

Good afternoon,

[...] the proposed development site at 10 – 18 Kelso Street, Chermshire. [...]

Attached to this email is my objection to the above application. I respectfully request that the Council carefully consider the matters raised in my objection before determining the application.

I would appreciate written confirmation that this email and the attached objection have been received and recorded as part of the assessment of Development Application A007025371.

Yours faithfully,

Chief Executive Officer
Brisbane City Council
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OBJECTION TO A DEVELOPMENT APPLICATION
COUNCIL REFERENCE: A007025371
PROPERTY DETAILS: 10 – 18 KELSO STREET, CHERMSIDE

site at 10 – 18 Kelso Street, Chermside.
approximately 10-years.

the proposed development
and I have done so for

I provide this letter by email as my objection to the above application. I respectfully request that the Council carefully consider the matters raised below before determining the application.

As an overview my objection is based on a number of specific issues including the height and density of the proposed development, traffic impacts that the development will undoubtedly create, including parking problems, as well as loss of amenity, privacy, shadowing and other issues that will arise. I will deal with those matters under separate headings. The order in which they are discussed is for convenience only and it should not be taken that they are in order of importance. All matters are, I believe, of equal importance.

Height & Scale of the Proposed Development

The development site is located in the High density residential sub-precinct (Chermside centre neighbourhood plan/NPP-002a) of the Residential north precinct (Chermside centre neighbourhood plan/NPP-002). As specified in the Brisbane City Plan 2014 and as is acknowledged in the development application documents, a maximum height of 10 storeys is specified for the site.

In its Information Request dated 17 June 2026, the Council drew the Applicants attention to this when it stated as follows:

Development on this site is prescribed to feature a maximum height of 10 storeys as identified in AO1 of the Chermside centre neighbourhood plan code and AO3, AO4.1 and AO13.2 of the Multiple dwelling code. The proposed development has a total height of 15 storeys in lieu of the prescribed 10. Whilst a performance outcome may be considered, further justification is required in order to determine the development does not create adverse impacts on the surrounding dwellings in the locality. The development also includes reduced setbacks on the front, side and rear boundaries which would impact on the overall bulk and scale of the development.

The maximum height prescribed for the site is 10 storeys. The proposed development is 15 storeys, so basically a 50% increase on the height prescribed. No need has been identified or any reason given as to why an increase of that magnitude is warranted or justified.

I submit that the increase from 10-storeys to 15 storeys is not warranted or justified

Kelso Street is located on the western side of Gympie Road. Currently in the area around Kelso Street, the skyline is dominated by the recently constructed Adina Hotel building located on Hamilton Road at the highest point above sea level of that road west of Gympie Road. The Adina Hotel which is 8 storeys high is roughly 100 metres from the development site, as the crow flies and both parcels of land are at roughly the same height above sea level.

If the development is approved, then the buildings will be 7-storeys higher than the Adina Hotel building. The buildings in the proposed development would so dominate the skyline as to significantly change the character and streetscape of all properties in the surrounding area, not just the properties in Kelso Street.

Other areas of concern relating to the height of the development are:

- The development introduces a level of bulk and intensity that is far greater than what many local residents would have reasonably expected when the area was identified for higher-density development.
- The development increases overlooking opportunities into existing homes and private open-space areas not only in Kelso Street but possibly other surrounding streets.
- Regardless of what measures are put in place, the development reduces privacy for residents directly opposite the proposed development on the eastern side of Kelso Street.
- The development does not adequately balance urban consolidation objectives with the reasonable amenity expectations of existing residents in the surrounding area.
- Kelso Street is in the flight path for emergency helicopters flying to and from the Prince Charles Hospital. Helicopters arriving at the hospital is a regular occurrence and many of those arrivals are at night. Approval of a development that is 5 storeys higher than prescribed in the Brisbane City Plan and located in a flight path for emergency aircraft is not something that should be granted without serious consideration after consultation.

One of the stated overall outcomes for the neighbourhood plan area for Chermside centre is:

Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.

The application does not identify either a community need or an economic need for this development. I submit that neither need exists.

As stated above, the Council drew attention to the height of the proposed development compared to the prescribed height and stated:

Whilst a performance outcome may be considered, further justification is required in order to determine the development does not create adverse impacts on the surrounding dwellings in the locality.

