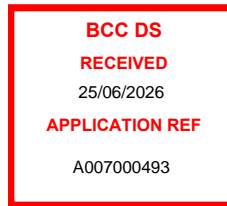


25 June 2026

Urbicus Ref: URB25-368
Primary Contact: Mark Kierpal



Chief Executive Officer
Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Email: dalodgement@brisbane.qld.gov.au

Applicant response to an information request under Section 13 of the Development Assessment Rules

Council reference: A007000493
Property details: 41 Waroon Street, Stafford QLD 4053

In accordance with section 13.2 of the Development Assessment Rules, I wish to advise that I am providing:

- all** of the information requested
 part of the information requested

In giving this part-response I also advise that:

- I now require you to proceed with your assessment of this application under section 13.3 of the Development Assessment Rules, effectively ending my applicant-response period.

or

- I intend to provide further information at a later time before the end of the applicant-response period.

or

- None** of the information requested and I now require you to proceed with your assessment of this application under section 13.3 of the Development Assessment Rules, effectively ending my applicant-response period.

In support of our response the following documents are provided:

- Appendix A – Proposal Plan prepared by JW Surveys
- Appendix B – Engineering Assessment Report prepared by CDS

We address the specific items raised in Councils “Information Request” as follows:

Item	Earthworks
1	<p>The existing site appears to have a slope of approximately 1:6 along the longest axis and it appears there are existing retaining walls along the north and east site boundaries, as well as through the centre of the site. Retaining walls through the middle of the site will need to be removed and there is concern that the existing walls on the boundaries may not be of suitable construction to be retained through this development and as part of future houses. It is also unclear whether suitable transitions from the verge can be achieved or whether the sites grade will result in useable lots as per PO2 of the Subdivision code, without earthworks first being completed as part of the subdivision.</p> <p>Provide civil engineering drawings of proposed earthworks and retaining walls (as required) for the development, and ensure the following items are addressed:</p> <ol style="list-style-type: none"> Demonstrate that the proposed subdivision results in the creation of useable lots as per PO2 of the Subdivision code, noting that AO2.2 prescribes that a lot’s long axis features a slope not greater than 1 in 15. Ensure the earthworks drawings show the interface of the development and adjoining land at site boundaries and nominate existing/proposed levels, including levels on adjoining land. The concept earthworks drawing/s including cross-sections are to show levels at the top and bottom of retaining walls and that the walls (including associated drainage) will be wholly contained within the site’s property boundaries. If greater than 1m in height above ground level at property boundaries, retaining walls are to be stepped/terraced at a ratio of 1:1. Demonstrate the existing retaining walls along the northern and eastern

	<p>boundaries are of suitable construction/structural integrity to be retained, that they will be protected as part of the earthworks and there will be no impacts to adjoining properties.</p> <p>e) Ensure the access points and transition from the verge to the proposed lots provide grades suitable for vehicle access as per BSD-2025.</p>
--	---

Response

Refer to Appendix B – Engineering Assessment Report prepared by CDS which addresses all matters in Item 1. The report concludes....

The proposed development can be adequately serviced by existing and proposed infrastructure. Safe and practical vehicle access can be provided to each lot from the adjoining road network, and the proposed lot configuration allows for compliant driveway access arrangements.

Stormwater generated by the development can be appropriately collected and conveyed to a lawful point of discharge in accordance with Council requirements. The development is capable of being connected to the existing stormwater drainage network without adverse impacts on adjoining properties, the surrounding road reserve or Street Trees.

Reticulated water supply and sewerage infrastructure are available within the surrounding road network and can be extended or connected to service each proposed lot. The proposed subdivision does not create any constraints that would prevent the provision of these essential services.

Other urban services, including electricity, telecommunications and waste collection, are available to the site and can be provided to each lot in the normal manner.

Accordingly, the proposed development is capable of being adequately serviced and does not place an unreasonable demand on existing infrastructure. Any detailed servicing requirements can be addressed through conditions of approval, ensuring that all necessary infrastructure is designed and constructed in accordance with Council standards and relevant service authority requirements.

