

Further Advice Response

To	Bowen & XY Pty Ltd C/- Gaskell Planning Consultants	Date	1 June 2026
Prepared by	Casey Schackow, Velocity, Director	Approved by	Harj Singh, Traffic Engineering Advisor (RPEQ 22364)
Location	11 Amisfield Ave, Nundah		
Status	Draft	Attachments	Appendix A: Information Request

Introduction

Overview

Velocity has been commissioned by Bowen & XY Pty Ltd C/- Gaskell Planning Consultants to provide traffic and transport advice in response to the items within the Further Advice (FA), for the proposed development located at 11 Amisfield Ave, Nundah.

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

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 2 – Transport, access, parking and servicing code

The proposed number of resident car parking spaces does not comply with Performance outcome PO14 of the Transport, access, parking and servicing code. Whilst the response explains its planning justification by emphasising proximity to public transport, it does not meet walkable distances and provides comparisons to neighbouring developments that have varied circumstances. Justification for reduced car parks also refers to an alternative parking framework that is not applicable to this site. As a result, compliance with the parking rates in Table 14 of the Transport, access, parking and servicing Planning Scheme Policy has not been demonstrated, nor has it been shown how the parking shortfall would avoid adverse traffic, parking or amenity impacts.

To address this item, submit:

- a) Revised plans demonstrating the minimum required car parking spaces in accordance with Table 14 of the Transport, access, parking and servicing planning scheme policy (TAPS PSP). The minimum required car parking spaces is 16 resident parks and 2 visitor spaces.
- b) Confirmation that all required parking spaces are designed in accordance with the dimensional and access requirements of the Planning Scheme Policy and are free of obstructions.
- c) Alternatively, where compliance with the minimum parking rates is not proposed, provide a robust performance-based Traffic impact assessment demonstrating compliance with PO14 of the Transport, access, parking and servicing code, supported by:
 - a. A parking demand assessment prepared by a suitably qualified traffic engineer,
 - b. An assessment of likely on-street parking impacts within the surrounding street network, and
 - c. Clear justification as to how the reduced parking provision will not result in adverse impacts on residential amenity, visitor parking availability or the operation of the road network.

Item 8 - Visitor Parking Location

The proposed visitor parking arrangement does not comply with Performance outcome PO15 of the Transport, access, parking and servicing code or section 7.3(5) of the TAPS PSP. Section 7.3(5) of the TAPS PSP requires that customer, visitor and service vehicle parking spaces are not located inside security fences, behind security doors, or in locations that are not readily accessible or visible to visitors.

The response relies on assumptions that visitors will be granted access through a secured gate by residents and does not demonstrate that visitor parking is

independently accessible, convenient or clearly identifiable. To address this item, submit:

- a) Revised plans locating all visitor parking spaces outside of security fences and security doors, ensuring the spaces are permanently accessible to visitors without reliance on resident intervention, security access arrangements or private agreements, in accordance with section 7.3(5) of the TAPS PSP.
- b) Confirmation that visitor parking spaces are not located in areas used for servicing or heavy vehicle manoeuvring, and are positioned so as to be clearly visible, safe and convenient for visitors.

Item 10 – Refuse Collection

A review of the Ground Floor Plan shows that the two-way aisle/ carriageway remains unchanged and has not been increased to 6.5m. The RCV blocks bin movement from the “Refuse” enclosure during servicing and offsetting the RCV does not allow B-85 vehicles to pass safely or efficiently.

The RCV is required to be off-set a minimum of 1.2m from the “Refuse” enclosure to enable bulk bins to be manoeuvred to the rear of the RCV. As such, the proposed 5.25m reduced carriageway trafficked by the RCV does not meet Performance outcome PO8 of the Infrastructure design code. To address this item, submit:

- a) Revised plans which clearly demonstrates the two-way aisle/ carriageway trafficked by the RCV is a minimum of 6.5m wide, with the RCV provided a minimum vertical operational clearance of 3.6m between the Ground FFL and lowest projection above for the entire 6.5m wide aisle/ carriageway for a length of 11.5m.
- b) Revised RPEQ certified swept path analysis which demonstrates a 10.24m rear loading RCV (as Per BSD-3008-2) as specified in Table 3 of the Refuse Planning Scheme Policy can safely and efficiently service the development. Ensure the swept path includes a vehicle specification table inclusive of (i.e., length, width, - 6- track, operational height, 6.00s lock-to- lock, 9.757m curb-to-curb turning radius etc).

The swept path analysis is required to clearly demonstrate the RCV standing/ loading location is offset a minimum of 1.2m from the “Refuse” enclosure to enable bulk bins to be manoeuvred to the rear of the RCV during servicing and demonstrate that B-85 passenger vehicles can safely and efficiently pass the RCV.

Velocity Traffic Responses

Response Item 2)

Parking Demand Assessment and PO14 Response

The proposed development provides 14 car parking spaces, comprising 12 resident spaces and 2 visitor spaces. Council has identified a requirement for 16 resident spaces and 2 visitor spaces under Table 14 of the TAPS PSP. Accordingly, all required visitor spaces are provided, and the only variation is a 4-space resident parking shortfall.

