

30 December 2025Development Assessment
Brisbane City CouncilBy email: dalodgement@brisbane.qld.gov.au**RE: INFORMATION REQUEST RESPONSE: 3 RAMSAY STREET, KEDRON
APPLICATION NUMBER – A006887173**

Dear Abby,

Please see a response to the items of the information request for application number A006887173, issued by Council on 26 November 2025 below.

Land Use

1. *The land use that has been applied for is an 'Office' and no further explanation of the type of business or how the office will operate onsite has been provided. The submitted reporting shows the office will have 'normal business hours' and not attract any members of the public to the site. Overall outcome d and e of the Small-scale non-residential use code require development to serve a demonstrable need to the local community and to fulfill a role that is distinct from uses in centres as well as not being located within close proximity to centres. The development will result in the reduction in housing for the area, which requires sufficient justification. There has been no local need established for an office to be located at the subject site and further information is required in order to demonstrate that an office is a suitable use in this location.*
 - a. *Provide further information that addresses the overall outcomes relevant to the application in the Small-scale non-residential use code as well as any strategic framework that is relevant.*
 - b. *Further information should include (but is not limited to) what the business is, how it will operate onsite, how it serves a local need and why the subject site is suitable, given its close proximity to other sites within a centre zone.*

In response to **PO1** of the **Small-scale Non-residential Uses Code**, please see comments below:**PO1**

Development:

- a. is in a highly accessible location; **The subject site is located in a highly accessible location for access to a major arterial road on the north-side of Brisbane (Gympie Road) and the tunnel entrance to the Airport Link Tunnel.**
- b. is not located on local or neighbourhood roads where it will adversely impact on local amenity and safety; **The subject site is located on a Neighbourhood Road (minor road), however is adjacent to a major arterial road and located within 100m of a State Controlled Intersection (hence the requirement for a referral to SARA).**

Ramsay Street experiences a significant amount of non-local traffic to provide connectivity to Leckie Road to the east (District Road). The image below illustrates the 'rat-run' to increases non-local traffic to Sadlier Street:**ALLAN VAN PLANNING PTY LTD**
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- c. does not contribute to strip development along arterial roads;
- d. must not introduce non-local traffic into a minor road.

The site is slightly setback from Gympie Road, which has historic strip development from Kedron through to Chermside Shopping Centre. Much of that land is located within the Residential Zones, despite having ongoing use rights for non-residential development. In response to item b) above, it has been demonstrated the Sadler Street is a 'rat-run' between Gympie Road and Leckie Road. This access was recently increased with the closure of the 'right-turn' lane into Edinburgh Castle Road to the north.

Ultimately, it is clear that Sadler Street is not a quite residential street and that there is a significant amount of non-local traffic that uses the 'minor road'.

