Brisbane City Council ABN 72 002 765 795

**City Planning and Economic Development Services**
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*Dedicated to a better Brisbane*

14 April 2026

Fourpro Pty Ltd (Acn: 666 555 979)
C/- Atomic Town Planning
PO Box 1982
NEW FARM QLD 4005

**ATTENTION:** **Laurie Beverley**
**Application Reference:** A006971515
**Address of Site:** 125 RACECOURSE RD ASCOT QLD 4007

Dear Laurie

**RE:** Information request in accordance with the Development Assessment Rules

An initial review of the above application has been carried out and identified that further information is required to fully assess the proposal.

**Building height**

**1)** The proposed architectural plans provided lack sufficient information to determine the development's building height and its compliance with the relevant benchmarks of *Brisbane City Plan 2014* (CP 2014). Provide amended plans including:

a) Multiple sections and elevations with a clearly denoted ground level line and 1m above ground level line running perpendicular.

b) A concise breakdown of the rooftop level demonstrating it meets the "Rooftop garden" definition as prescribed in *Schedule 1 – Definitions* of *Brisbane City Plan 2014*.

*NB: Further information may be required once the proposed building height has been adequately determined*.

**Setbacks**

**2)** The side boundary setbacks to the habitable spaces and balconies for proposed Levels 1, 2, 3 and 4 are all significantly less than the 5m setback required by the Centre or mixed use code. It is considered that the proposed side boundary setbacks do not achieve adequate building separation and consideration for future development of the adjoining sites and provide limited access to light and breezes for the residential uses.

a) Increase the side boundary setbacks to all balconies and terraces on Levels 1, 2, 3 and 4 commensurate to the relevant assessment benchmarks; and

b) Provide a plan detailing the separation distance between the proposal and adjoining buildings with specific identification of separation between balconies and habitable rooms/openings on each property and screening where required.

**3)** The rear boundary setback provided to the development does not achieve 6m to the ground level and 7m to the upper levels as required by the Racecourse precinct neighbourhood plan code. In its current form, the rear setback does not enable existing and future buildings to be well separated from each other in accordance with PO2 of the Racecourse precinct neighbourhood plan code.

a) Increase the rear boundary setback commensurate to the requirements of the assessment benchmarks; and

b) Provide a plan detailing the separation distance between the proposal and adjoining buildings with specific identification of separation between balconies and habitable rooms/openings on each property and screening where required..

**Services**

**4)** The proposal does not denote the locations of services, such as fire hydrant boosters, mailboxes air-conditioning units, etc. The location of the services is an important consideration and may impact the streetscape visual amenity and landscaping and private open space provisions. Accordingly, the development has not adequately demonstrated compliance with the relevant provisions of the Centre or mixed use code.

Provide amended plans demonstrating a design which provides the locations of all services in accordance with the Centre or mixed use code.

**Street awning**

**5)** It is difficult to determine the extent and height of the proposed street awning on the architectural plans provided and its compliance with the relevant assessment benchmarks of the Centre or mixed use code and Racecourse Road neighbourhood plan code.

a) Amend the proposed architectural plans to clearly define the extent of the awning and provide height dimensions on the elevations.

b) Demonstrate that a continuous awning can extend across the full frontage to ensure adequate pedestrian shelter.

*NB: There is an existing street tree with a large canopy within the verge. Any street awning will need to be designed to minimise the long term impacts, health and viability of this street tree. An arboriculturally impact assessment may be required, refer to the Street tree item of this letter for further detail.*

**Lawful point of discharge (LPD)**

**6)** The kerb and channel has been nominated as the LPD for the development, however, this is not considered to be an adequate solution. Submit revised conceptual engineering plans showing the site discharges into a new stormwater gully pit on the Racecourse Road frontage of the site, which is connected into the existing stormwater gully further south along Racecourse Road; in accordance with PO3 of the Stormwater code.

**Service and refuse collection vehicle access and manoeuvring**

**7)** The proposed plans and swept path plans provided, lack sufficient detail and do not suitably demonstrate safe access and manoeuvring for service vehicle and refuse collection vehicles on and off site in accordance with PO3 of the Transport access parking and servicing code (TAPS code).

a) Submit revised plans providing a standard B2 driveway splay on the southern side of the crossover.

b) Submit revised plans showing a 2.0m (width) x 5.0m (depth) sight splay on the exit site of the driveway crossover.

c) Submit revised ground level plans which accurately show dimensions for the widths provided throughout the servicing areas on the ground level.

d) Submit revised RPEQ certified swept path plans showing that the clearance envelope for RCV movements into and out of the site which does not conflict with any obstructions including but not limited to the bus zone, parked cars, the existing kerb build out and awning support for 121 Racecourse Road.