The relevant assessment is therefore limited to whether the proposed 12 resident spaces meet the design peak resident parking demand, having regard to the dwelling mix, expected resident profile, site location, local travel behaviour, car ownership characteristics and the practical operation of apartment parking markets.

PO14 requires parking to meet the combined design peak parking demand. As there is no business parking component and visitor parking is provided in full, the resident parking provision is the only matter requiring performance assessment.

Resident Parking Demand

Resident parking demand is more predictable than visitor parking demand because the resident parking allocation is known before a dwelling is purchased or leased. This is central to the PO14 assessment, as PO14 requires parking to meet the design peak parking demand generated by the development, rather than simply assuming every dwelling will generate demand for two resident spaces.

A household requiring two vehicles is considered very unlikely to purchase or lease a dwelling allocated only one resident space. Conversely, a household with one vehicle, no vehicle, regular public transport use, work-from-home arrangements or city-based commuting patterns can make an informed decision to occupy a dwelling with one resident space. In this way, the resident parking supply directly influences and matches the resident profile (and therefore the demand) of the development.

The proposal provides 1.5 resident spaces per dwelling. The 2 x 3-bedroom dwellings will each be allocated 2 resident spaces, with a further 2 of the larger 2-bedroom dwellings also allocated 2 resident spaces. The remaining dwellings will each be allocated 1 resident space. This directs the higher parking allocation to the dwellings with the highest likely parking demand, while still providing every dwelling with a dedicated resident space.

This is a practical market-based parking outcome. The dwellings with one resident space are anticipated to be priced, sold or leased with that known constraint. This is particularly relevant given the proposal is intended to provide a more affordable housing outcome. Requiring additional resident spaces would increase construction

cost and likely increase sale or rental prices, while providing parking for a higher-car-ownership resident profile that is not the target market for the development.

This position is reinforced by the local ABS data discussed below. It is also consistent with the operation of nearby apartment developments in the immediate Amisfield Avenue context, where reduced parking allocations form part of the purchase and lease decision. This is also discussed later in this response.

Local Travel Behaviour and Car Ownership

The 2021 ABS Census data for Nundah strongly supports the proposed resident parking supply. Nundah records an average of 1.4 motor vehicles per dwelling, which directly aligns with the proposed provision of 1.5 resident spaces per dwelling.

The local car ownership profile is materially lower than the Queensland and Australian averages. In Nundah, 13.0% of occupied private dwellings have no registered motor vehicle and 50.4% have one registered motor vehicle. Combined, 63.4% of occupied private dwellings in Nundah have one or no registered motor vehicles. This is materially higher than Queensland, where 40.9% of dwellings have one or no registered motor vehicle.

By way of direct comparison, only 4 of the 8 proposed dwellings are allocated one resident space, representing 50% of dwellings. This is below the 63.4% of Nundah households that have one or no registered motor vehicle. Accordingly, the proposed allocation provides two resident spaces to a greater proportion of dwellings than the local car ownership profile indicates is likely to be required. This directly demonstrates that local resident parking demand is catered for by the proposed supply.

Only 7.5% of occupied private dwellings in Nundah have three or more registered motor vehicles, compared with 20.0% in Queensland and 18.8% across Australia. This confirms that high multi-vehicle ownership is not representative of the local resident profile and should not drive the parking design outcome for this development.

Nundah also has materially higher public transport use. Approximately 14.7% of employed residents travelled to work by public transport, compared with 4.1% in Queensland and 4.6% across Australia. Train use is particularly strong, with 10.4% of Nundah employed residents travelling to work by train, compared with 1.1% across Queensland.

Work-from-home levels are also high, with 20.7% of Nundah employed residents working from home on Census day. This further reduces daily commuter vehicle reliance and supports a lower resident parking demand in this location.

The dwelling profile is also directly relevant. Flats and apartments make up 60.7% of occupied private dwellings in Nundah, compared with 12.5% in Queensland. The proposed development is therefore consistent with the dominant local housing form and the associated lower vehicle ownership profile.

On this basis, the proposed 1.5 resident spaces per dwelling is more closely aligned with actual Nundah car ownership and travel behaviour than a strict 2-space-per-dwelling outcome.

Public Transport Accessibility

The site is located within the Toombul-Nundah Major Centre context and has strong access to both rail and bus services. The site is located radially within approximately 400m of Toombul Train Station (approx. 410m by foot) and approximately 500m of Nundah Train Station, providing direct rail access to the wider Brisbane network.

Toombul and Nundah stations provide direct rail access to the CBD and inner-city employment areas. Toombul Station is serviced by the Shorncliffe line at 15-minute peak frequencies, with services running through Eagle Junction, Bowen Hills, Fortitude Valley, Central and Roma Street. Caboolture line services also operate through the corridor, including services stopping at Toombul.

The bus network is also substantial. Within a comfortable 400m radius of the site there are 9 bus stops and the Toombul Bus Interchange. The local bus network provides access to 13 bus routes, with 12 of these routes available at the nearby Toombul Bus Interchange, including routes 300, 301, 306, 307, 308, 310, 321, 322, 326, 327, 369, 590 and 598.