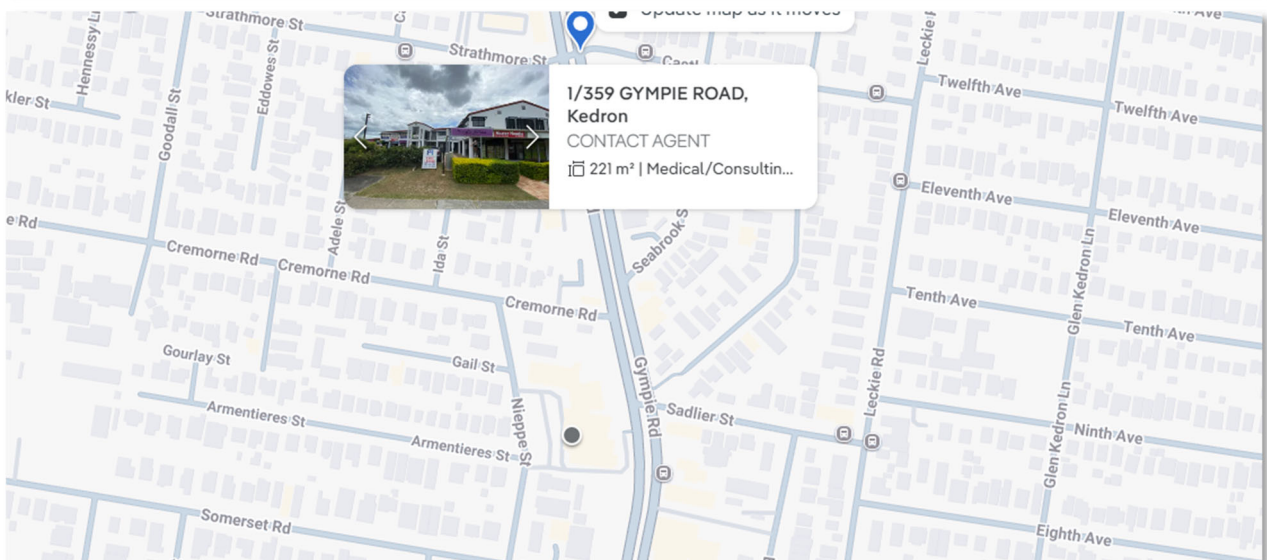
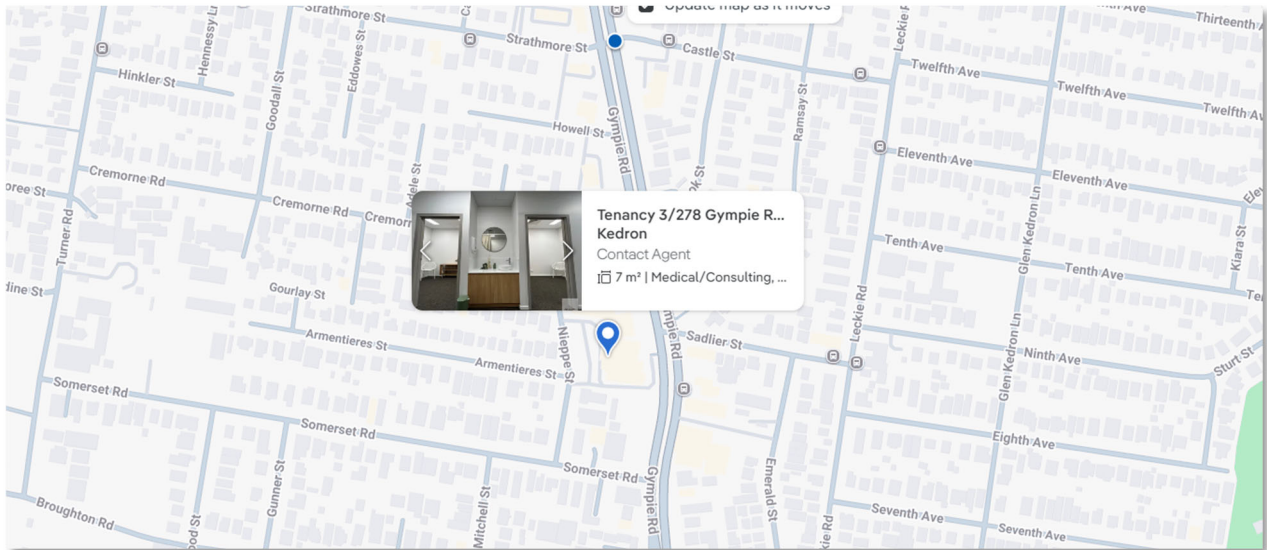
The proposed Office complies with Acceptable Outcome **AO4** of the **Small-scale Non-residential Uses Code**, therefore is deemed to be "low key in scale, nature and employment, and of an appropriate size to serve the needs of the local residential community."

The proposed Office is for the administrative purposes of a business to manage ongoing operations. The business does not attract visitors other than that the staff and can be accommodated on the site without negatively impacting the adjoining residential uses.

The hours of operation are typically between 8am to 6pm Monday to Friday, which is well within the hours of operation for the Acceptable Outcome 16 of the Small-Scale Non-Residential Uses Code.

The subject site does not adjoin a Centre Zone and the existing Centre Zone to the south does not have any current available space for non-residential uses.

The current availability for non-residential space in proximity of the site include a 7sqm space in the medical centre on the western side of Gympie Road and a 221sqm tenancy at 359 Gympie Road, also listed for medical use:



It is therefore considered that the proposed use of the existing dwelling house for the purpose of a small-scale office is a suitable outcome for the site and complies with the relevant assessment benchmarks.

Code Assessment

2. The submitted code assessment addresses PO1 of the Small-scale non-residential use code, the Streetscape hierarchy overlay code, Transport air quality corridor overlay code, and the Transport, access, parking and servicing code. The submitted assessment does not include consideration of the Low-medium density zone code, the Lutwyche Road Corridor neighbourhood plan code, the full extent Small-scale non-residential use code, and the Flood overlay code. These codes are required to be assessed against the acceptable outcomes, performance outcomes and overall outcomes in full as well as an assessment against the strategic framework relevant to the subject site.

