

28 May 2026

SDC 2142

**TO:** Kayal Chandrasekar  
Development Services  
Brisbane City Council  
Phone: 34030086  
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**RE:** FORMAL RESPONSE TO INFORMATION REQUEST

**Reference:** A006814396

**Address of Site:** 45 PORTAL ST OXLEY QLD 4075

We write to submit our response to the information request in *blue* as follows, together with associated reports and plans.

## Structure Plan

1. The proposed development does not indicate any internal connections to the adjoining sites/ locality or address the future public road network and access to the existing road network. This is inconsistent with the intended outcomes of the proposed structure plans for approved developments for the adjoining properties in the area (Council ref: A00665309 and A002878677) and the applicable assessment material. It is noted that the lack of integration with the locality would significantly constrain future development opportunities and internal connectivity across the broader precinct and is unlikely to be supported in its current form.

Provide amended plans in accordance with PO12 of the Subdivision code, Overall outcome 5.g, 5.h and 5.i of the Low density residential zone code, Overall outcome 2.b, 2.h and 2.i of the Emerging community zone code, that show a Structure plan integrating the development with the surrounding areas and contribute to orderly sequence of development, so as not to prejudice potential future development in the area.

*The proposed development has been revised to now be a freehold subdivision with no CTS component. This is to allow the development to integrate with the surrounding applications/approvals and to not result in an isolated development, rather one that is responsive to the evolution of the locality.*

*Refer to revised layout plans 'SDC2142 - 306B Structure Plan' and 'SDC2142 - 308A Proposal Freehold' for further information.*



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## Traffic

2. The development's Community Title Scheme (CTS) has not provided a minimum total accessway reserve of 10m wide, which includes a minimum carriageway width of 6.5m and minimum of 1.5m verge widths either side (Table 9.4.10.3.C Subdivision code) to facilitate bin presentation area. Furthermore, the submitted plans, planning report and Traffic report are inconsistent in the proposed driveway width.

Provide amended plans in accordance with PO4/ AO4.1c of the Subdivision Code and PO8/ AO8.1 & AO8.2 of the Infrastructure design code that shows a minimum CTS Road reserve of 10m and a minimum carriageway width of 6.5m.

*The development layout has been amended and no longer proposes a Community Title Scheme (CTS arrangement).*

*The proposal is now for a standard freehold subdivision, with the internal access converted to public road reserve forming part of the local road network. Accordingly, the previous accessway / easement arrangement and associated crossover width inconsistencies are no longer applicable or proposed.*

*The proposed road network has been designed as a Local Street in accordance with SC6.16 Infrastructure design planning scheme policy, Chapter 3 Road corridor design.*

*The road extending west from Portal Street is proposed with a reduced 10m road reserve. This is considered appropriate in this location as the road is located hard against the adjoining boundary and minimal verge is considered required on that side. The development side of the road provides the functional verge components, including a 5.5m carriageway, verge and footpath adjacent to the proposed lots.*

*The rear road section is provided with the full 14m road reserve, including the 5.5m carriageway, verge and footpath consistent with the Local Street design standard.*

*On this basis, the amended layout resolves the previous CTS accessway concern and provides a public local street outcome generally consistent with Council's Infrastructure design planning scheme policy.*

*The amended plans are provided at Appendix B of the Velocity Traffic Engineering Information Request Response attached with this submission.*

## Biodiversity

3. The proposed development is located within the High ecological significance strategic (HESS) sub-category of the Biodiversity areas overlay, triggering Section C of the Biodiversity areas overlay code. Whilst it is acknowledged that the development proposal has been designed to retain the majority of ecological value within mapped areas, there are four lots that segregate the corridor, increasing the likelihood of the corridor becoming fragmented in future. To support this development application, provide the following:

- a. A revised proposed plan that includes a reduction in number of lot owners in the ecological corridor to a maximum of two lots;

*The environmental covenant area has now been incorporated into the proposed Lot 305, which is a single lot.*

*Refer Gaia Environmental Consulting response dated 23 December 2025 together with revised EAR V2 submitted with this response.*



b. An updated tree survey that includes all engineering details including earthworks, services and retaining walls onto the plan to confirm the extent of impacts;