Reasonable and relevant conditions can therefore be imposed to achieve compliant and adequate servicing of the development.

Item	Corner truncation
2	Demonstrate on the amended drawings, provision of a 6.0 metre by 6.0 metre by 3 chord truncation at the corner of Warron and Berpi Streets in order to maintain the safety and efficiency of the external movement network in accordance with the design standards in the Infrastructure Design PSP and as required by the Subdivision Code PO4. Note: the central boundary should be repositioned as needed to ensure both lots remain 300m2+.

Response

In relation to Item 2 we request the status quo remain in terms of the existing truncation. In practical terms, the difference between a 5.69 x 1m corner truncation and a 6m x 3m corner truncation can be considered negligible in circumstances where the adjoining road reserve already contains wider than normal verge widths (4.7m and 6.3m) and achieves good existing sight lines.

The primary planning and engineering purpose of a corner truncation is to:

- facilitate safe vehicle sight distances;
- improve pedestrian visibility;
- accommodate vehicle turning movements; and
- protect future road function.

This purpose is not compromised with this proposal.

The subject site benefits from:

- generous verge widths (4.7m and 6.3m) ;
- generally low traffic speeds as both streets are neighbourhood roads;
- unobstructed sight lines. Refer to photos; and
- minimal visual impediments;

Based on the above operational benefit achieved by increasing the truncation area from a 5.69m x 1m arrangement to a 6m x 3m arrangement is negligible or no different in this case as additional truncation area does not materially improve traffic safety outcomes. In concert with the wider verge widths creates additional separation between the carriageway and property boundaries, which effectively increases available sight distance and reduces the functional necessity for larger corner truncations. **Refer to Figure 1.**

Accordingly, from an engineering and planning perspective, a larger 6m x 3m truncation may provide little discernible benefit over a smaller 5.69m x 1m truncation where the surrounding road environment already performs safely and efficiently.

