

Further Advice Response

To	Frank Developments Pty Ltd & Signature Property Partners	Date	1 July 2026
Prepared by	Casey Schackow, Velocity, Director	Approved by	Harj Singh, Traffic Engineering Advisor (RPEQ 22364)
Location	33 Oxlade Drive, New Farm		
Status	Final	Attachments	Appendix A: Further Advice Appendix B: Development Plans Appendix C: Swept Path Assessment

Introduction

Overview

Velocity has been commissioned by Frank Developments Pty Ltd & Signature Property Partners to provide traffic and transport advice in response to the items within the Further Advice (FA), for the Minor Change Application (MCA) of the site located at 33 Oxlade Drive, New Farm.

The issues have been extracted from the FA and replicated below, responses to each item have been summarised in this Further Advice Response.

The updated development plans referenced throughout the response can be found at **Appendix B**.

References

- ▶ Brisbane City Council (BCC), Transport, Access, Parking and Servicing Planning Scheme Policy, 2021 (BCC TAPS)
- ▶ BCC, Refuse Planning Scheme Policy, 2022 (BCC RPSP)
- ▶ BCC City Plan, 2014 (CP)
- ▶ AS2890.1 Australian Standards (AS) Parking Facilities Part 1: Off Street Car Parking (AS2890.1)
- ▶ AS2890.2 Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities, 2002 (AS2890.2)



Item 6 – Traffic

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

Item 8 – RCV Operational Clearance & Servicing

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.

Velocity Response 6a)

The proposed ramp geometry and layout achieve direct compliance with BCC TAPS and AS2890.1.

The MCA introduces a signal-controlled one-way ramp arrangement between Level 00, Basement B1 and Basement B2. As each ramp section is less than 20m in length and functions as a one-lane, one-way ramp, the applicable minimum width is 3m, with an additional 300mm clearance to walls or obstructions on each side. This requires a total clear width of 3.6m.

The proposed ramp arrangement provides a minimum 3.6m width at Level 00, Basement B1 and Basement B2. The ramp edges are also provided with 150mm high by 300mm wide kerbs, consistent with the required side clearance treatment. On this basis, the ramp geometry, width and edge treatment achieve direct compliance with the relevant BCC TAPS and AS2890.1 requirements.

A swept path assessment was also undertaken as part of the MCA Traffic Technical Memorandum dated 6 May 2026. The assessment confirmed that a B99 design vehicle can circulate through the internal network, including the hold points and ramp sections, while maintaining the required AS2890.1 clearance buffers.

To support safe cyclist ingress and egress through the proposed one-way ramp arrangement and uphold pedestrian safety, the development plans have been updated to include cyclist push buttons at the relevant ramp hold points. A cyclist push button is proposed adjacent to the Ground Level hold point, with further cyclist push buttons proposed at Basement B1 adjacent the hold point for resident cyclists and one adjacent the visitor bicycle area for visitors.

The proposed push buttons will allow cyclists to initiate the green-light sequence before using the ramp. During this sequence, opposing vehicles will be held on red, allowing cyclists to travel through the one-way ramp section without opposing vehicle conflict. This arrangement is considered safe and appropriate on a performance basis.

Based on the above, the proposed ramp geometry and layout are compliant with BCC TAPS and AS2890.1, and the cyclist arrangements are considered safe and appropriate on a performance basis.

Velocity Response 6b)

The Basement B1 visitor parking area has been reviewed against AS2890.1.

The visitor parking spaces are proposed as User Class 2 spaces. For 90-degree User Class 2 parking, AS2890.1 requires a minimum aisle width of 5.8m, with a 1m aisle extension at the end of a blind aisle.

The proposed visitor parking area provides a minimum aisle width of 5.9m throughout, which exceeds the AS2890.1 minimum requirement. A 1m aisle extension is provided

beyond the final visitor parking space, with 1.3m provided beyond the PWD space adjacent to the security screen door.

On this basis, the Basement B1 visitor parking aisle width and end treatments achieve direct compliance with AS2890.1. As the layout satisfies the applicable AS2890.1 dimensional requirements, a swept path assessment is not considered necessary nor required to demonstrate compliance for these parking manoeuvres.

