

RE: Evoke McDowall CTS 54820 - Submission on Development Application A006943953 – Multiple Dwelling (27 Units), 61 Landis Street, McDowall QLD 4053

From

Date Fri 2026-04-24 1:03 PM

To CPEDS-DS-PlanningSupport <CPEDS-DS-PlanningSupport@brisbane.qld.gov.au>

 1 attachment (6 MB)

This email originates from outside of Brisbane City Council.

From:

Sent: Friday, 17 April 2026 12:14 PM

To: DSPlanningSupport@brisbane.qld.gov.au

Subject: Evoke McDowall CTS 54820 - Submission on Development Application A006943953 – Multiple Dwelling (27 Units), 61 Landis Street, McDowall QLD 4053

Dear officer,

I hope this email finds you well.

Please find the submission attached for your consideration.

Kindly let us know if you have any questions or require any further information.

Kind regards,

13 April 2026

The Assessment Manager
Development Assessment
Brisbane City Council
GPO Box 1434
Brisbane QLD 4001
Via email: DSPlanningSupport@brisbane.qld.gov.au

RE: Submission on Development Application A006943953 – Multiple Dwelling (27 Units), 61 Landis Street, McDowall QLD 4053

Dear Assessment Manager,

make a submission on the above development application, which is on public notification closing 23 April 2026. The body corporate is the immediately adjoining landowner to the north of the subject site. We object to the application and request that Council refuse it. In the alternative, we request that Council require a substantially reduced development that genuinely complies with the applicable planning scheme provisions.

1. The Body Corporate's Interest

The body corporate at 67 Landis Street shares a common northern boundary with the subject site at 61 Landis Street. Residents of Evoke McDowall will be directly and significantly affected by the proposed development in terms of amenity, privacy, noise, flooding, stormwater, and traffic.

2. Density – Persistent and Material Non-Compliance

Council's own information request identified the original proposal as non-compliant with the 18 dwellings per hectare benchmark in the Emerging community zone code (overall outcome (2)(d)) and inconsistent with the McDowall neighbourhood plan (overall outcome 3). The revised proposal of 27 units at approximately 33 dwellings per hectare remains almost double the code density benchmark. The applicant's reliance on a table of recent local approvals to justify this density conflates consistency with recent practice with compliance with the planning scheme. This is a fundamental conflict with the assessment benchmarks that cannot be conditioned away.

3. Flooding, Stormwater, and Post-Development Impacts on the Body Corporate

The subject site and the body corporate's land at 67 Landis Street are both identified on Brisbane City Council's flood mapping as being subject to overland flow. The photographs below, taken in De Mille Street approximately four years ago, demonstrate the serious and recurring nature of flooding in this locality.



Figure 1: Brisbane City Council flood map showing both the subject site and 67 Landis Street within the overtand flow flood overlay, confirming shared exposure to significant flooding risk.



Figures 2–3: Photographs taken in De Mille Street, McDowall showing significant inundation, fast-moving water, and debris swept by floodwater.

The applicant's own flood report (Bravo Consult, FSR-002 Rev 2) contains findings directly relevant to the body corporate:

- Pre-development modelling shows peak flood depths exceeding 2 metres in parts of the site at the 2% AEP event, with H5 extreme hazard conditions along the southern portion;
- Post-development afflux mapping shows flood water surface levels increasing by 0.1 to 0.5 metres near the Landis Street frontage — the area adjacent to the body corporate's shared boundary;

- The northern townhouses closest to the body corporate boundary (TH1–TH3) appear to sit within the modelled flood extent;
- Townhouse 19 (TH19) requires an undercroft to maintain overland flow conveyance, with final levels and structural design still to be confirmed at detailed design stage.

The post-development increase in flood levels near the shared northern boundary raises a real risk that the development will worsen flood conditions on the body corporate's land. The body corporate requests that Council require a fully independent hydraulic peer review specifically addressing post-development flood impacts on neighbouring properties, including 67 Landis Street, before any decision is made.