*Figure 6 in the EAR provides an updated layout and the relevant civil works plans overlaid onto ecological values, including the tree survey. No native trees (>10cm DBH & 4m high) will be removed in the environmental covenant area. One native tree will be removed as a result of the development.*

*Refer Gaia Environmental Consulting response dated 23 December 2025 together with revised EAR V2 submitted with this response.*

c. Provide a concept rehabilitation plan for the ecological corridor. This plan is to be in the form of scaled plans and supporting documentation that includes at least the following information:

- i. Description of proposed rehabilitation, including earthworks, methods, objectives.
- ii. Details of the proposed rehabilitation schedule, including staging, plant species names, stock size, quantities, densities, locations.
- iii. A detailed 24 month maintenance program for all rehabilitation works.
- iv. Stabilisation methods for all areas of exposed soil surface.
- v. Specification notes on weed treatment and management, planting methods, mulching and soil preparation.

Note: Rehabilitation works will negate the need to provide environmental offsets in this instance.

*A Concept Rehabilitation Plan has now been prepared for the environmental covenant area. It includes site clean up (due to the presence of rubbish, car bodies and dilapidated structures), weed management and supplementary planting.*

*Refer Gaia Environmental Consulting response dated 23 December 2025 together with revised EAR V2 submitted with this response.*

## **Stormwater**

4. The proposal seeks to provide a pumped stormwater solution, which is not supported where a gravity drainage connection to Portal Street can be achieved. Provide amended plans in accordance PO1 of the Stormwater code that show a Conceptual stormwater layout that connects to the detention tank to service the site under gravity flows.

*The proposal has been amended to remove reliance on a pumped stormwater solution and now provides a gravity-based stormwater management arrangement discharging to Portal Street.*

*The submitted Stormwater Management Plan confirms that stormwater from the development area is directed to the proposed drainage infrastructure within the new Access Road, which then connects by gravity to the extended Portal Street underground drainage network. The proposed works include an extension of the Portal Street drainage infrastructure from the development site to the existing gully pit, being BCC Asset ID S11191801, located approximately 35m south of the subject site.*



*The conceptual stormwater layout therefore demonstrates that runoff from the proposed lots, access road and associated drainage network is conveyed under gravity to the lawful point of discharge within the Portal Street drainage system. The amended arrangement is consistent with PO1 of the Stormwater code as it provides a lawful, practical and gravity-based stormwater discharge solution, avoids the need for a pumped system, and connects to Council's existing stormwater infrastructure in Portal Street.*

*The Stormwater Management Plan also confirms that the Portal Street drainage extension and downstream infrastructure have sufficient hydraulic capacity to safely convey the development-generated flows during both minor and major storm events. Accordingly, the proposal is considered to comply with Council's request and PO1 of the Stormwater code.*

*Refer attached Stormwater Management Plan prepared by 72 Civil Design & Drafting.*

5. The proposed stormwater solution does not allow for upstream catchment to bypass the detention tank that connects to a new stormwater line to Portal Street, to the existing culvert location 120m downslope, or potentially to the existing 375RCP approx. (35m from the site) - whichever of the two options have the capacity to cater for these flows. Provide amended plans in accordance with PO1 & PO11 of the Stormwater Code that show upstream catchment bypassing the detention tank through a separate line.

*The amended Stormwater Management Plan confirms that upstream catchment flows are now managed separately from the development catchment and will bypass any on-site detention or site detention controls.*

*The upstream external catchment has been assessed as comprising a western external catchment and an eastern external catchment. The revised stormwater strategy provides separate conveyance measures for these external flows, including a 600mm wide concrete lined channel for the western upstream catchment and a 1.2m wide grassed swale drain for the eastern upstream catchment. These bypass systems direct external catchment flows through the site to dedicated inlet pits and associated underground drainage infrastructure, rather than routing those flows through the development detention system.*

*The Stormwater Management Plan further confirms that the external catchment bypass flows are conveyed to the proposed drainage network within the new Access Road, which connects to the extended Portal Street stormwater drainage infrastructure and ultimately to the existing gully pit located approximately 35m south of the site, being BCC Asset ID S11191801. The proposed system has been assessed as having sufficient hydraulic capacity to convey both the minor and major storm events, including the 1% AEP event, without adverse impacts to the road reserve or adjoining/downstream properties.*