Velocity Response 6c)

Sectional plans have been prepared by Kennon to confirm the proposed vertical clearance throughout the car park, including the ramp sections and areas where services or utilities are suspended from the ceiling.

The sections identify the lowest protrusions from mechanical ducting and other suspended services throughout the relevant car park levels. On Basement B1, the lowest service protrusion is 2.85m above finished floor level, which exceeds the minimum 2.3m headroom requirement and the 2.5m clearance requirement for the PWD parking space.

On Basement B2, the lowest typical service protrusion below mechanical ducting is 2.35m above finished floor level, which exceeds the minimum 2.3m headroom requirement. The only lower areas are the two parking spaces located below the ramp at the end of the Basement B2 aisle, where the clearance reduces to 2.3m at the end of the spaces as the ramp structure descends overhead. This achieves the minimum required clearance.

The ramp vehicle travel paths also maintain vertical clearance greater than 2.3m, with the lowest point within the ramp sections being approximately 2.8m. Accordingly, the ramps exceed the minimum headroom requirement.

On this basis, the proposed vertical clearances throughout the car park, including the ramp sections and areas affected by suspended services, comply with the headroom requirements of both BCC TAPS and AS2890.1.

The sectional plans are provided at **Appendix B**.

Velocity Response 8a)

The development plans have been updated to include a revised ramp section demonstrating the required RCV operational clearance.

The section 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, the narrowest protrusion is 3.69m. This satisfies the operational clearance requirement for the rear-loading RCV and is considered compliant with the relevant dimensional requirements of the BCC Refuse Planning Scheme Policy.

The 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.

The ramp section is provided at **Appendix B**.

Velocity Response 8b)

A revised swept path assessment has been undertaken for the 10.24m rear-loading RCV, using a 6-second lock-to-lock time and 9.757m kerb-to-kerb turning radius.

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. This movement is majorly consistent with the servicing arrangement approved as part of the original DA, with only minor refinements to the internal layout. The operational outcome remains materially unchanged.

The revised arrangement is also improved relative to the approved DA arrangement, noting the column adjacent to the RCV bay has been removed. 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 bay width clearance for the driver to position the vehicle as required for the collection task, vehicle access/egress and operational convenience.

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 proposed RCV bay provides a compliant 3.5m width, and the RCV has a body width of 2.5m. This provides 1m of total lateral clearance within the bay, allowing the driver to position the vehicle appropriately for the collection task, including access to and from the vehicle.

The revised swept path confirms that the RCV can reverse into the site, stand within the nominated bay and depart in a forward gear while maintaining the required movement clearances. On this basis, the arrangement is considered safe, functional and compliant.

The swept path assessment is provided at **Appendix C**.

Conclusion

The updated design directly addresses Council's traffic and servicing items for the Further Advice letter.

The ramp geometry, visitor parking aisle, end treatments and vertical clearances have been demonstrated to comply with the relevant BCC TAPS and AS2890.1 requirements. The proposed cyclist push-button arrangement also provides a safe and practical performance-based solution for cyclist ingress and egress through the signal-controlled one-way ramp arrangement.

The RCV clearance and servicing arrangement has also been resolved. The updated section confirms compliant 3.6m operational clearance across the 11.5m RCV standing and loading area, while the revised swept path confirms the 10.24m rear-loading RCV can reverse into the site, stand within the nominated bay, service the development and exit in a forward gear.

On this basis, the amended access, parking, ramp, cyclist, vertical clearance and RCV servicing arrangements are considered safe, functional and compliant with the relevant assessment benchmarks.

Author:

Casey Schackow
Director

Effective Date 1/07/2026

C. Schackow

Approved By:

Harj Singh
Transport Advisor RPEQ 22364

Date Approved 1/07/2026

H. Singh



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APPENDIX A

FURTHER ADVICE





Dedicated to a better Brisbane

23 June 2026

Ox Nf Pty Ltd
C/- Gaskell Planning Consultants
PO Box 8103
WOOLLOONGABBA QLD 4102

ATTENTION: Nathaniel Hickey

Application Reference: A007025570
Address of Site: 33 OXLADE DR NEW FARM QLD 4005

Dear Nathaniel

RE: Further advice

Council has undertaken an initial review of the application and identified matters that is be addressed through amended plans and additional information. The following items are required to demonstrate that the proposal meets the relevant assessment benchmarks under City Plan 2014.

