confirms that the Basement B1 visitor parking area complies with AS2890.1. The visitor spaces are User Class 2 spaces. For 90-degree User Class 2 parking, AS2890.1 requires a minimum aisle width of 5.8m and a 1m aisle extension at the end of a blind aisle. The amended design provides a minimum aisle width of 5.9m, a 1m aisle extension beyond the final visitor space and a 1.3m extension beyond the PWD space adjacent to the security screen door. On that basis, the visitor aisle width and end treatments achieve direct compliance with AS2890.1.

In relation to Item 6(c), the sectional plans prepared by Kennon confirm the proposed vertical clearances throughout the car park, including areas where services or utilities are suspended from the ceiling. At Basement B1, the lowest service protrusion is 2.85m above finished floor level, exceeding both the minimum 2.3m headroom requirement and the 2.5m clearance requirement for the PWD parking space. At Basement B2, the lowest typical service protrusion below mechanical ducting is 2.35m above finished floor level, exceeding the 2.3m minimum. The two parking spaces below the ramp achieve the minimum 2.3m clearance at the end of the spaces as the ramp descends overhead. The ramp vehicle travel paths also maintain more than 2.3m vertical clearance, with the lowest point within the ramp sections being approximately 2.8m.

Accordingly, the amended ramp, cyclist access, visitor parking and vertical clearance arrangements directly respond to Council's Further Advice and are supported by the RPEQ-certified traffic response provided at **Attachment C**.

2.6 Item 7: Refuse Storage & Presentation

Council's Advice

(7) It is noted that the development proposes split days of servicing for general refuse and commingle recycling, this arrangement is 'Not Supported'. The developments 'Bin Presentation Area' is not sufficient in size to cater for 240L of general refuse & commingle recycling per unit, per week, with maximum of one service per week.

To address PO32/ AO32 of the Multiple dwelling code and PO8/ AO8.1 & AO8.2 of the Infrastructure design code, provide amended architectural plans addressing the following:

(a) Clearly demonstrate the 'Bin Presentation Area' has been provided with a minimum area of 17.25m² (internal dimensions of 11.5m wide x 1.5m deep) to house the required ten (10) x 1,100L bulk bins for collection.

OR

(b) Alternatively, demonstrate the 'Bin Presentation Area' has been provided with a minimum area of 12.15m² (internal dimensions of 8.1m wide x 1.5m deep) to house seven (7) x 1,100L bulk bins (i.e., two (2) x 1,100L bulk bins for general refuse + five (5) x 1,100L bulk bins for commingle recycling).

&

(c) Clearly demonstrate the 'Refuse Room' has been provided a single refuse chute and diverter for general refuse and commingle recycling, with an overhead compactor minimum 3:1 compaction ratio for general refuse only.

(d) Demonstrate the chute and bins under have been segregated/ corralled from the remainder of the 'Refuse Room' and demonstrate the storage location of bin tug or mechanical aid within the 'Refuse Room'.

(e) Ensure to denote the GFA (m²) and internal dimensions of the 'Refuse Room' and 'Bin Presentation Area'.

Applicant's Response

The refuse management arrangements have been amended in accordance with the waste response prepared by Rhodium Environmental, provided at **Attachment D**. The development is expected to generate approximately 5.04m³ of general waste and 5.04m³ of co-mingled recycling per week, based on Council's prescribed waste generation rates for 21 residential units.

The amended plans provide a dedicated Bin Presentation Area with an internal area of 12.6sqm. This exceeds Council's nominated minimum area of 12.15sqm for the compacted servicing option and accommodates seven 1,100L bulk bins, comprising two general waste bins and five co-mingled recycling bins. The refuse room layout has also been revised to provide a single refuse chute with a waste diverter and a general waste compactor capable of achieving a minimum 3:1 compaction ratio. The chute discharge and bins below are segregated/corralled from the balance of the refuse room, and a dedicated storage location for a bin tug or equivalent mechanical aid is shown to assist with bin movement during servicing.

The amended architectural plans identify the GFA and internal dimensions of the Refuse Room and Bin Presentation Area. The revised arrangement enables general waste and recycling to be serviced once per week and addresses PO32/AO32 of the Multiple dwelling code, PO8/AO8.1 and AO8.2 of the Infrastructure design code and SC6.26 Refuse planning scheme policy.

2.7 Item 8: RCV Operational Clearance & Servicing

Council's Advice

(8) It is noted that the Refuse Collection Vehicle (RCV) access and servicing provisions have been altered, with the structural supporting column removed from the driveway and RCV standing and loading area increased to 11.5m. However, a review of the 'Sections Ramp' has noted the RCV has been provided an operational clearance of 3.58m in lieu of the required 3.6m.

To address PO32/ AO32 of the Multiple dwelling code, PO8/ AO8.1 & AO8.2 of the Infrastructure design code and PO1/ AO1, PO19/ AO19.2 & AO19.3 of the Transport, access, parking and servicing code, provide amended architectural plans addressing the following:

- (a) Provide an amended 'Sections Ramp' which clearly demonstrate the RCV has been provided a minimum operational clearance of 3.6m between the Ground Level FFL and lowest projection above for a length of 11.5m.*
- (b) Utilising amended architectural plans submit a revised RPEQ certified swept path analysis for a 10.24m Rear Loading RCV (As per BSD-3008-2) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient on-site servicing can be undertaken whilst utilising a lock-to-lock time of 6.00s and curb-to-curb turning radius of 9.757m. Ensure the swept path demonstrates the RCV has been provided a minimum 1m off-set from built form to enable the service provider sufficient space to manoeuvre between the RCV & built form during servicing.*

Applicant's Response

The RPEQ-certified traffic response prepared by Velocity Traffic Engineering dated 1 July 2026, provided at Attachment C, addresses Council's RCV operational clearance and servicing matters.