Part of the site (including 75m² of the existing building) is mapped by the Flood overlay Overland flow FPA sub-category. Table 5.10.11 of Brisbane City Plan 2014 indicates that MCU, ROL, building work or operational work other than for a dwelling house, if in the Overland flow flood planning area sub-category will trigger assessment against Section B and Section C of the Flood overlay code.

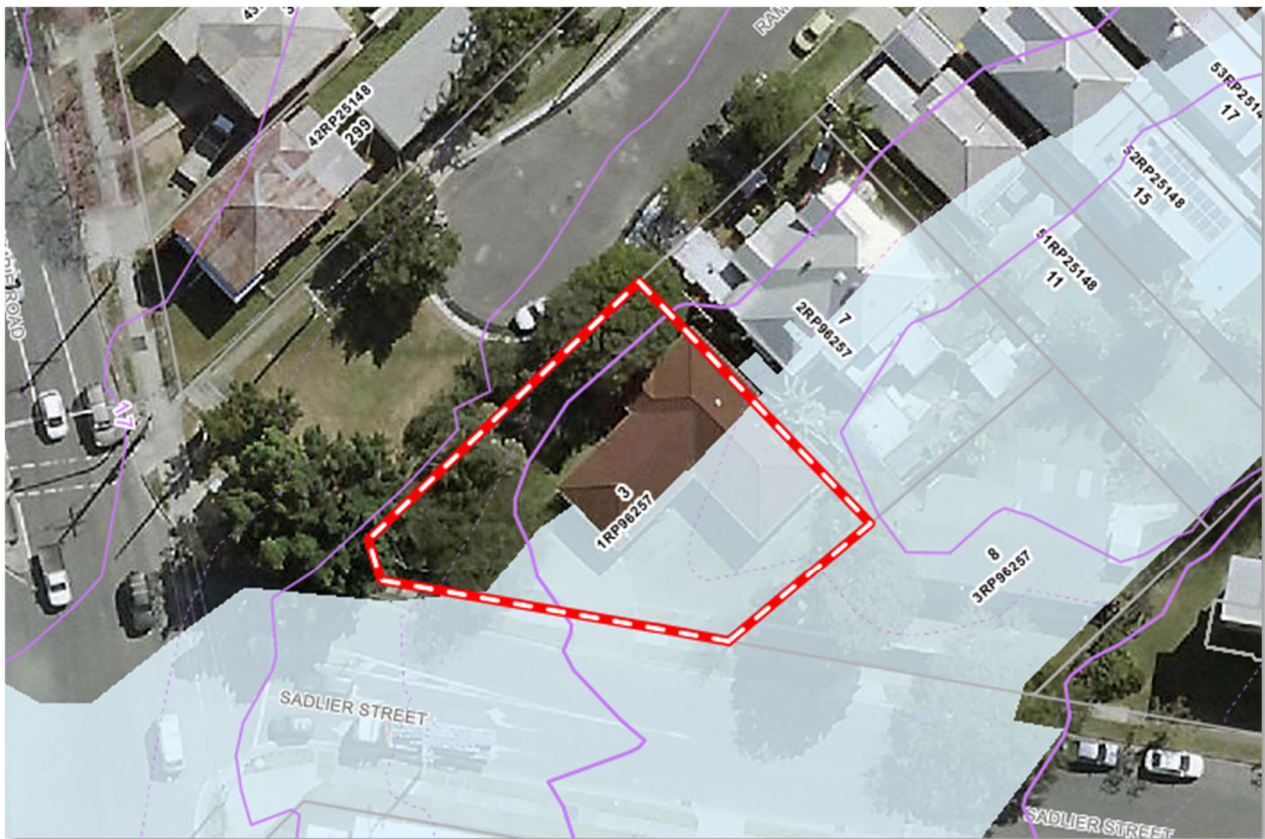
- a. The Flood overlay will require documentation to be submitted from a suitably qualified Registered Professional Engineer of Queensland to comment on the overland flow characteristics during the

2% AEP defined flood event. It may be necessary to implement measures that are required to mitigate residual risks. Further, photographs and “as constructed” floor and ground surface levels in Australian Height Datum are required to be submitted.