Table 1 details a few key routes which provide high frequency peak services, including:

Table 1 High Frequency Bus Routes

Route	Key connection	Peak frequency / relevance
300	Toombul, Newstead, Fortitude Valley, Brisbane City and Cultural Centre	Peak frequency of approximately 15 minutes, with direct CBD and inner-city access
306	Toombul, Clayfield, Albion, Fortitude Valley and Brisbane City	Peak frequency of approximately 15 minutes, providing an additional city-bound option
590	Garden City, Carindale, Cannon Hill, DFO / Skygate and Toombul	Peak frequency of approximately 15 minutes, providing strong cross-city access to major centres and employment areas
310	Brighton, Sandgate, Toombul, RBWH and Brisbane City	Express service to RBWH and the CBD

Overall, the site has access to two nearby rail stations, a major bus interchange, multiple peak-period bus services and direct connections to the key locations. This aligns with the Nundah ABS journey-to-work data, which records public transport use at more than three times the Queensland average and train use at almost ten times the Queensland average. The proposed resident parking provision is therefore consistent with the local travel behaviour and transport choice available to future

Housing Affordability and Site Constraints

The proposed parking supply is consistent with the expected resident profile for this location. The development is expected to attract residents seeking affordability, public transport access and proximity to centre-based services, rather than households requiring multiple private vehicles.

Providing an additional 4 resident spaces on a constrained 614m² infill site would not be a neutral design change. It would increase construction cost, reduce the budget-friendly nature of the development, and place further pressure on the ground plane, landscaping, deep planting, access, servicing and manoeuvring outcomes. This is not a desirable outcome in the current cost-of-living context and would directly conflict with other built form and amenity outcomes Council is seeking to improve.

Accordingly, strict numerical parking compliance would produce a poorer overall planning outcome, while providing parking for a higher-car-ownership resident profile that is not supported by the Nundah ABS data or the intended affordable apartment market.

Nearby Developments as Local Context

Nearby apartment developments are not relied on as a statutory precedent. It is acknowledged that they were approved under superseded planning schemes with different parking rates.

Nonetheless, their operational outcome remains relevant to the PO14 demand assessment. These developments operate in the same immediate apartment market. Residents purchasing or leasing within these buildings do so with knowledge of the available parking allocation. The continued occupation and market acceptance of these buildings demonstrates that reduced parking outcomes are already operating in the immediate Amisfield Avenue context.

Relevant nearby examples are detailed in Table 2.

Table 2 Nearby Developments

Development	Parking Provision	Current Requirement	Shortfall
9 Amisfield Avenue	23 spaces	34 spaces	11 spaces / 32.4%
3 Amisfield Avenue	24 spaces	41 spaces	17 spaces / 41.5%
2-4 Amisfield Avenue	10 spaces	18 spaces	8 spaces / 44.4%
7-9 Amisfield Avenue	21 spaces	34 spaces	13 spaces / 38.2%

The proposed development has a smaller shortfall of 4 resident spaces and provides every dwelling with at least one dedicated resident space. The proposed outcome is

therefore within the established local apartment parking context and is supported by the Nundah ABS data.

Bicycle Parking and Non-Car Travel Support

The development provides bicycle parking for residents and visitors. This supports short local trips to Nundah Village, nearby services and public transport. Bicycle parking is not relied upon as the primary basis for the resident parking variation, but it supports the broader reduced car reliance profile of the site.

Broader Strategic Planning Context

The proposed parking outcome is consistent with the broader State and Council direction toward more diverse, affordable and well-located housing.

ShapingSEQ supports higher densities in well-located areas with access to employment, services, public transport and existing infrastructure. Council's housing supply initiatives similarly identify the need for more affordable and diverse housing options in locations that reduce long commutes and limit further outward sprawl.

This direction is directly relevant to Nundah. Council's Tailored Amendment Package for Indooroopilly, Carindale and Nundah major centres specifically identifies Nundah as a centre being reviewed to support more residential development, mixed-use activity and housing supply. Council's More Homes, Sooner car parking amendment also confirms that multiple dwelling parking rates are being actively reviewed to better support housing supply and diversity in well-located areas close to transport and services.

It is clearly evident that both State and Council policy is moving toward more housing in centre-based, public transport-accessible locations, with parking outcomes that respond to actual demand rather than unnecessarily inflating construction cost and dwelling price. The proposed development fits that direction.

These instruments support the same planning logic as the PO14 assessment. The proposed parking provision aligns with the local ABS demand profile, the site's public transport accessibility, and the broader policy direction toward more efficient housing outcomes in centre-based locations.

PO14 Conclusion

The proposed resident parking provision is considered appropriate for the expected design peak resident parking demand generated by the development.

The proposal provides 12 resident parking spaces for 8 dwellings, equivalent to 1.5 resident spaces per dwelling. Every dwelling is provided with at least one dedicated resident space, with the higher parking allocation directed to the larger dwellings. The proposal also provides the required 2 visitor spaces in full.

The resident parking provision is supported by the local Nundah car ownership profile, which records a lower level of vehicle ownership than the broader Queensland benchmark, together with higher public transport use, high train mode share and a substantial proportion of work-from-home behaviour. The site is also located within the broader Toombul-Nundah centre context, with practical access to rail, bus and local services.