The Applicant did not provide any reasonable further justification, as called for. No amount of increased setbacks on the front, side or rear boundaries will overcome the significant impact on the surrounding dwellings in the locality due to the overall bulk and scale of the development.

Loss of Amenity including Shadowing & Sunlight

Following on from the previous point, this section of my Objection relates to the loss of amenity due to the height, scale and sheer bulk of the proposed development.

Again, as previously stated:

Any Development should be of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site.

The Brisbane City Plan 2014 would have factored in the effects of a 10-storey development on the amenity and character, community expectations and infrastructure assumptions intended for the Chermside centre neighbourhood. These would have been considered by Council's town planners and they would not have been insignificant. However, the planning framework did also seek to ensure that any development is designed so that existing and future residents continue to enjoy reasonable access to daylight and sunlight and are able to make appropriate use of both indoor and outdoor living spaces. A development of the height and magnitude of the development proposed completely ignores the safeguards provided by the planning framework.

The shadows cast by a 15-storey building must logically extend to a greater area be cast on affected properties earlier and therefore last longer than the shadows cast by 10 storey building. Access to sunlight contributes significantly to the amenity of a residential area for a variety of reasons including:

- The enjoyment and usability of outdoor living spaces.
- Access to natural light within homes.
- Passive heating and cooling benefits.
- Landscaping and garden health.
- The overall liveability of residential properties.

The applicant's consultants have undertaken shadow analysis and concluded that the resulting impacts are acceptable. It is not apparent to whom they are acceptable. As a resident who will be affected, they are not acceptable to me. Additional shadowing due to a development that is 50% higher than what was proposed in the town plan is not warranted.

If shadowing from a 10-storey building was likely to be present somewhere between mid-afternoon and late afternoon, then shadowing from a 15-storey building would likely be present from early afternoon onwards.

The loss of amenity and the failure to meet community expectations cannot be underestimated if a 15-storey building is approved on the site that is the subject of this application. As a resident directly opposite the site, I am concerned the consultant's modelling does not give sufficient consideration to those matters.

Parking Issues

Parking and traffic are already significant issues in Kelso Street. I will deal with those two matters under separate headings.

There is on street parking that is used by residents and by employees of Wheller On The Park Retirement Village and by contractors and workers from development sites in nearby street. As a resident , it is not uncommon for vehicles to park so close to my driveway or indeed partly blocking my driveway, or directly opposite it, so that entering and exiting my property becomes difficult and, at times, effectively impossible. These are not hypothetical concerns about future development impacts. They are existing issues that residents already experience on almost a daily basis. Those issues would be exacerbated by a 10-storey development but even more so by a 15-storey development.

Kelso Street is narrow to the extent that if there are vehicles parked on both side of the road and then two vehicles travelling in opposite directions cannot pass by each other. One must pull of into a driveway to allow the other to pass. This is made even worse when larger delivery vehicles or waste removal trucks are operating in the street.

There is a 4-hour parking limit on the development site side of the street but that is largely ignored by residents and, to my knowledge, has never been policed by the Council. There are 22 properties fronting Kelso Street. Currently those properties comprise 6 stand-alone houses, 29 townhouses and 34 apartments, making a total of 69 dwelling units. Making a general assumption of an average of 1 vehicle per dwelling unit (there are probably more) then the total is 69 vehicles. If approved the development will remove 4 stand-alone dwelling houses and 3 apartments; i.e. 7 vehicles but replace them with, on my assumption, 193 vehicles. I acknowledge that the proposed development has provision for underground parking and some visitors parking. There will however undoubtedly be many more visitors to 193 apartments than there are to 4 stand-alone houses and 3 apartments.

I worked in body corporate management for 20 years until recently. Parking is one of the major problems in any strata scheme. I know from experience that owners returning to their properties for brief periods will park in visitor car spaces or in the street rather than go down into the basement car park. Similarly, visitors to strata schemes will park in the street rather than visitor care spaces. Based on my experience, there is absolutely no doubt that the proposed development will add considerably to the parking problems in Kelso Street regardless of the number of resident car spaces and visitor car spaces that are provided.