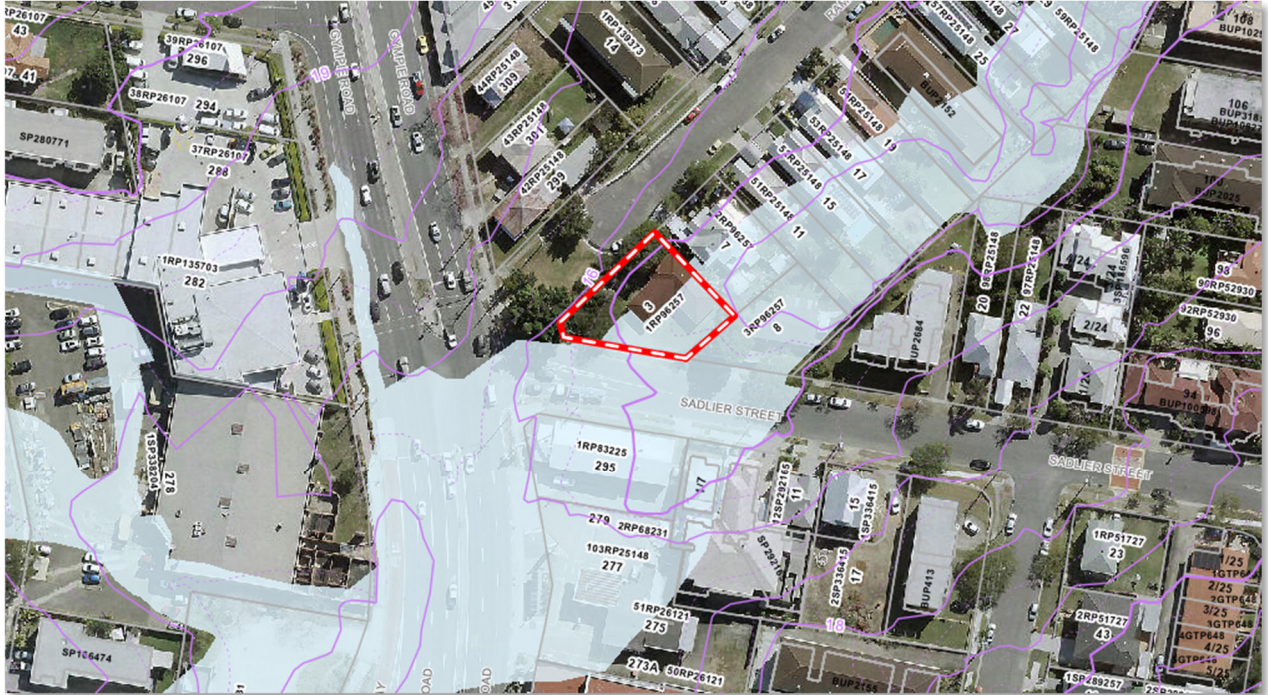
- b. Provide a full code assessment against the aforementioned codes as well as any other codes prescribed under City Plan 2014.

Note: Subject to these codes being submitted and assessed, further information may be required in order to progress the application.

The subject site is mapped as being within an Overland Flow Path (refer to image below):



The mapping shows primarily the eastern part of the being affected. However, the upstream catchment includes Gympie Road, which is a major arterial route for the north-side of Brisbane. It has recently been reconfigured with the Busway and Airport Link tunnel developments.



What is clear from the Overland Flow Path mapping is that the map does not consider the obstruction of the Luggage Direct building located at 295 Gympie Road. This building is at the low-point of the path and has the clearly re-directs any potential overland flow to the low point along the southern side of the building:



As part of the road upgrades Gympie Road, the design altered the piped network to prevent the risk of flooding for the Gympie Road pavement. Flooding of the Gympie Road pavement would be catastrophic for access in the northern parts of Brisbane and create a significant conflict with basic risk assessments.

The DBYD search shows that there is a significant amount of stormwater infrastructure in the road and through the adjoining property (8 Sadlier Street), which would convey the stormwater and reduce the risk of

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| b. minimise flood damage to the development and contents of buildings up to the defined flood event; | The existing building is currently located within the mapped Overland Flow Path. The building would likely divert the flood waters around the building to the lower parts of the land and not result in damage to the contents of the building. |
| c. provide suitable amenity; | The mapped Overland Flow Path will not change the amenity for the proposed Office. |
| d. minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event. | The nature of Overland Flow Flooding is a peak height for a short period of time (less than 6 mins). The part of the building within the mapped area is not expected to experience internal impacts, therefore a recovery time would be short (if any at all). |

The site has not historically flooded and would be inaccurately mapped on the basis of the State Controlled Road being the upstream catchment. The recently altered configuration of the road would have upgraded the piped and kerb configurations to avoid potential impacts for closure of a major arterial.

It is considered that the proposed Office could operate within the existing building without creating **unreasonable risk to people or property**.