Requiring four additional resident spaces would place disproportionate pressure on the constrained ground floor layout and would affect access, refuse servicing, landscaping, deep planting and overall site functionality. In contrast, the proposed allocation provides a fit-for-purpose parking outcome aligned with the likely resident profile and the practical operation of apartment parking allocation.

On this basis, the proposed parking provision is expected to accommodate the design peak parking demand generated by the development and is not expected to result in adverse impacts on residential amenity, visitor parking availability or the operation of the surrounding road network. The proposal is therefore considered to satisfy PO14 of the Transport, access, parking and servicing code.

Response Item 8)

The proposed visitor parking spaces are located within the internal ground floor car park and are retained in that location due to the constrained site layout and the need to preserve functional on-site refuse collection. The revised architectural plans identify two visitor spaces within the internal parking area, consistent with the required visitor parking rate for the 8-dwelling development.

It is acknowledged that section 7.3(5) of the TAPS PSP seeks customer, visitor and service vehicle parking spaces to be located so they are not behind security doors or in locations that are not readily accessible or visible to visitors. The proposed arrangement does not strictly adopt Council's preferred design response of relocating the visitor spaces outside the security gate. Instead, a performance-based response is proposed having regard to the small scale of the development, the constrained frontage, the need to maintain on-site refuse collection and the low visitor parking demand associated with 8 dwellings.

To ensure practical visitor accessibility, the vehicle access gate is proposed to remain open between 6:00am and 9:00pm daily. This period is expected to capture the substantial majority of visitor arrivals for a small residential apartment building. During these hours, visitors will be able to access the visitor spaces directly from Amisfield Avenue without resident intervention.

The following visitor parking management measures are proposed and may be secured by condition:

- ▶ the vehicle access gate is to remain open between 6:00am and 9:00pm daily;
- ▶ both visitor spaces are to be line marked and signed as “Visitor Parking”;
- ▶ the visitor spaces are not to be allocated, sold, leased or otherwise assigned to residents;
- ▶ visitor parking signage is to be provided at the driveway entry or immediately within the site so that visitors can identify the visitor parking spaces;
- ▶ the body corporate or building manager is to maintain the gate operating hours and visitor parking signage for the life of the development.

Outside the 6:00am to 9:00pm period, visitor arrivals are expected to be infrequent. Where a visitor arrives outside these hours, access can be coordinated with the relevant resident in the same manner as other secured residential apartment buildings. Given the small scale of the development, being only 8 dwellings, this is not expected to result in material queuing, traffic safety or residential amenity impacts.

Relocating the visitor spaces outside the security gate is not considered a practical or superior outcome in this instance. The frontage and ground floor layout are highly constrained, and the current internal arrangement assists in maintaining on-site refuse collection, vehicle manoeuvring, pedestrian access and overall site functionality. Moving the visitor spaces outside the secured area would likely compromise the refuse servicing layout and may result in a poorer overall traffic and servicing outcome.

On this basis, while the visitor spaces are located within the internal parking area, the proposed gate operating hours, signage, line marking and non-allocation measures provide a practical performance-based response to PO15 for a small 8-dwelling development. The arrangement is considered to provide safe, identifiable and accessible visitor parking during the primary visitor demand period, without creating adverse impacts on the road network, pedestrian safety or residential amenity.

Response Item 10)

The proposed refuse arrangement has been reviewed in response to Council's comments. The proposal maintains on-site refuse collection by a rear-loading RCV, with the vehicle positioned to allow a 1.2m bin transfer corridor between the refuse enclosure and the rear of the RCV.

Practical Site Constraints

Council has requested that the aisle also allow B85 passing while the RCV is standing and bins are being transferred. This is not considered a practical or proportionate design response for this site. Providing the 1.2m bin transfer corridor, the RCV standing area and B85 passing clearance would require a material impacts to the lobby, frontage gate, accessible building access, internal layout, landscaping, deep planting, setbacks and broader ground floor functionality.

Furthermore, the site is a constrained infill site on a cul-de-sac frontage. Kerbside bin presentation is not considered feasible, as the frontage area between the site boundaries and kerb is insufficient to accommodate the required bins without creating unacceptable access, frontage and streetscape impacts. On-site refuse collection therefore remains the most appropriate servicing outcome.

B85 Passing Requirement

Velocity Traffic does not consider it necessary to design for B85 passing within this site-specific scenario having regard to the very low frequency, short duration and minor operational consequence of the event.

To quantify the practical consequence of not providing B85 passing, a short-duration interaction assessment has been undertaken. The assessment tests the likelihood and consequence of a resident vehicle arriving or departing during the period where the RCV is standing in the driveway and temporarily preventing B85 passing.

The assessment is deliberately conservative given that typical residential refuse collection is generally expected to occur before the main residential AM peak, when resident vehicle generation would be lower than the adopted peak hour RTA rates. Notwithstanding this, the assessment adopts the full AM peak hour generation rate for the development and assumes the worst-case fortnightly condition, being two separate RCV attendances occurring within the same AM peak hour for collection of both waste streams.

The assessment seeks to demonstrate that any potential delay is so infrequent, short and minor that requiring major ground floor redesign to provide continuous B85 passing would be disproportionate.