Setbacks

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.

Ground floor and streetscape activation

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.

Subtropical building design

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 1500AFL to maintain visual privacy, elevations on the proposed scheme indicates clear glass up to 1500AFL 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.

Stormwater

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.

Traffic

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.

Refuse storage & presentation

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'.

RCV Operational Clearance & Servicing

- 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 under taken 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.

Deep planting

- 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.

Planting along front property boundary

- 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.

Please phone me on telephone number below during normal business hours if you have any queries regarding this matter.

Yours sincerely

A handwritten signature in black ink, appearing to read 'BMS Shah'.

Bijal Shah
Senior Urban Planner
Planning Services North
Phone: (07) 31789229
Email: bijal.shah@brisbane.qld.gov.au
Development Services
Brisbane City Council



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APPENDIX B

CONCEPT PLANS



CARPARK

PARKING PER LEVEL

B02 (BASEMENT)

PARKING

B02 (BASEMENT): 41

B01 (BASEMENT)

PARKING

B01 (BASEMENT): 30

TOTAL PARKING: 71

B 29/06/2026 DA RFI
A 11/05/2026 ISSUE FOR DA

Rev Date Chkd Reason for Issue

Based on Drawings Received:



NOT FOR CONSTRUCTION

Architect

KENNON

1 Spring Street
Melbourne VIC
3000 Australia

studio@kennon.com.au
www.kennon.com.au

Client

Project OXLADE

33 OXLADE DRIVE, NEW FARM

Title BASEMENT B2 FLOOR PLAN

Date 11/05/2026 Project No 2602

Scale @ A1 1:100 Dwg No TP0098

Drawn By Author Chkd CheckerRev B

CARPARK

PARKING PER LEVEL

B02 (BASEMENT)
PARKING
B02 (BASEMENT): 41

B01 (BASEMENT)
PARKING
B01 (BASEMENT): 30
TOTAL PARKING: 71

B 29/06/2026 DA RFI
A 11/05/2026 ISSUE FOR DA

Rev Date Chkd Reason for Issue

Based on Drawings Received:



NOT FOR CONSTRUCTION

Architect

KENNON

1 Spring Street
Melbourne VIC
3000 Australia

studio@kennon.com.au
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Client

Project OXLADE

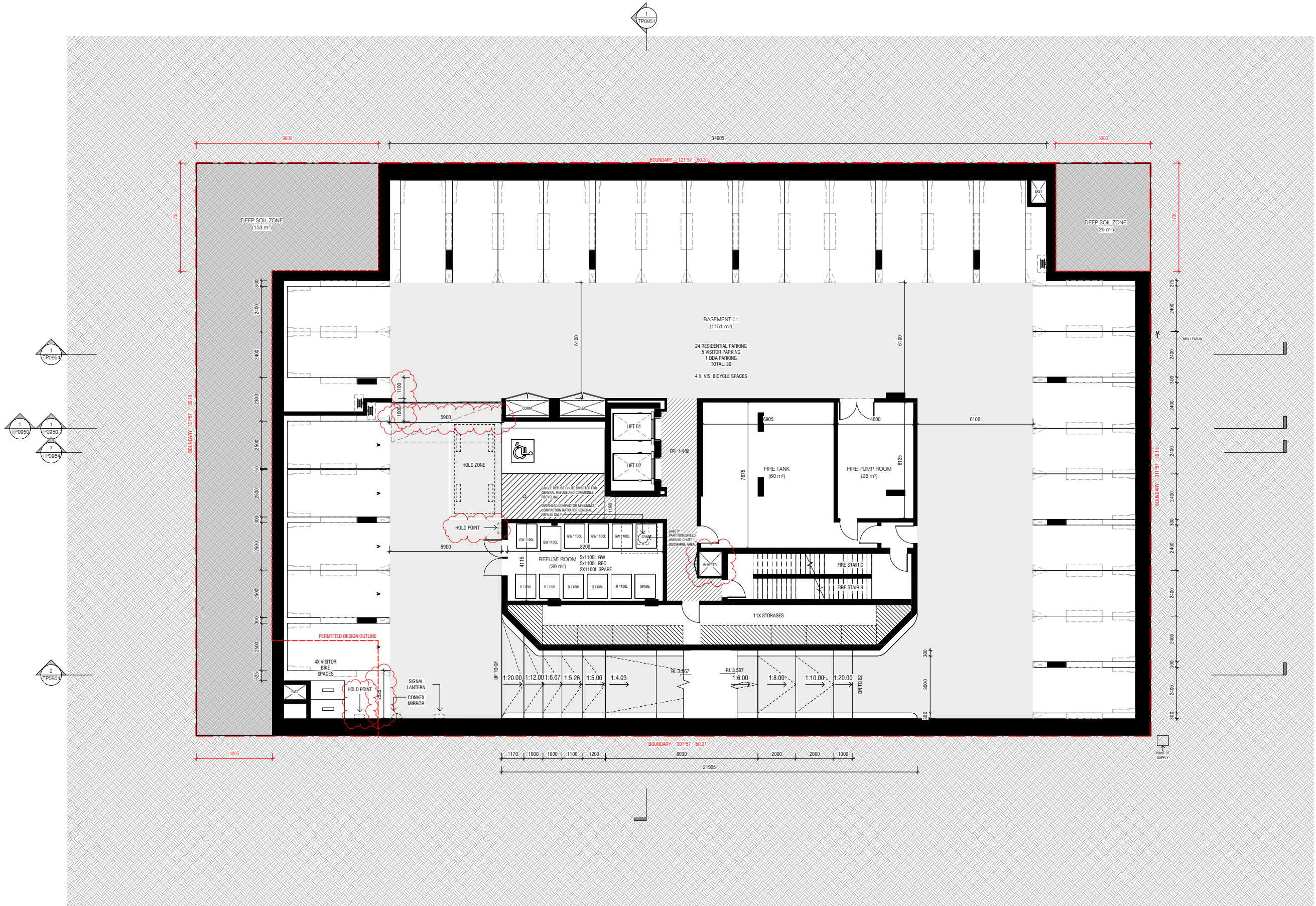
33 OXLADE DRIVE, NEW FARM

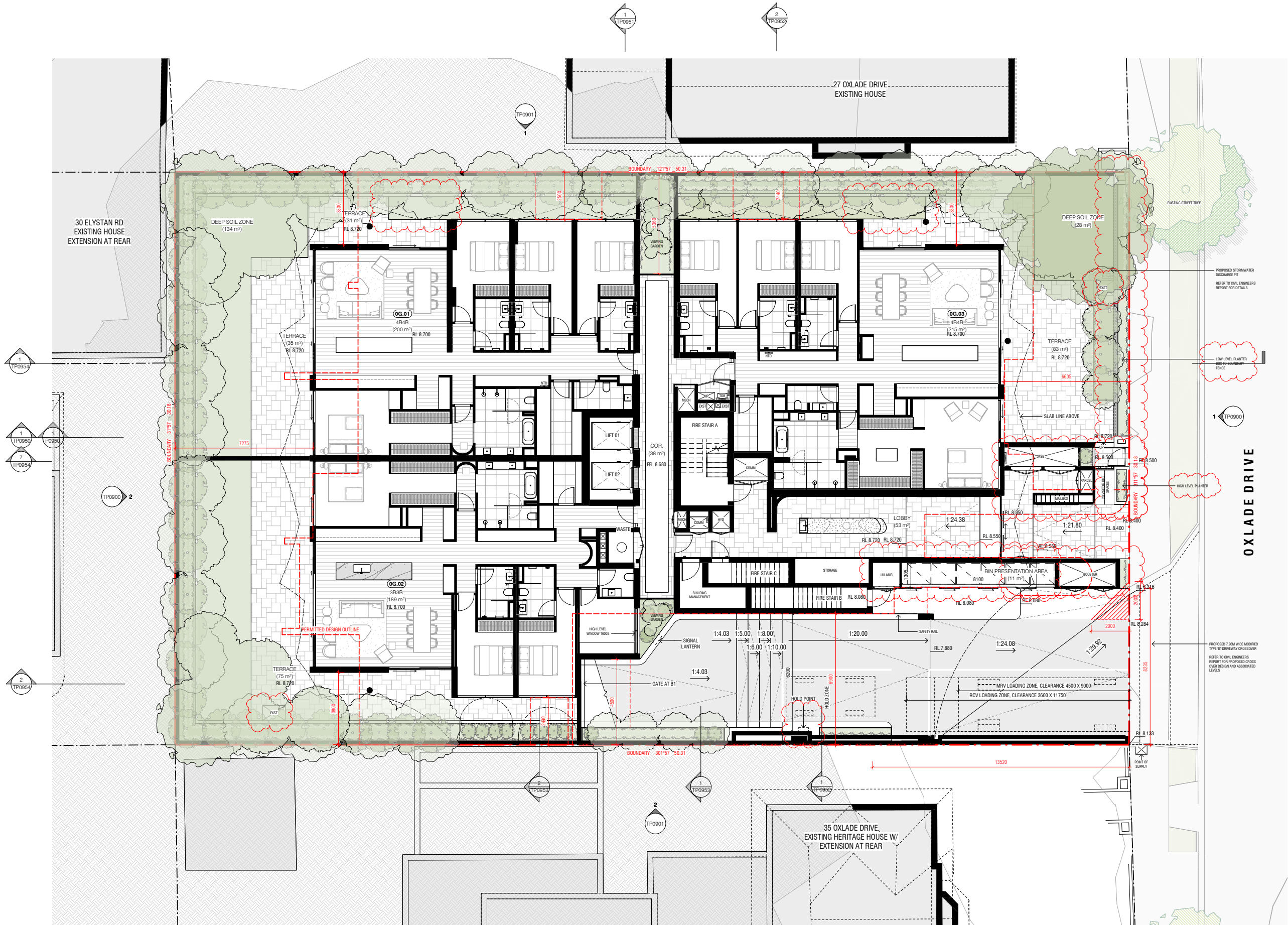
Title BASEMENT B1 FLOOR PLAN

Date 11/05/2026 Project No 2602

Scale @ A1 1:100 Dwg No TP0099

Drawn By Author Chkd CheckerRev B





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GENERAL NOTES

B 29/06/2026 DA RFI
A 11/05/2026 ISSUE FOR DA
Rev Date Chkd Reason for Issue
Based on Drawings Received:



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Architect

KENNON
1 Spring Street
Melbourne VIC
3000 Australia
studio@kennon.com.au
www.kennon.com.au

