

Mewing Planning Consultants
GPO Box 1506
Brisbane QLD 4001

0421 780 354
mewing.com.au

7 August 2026

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Attention: Liam Prentice, Urban Planner – Planning Services Special Assessment

Dear Liam,

RESPONSE TO BRISBANE CITY COUNCIL FURTHER ADVICE LETTER

CHANGE APPLICATION (MINOR CHANGE) PURSUANT TO SECTION 81 OF *PLANNING ACT 2016*), OVER LAND LOCATED AT 27 LORNE STREET AND 26-32 SAMFORD ROAD, ALDERLEY

COUNCIL REFERENCE: A007053603

Mewing Planning Consultants act on behalf of *Alderley PCG Pty Ltd (the Applicant)* in relation to the site at 27 Lorne Street and 26-32 Samford Road, Alderley.

We refer to the correspondence from Brisbane City Council dated 30 July 2026 constituting a Further Advice Letter.

Please accept this correspondence, on behalf of the Applicant, as a response to the Further Advice Letter, providing additional information in respect of the development application. We advise that Brisbane City Council should proceed with the assessment of the change application on the basis of the new information presented in this response.

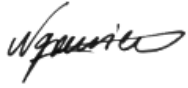
Changes made to the development, as part of this correspondence, have been made in direct Response to Council's Further Advice letter.

The following attached response extracts each part of Council's Further Advice Letter and provides a corresponding response. The response includes the following documentation:

- **Attachment A** – Brisbane City Council Further Advice;
- **Attachment B** – Revised Architectural Plans, prepared by Loucas Zahos Architects;
- **Attachment C** – RPEQ Traffic Engineering Response Letter, prepared by PTT Traffic and Transport Engineering;
- **Attachment D** – RPEQ Refuse Engineering Response Letter, prepared by AJEM Sustainable Waste and Resource Consulting.

We would welcome the opportunity to discuss any aspect of this Further Advice response. Should you wish to discuss, please contact Natasha Hatzipapas on 0488 750 956 or at natasha.papas@mewing.com.au or Leo Mewing on 0421 780 354 or at leo.mewing@mewing.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Natasha Hatzipapas'.

Natasha Hatzipapas (née Gouriev)
Principal Planner
Mewing Planning Consultants

Further Advice Response

27 Lorne Street and 26-32 Samford
Road, Alderley

MEWING
PLANNING
CONSULTANTS

Introduction

The following correspondence provides a response to Brisbane City Council's (**Council**) Further Advice letter dated 30 July 2026. The correspondence has extracted each part of Council's Further Advice in italicised text and provides a corresponding response below.

Traffic

Item 1

Relocation of the PWD bay from a publicly accessible point to a new location in the basement is undesirable. The below items need to be further addressed/consider in the RPEQ traffic letter:

- a) *The wall mounted visitor bike rack adjacent the proposed "01 B24 visitor" parking is inaccessible.*
- b) *The proposed shared bay area of the relocated PWD space is impacted by a structural column.*
- c) *Minimum 2.5m height clearance at the relocated PWD/shared bay is not demonstrated/confirmed.*
- d) *The proposed visitor PWD within the basement appears have a further travel distance to building entry than the current outcome on ground level.*

It is recommended to retain the PWD and shared space/area as currently approved, alternatively address the above items with a RPEQ response.

Item 1 Response

Please refer to the Revised Architectural Plans (**Attachment B**) and RPEQ Traffic Engineering Letter, prepared by PTT Traffic and Transport Engineering (**Attachment C**) for a detailed response to Item 1 of Council's Further Advice.

With respect to **Item 1(a)** the wall mounted visitor bike rack, previously adjacent to the proposed "01 B24 visitor" parking space has been relocated to be adjacent to the car park identified as "B10", refer to **Figure 1**. The revised bicycle parking is provided within an accessible location.

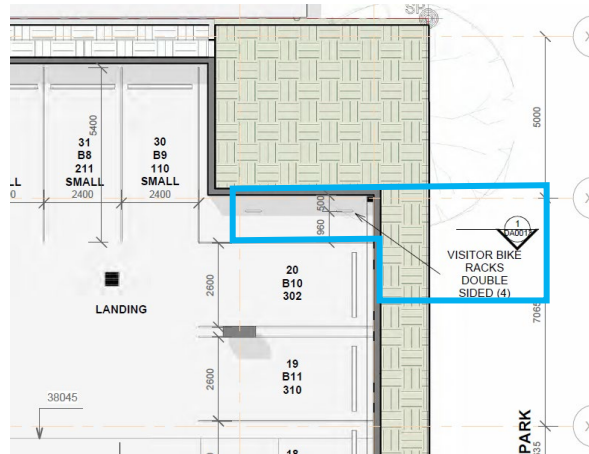


Figure 1: Relocated bicycle spaces (outlined in blue) (Source: Loucas Zahos Architects, 2026)

With respect to **Item 1(b)** and as detailed within the Traffic Engineering (RPEQ) Letter, prepared by PTT Traffic and Transport Engineering (**Attachment C**), the structural column does not impact the portion of the shared area directly adjacent to the PWD parking space, and it is understood the Building Certifier will confirm a performance solution for this arrangement is acceptable.