Assessment Inputs

For assessment purposes, the following assumptions in Table 3 have been adopted and are discussed below

Table 3 Servicing Assumptions

Item	Adopted assumption
3-bedroom apartments (RTA)	2 dwellings x 0.65 vph = 1.3 vph
2-bedroom apartments (RTA)	6 dwellings x 0.5 vph = 3 vph
Total peak hour generation	4.3 vph
AM outbound split	70% = 3 vph
AM inbound split	30% = 1.3 vph
RCV attendance duration	3 minutes per truck
Worst-case fortnightly servicing	2 trucks in the same AM peak hour (general + recycling)
Total worst-case RCV occupation	6 minutes in the peak hour

The adopted 3-minute RCV attendance is based on a representative rear-loader mechanical loading cycle of approximately 25 seconds per bin (consistent with design specifications sourced which range from 13s – 35s). For 2 x 1,100L bins, this equates to approximately 50 seconds of mechanical loading time, with the remaining time allowing for positioning, opening the enclosure, transferring bins to the rear of the RCV, returning bins and departure. The refuse enclosure is located directly adjacent to the collection position, meaning bin transfer distances are short.

Worst-Case Fortnightly Interaction

Under the worst-case fortnightly event, being 2 RCV attendances, for assessment purposes assumed to be within the AM peak hour, the driveway is affected for 6 minutes, or 10% of the peak hour.

The interaction probability has been calculated using a Poisson probability model, as follows:

$$P(\geq 1 \text{ vehicle interaction}) = 1 - e^{-\lambda}$$

Where λ is the expected number of vehicles generated during the RCV occupation window.

For the worst-case fortnightly event, the RCV occupation window is 6 minutes, being 10% of the AM peak hour. Accordingly, the expected affected vehicle demand is:

- ▶ Outbound: 3.0vph x 6/60 = 0.30 vehicles
- ▶ Inbound: 1.3vph x 6/60 = 0.13 vehicles
- ▶ Combined: 4.3vph x 6/60 = 0.43 vehicles

The probability of at least one vehicle interaction is therefore:

- ▶ Outbound: $1 - e^{-0.30} = 25.9\%$
- ▶ Inbound: $1 - e^{-0.13} = 12.2\%$
- ▶ Combined: $1 - e^{-0.43} = 35.0\%$

The delay assessment assumes a maximum delay of 3 minutes, being the adopted RCV standing duration for each attendance. As vehicle arrivals can occur at any point during the 3-minute standing period, the average delay to an affected vehicle is 1.5 minutes. The expected total delay is therefore calculated as:

$$\text{Expected total delay} = \text{expected affected vehicles} \times 1.5 \text{ minutes}$$

The resulting probability and delay assessment is summarised in Table 4.

Table 4 Probability and Delay Assessment

Movement	Peak hour rate	Expected vehicles affected during 6-minute RCV window	Probability of at least one interaction	Expected total delay
Outbound	3 vph	0.30 vehicles	25.9%	27 seconds
Inbound	1.3 vph	0.13 vehicles	12.2%	12 seconds

Combined	4.3 vph	0.43 vehicles	35.0%	39 seconds
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The above represents the worst-case fortnightly condition and still results in less than half a vehicle expected to be affected across the full peak hour. The expected total delay across all vehicle movements is only 39 vehicle-seconds.

The inbound movement is the only movement with any potential to affect the external road network. This impact is very low, with only 0.13 inbound vehicles expected to be affected during the worst-case fortnightly peak hour and an expected total inbound delay of approximately 12 vehicle-seconds. Any inbound vehicle would be waiting within a low-speed cul-de-sac environment, with no through traffic function and no material network consequence. Inbound vehicles are expected to wait within the 12-second window within the carriageway or pull into the kerb temporarily. This low chance and minor disruption is not considered to materially impact the road network

Outbound vehicles would wait within the site until the RCV has completed collection. This does not affect the external road network. Once the RCV clears, the remaining internal travel distance is short and, at typical low-speed car park speeds of 5-10km/h, any waiting vehicle would clear the driveway in under 10 seconds. Accordingly, any temporary internal queue would clear almost immediately

For the normal weekly general waste collection event, where only one RCV attends, all of the above impacts are halved. The RCV occupation is 3 minutes in the peak hour, with only 0.065 inbound vehicles expected to be affected and approximately 6 vehicle-seconds of expected inbound delay.

Refuse Servicing Conclusion

Although simultaneous B85 passing beside the standing RCV would be desirable from a pure dimensional perspective, it is not considered necessary to achieve a safe and functional refuse servicing outcome in this site-specific context.

The assessment demonstrates that even under the conservative worst-case fortnightly scenario, being two RCV attendances assumed to occur within the AM peak hour, the expected operational impact is very low. The combined expected affected demand is only 0.43 vehicles, with an expected total delay of approximately 39 vehicle-seconds across the peak hour. The inbound movement, being the only movement with potential to affect Amisfield Avenue, is lower again, with only 0.13 vehicles expected to be affected and an expected delay of approximately 12 vehicle-seconds.

This is a conservative assessment because refuse collection is commonly undertaken outside the main residential AM departure period, and the normal weekly collection event would involve only one RCV attendance rather than the two attendances assessed in the worst-case fortnightly scenario.