The Applicant has provided and presumably relies upon a Traffic Engineering Assessment dated 22 July 2026 prepared by BMC Traffic. The conclusions in that report are based heavily on consultant assumptions regarding future car ownership patterns, travel behaviour and reduced parking demand, rather than simply meeting the higher parking outcomes that have traditionally applied to developments of this scale. The material provided does not adequately demonstrate that a development of 193 dwellings can operate without creating additional parking pressure on surrounding streets.

In Section 7.2 of the Report there is reference to car ownership data from the 2021 census. That data is 5-years old. The value of data that old must be questionable. I have lived in Kelso Street for approximately 10-years. From my observations and experience the parking problems and traffic problems in Kelso Street have become much worse over time but particularly in the last 2 or 3 years.

Once again, as previously stated:

Any Development should be of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site.

The Brisbane City Plan 2014 would have factored in the effects of a 10-storey development on the amenity and community expectations and infrastructure assumptions intended for the Chermside centre neighbourhood, so far as parking and traffic were concerned. These would have been considered by Council's town planners and they would not have been insignificant.

However, a 15-storey development of 193 apartments goes far beyond the expected amenity, community expectations and infrastructure assumptions for a 10-storey development.

The consequences to be borne by surrounding residents would include increased competition for on-street parking, reduced access to driveways, increased congestion and deterioration in local amenity. Some specifics of the loss of amenity and failure to meet community expectations would include the following:

- Existing parking pressures within Kelso Street will worsen significantly;
- Resident vehicle ownership may exceed the assumptions relied upon in the parking assessment;
- Visitor parking demand may be underestimated;
- Overflow parking may be displaced into Kelso Street and adjoining residential streets;
- access to existing residential properties, in Kelso Street and beyond, may become increasingly restricted;
- Construction worker parking and construction traffic may create substantial additional pressure during the construction phase; and
- Increased vehicle movements associated with both construction and occupation of the development may adversely affect the safety, efficiency and liveability of the local street network.

Traffic Issues

As is the case with the matters raised under the heading "Parking Issues" above the vastly increased number of vehicles arising out of the approval of the development will also impact traffic pressures in the area and, in particular, in Kelso Street.

Kelso Street is a narrow residential street probably having been built some decades ago when all properties in the street were small houses. There are now 9 townhouse developments and 7 apartment/flats type multiple unit developments and the 6 stand-alone houses. There are already traffic issues with just those 69 residences. The introduction of a large number of vehicles

associated with the development will adversely affect traffic flow and will affect the amenity of all of the residents in Kelso Street and could give rise to serious accidents.

Some of the areas of concern are:

- There will be more instances where there are vehicles parked on both side of the road and then two vehicles travelling in opposite directions in Kelso Street cannot pass by each other.
- Increased traffic flow may make it more difficult to leave and enter the driveways for other properties.
- There will be more vehicles attempting to turn left or right out of Kelso Street onto Hamilton Road, potentially causing a backup of traffic in Kelso Street, especially during peak periods.
- There will be more vehicles attempting to turn right out of Hamilton Road into Kelso Street, potentially causing a backup of traffic in Hamilton Road, especially during peak periods.
- It would be anticipated that there will be more delivery vehicles and service vehicles accessing Kelso Street adding to traffic pressures.

Development of the site to feature a maximum height of 10-storeys may be consistent with the amenity and character, community expectations and infrastructure assumptions intended by the Council for the site at 10 – 18 Kelso Street, so far as parking and traffic are concerned. However, the proposed development of 15-storeys with 193 units will create parking and traffic issues that go well beyond what surrounding owners and residents would consider to be reasonable.

Construction Impacts and Protection of Existing Properties

I have had the advantage of reading the Objection lodged by Kelso Street Chermside and in particular the submissions that he has made under this heading.

I fully support what has said in his Objection regarding all of those matters.

Conclusion

I object to the Development Application made in relation to the properties at 10 – 18 Kelso Street, Chermside under reference number A007025371 and I submit that the Development Application should be rejected by Council in its entirety.

The development would constitute an over-development of the site to the detriment of all other properties in Kelso Street and all properties in the immediate vicinity.

There is no justification for a development of 15-storeys on the site in lieu of the prescribed 10-storeys. The proposed development would unquestionably create adverse impacts of the surrounding dwellings in the locality and this is not warranted.

Yours faithfully