*The amended plans also make provision for ultimate upstream catchment conditions by including 375mm RCP connection stubs at the upstream end of both the extended Portal Street drainage network and the new Access Road drainage network. This allows future upstream flows to be conveyed through a dedicated drainage pathway in accordance with PO11/AO11 of the Stormwater Code, without burdening the proposed lots or detention infrastructure.*



*Accordingly, the amended stormwater solution demonstrates compliance with PO1 and PO11 of the Stormwater Code by providing a lawful and gravity-based stormwater discharge arrangement to Portal Street, while separately managing and bypassing upstream external catchment flows through dedicated swale/channel and pipe infrastructure.*

*Refer attached Stormwater Management Plan prepared by 72 Civil Design & Drafting.*

6. The submitted Site based stormwater management plan (SBSMP) states that flows to kerb will not exceed 30L/s, however outflows from the detention tank in all AEP events exceeds the stated limit. The tank design would need to be such that it restricts flows lower to the existing conditions or a maximum of 30L/s in all events up to the 5% AEP design standard. For larger storms up to the 1% AEP, the design should restrict flows to existing conditions. Additionally, storage tank should be designed to mitigate existing flows (for all storms from 5mins to 4.5hrs). Provide amended plans in accordance with PO1 & PO6 of the Stormwater code that shows compliant Stormwater detention tank design.

*Proposal has been altered to a freehold subdivision that does not require a tank.*

*Refer attached Stormwater Management Plan prepared by 72 Civil Design & Drafting.*

## **Waste Management**

7. The submitted RPEQ certified swept path for a 10.3m Side-Loading Refuse Collection Vehicle (RCV) shows that the vehicle is utilising a steering angle in lieu of curb-to-curb radius. Provide amended plans in accordance with PO19/AO19.2 & AO19.3 of the TAPS Code and.1 & AO8.2/PO8 of the Infrastructure design code that shows safe and efficient servicing of RCV whilst utilising a curb-to-curb radius of 9.757m.

*The refuse collection arrangement has been amended to provide 2 x 900mm x 900mm bin presentation pads for Lots 303-305 given these lots are less obviously serviced compared to Lots 300-302 lot. All bin presentation areas are located along the proposed internal public road network and have been positioned to allow direct servicing by Council's side-loading Refuse Collection Vehicle (RCV).*

*A swept path assessment has been undertaken for the 10.3m RCV, adopting the nominated 9.757 m kerb-to-kerb turning radius, which confirms the vehicle can enter the site in a forward gear, access each bin presentation area, position the collection arm to safely and effectively service each bin pad, utilise the proposed turnaround pavement area to complete a three-point turn, and exit the site in a forward gear. This directly addresses Council's concern raised in Item 7.*

*The swept path assessment has been prepared using the relevant design clearances and confirms that the RCV can complete the required manoeuvres safely and efficiently. The reversing component within the turnaround area is limited to less than two vehicle body lengths and occurs wholly within the proposed road pavement area.*

*The proposed turnaround arrangement is suitable as a standalone interim servicing arrangement for the development in its current form. The swept path confirms that the RCV can complete the necessary manoeuvre within the proposed road pavement without relying on access through adjoining land.*



*If the road is extended in the future as part of adjoining development, the need for the turnaround manoeuvre would be reduced or removed. However, the current proposal has been assessed on the basis that the RCV turnaround is required and must operate within the subject site road layout.*

*The swept path assessment is provided at Appendix C of the Velocity Traffic Engineering Information Request Response attached with this submission.*

## **Verge**

8. It appears from aerial imagery that part of the existing fence along the northern property boundary is constructed within the verge dedication area. Submit further information to demonstrate the width of existing verge area will remain unimpeded along the Portal Street frontage as per AO1/PO1 of the Streetscape hierarchy overlay code.

*We have no issues with removing this portion of the wall/fence that juts out into the verge and request council to condition this on the approved plans.*

We trust this response satisfies all items of the IR and should there be any questions please don't hesitate to contact us at your convenience.

Kind Regards,

*HIMMY*

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