On a first-principles traffic engineering basis, the operational consequence of a B85 vehicle briefly waiting during RCV collection is minor, infrequent and safely manageable. Outbound vehicles can wait within the site, with no impact on the

external road network. Inbound vehicles, in the unlikely event they arrive during the short RCV standing period, can wait briefly within the low-speed cul-de-sac environment.

Requiring the ground floor to be widened to provide simultaneous RCV standing, 1.2m bin transfer and B85 passing would impose a disproportionate design burden and would materially impact the ground floor layout, pedestrian access, frontage operation, landscaping, setbacks and broader site functionality.

Velocity therefore considers that the fit-for-purpose outcome is to retain on-site refuse collection, provide the 1.2m bin transfer corridor and accept short-duration vehicle waiting during the RCV collection event. This maintains functional on-site refuse collection, avoids impractical kerbside bin presentation and provides an operationally safe and proportionate response to the constraints of the site.

On this basis, the proposed refuse collection arrangement is considered to satisfy the intent of PO8.

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Conclusion

This Further Advice Response demonstrates that the proposed development achieves acceptable transport, access, parking and refuse servicing outcomes having regard to the scale of the development, the constrained infill site conditions, the surrounding transport context and the relevant performance outcomes of City Plan.

In relation to Item 2, the proposed development provides 14 car parking spaces, comprising 12 resident spaces and 2 visitor spaces. All required visitor parking is provided, and the only variation is a 4-space resident parking shortfall. The proposed resident parking provision equates to 1.5 spaces per dwelling, with every dwelling allocated at least one resident space and the higher parking allocation directed to the larger dwellings. Having regard to the local car ownership profile, public transport accessibility, journey-to-work behaviour, dwelling mix and practical operation of apartment parking allocation, the proposed resident parking provision is expected to accommodate the design peak resident parking demand and satisfy PO14.

In relation to Item 8, the visitor parking spaces are retained within the internal car park due to the constrained ground floor arrangement and the need to preserve functional on-site refuse collection. To ensure practical visitor accessibility, the vehicle access gate is proposed to remain open between 6:00am and 9:00pm daily, with visitor spaces to be clearly line marked, signed and not allocated to residents. These measures can be secured through conditions of approval and body corporate management arrangements. On this basis, the arrangement provides a practical performance-based response to PO15 for a small 8-dwelling development.

In relation to Item 10, the proposal retains on-site RCV collection and provides a 1.2m bin transfer corridor between the refuse enclosure and the rear loading area of the RCV. While simultaneous B85 passing beside the standing RCV is not provided, the assessment demonstrates that any interaction would be short, infrequent and of negligible operational consequence. Outbound vehicles can wait within the site, and any inbound waiting event would occur only briefly within a low-speed cul-de-sac environment with no through traffic function. Requiring full simultaneous RCV standing, bin transfer and B85 passing would impose a disproportionate redesign burden on the site and compromise other planning, access, landscaping and servicing outcomes.

Accordingly, the proposed parking, visitor access and refuse servicing arrangements are considered fit-for-purpose, proportionate to the constraints of the site, and capable of satisfying the relevant performance outcomes without requiring the substantial redesign sought by Council.

Author:

Casey Schackow
Director

Effective Date 1/06/2026

Approved By:

Harj Singh
Transport Advisor RPEQ 22364

Date Approved 1/06/2026

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VELOCITY
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APPENDIX A

INFORMATION REQUEST





Dedicated to a better Brisbane

29 April 2026

Bowen & Xy Pty Ltd
C/- Gaskell Planning Consultants
PO Box 8103
WOOLLOONGABBA QLD 4102

ATTENTION: Nathaniel Hickey

Application Reference: A006881302
Address of Site: 11 AMISFIELD AVE NUNDAH QLD 4012

Dear Nathaniel

RE: Further advice

Council has reviewed the information request response. While the application seeks to justify additional building height, the response does not adequately address Council's key concerns regarding bulk, scale and amenity impacts arising from multiple performance outcomes under Brisbane City Plan 2014. These impacts are directly attributable to the excessive building height, bulk and scale and cannot be satisfactorily mitigated through building form measures or conditioning alone. A reduction in building height, bulk and scale is imperative to resolve these issues and achieve an appropriate development outcome. In its current form, the proposal represents an overdevelopment of the site and is not supported.

To reiterate Council's initial request, a comprehensive response to the following items is once again required to progress the development application.

Overdevelopment

- 1) Council acknowledges there may be merit in additional height from the acceptable outcome of three-storeys, where it is clearly justified and appropriately moderated. The response relies on a comparison against the maximum height provisions identified for the Union Street Precinct. However, this is not an appropriate benchmark for the subject site, as the maximum provisions are intended for substantially larger sites that can better accommodate the associated built form outcomes and transitions.

Given the subject site's smaller area, the neighbourhood plan anticipates a lower scale outcome and therefore, AO1.1/PO1 of the Toombul–Nundah Neighbourhood Plan Code has not been met. To address this item, provide the following:

- a) Revised plans are to reduce the number of storeys and demonstrate how the resulting building height satisfies PO1 of the Toombul–Nundah neighbourhood plan code.
- b) Revised plans to incorporate and clearly demonstrate effective building form measures (including increased setbacks, articulation and building envelope controls) that appropriately moderate the additional height and reduce bulk and scale impacts. The review should include an increase in the rear setback, northern side setback and a reduction in site cover.