Client

Project OXLADE

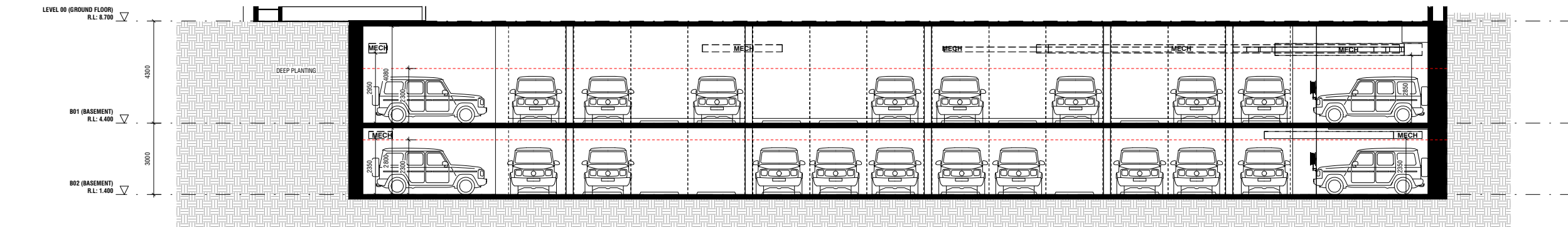
33 OXLADE DRIVE, NEW FARM

Title LEVEL 00 (GROUND) FLOOR PLAN

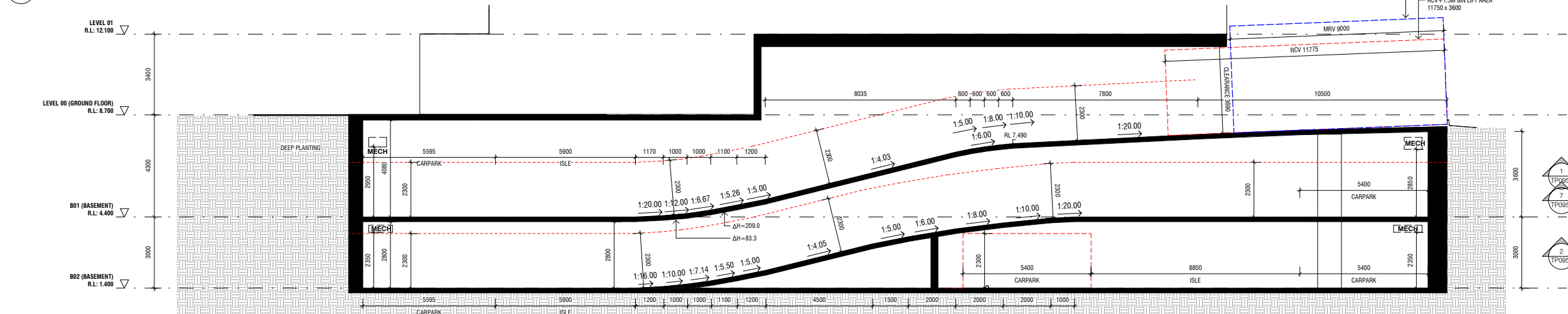
Date 11/05/2026 Project No 2602

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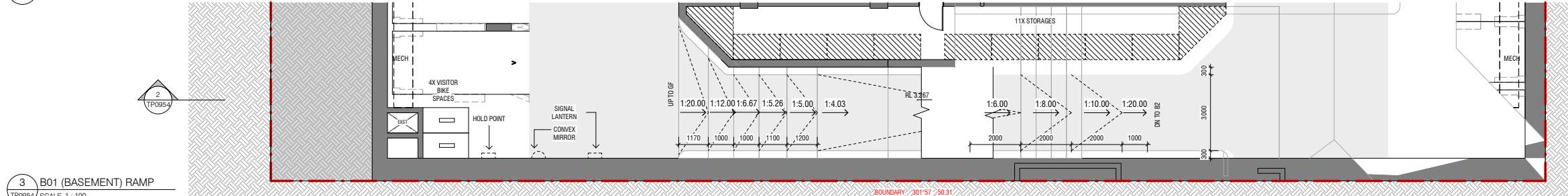
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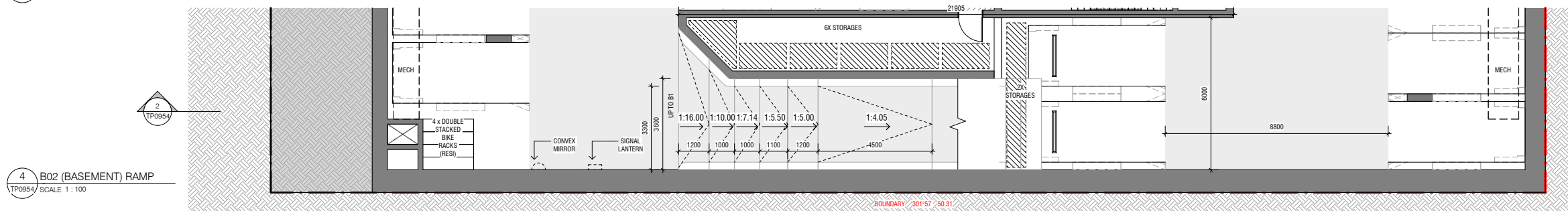
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TP0954 SCALE 1 : 100