**8)** A review of the proposed plans has identified the internal two-way aisle where trafficked by the RCV is only 6.2m wide and the provided swept path analysis does not demonstrate a

kerb-to-kerb turning radius of 9.757m. In addition, the potential future on-street parking to the north of the proposed crossover may conflict with the RCV swept path. In its current form, the development has not demonstrated compliance with PO8 of the Infrastructure design code, PO1 and PO19 of the TAPS code.

a) Provide an updated RPEQ endorsed swept path analysis demonstrating a RCV as per BSD 3008-2 can safely and efficiently service the site. The swept path must utilise a 6s lock to lock time and a kerb-to-kerb turning radius of 9.757m.

b) Demonstrate the entire two-way aisle/carriageway where trafficked by the RCV has a minimum width of 6.5m.

c) Ensure the revised RPEQ endorsed swept path analysis does not show any conflict between the RCV manoeuvring area and any potential obstructions such as vehicle parking, the bus loading zone, signage, and the existing kerb build out and awning support within the adjacent frontage of 121 Racecourse Road.

**9)** The proposed plans show a service vehicle height clearance of 3.6m, which is based upon the proposed performance solution for service vehicles only up to an SRV being able to access and provide on-site servicing. Whilst it is acknowledged that a performance solution for an MRV design service vehicle would be appropriate compared to the standard occasional service which is an LRV; the proposed reduction to an SRV is not supported. In its current form, the development has not demonstrated compliance with PO18 and PO19 of the TAPS code.

Submit revised plans showing a minimum height clearance of 4.5m, to allow for an MRV to service the site.

**Parking**

**10)** The proposed plans show a service vehicle height clearance of 3.6m, which is based upon the proposed performance solution for service vehicles only up to an SRV being able to access and provide on-site servicing. Whilst it is acknowledged that a performance solution for an MRV design service vehicle would be appropriate compared to the standard occasional service which is an LRV; the proposed reduction to an SRV is not supported. In its current form, the development has not demonstrated compliance with PO18 and PO19 of the TAPS code.

Submit revised plans showing a minimum height clearance of 4.5m, to allow for an MRV to service the site.

**11)** Provide revised plans showing a PWD parking bay as required by the development in accordance with PO15 of the TAPS code PO15, the TAPS planning scheme policy section 7.9, and the AS2890.6.

**12)** While the traffic report proposes for bicycle parking to be provided in accordance with the Australian Standards, the bicycle parking rates must be provided in accordance with PO4 and PO5 TAPS code and TAPS planning scheme policy section 11.

Submit revised plans showing bicycle parking provided in accordance with the TAPS code and TAPS PSP provisions. Provide (2) of the visitor bicycle parking spaces on the ground level adjacent to the street.

**External signage and pavement marking plan**

**13)** The site frontage currently accommodates a bus zone, metered on-street car parking spaces, and signage. A signage and pavement marking plan has not been submitted to demonstrate how the existing assets would be maintained. An assessment to determine a suitable location for the existing metered on-street car parking spaces to be relocated as part of this development is required to demonstrate compliance with PO3 of the TAPS code and TAPS planning scheme policy.

a) Submit a signage and pavement marking plan signed by an RPEQ to demonstrate how existing kerbside assets would be maintained following the proposal and in conjunction with the proposed driveway crossover; in accordance with PO3 of the TAPS code.

b) Demonstrate a suitable location (or locations) which would allow for the existing metered on-street car parking spaces to be relocated to.

c) The proposed signage and pavement marking outcomes are to be carried over to the revised proposed swept path plans to demonstrate how safe access and manoeuvring would be maintained.

**Ramp holding lines**

**14)** The proposed plans and traffic report do not show the location of holding lines as required to be demonstrated in accordance with PO15 of the TAPS code. Submit revised plans showing holding lines throughout the carpark and basement areas, which are suitably located to ensure that the hold points will not obstruct passing movements, and vehicles passing in opposite directions will be able to observe and pass one another safely.

**Bin storage and transfer**

**15)** Only one 'Refuse' room has been demonstrated on the proposed plans for the mixed use development. In addition, the 'Refuse' room has an 'L' shaped design which does not provide sufficient area or easy access to each individual bin. In its current form, this design does not comply with PO32 of the Multiple dwelling code, PO63 of the Centre or mixed use code, and PO8 of the Infrastructure design code.

a) Provide amended architectural plans demonstrating a residential refuse room that has a minimum internal area of 23m² (internal dimension of 10m x 2.3m).

*NB: For example; the above refuse storage room can be achieved by extending the proposed 'Refuse' room by converting the PWD, the empty room adjoining it and a minor increase into the lobby.*

b) Provide amended architectural plans demonstrating a separate refuse storage room for the developments non-residential use that has a minimum internal area of 5.2m² (internal dimension of 4m x 1.3m). The non-residential bins must be stored and collected separately from the residential bins.

**16)** The transfer path for the 'Retail' tenancies to take their refuse to the refuse room is via the public realm, with no internal transfer path provided. This outcome does not comply with PO8 of the Infrastructure design code. Provide amended plans which demonstrate the non-residential refuse transfer path is solely internal and easily accessible.