Transport, access, parking and servicing code

- 2) The proposed number of resident car parking spaces does not comply with Performance outcome PO14 of the Transport, access, parking and servicing code. Whilst the response explains its planning justification by emphasising proximity to public transport, it does not meet walkable distances and provides comparisons to neighbouring developments that have varied circumstances. Justification for reduced car parks also refers to an alternative parking framework that is not applicable to this site.

As a result, compliance with the parking rates in Table 14 of the Transport, access, parking and servicing Planning Scheme Policy has not been demonstrated, nor has it been shown how the parking shortfall would avoid adverse traffic, parking or amenity impacts.

To address this item, submit:

- a) Revised plans demonstrating the minimum required car parking spaces in accordance with Table 14 of the Transport, access, parking and servicing planning scheme policy (TAPS PSP). The minimum required car parking spaces is 16 resident parks and 2 visitor spaces.
- b) Confirmation that all required parking spaces are designed in accordance with the dimensional and access requirements of the Planning Scheme Policy and are free of obstructions.
- c) Alternatively, where compliance with the minimum parking rates is not proposed, provide a robust performance-based Traffic impact assessment demonstrating compliance with PO14 of the Transport, access, parking and servicing code, supported by:
 - i) A parking demand assessment prepared by a suitably qualified traffic engineer,
 - ii) An assessment of likely on-street parking impacts within the surrounding street network, and
 - iii) Clear justification as to how the reduced parking provision will not result in adverse impacts on residential amenity, visitor parking availability or the operation of the road network.

Built to boundary wall

- 3) The northern built-to-boundary wall exceeds the maximum cumulative length of 15 metres and does not achieve Performance Outcome PO7 of the Multiple dwelling code, which seeks adequate building separation to protect visual and acoustic privacy, minimise reliance on screening, and maintain access to natural light, sunlight and

breezes. The extent of built-to-boundary development additionally limits opportunities for in ground deep planting and the establishment of large subtropical shade trees.

- a) Provide revised plans increase the side setback and incorporates additional building articulation to break up the built-to-boundary wall, enable meaningful deep-planting opportunities, and improve the interface with adjoining properties.

Ground landscaping and deep planting

- 4) The overdevelopment of the site has restricted the ability to achieve meaningful ground-level landscaping outcomes, including deep planting and screening to adjoining properties. Currently, the proposal does not demonstrate genuine ground-level landscape areas capable of supporting large subtropical shade trees and does not meet the performance outcomes of the Landscaping code. To address this item, submit:
 - a) Revised plans that demonstrate deep planting zones can accommodate shade trees of at least 5m in height (noting that trees in the order of 7–10m to complement the bulk and scale of the built form), with sufficient soil depth and minimum planting widths (generally at least 4m).
 - b) A minimum of one unobstructed deep-planting zone within the front boundary. Updated plans are to clearly indicate this area and confirm that it is not encumbered by services or any other obstructions.
 - c) Increased width of deep planting on the rear boundary which demonstrates how access for landscaping installation and ongoing maintenance will be provided.
 - d) Increased screening on the northern boundary to mitigate visual impacts, such as vertical screening or climber treatments.

Rooftop Garden

- 5) The proposed rooftop garden is shown as a shared space with private open space allocated to Unit 8 and does not meet the Schedule 1 – Administrative Terms definition of a Rooftop garden. Please clarify the intent of this area and address the following:
 - a) If the space is proposed as communal open space, demonstrate compliance accordingly, including confirmation that a minimum of 25% of the required communal open space is landscaped, and provide an additional deep planter (minimum 2.3 m × 2.3 m with 1200 mm soil depth) to accommodate a shade tree; or
 - b) If a rooftop garden is proposed, remove private open space from the rooftop level and demonstrate compliance with the administrative definition under Brisbane City Plan 2014 and Multiple dwelling code AO10.3/PO10; and
 - c) Provide a revised landscaped area calculation for private open space, planters and deep planting.

Planter irrigation

- 6) The proposed landscaping outcomes are overly reliant on container planting and do not provide adequate information to demonstrate long-term viability. To address this item, submit:
 - a) A revised Landscape concept plan showing planter locations, depths and soil volumes that comply with the minimum soil depths and volumes as per Table 1 of Landscape design planning scheme policy and Landscape works code; and

- b) Provide an irrigation strategy that outlines the requirements for the proposed stormwater harvesting and sufficient water storage methods, with reference to the Landscape works code (PO12/AO's, PO13/AO's and PO15/AO's) and the Landscape design planning scheme policy. This cannot be conditioned and subject to detailed design at the Operational works stage. The strategy is to outline:
- i. The proposed irrigation application rates for the onsite landscape areas within the development which is calculated using the methodology within Section 6.1 – Table 3 of the Landscape design planning scheme policy.
 - ii. The stormwater harvesting capacity and water tank storage requirements to effectively irrigate the onsite landscape areas which is calculated using the methodology within Section 6.3 – Table 5 of the Landscape design planning scheme policy.
 - iii. The proposed size, capacity and location of the water storage devices to service the irrigation requirements of this development.