With respect to **Item 1(c)** an annotation has been included within the Architectural Plans (General Arrangement Basement Plan) that confirms a minimum of 2.5m height clearance is achieved at the relocated PWD/shared bay within the basement.

With respect to **Item 1(d)** and as detailed within the Traffic Engineering (RPEQ) Letter, prepared by PTT Traffic and Transport Engineering (**Attachment C**), the travel distance to the current PWD parking space on ground level parking area is greater (approximately 30m) than the revised basement level parking (approximately 20m) given the access path to the lift. As detailed within the RPEQ Letter (**Attachment C**), the revised PWD parking location complies with the relevant Australian Standard and the revised PWD parking location (within basement) is considered appropriate.

Please refer to the Revised Architectural Plans (**Attachment B**) and RPEQ Traffic Engineering Response Letter, prepared by PTT Traffic and Transport Engineering (**Attachment C**) for further detail.

RCV Operation Clearance

Item 2

A review of the proposed General Arrangement Plan – Level 01 and Elevation 01 – West (Lorne Street) has identified that elements of built form, including projections and similar features extend over the RCV operational servicing and standing area. These encroachments do not maintain the required minimum vertical operational clearance of 3.6 metres between the Ground Floor Finished Floor Level (FFL) and the underside of the lowest projection. This reduced clearance occurs across the full 6.5-metre-wide aisle/carriageway used by the RCV and does not comply with operational requirements.

To address PO1/ A01, PO19.2, AO19.3 of the Transport, access, parking and servicing code and PO8/ AO8.1, AO8.2 of the Infrastructure design code, demonstrate the following:

- a) *Provide amended architectural plans (floor, elevations and sections) which clearly demonstrates the RCV has been provided a minimum vertical operational clearance of 3.6m between the Ground FFL and lowest projection above across the entire 6.5m wide aisle trafficked by the RCV.*

Item 2 Response

The Architectural Plans have been revised to correct the drafting discrepancy on the Ground Floor Plan, Level 1 Plan and Elevation (West), as identified by Council in Item 2(a).

The Revised Architectural Plans prepared by Loucas Zahos Architects included in **Attachment B** are now consistent with the previously approved outcome, which ensures that a vertical operational clearance of 3.6m is achieved between the Ground FFL and the lowest projection above, across the entire aisle trafficked by the RCV.

Refuse / Bin Room Transfer

Item 3

A review of the 'General Arrangement Plan Ground Floor' has not demonstrated the RL's of the driveway and Residential Bin room FFL. It is unclear if the transfer of bins from the bin room to the rear of the RCV is free of steps and other obstructions. Demonstrate the following:

- b) *Clearly demonstrate the RL's of the driveway ramp and bin room.*
- c) *Furthermore, demonstrate the bin transfer path does not exceed a gradient of 1:20 and is free of steps.*

Item 3 Response

In response to Item 3, the General Arrangement Ground Floor Plan (refuse room and transfer path) has been reconfigured and revised to clearly demonstrate the RL's of the driveway ramp and bin room and that the bin transfer path does not exceed a 1:20 gradient and is free of steps. Please refer to **Figure 2** below.

As detailed within the RPEQ Refuse Engineering Letter, prepared by AJEM Sustainable Waste and Recourse Consulting (**Attachment D**), the proposed amendment to the bin transfer route is suitable and provides sufficient clearance of the transferring of refuse bins.

For further detail please refer to the Revised Architectural Plans prepared by Loucas Zahos Architects included in **Attachment B**.

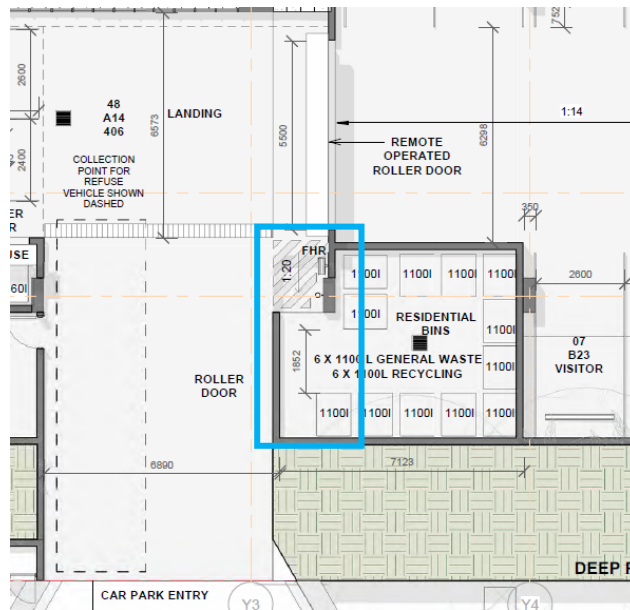


Figure 2: Revised Driveway Ramp / Bin Room – Ground Level (outlined in blue) (Source: Loucas Zahos Architects, 2026)