**Overland flow flood immunity**

**17)** The proposed plans do not clearly show the level of the internal driveway aisle and basement entry in relation to the existing top of kerb level. Noting that overland flow is present within the roadway of Racecourse Road, the plans must clearly demonstrate that the internal aisle and basement entry point will be provided at a minimum height of 200mm above the top of kerb level in accordance with PO4 of the Stormwater code.

Submit revised plans clearly showing that the internal aisle and basement entry point will be provided at a minimum height of 200mm above the top of kerb level, to ensure sufficient immunity from overland flow flooding.

**Deep planting**

**18)** The proposed architectural plans and engineering drawings provided indicate structural basement columns and building overhang within the area proposed as deep planting to the rear of the site. These elements impede the ability for the deep planting area to support large subtropical shade trees which at maturity are complementary in scale and height to

the built form and circumvents undue adverse amenity impacts to adjoining residential dwellings in accordance with PO1 and PO2 of the Racecourse precinct neighbourhood plan and PO55 and PO56 of the Centre or mixed use code.

Provide revised plans and reports which remove all subsurface and surface infrastructure including basement infrastructure and building overhang from within the proposed 4m wide deep planting area to the rear of the site.

**Container planting/vertical greenery**

**19)** It is acknowledged that containerised planting including planter boxes and green facades have been indicated on the drawings to establish appropriate subtropical planting for amenity and shading, however further details are required to demonstrate that these structures and the proposed planting will be viable long term in accordance with the applicable provisions of the Landscape works code and Landscape design planning scheme policy (LDPSP).

Provide a revised Landscape Concept Plan (LCP) and additional supporting information, to confirm the long-term sustainability of proposed container planting, including:

a) Indicate all containerised planting areas on the LCP.

b) Provide conceptual construction details including growing media, container size (internal widths and depths) and integration with building/structural design, as outlined in Table 1 of the LDPSP.

c) Provide a soil depth plan to demonstrate that the development will provide for the minimum soil depths specified for all proposed containerised planting areas as per LW and the LDPSP.

d) Provide a conceptual planting design completed by a specialist designer that demonstrates planting appropriate to container type, size, and location, taking into account orientation/ shading and ongoing maintenance (refer to s4, s5, s6, s10 LDPSP).

**Irrigation strategy**

**20)** The proposal does not clearly demonstrate that adequate onsite water storage can be provided to support the proposed landscape measures on the site, including container planting (e.g. location of rainwater storage tanks). Amend the proposal and 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 and the LDPSP.

**Street tree**

**21)** The verge contains a mature Poinciana (Delonix Regia) street tree which contributes to the subtropical character and amenity of the streetscape and wider Racecourse Road Precinct as it forms part of the avenue planting design of Racecourse Road and supports significant shading to the footpath and road corridor. The provided plans indicate full width pavement and significant structure and associated building works that may impact the health and long-term viability of the street tree. The proposal is to support a building design that maintains the tree-lined streetscape and contributes to a high-quality pedestrian environment in accordance with PO2 of the Streetscape hierarchy overlay code and PO5 of the Racecourse Precinct neighbourhood plan.

a) Provide amended plans that is accompanied by and Arboricultural Impact Assessment prepared by an AQF Level 5 Arborist that demonstrates the following:

   i) A redesign of the proposed streetscape outcome to create a consolidated garden bed that maximises retention of the existing softscape and supports adequate permeable growing media;

ii) Clearly outline the extent of the proposed awning and ensure the awning design maximises shading for pedestrian and maintains the tree canopy.

iii) Provide an Arboricultural Impact Assessment that evaluates the proposal including canopy impacts, basement construction, footpath construction and all relevant site works. The AIA is to address the following:

- Botanical species name of trees;
- Height, diameter of tree trunk at breast height and crown diameter;
- General health assessment and character of trees including habitat values;
- Identification and illustration of the Tree Protection Zones (TPZ) and Structural Root Zones (SRZ) of trees in accordance with AS:4970;
- Description of the proposed works and construction methodology to be used within TPZ of trees;
- Evaluation of proposed construction methodology and potential impacts on the trees; and
- Evaluation of any pruning works (including canopy and/or root pruning) which may be required as a result of the proposed works.

**Urban Utilities (UU)**

Council does not undertake water and sewer assessment of any planning applications. Contact UU on (07) 3432 2200 to discuss any water and sewer issues and whether you are required to submit an application to UU for assessment.

**Responding to this request**

Your response should include a summary table which outlines any changes to performance outcomes and plans that have resulted from addressing the issues outlined above. The table should also include details of any supporting documentation.

If a response is not provided within the prescribed response period of three (3) months assessment of the application will continue from the day after the day on which the response period would have otherwise ended.

Email your response to DSPlanningSupport@brisbane.qld.gov.au quoting the application reference number A006971515.

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

Yours sincerely

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Development Services
Brisbane City Council