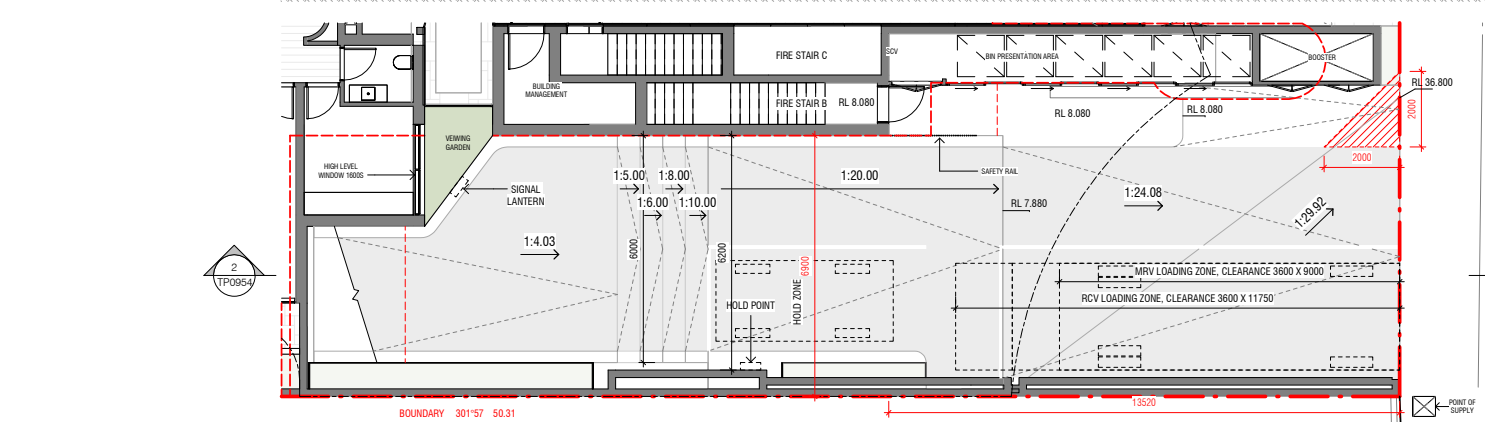
2 BASEMENT SECTION - NORTH TO SOUTH 02
TP0954 SCALE 1 : 100



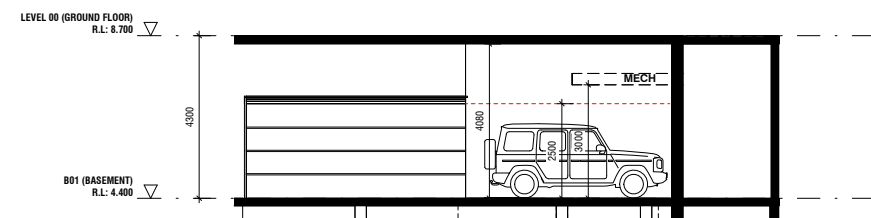
3 B01 (BASEMENT) RAMP
TP0954 SCALE 1 : 100



4 B02 (BASEMENT) RAMP
TP0954 SCALE 1 : 100



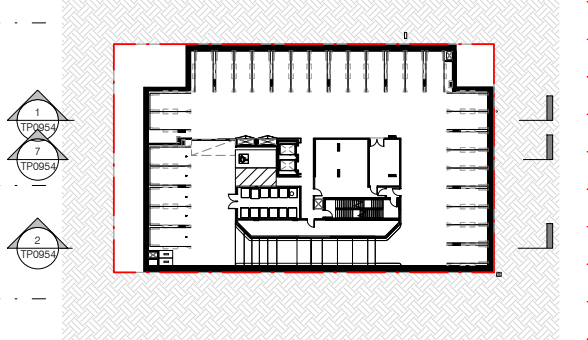
5 LEVEL 00 (GROUND FLOOR) RAMP
TP0954 SCALE 1 : 100



7 B01 (BASEMENT) DDA PARKING SECTION
TP0954 SCALE 1 : 100

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6 KEY PLAN
TP0954 SCALE 1 : 500

B	29/06/2026	DA RFI
A	11/05/2026	ISSUE FOR DA
Rev	Date	Chkd Reason for Issue
Based on Drawings Received:		

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Architect

KENNON

1 Spring Street
Melbourne VIC
3000 Australia
studio@kennon.com.au
www.kennon.com.au

Client

Project OXLADE

33 OXLADE DRIVE, NEW FARM

Title SECTIONS - CAR AND TRUCK
ENTRANCE 01

Date 11/05/2026 Project No 2602

Scale @ A1 As indicated Dwg No TP0954

Drawn By Author Chkd CheckerRev B



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APPENDIX C

SWEPT PATH ASSESSMENT