60mm Encroachment to Road Widening

Item 4

While the 60mm encroachment (at ground level) to the required 3m road widening area is proposed, the proposed change to the wording of condition 38 (Future Road Widening) is not supported. The proposed wording would infer structures, and permanent improvements are accepted across the whole 3m dedication. A draft wording amendment to condition 38 has been provided below for review, please advise if there are any objections to the below:

*The proposed development must not prejudice the future road reserve widening along the Samford Road frontage of the site by keeping the area clear of permanent improvements and structures associated with the approved development, **with the exception of a maximum 60mm encroachment on the ground level for the boundary block wall encroachment.** The extent of the land to be set aside for a future road reserve widening is 3.0 metres wide for the full frontage of the Samford Road site, including a single chord truncation at the Samford Road and Lorne Street intersection in accordance with the approved DRAWINGS AND DOCUMENTS.*

Item 4 Response

In response to Item 4, and having regard to the Minor Change Report, prepared by Mewing Planning Consultants, the proposed encroachment (comprising a maximum of 60mm within the Samford Road frontage) specifically relates to Level 1 of the proposed development (and does not apply to the Ground Level).

As such, the Applicant requests **Condition 38** be amended, to accurately reflect the encroachment on Level 1:

*The proposed development must not prejudice the future road reserve widening along the Samford Road frontage of the site by keeping the area clear of permanent improvements and structures associated with the approved development, **with the exception of a maximum 60mm encroachment on the first level on the ground level for the boundary block wall encroachment.** The extent of the land to be set aside for a future road reserve widening is 3.0 metres wide for the full frontage of the Samford Road*

site, including a single chord truncation at the Samford Road and Lorne Street intersection in accordance with the approved DRAWINGS AND DOCUMENTS.

Additional Proposed Amendment

In addition to the amendments made in response to Council's Further Advice, the Applicant proposes to amend a condition to the current development approval (Condition 35 pursuant to A006769348), which relates to residential refuse collection. Please refer to the RPEQ Waste Management Letter, prepared by AJEM (included within **Attachment D**).

As such, the proposed amendment is limited in nature and does not alter the built form or architectural expression, nor gives rise to any new or materially increased planning impacts. The development continues to represent a minor change pursuant to section 81 of the *Planning Act 2016*, as the proposed amendment does not result in a substantially different development. The additional amendment is detailed below.

Residential Refuse Collection – On Site

As detailed within the Refuse Engineering Letter (**Attachment D**), the Applicant requests that Condition 35 (Residential Refuse Collection) be amended to provide the same flexibility afforded under Condition 36 (Non-Residential Refuse Collection), such that residential waste may be collected by either a private waste contractor or Brisbane City Council Waste and Resource Recovery Services.

Condition 35 currently requires the Applicant to enter into an agreement with Brisbane City Council Waste Services for the collection of residential waste. The proposed amendment seeks to amend this restriction and allow the use of an appropriately licensed private waste contractor, consistent with the approved arrangements for non-residential waste collection.

The amendment is justified on the following grounds and is further detailed within the RPEQ Refuse Engineering Letter, included within **Attachment D**:

- A private waste contractor (JJ Richards) has already been engaged to service the non-residential component of the development (pursuant to Condition 36) and has confirmed the suitability of the approved waste storage facilities and collection vehicle access arrangements. The private waste contractor (JJ Richards) has also provided a proposal for the collection of residential waste.
- As detailed within the Refuse Engineering Letter (**Attachment D**), the provision and ongoing servicing of adequate refuse and recycling bins can be secured with the private waste contractor.
- Utilising a single contractor to service both residential and non-residential waste streams will improve operational efficiency and enable waste collection activities to be coordinated.
- The proposed amendment will not result in any change to the approved refuse storage location, collection methodology, access arrangements, servicing requirements, or the overall operation of the development. Those physical and operational requirements remain applicable irrespective of the provider selected.

The proposed amendment to **Condition 35** is included in **Table 1** below for clarity and completeness and is further detailed within the Refuse Engineering Letter (**Attachment D**).

Table 1: Proposed Amendment to Conditions

35	Residential Refuse Collection - On Site	Provide for the installation and collection of refuse/recycling bins by Brisbane City Council's Waste and Resource Recovery Services.
35(a)	Arrange Refuse Collection	Provide for the installation of refuse and recycling bins required to service the residential component of the development and arrange for the ongoing collection of refuse and recycling from the site, in accordance with the approved drawings and documents. Timing: A minimum of four weeks prior to the commencement of use and then to be maintained. <i>PROOF OF FULFILMENT</i> <i>Prior to commencement of use, submit written confirmation to Council that residential refuse and recycling collection arrangements are in place. The confirmation is to identify the proposed service provider, bin types and sizes, number of bins, collection frequencies and collection vehicle, and confirm that collection can occur from the approved on-site servicing location.</i>
35(b)	Indemnify Council	Where Council is engaged as the waste contractor, the owner and any subsequent owner must, by approved form to Waste and Resource Recovery Services, indemnify Council and its agents in respect of any damage to the pavement and other driving surfaces.
35(c)	Notify Future Owner	Where Council is engaged as the waste contractor, the owner must notify any future owner/body corporate that the development has been approved on the basis that an indemnity must be provide for refuse collection vehicles to enter the property.