Hours of Operation

3. *The submitted Planning report states that the office is proposed to operate normal business hours and up to 3 - 4 staff and not expecting visitors.*
- a. *Clarify the proposed hours and further confirm the hours would be limited to between the hours prescribed in AO16 of Small-scale non-residential use (between 6am-8pm) and that any mechanical plant and equipment can be acoustically screened as per AO17(b) of the code.*
 - b. *Where compliance with acceptable outcomes prescribed in AO16 and AO17 of the code cannot be adequately demonstrated or achieved, a noise report may be required to further demonstrate Performance outcomes and noise criteria prescribed in PO17 of the code.*

Applicant accepts a condition of approval for the hours of operation to be between the hours of 6am to 8pm Monday to Saturday. The use typically operates well within these hours of operation, generally being 8am to 6pm Monday to Friday.

The applicant also accepts a condition of approval regarding the acoustic screening of any plant and equipment (only AC units required for the proposed use).

Architectural Plans

4. *Upon review of available aerial mapping, there appears to be discrepancies between the existing layout of the site and the layout shown in the submitted plans. It appears as though there were landscape works completed to the site within the last year. These works included implementing stop bars to 3 car parking spaces on the left side of the existing dwelling as well as the widening of the driveway and planting of vegetation along the Ramsay Street frontage. The proposed plans show a single car parking space in this location, with 2 spaces in the garage, and another 2 on the right side of the garage.*
- a. *Confirm the appropriate layout of the carparking area and whether any filling or excavation works are required in order to complete the car parking.*

The proposal plan has been updated to reflect the intended layout for the development. There are no assessable earthworks proposed.

5. *The submitted plans show a Site Plan and a Building Layout Plan. Provide both existing and proposed elevations of the building to ensure there are no further changes to the external façade.*
- b. *Ensure that the plans provide dimensions for all setbacks, height levels in AHD, width of driveway*

and manoeuvring areas.

The proposal plan has been updated to provide additional dimensions.

Verge & Access

6. *The verge width along both frontages is required to be a minimum of 3.75m in accordance with the AO4 of the Infrastructure design code and the Infrastructure design planning scheme policy. The submitted material states this is achieved, however, there appears to be pinch points along both frontages that are less than the minimum verge width required.*

- a. *Provide amended plans which show verges along the entire width of both Ramsay Street and Sadlier Street are meeting the minimum 3.75m.*

The proposal plan has been updated to show a section of road widening along the Sadlier Street frontage. The Ramsay Street frontage has a 'retro-fitted' cul-de-sac head within the road reserve following the closure of access to Gympie Road historically. It would not be reasonable to impose road widening on that frontage of the site.

7. *The subject site and Sadlier Street entryway are located within the queuing area of the signals and should be restricted to left-in left-out movements through a double barrier line and signage.*

- a. *Provide amended plans which show the left-in left-out restrictions to access along Sadlier Street.*

Note: Council is able to amend the plans to ensure the left-in left-out movements are implemented.

The proposal plan has been updated to show left-in, left-out.

Refuse

8. *A review of the architectural plans has not demonstrated the location of the proposed office uses dedicated refuse room (within a building) or screened refuse enclosure (roofed and wholly screened). In accordance with PO15/ AO15.1 & AO15.2 of the Small-scale non-residential uses code and PO8/ AO8.1 & AO8.2 of the Infrastructure design code demonstrate the following:*

- a. *Provide amended architectural plans which clearly demonstrates the development has been provided with either a dedicated refuse room (within a building) or screened refuse enclosure (roofed and wholly screened) which has a minimum GFA of 1.8m² (internal dimension of 1.8m wide x 1m deep) to house two (2) MGBs (i.e., one (1) x 240L MGB for rubbish + one (1) x 240L MGB for recycling).*

The proposal plan has been updated to show a screened bin storage location.

9. *Council core services include general refuse, commingled recycling and green waste. To support sustainable development and landfill diversion, Council encourages the use of its green waste service. If the development is proposing to utilise the green waste service from Council, amend the proposal plans to demonstrate sufficient storage and kerbside presentation area for the required number of 240L green waste mobile garbage.*

The proposed development does not currently require a green bin. The subject site has enough frontage for the collection of 2 bins given that bins have been collected weekly for many years.

CONCLUSION

It is concluded that the above response is a 'full response' to the Assessment Managers request for additional information pursuant to Part 3 13.1 (a) of the Development Assessment Rules of the *Planning Act 2016*.

Kind Regards,



Dan Ebert
Allan Van Planning