Maven Request for Information Response Letter

9/11/2026
Steve Zhou
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Development Services, Brisbane City Council
GPO Box 1434, Brisbane QLD 4001

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9/11/2026
APPLICATION REF
A007057874

Dear Steve
RE: Response to Information Request
Application Reference: A007057874
Address of Site: 46 Daniells Street, Carina QLD 4152

We refer to Council's information request dated 7 August 2026 issued in accordance with the Development Assessment. This letter responds to a particular item raised by Council in the RFI letter.

Earthworks and verge (Items 2 and 3)

Existing verge condition

The existing verge along the site frontage is grassed and has a grade of approximately 1 in 4 (25%). Levels are approximately 26.5m AHD at the back of kerb, rising to 27.2m AHD at the property boundary over a distance of 2.8m. Timber retaining walls are located along the property boundary.

There is no footpath along this side of Daniells Street, and pedestrians are not expected to use this verge. An existing concrete footpath is provided on the opposite side of the street. The existing dwelling is accessed by a grid crossing across the verge, and bins for the existing dwelling are currently collected from this verge with the same grades.



Figure 1 - Existing verge along the site frontage, showing the grassed verge with no footpath (Google Street View)



Figure 2 - Daniells Street, with the site frontage and timber retaining walls on the left and the existing footpath on the opposite side of the street on the right (Google Street View)

Existing services within the verge

An existing Urban Utilities sewer gravity main runs under the verge along the site frontage and under the proposed driveways. The asset details are summarised below.

Detail	Value
Asset ID	LS35065
Type	Reticulation main (gravity)
Material	Vitrified clay
Diameter	150mm
Upstream invert level	25.86m AHD (MH35103, near the southern boundary of the site)
Downstream invert level	25.34m AHD
Approximate length	55m
Owner	Queensland Urban Utilities

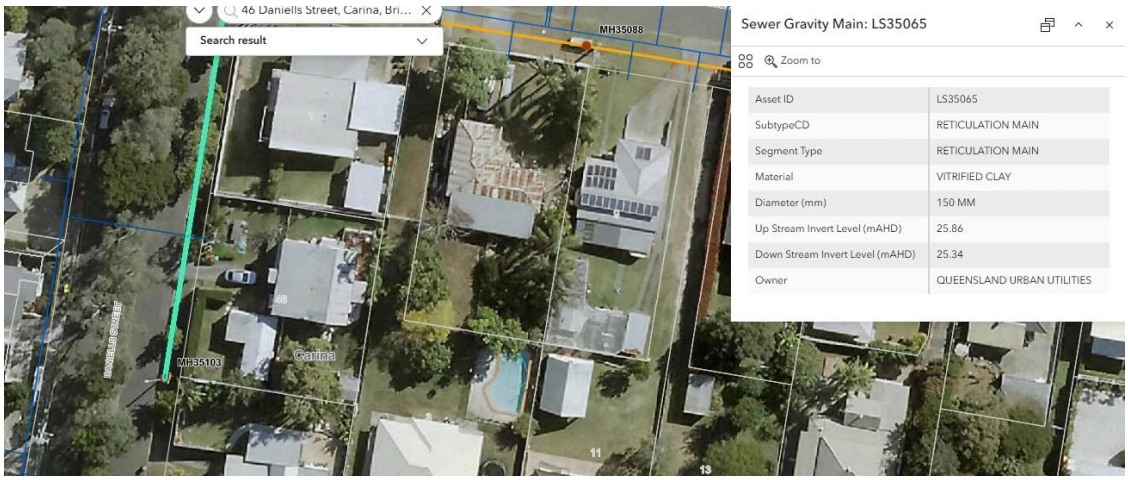


Figure 3 - Urban Utilities sewer gravity main LS35065 along the Daniells Street verge

The verge also contains existing electrical and telecommunications conduits, a water service and a water meter.

Assessment of a verge profile in accordance with BSD-2024

Council has requested that the majority of the verge along the frontage have maximum grades generally in accordance with standard drawing BSD-2024. The maximum grades for a residential vehicular entrance to a single dwelling under BSD-2024 are 1 in 6 and 1 in 10. The effect of regrading the verge to these grades are significant.