Filling & Excavation

- 7) The Concept Earthworks Plan submitted in response to the information request indicates that excavation activities and retaining structures are proposed to extend to the northern property boundary, with no setback from the boundary alignment. In accordance with Performance outcome PO2 of the Filling and excavation code, retaining structures are required to be appropriately offset from property boundaries to enable construction, structural stability and subsoil drainage to be undertaken wholly within the subject site, without encroachment onto adjoining land. To address this item, submit:
- a) A revised Concept Earthworks Plans demonstrating that all proposed retaining walls along the northern property boundary are setback a minimum of 300mm from the boundary alignment, measured to the outermost extent of the retaining wall structure, including footings.
 - b) Sections and construction details confirming that all retaining wall footings, subsoil drainage and associated excavation works can be constructed and maintained entirely within the subject site, without reliance on adjoining properties.
 - c) Updated plans and levels clearly demonstrating consistency between the retaining wall offset and the proposed earthworks, cuts, batters and basement construction.
 - d) Note that if this change affects the parking and circulating aisle areas by narrowing them further, that they will require reassessment and certification.

Visitor Parking Location

- 8) The proposed visitor parking arrangement does not comply with Performance outcome PO15 of the Transport, access, parking and servicing code or section 7.3(5) of the TAPS PSP. Section 7.3(5) of the TAPS PSP requires that customer, visitor and service vehicle parking spaces are not located inside security fences, behind security doors, or in locations that are not readily accessible or visible to visitors.

The response relies on assumptions that visitors will be granted access through a secured gate by residents and does not demonstrate that visitor parking is independently accessible, convenient or clearly identifiable. To address this item, submit:

- a) Revised plans locating all visitor parking spaces outside of security fences and security doors, ensuring the spaces are permanently accessible to visitors without reliance on resident intervention, security access arrangements or private agreements, in accordance with section 7.3(5) of the TAPS PSP.
- b) Confirmation that visitor parking spaces are not located in areas used for servicing or heavy vehicle manoeuvring, and are positioned so as to be clearly visible, safe and convenient for visitors.

Bicycle Parking

- 9) The proposed bicycle parking arrangements do not comply with Performance outcome PO5 of the Transport, access, parking and servicing code or section 11.8 of the TAPS PSP. Section 11.8 of the TAPS PSP states that bicycle parking facilities are not to be provided within 1 metre of a vehicle manoeuvring or parking area, to ensure user safety and functional separation between cyclists and vehicles.

The proposed bicycle parking located within vehicle manoeuvring areas creates potential safety and operational conflicts. Further to this, rooftop bicycle parking is not supported as it is inconvenient for regular daily use and does not provide equitable or practical access for residents, particularly when required to traverse lifts, stairs or common areas. To address this issue, submit:

- a) Revised plans demonstrating that all resident and visitor bicycle parking spaces are located a minimum of 1 metre clear of any vehicle manoeuvring or parking area, in accordance with section 11.8 of the TAPS PSP.
- b) Revised bicycle parking locations that are convenient, safe, and readily accessible from the street and/or common pedestrian access points, without reliance on rooftop locations for primary resident bicycle storage.

Refuse Collection

- 10) A review of the Ground Floor Plan shows that the two-way aisle/ carriageway remains unchanged and has not been increased to 6.5m. The RCV blocks bin movement from the "Refuse" enclosure during servicing and offsetting the RCV does not allow B-85 vehicles to pass safely or efficiently.

The RCV is required to be off-set a minimum of 1.2m from the "Refuse" enclosure to enable bulk bins to be manoeuvred to the rear of the RCV. As such, the proposed 5.25m reduced carriageway trafficked by the RCV does not meet Performance outcome PO8 of the Infrastructure design code. To address this item, submit:

- a) Revised plans which clearly demonstrates the two-way aisle/ carriageway trafficked by the RCV is a minimum of 6.5m wide, with the RCV provided a minimum vertical operational clearance of 3.6m between the Ground FFL and lowest projection above for the entire 6.5m wide aisle/ carriageway for a length of 11.5m.
- b) Revised RPEQ certified swept path analysis which demonstrates a 10.24m rear loading RCV (as Per BSD-3008-2) as specified in Table 3 of the Refuse Planning Scheme Policy can safely and efficiently service the development. Ensure the swept path includes a vehicle specification table inclusive of (i.e., length, width,

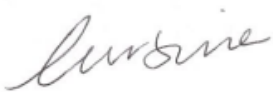
track, operational height, 6.00s lock-to-lock, 9.757m curb-to-curb turning radius etc).

The swept path analysis is required to clearly demonstrate the RCV standing/loading location is offset a minimum of 1.2m from the "Refuse" enclosure to enable bulk bins to be manoeuvred to the rear of the RCV during servicing and demonstrate that B-85 passenger vehicles can safely and efficiently pass the RCV.

Should you wish to amend the application to resolve these matters it is recommended that you stop the current period by written notice in accordance with the Development Assessment Rules.

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

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Laura Urbina', written in dark ink.

Laura Urbina
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