4. Driveway Location and Amenity Impacts on the Body Corporate

The driveway access to the proposed development is located on Landis Street at the northwestern corner of the site, immediately adjacent to the body corporate's shared boundary. As shown in Figure 4, vehicles enter from Landis Street at this northern point and turn east into the internal driveway running through the development.

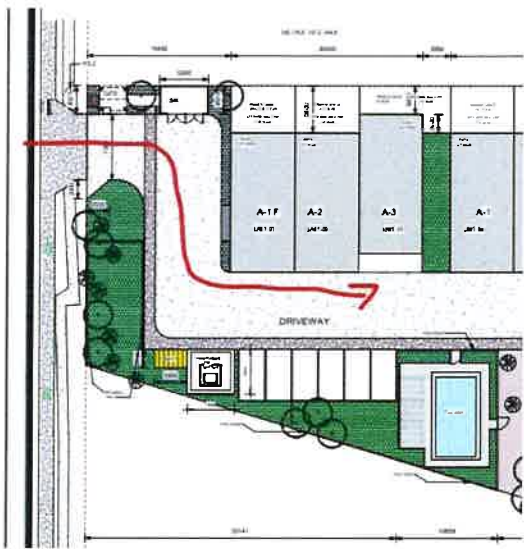


Figure 4: Extract from the applicant's revised site plan showing the driveway access on Landis Street at the northwestern corner, immediately adjacent to the 67 Landis Street boundary.

All vehicle movements into and out of a 27-dwelling development, including at night and early morning, will occur at the point closest to the body corporate's common property. The amenity impacts on residents of Evoke McDowall from vehicle headlights, engine noise, and manoeuvring activity at this location have not been assessed. The body corporate requests that Council require a specific amenity impact assessment addressing the driveway location before any decision is made.

5. Inadequate Landscape Buffer Along the Northern Boundary

The applicant's landscape plan (Studio 8, Drawing S8-1764LC Issue B) shows the northern boundary treatment in detail. The body corporate makes the following observations:

- The landscape plan shows a notation "retaining wall to edge of pathway" running the full length of the northern boundary, but it is unclear from the plans whether this retaining wall sits on the applicant's land or the body corporate's land, and the applicant's information request response relies on an existing 1-metre strip on "the adjoining lot" to justify no further buffer treatment being required;
- The body corporate has not consented to its land or infrastructure being used to satisfy the applicant's planning obligations;

- The strip immediately adjacent to the boundary on the body corporate's side is inaccessible from within 67 Landis Street. There is no gate, opening, or pathway allowing access from our property, and vegetation within it has grown to over 6 metres in height as a result;
- The landscape plan shows no substantial canopy trees or deep planting buffer along the northern boundary — only Syzygium screening shrubs between units providing minimal visual, acoustic, or privacy screening for the body corporate's residents;
- The applicant has proposed no easement, maintenance agreement, or legal mechanism to formalise any reliance on the body corporate's boundary infrastructure, nor any arrangement for maintaining the inaccessible vegetation;
- Both planting plan sheets carry the note: "All existing vegetation within the stormwater easement is to be retained" but no equivalent commitment is made regarding maintenance of the northern boundary vegetation that the applicant relies upon.

The body corporate submits that Council should require the applicant to provide the full required landscape buffer and acoustic treatment entirely within 61 Landis Street, with canopy tree planting of sufficient scale to provide genuine screening and should not approve any reliance on the body corporate's land or infrastructure without the body corporate's written consent and a formal maintenance agreement.

6. Traffic, Parking, and Pedestrian Safety

The applicant's traffic report identifies a resident parking shortfall of 14 spaces against the BCC TAPS PSP requirement, justified by a New South Wales rather than Queensland guide. Applying an interstate standard to justify a significant parking shortfall, risks materially worsening on-street parking demand on Landis Street. The traffic report also confirms there are no dedicated bicycle lanes on the site frontage, and that the crossover is constrained by an existing utility pole. All 27 dwellings are served by a single access point on Landis Street.