Impact on sewer cover

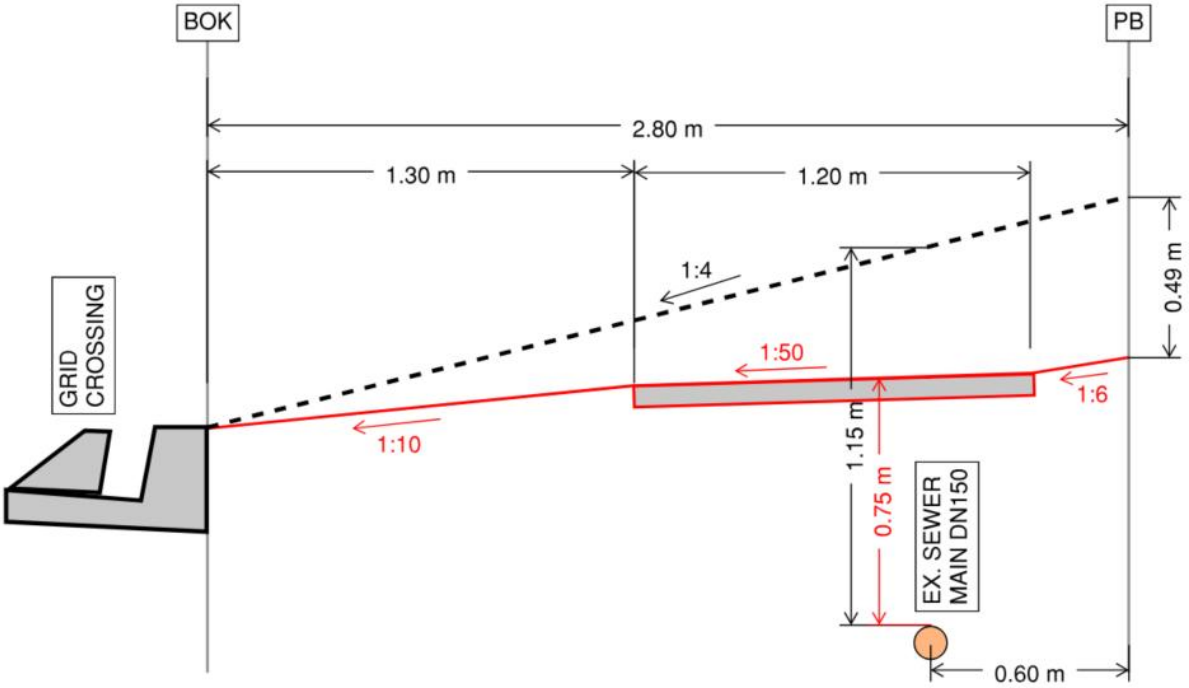
Based on a fall of 0.52m over an approximate length of 55m, the sewer main has a grade of approximately 0.95%. At the proposed driveway location, approximately 16.5m from MH35103, the invert is approximately 25.70m AHD and the obvert approximately 25.85m AHD. With an existing surface level of approximately 27.0m AHD above the main, the existing cover is approximately 1.15m.

Clause 2.5.7.4 of the Urban Utilities Technical Guidelines (July 2024, V1.9) sets a requirement of 1150mm for footways and nature strips subject to vehicular loading. As the proposed driveways cross the verge above the main, this requirement applies. The existing cover at the driveway location is therefore already at the required 1150mm.

2.5.7.4	○ Footways, nature strips, industrial and commercial lots, sealed road pavements other than major roads subject to vehicular loading - 1150mm

Figure 4 - Extract from Urban Utilities Technical Guidelines (July 2024, V1.9), clause 2.5.7.4

The resulting compliant verge will significantly reduce the pipe cover as the design aligns with council's standard drawing BSD-2024.