In relation to Item 8(a), the amended development plans include a revised ramp section demonstrating the required RCV operational clearance. Velocity confirms that a minimum vertical clearance of 3.60m is achieved for the full 11.5m length of the RCV standing bay and bin loading area, with the narrowest protrusion providing 3.69m clearance. This satisfies the operational clearance requirement for the rear-loading RCV and addresses the issue identified by Council in relation to the previous 3.58m clearance.

The same section also confirms that the proposed 8.8m MRV servicing zone achieves a vertical clearance greater than 4.5m, satisfying the commercial servicing height clearance requirements.

In relation to Item 8(b), Velocity has prepared a revised swept path assessment for a 10.24m rear-loading RCV using a 6-second lock-to-lock time and a 9.757m kerb-to-kerb turning radius, consistent with Council's request. The swept path confirms that the RCV can reverse into the site, stand within the nominated RCV bay for collection and depart the site in a forward gear.

The RCV bay provides a compliant 3.5m width consistent with AS2890.2 service bay requirements. The adopted RCV has a vehicle width of 2.5m, providing 1m of total lateral clearance within the bay. Velocity notes that the BCC Refuse planning scheme policy does not identify a 1m side offset from built form as a prescribed dimensional requirement. The relevant assessment is whether the RCV can safely and efficiently access, stand, service and exit the site with appropriate clearance to fixed obstructions.

The revised arrangement is materially consistent with the servicing arrangement approved as part of the original development approval and is improved by the removal of the column adjacent to the RCV bay. The revised swept path confirms that the arrangement is safe, functional and compliant.

On this basis, the amended RCV access and servicing arrangement addresses PO32/AO32 of the Multiple dwelling code, PO8/AO8.1 and AO8.2 of the Infrastructure design code, and PO1/AO1, PO19/AO19.2 and AO19.3 of the Transport, access, parking and servicing code.

2.8 Item 9: Deep Planting

Council's Advice

(9) The application letter indicates that the extent of deep planting has increased. However, a comparison between the approved and proposed plans indicates that the basement footprint has been extended and ground-level patio areas enlarged. These changes reduce the available area for genuine deep planting and do not support the claim of an overall increase.

(a) Provide comparative plans illustrating genuine deep planting areas, clearly identifying differences between the approved and proposed deep planting areas.

Applicant's Response

The amended landscape plans identify 162sqm of genuine deep planting, equivalent to approximately 10.7% of the site area. This is supported by a further 8.3% of the site area provided as containerised planting. By comparison, the existing approval provides approximately 153.7sqm of deep planting, equivalent to 10.1% of the site area.

The amended proposal therefore increases the area of genuine deep planting when compared with the existing approval. The comparative plans submitted with this response identify the approved and proposed deep planting areas and confirm that the proposal does not erode the landscape outcome relied upon in the existing approval.

2.9 Item 10: Planting Along Front Property Boundary

Council's Advice

(10) Previous approval sought performance outcome for front boundary planting. This change application erodes that requirement further.

(a) Provide amended plans in accordance with the Multiple dwelling code AO28.1(c) that show a minimum of 50% of frontage length planted for a minimum width of 2m.

Applicant's Response

The amended plans provide approximately 15m of cumulative planting along the street frontage, which represents approximately 50% of the total frontage length. This frontage planting is supported by the existing street tree, the 28sqm deep planting zone within the frontage and additional facade planting integrated into the building at each level.

The front landscape planter has also been extended when compared with the lodged change application. The revised arrangement therefore improves the landscape contribution of the development and maintains a frontage outcome consistent with AO28.1(c) of the Multiple dwelling code, while responding to the constraints of the approved building envelope and basement arrangement.

3. CONCLUSION

This letter has been prepared in accordance with section 35 of the DA Rules and provides the applicant's response to Council's further advice.

The amended proposal responds directly to the matters raised by Council and is suitable for approval having regard to the Brisbane City Plan 2014. In particular:

- the amended plans maintain or improve the approved built form setbacks and reduce apparent bulk through increased articulation and reduced site cover;

- the revised frontage treatment improves streetscape activation through lower walling, hit and miss brickwork, landscape planting and material variation;
- stormwater, refuse, traffic, parking and servicing matters have been addressed through amended plans and supporting technical responses;
- the proposal increases genuine deep planting compared with the existing approval and provides an improved landscape outcome to the street frontage; and
- the amended proposal maintains the intent of the existing approval while providing a more refined built form and operational outcome.

On this basis, the applicant respectfully requests that Council accept the amended material and proceed to approve the change application, subject to reasonable and relevant conditions.

If there are any questions, please do not hesitate to contact Simon Grice from Gaskell Planning Consultants on (07) 3392 1911.

Yours sincerely,



Simon Grice
Director