Landis Street also forms part of a well-used pedestrian and cyclist route connecting the Beckett Road bus stop through Ustinov Crescent Park to De Mille Street, as shown in Figure 5 below. A significant increase in vehicle movements from a single access point warrants an independent traffic peer review and pedestrian safety assessment.



Figure 5: Pedestrian and cyclist pathway (red line) connecting the Beckett Road bus stop through Ustinov Crescent Park to the southern end of Landis Street.

7. Landis Street and Rode Road Intersection – Existing Danger Compounded

The body corporate draws Council's particular attention to the intersection of Landis Street and Rode Road at the southern end of Landis Street. This intersection is already a dangerous location during school peak periods, and the proposed development would direct additional vehicle movements onto Landis Street.

Landis Street is currently used as a turning and circulation route by traffic associated with McDowall State School and the Only About Children childcare centre on Rode Road. During school start and end times, the Landis Street and Rode Road intersection experiences significant congestion. Vehicles regularly make illegal U-turns at this intersection, and others turn into Ustinov Crescent to loop back. This pattern of dangerous traffic behaviour creates serious conflicts with pedestrians, cyclists, and residents entering and exiting properties on Landis Street and Ustinov Crescent.

The applicant's traffic report makes no assessment of this intersection whatsoever. It does not address existing congestion or dangerous driver behaviour at the Landis Street and Rode Road intersection, and does not assess how additional vehicle movements from 27 dwellings will compound these existing safety risks during school peak periods. The body corporate requests that Council require a specific intersection safety assessment for the Landis Street and Rode Road intersection, addressing existing dangerous traffic behaviour and the cumulative impact of additional development traffic during school peak periods, before any decision is made.

8. Cumulative Impact – Nearby Application at 69 Landis Street

The body corporate draws Council's attention to application A006920330 for 69 Landis Street, proposing reconfiguration from one to nine lots, accessed via Meades Street. As shown in Figure 6, both sites share the same local road network and drainage catchment.



Figure 6: Aerial map showing 61 Landis Street (lower red outline) and 69 Landis Street (upper red outline) within the same local road network and drainage catchment.

The combined effect of both applications proceeding would represent a significant concurrent intensification with cumulative traffic, stormwater, and character impacts well beyond what the zone

code contemplates. The body corporate requests that Council assess both applications together rather than in isolation.

9. Boundary Interface and Privacy

Even with the proposed 3-metre setback, the body corporate is concerned about privacy and amenity impacts on residents from an adjoining 27-unit development with internal driveways, a communal pool and recreation area, and multiple two-storey dwellings immediately adjacent to our common property. The minimal northern boundary landscaping in the landscape plan, primarily low screening shrubs with no canopy trees, will provide inadequate buffering. These impacts have not been adequately assessed in the application material.

10. Conclusion and Request

The body corporate for Evoke McDowall respectfully requests that Council:

- Refuse the application on the grounds that: the proposed density is materially inconsistent with the zone code and neighbourhood plan; the applicant's own flood modelling shows post-development increases in flood levels near the body corporate's boundary; the driveway is sited immediately adjacent to the body corporate's common boundary with unassessed amenity impacts; the landscape buffer relies improperly on the body corporate's inaccessible boundary infrastructure; the parking shortfall uses an interstate standard; and cumulative impacts with A006920330 have not been assessed; or
- In the alternative, require the applicant to: reduce the development to a density consistent with 18 dwellings per hectare; provide an independent hydraulic peer review addressing post-development flood impacts on 67 Landis Street; provide a driveway amenity assessment; provide a full landscape buffer with canopy tree planting entirely within 61 Landis Street or with the body corporate's written consent and a formal maintenance agreement; provide an independent traffic and pedestrian safety assessment applying Queensland standards; and provide a cumulative impact assessment with A006920330, all before any decision is made.

We understand this is an impact assessable application and that the body corporate has third party appeal rights if the application is approved.

Please acknowledge receipt of this submission and advise us of the outcome of the application.

Yours sincerely,