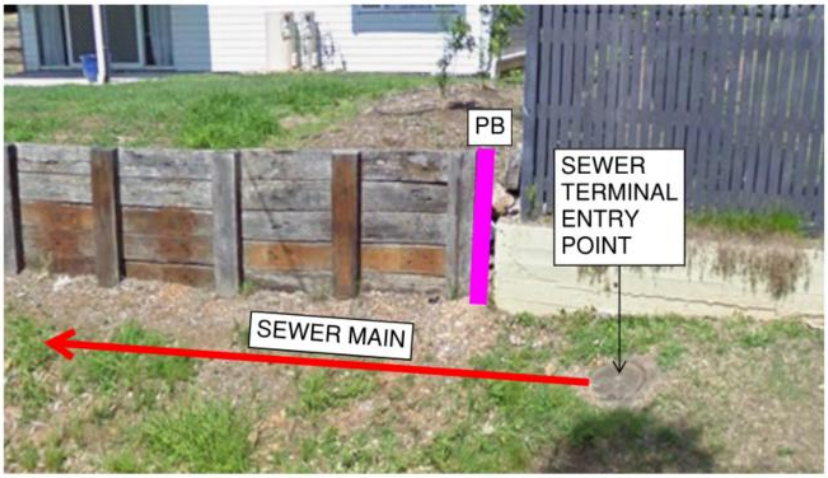


Figure 5 - Design schematic with a compliant verge. Red is proposed.

In any case of verge changes, regarding the area to BSD-2024 grades reduces the cover over the sewer main below the Urban Utilities requirement. As this is a gravity main, it cannot be lowered to compensate.

Other implications

Lowering the verge to a BSD-2024 profile would also result in the following:

1. Relocation or lowering of existing services is likely, including telecommunications and electrical conduits.
2. Potential impact on the existing power pole located near the southern boundary.
3. Lowering of the proposed dwelling pad levels to maintain vehicle access grades, requiring additional cut and retaining. This would also affect the frontage retaining walls and compromise the usable area of the proposed lots.

Grid crossings (Item 2(a)(iv))

The existing dwelling is accessed by a grid crossing. Grid crossings are also proposed for the new driveways in accordance with council standards, achieving the grade transition across the existing 1 in 4 verge.

Assessment against Performance Outcome PO4 of the Infrastructure design code

AO4 is one way of achieving PO4. Where the acceptable outcome is not achieved, the development may instead demonstrate compliance with the performance outcome. The proposal does not create a new verge. It retains an existing verge that has been in place and functioning in its current form. On this basis, it is submitted that the existing verge profile achieves PO4 as follows.

Development provides a pavement edge which is designed and constructed to: a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.
PO4 Development provides verges which are designed and constructed to: a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council.	**AO4** Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: a. allows equitable access for all modes;	**AO5** Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.

Figure 6 - Extract from the Infrastructure design code, PO4 and AO4

- **PO4(a) Safe access for pedestrians clear of obstructions, and access areas for vehicles onto properties:** Pedestrians are served by the existing footpath on the opposite side of Daniells Street, and no footpath is expected on the site's side of the street unless the verge along the entire block is reshaped by council. Lowering the verge at this single frontage would not create a pedestrian connection. Vehicle access is provided by grid crossings, which is the same arrangement already in use for the existing dwelling.
- **PO4(b) Sufficient area for public utility services:** The existing verge accommodates the sewer main, electrical and telecommunications conduits, and the water service and meter. As set out in Section 2.3, lowering the verge would reduce the cover over the sewer main below the Urban Utilities requirement of 1150mm and is likely to require relocation or lowering of other services. Retaining the existing verge profile therefore better achieves this outcome than a regraded verge would.
- **PO4(c) Maintainable by Council:** The verge is grassed and has been maintained in its current form.

Conclusion

The non-standard verge is an existing condition and is not created by the proposed development. Under section 65 of the Planning Act 2016, a development condition must be relevant to, and not an unreasonable imposition on, the development, or be reasonably required in relation to it. A localised regrading of the verge at this frontage would compromise existing utility services, require removal of an additional street tree without delivering a connected pedestrian outcome. It is therefore submitted that requiring the verge to be regraded to BSD-2024 would not be a reasonable requirement in these circumstances.

We trust this information addresses Council's request. Please contact the undersigned if you have any questions.

Yours sincerely,

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