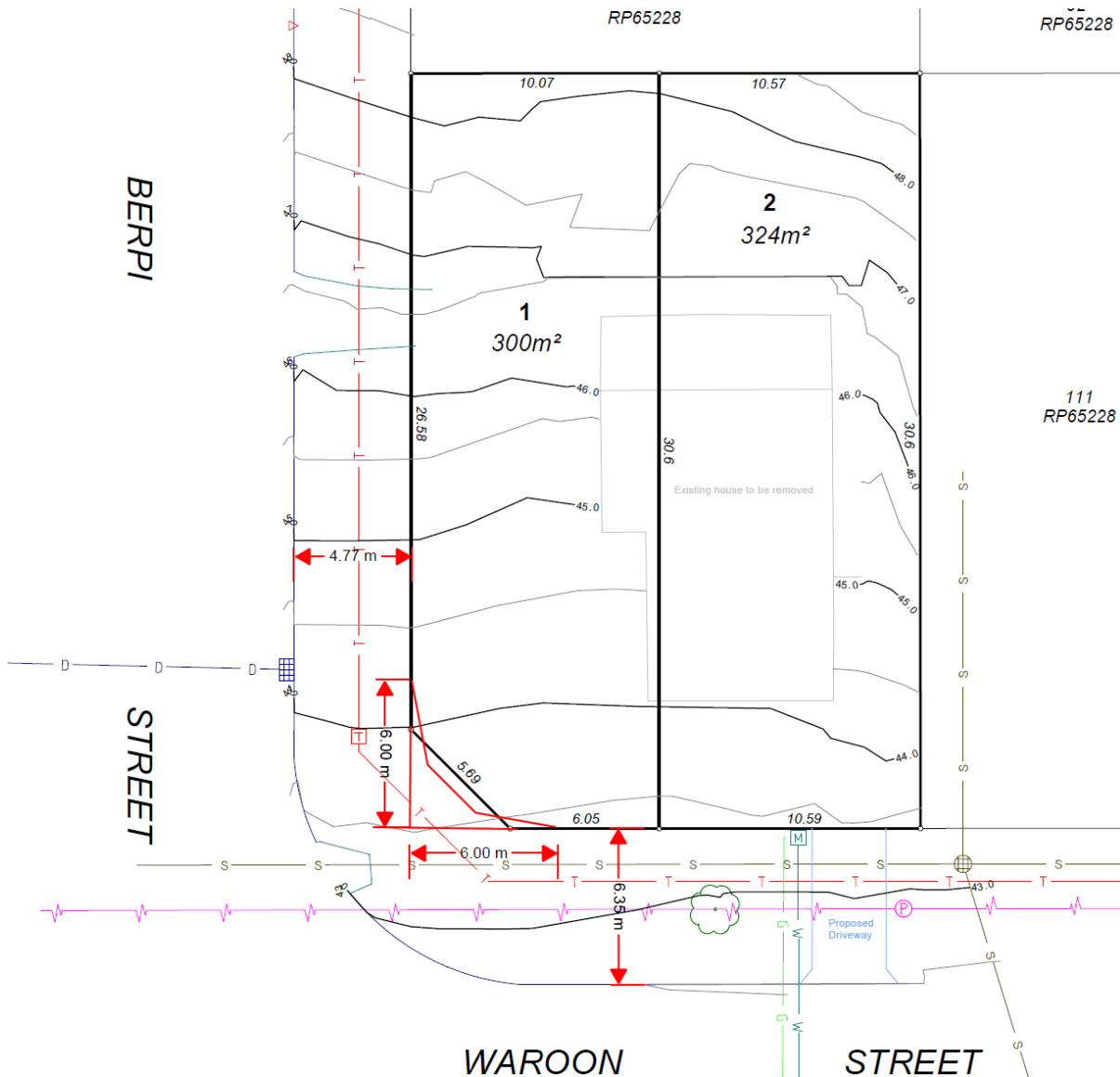


Figure 1 – Proposal plan extract

Item	Access crossovers
3	Demonstrate on the amended drawings that the proposed Lot 2 crossover achieves a minimum 1.0 metre clearance to the outer edge of the existing power pole in the Waroon Street verge, and a minimum 2.0 metre clearance to the existing street tree.

Item	
4	Demonstrate the location of the proposed Lot 1 driveway crossover, which is to be located on the Berpi Street frontage a minimum 10 metres from the intersection of Warron and Berpi Streets. The existing crossover appears to be damaged and its design does not meet modern standards, so it is to be replaced.

Response

As per the photos attached the existing crossover appears in good repair and not damaged as suggested. That being said it is likely the existing crossover does not meet modern standards.

In relation to this item the future cross over will be dictated by the house design and car accommodation solution. We do not have these plans. Any future design will accommodate the required crossover and separation distance standards. However for now the intent to retain the existing crossover in situ. Refer to the photos below.





Site Photos.

Item	Lawful point of discharge
5	Demonstrate the location of proposed stormwater verge crossings and kerb outlets to provide a lawful point of discharge (LPD) for the proposed Lots. The stormwater lines and outlets must be located to achieve a minimum clearance of 2.0 metres to the existing street tree, and a minimum 300mm from proposed Lot 2 driveway crossover as per BSD-8114.

Response

Refer to Appendix B – Engineering Assessment Report prepared BY CDS which addresses Item 5. The report concludes....

Stormwater generated by the development can be appropriately collected and conveyed to a lawful point of discharge in accordance with Council requirements. The development is capable of being connected to the existing stormwater drainage network without adverse impacts on adjoining properties, the surrounding road reserve or Street Trees.

In accordance with Section 60 of the *Planning Act 2016* the Information and Referral Part under the DA Rules is now at an end and we will proceed with the Public Notification Component.

Should you have any queries please contact our office.

Yours sincerely



Mark Kierpal
 Director
 M: 0448 525 250
 E: mark.k@urbicus.com.au