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APPLICATION REF
A006988040

Please Quote Our Ref: 9684

25 August 2026

Brisbane City Council
Development Services
By email: DSPlanningSupport@brisbane.qld.gov.au

Attn: Carly Manley

Dear Carly,

**RE: Response to information request
Proposed subdivision (1 into 7 lots)
16 Childs Street, Bracken Ridge
Council reference: A006988040**

We are writing in response to Council's information request for the above-mentioned development application, dated 29 April 2026, in accordance with section 13.2(a) of the *Development Assessment Rules*.

As noted in this response, the applicant wishes to proceed with the ROL component only and does not wish to apply for dual occupancy on any of the proposed lots, as such the MCU component is to be withdrawn and fees refunded to the applicant.

Please find attached the following supporting documents:

- | | |
|-------------------|--|
| Annexure A | Subdivision Proposal Plan (revised) |
| Annexure B | Engineering Response Letter |
| Annexure C | Civil Engineering Services Report |
| Annexure D | Stormwater Management Plan |

Our response to the information request is as follows—



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Future Road dedication and Infrastructure connectivity

- 1) The proposed lot layout is inconsistent with PO4 of the Subdivision code, PO3 of the Road hierarchy overlay code and Condition 13 of previous approval A001988024 which require the subject site to not prejudice the area identified for future road dedication (refer to the road widening plan RC16211 attached). The road is mapped along the eastern side of the subject site to connect to Childs Street and Elm Street.

Additionally, the current proposal does not satisfactorily demonstrate how future infrastructure connectivity within the Emerging community zone will be achieved. The following is to be provided:

- a) Amended plans depicting the not to prejudice area identified for future road dedication as depicted in road widening plan RC16211 with all development located outside.
- b) A detailed site context plan and planning justification demonstrating how the proposed lot configuration and shared access arrangement have been designed having regard to the adjoining land at 97 Denham Street, Bracken Ridge (Emerging community zone). The response must specifically address how the layout enables development to occur in an orderly sequence and does not compromise future infrastructure delivery, consistent with Overall outcome 2(b) of the Emerging community zone code
- c) Information demonstrating how the proposal is well planned and integrated with surrounding land uses and infrastructure, including future road connections and access opportunities to adjoining EC-zoned land, consistent with Overall outcome 2(h) of the Emerging community zone code.
- d) Justification demonstrating how the proposed single shared driveway access from Childs Street achieves a connected and permeable transport network outcome, including consistency with the applicable road hierarchy and provision for pedestrian and cyclist connectivity to the broader network, in accordance with section 6.2.6.2(2)(i) of the Emerging community zone code.

Response—Item 1

The revised subdivision proposal plan (**Annexure A**) incorporates a “not to prejudice” area, as identified in the road widening plan **RC16211**, in accordance with Condition 13 of the previous approval.

The site layout has been designed to incorporate the “not to prejudice” area to facilitate future road access and infrastructure connections to the adjoining land at 97 Denham Street, Bracken Ridge. The proposed development is also located in close proximity to a range of key services and facilities, including:

- A bus stop servicing the 326 bus route, providing connections to the Toombul Interchange.
- Nearby parkland and recreational bushland trails.
- Bracken Ridge State School.

Upon acquisition of the “not to prejudice” area, the only proposed lot that will be affected in terms of its dimensions is proposed Lot 106. The lot will reduce in area from 1,184 m² to 469 m² and will have a 9 m frontage to the newly acquired road reserve. The resulting lot size remains compliant with the minimum requirements prescribed by the Brisbane City Plan and is consistent with the character of other low-density residential development along Karmadee Place.

Infrastructure servicing has been appropriately integrated into the proposed development, as demonstrated in the attached Civil Engineering Services Report (**Annexure C**) and Stormwater Management Plan (**Annexure D**).

The proposed 5 m-wide easement, access driveway and crossover have been designed to facilitate internal rear-lot access for four dwellings and comply with the standards outlined in Table 11 of the Transport, Access, Parking and Servicing Planning Scheme Policy (PSP).

The crossover will be designed and constructed in accordance with the relevant Brisbane Standard Drawings and applicable engineering standards and codes.

When Council is ready to acquire and construct the future road, the proposed lots will not be affected, as the design of the lots accounts for the loss of land. The proposed lots have been designed as if the ‘not to prejudice’ land was already a road.

Transport, Access, Parking and Servicing (TAPS) – Subdivision Design

- 2) The proposal in its current form does not appropriately respond to the established infrastructure connectivity requirements within the Emerging community zone. Significant redesign of the subdivision layout is required to ensure compliance with the Subdivision code and Transport, access, parking and servicing Planning scheme policy (TAPS PSP). Provide the following:
- a) Amended driveway locations having regard to the proximity and geometry of the future road intersection.
 - b) Any rear lots must be provided with access arrangements that comply with TAPS PSP Table 11.
 - c) Rear lot access handles must incorporate additional truncation at the frontage to accommodate refuse bin presentation and servicing requirements.
 - d) Plans must clearly demonstrate the kerbside presentation of refuse bins on the frontage of each lot, shown in the context of driveway crossovers, street trees, power poles and drainage infrastructure.
 - e) Where the development results in an interim cul-de-sac, provision must be made for the turning of larger service and emergency vehicles. Any proposed turning easement must be entirely independent of a lot driveway, unless located on the initial portion of a rear lot access handle.
 - f) Any proposed removal of street trees will require separate Council consideration. Note that internal consultation with Council's Public Space Operations (PSO) will be required should street tree removal be proposed on the revised drawings.

Response—Item 2

The revised subdivision layout incorporates amended driveway locations to facilitate future access to the proposed road. The driveway locations have been selected to maximise separation distances from the future road intersection, while avoiding existing infrastructure and street trees within the verge where practicable.

The proposed 5 m-wide easement, access driveway and crossover have been designed to facilitate internal rear-lot access for four dwellings and comply with the standards outlined in Table 11 of the Transport, Access, Parking and Servicing Planning Scheme Policy (PSP).

The revised subdivision plan incorporates an extended lot handle to accommodate refuse bin collection within the Childs Street frontage. The arrangement provides six 900 mm × 900 mm bin storage locations adjacent to the rear-lot access crossover, in accordance with the standard bin dimensions prescribed by the Refuse Planning Scheme Policy (PSP).

The proposed development does not include provision for emergency vehicle access within the rear-lot access handle. On-site servicing is not required for the proposed development and, accordingly, the only emergency vehicles anticipated to use the access handle are fire trucks and ambulances.

Fire trucks will be able to exit the access handle by reversing through the proposed crossover, while ambulances will be able to undertake turning movements using the crossover associated with the lot requiring emergency medical access.

The street trees proposed to be removed as part of the development are located within the future road corridor or are required to be removed to facilitate the proposed Water Sensitive Urban Design (WSUD) tree pits.

Refuse collection and Kerbside presentation

- 3) The proposal includes the creation of eight (8) lots, including two (2) rear lots (Lots 103 and 104) proposed to contain Dual occupancies. It is noted that proposed Easements A and B do not currently provide sufficient truncation to facilitate compliant kerbside presentation of mobile garbage bins (MGBs). In accordance with PO4/AO4.1 of the Subdivision code and PO8/AO8.1 and AO8.2 of the Infrastructure design code, provide amended plans demonstrating the following:
- a) Easement A includes a minimum kerbside presentation length of 3.6 metres to accommodate four (4) MGBs servicing rear Lot 103.
 - b) Easement B includes a minimum kerbside presentation length of 3.6 metres to accommodate four (4) MGBs servicing rear Lot 104.
 - c) Lots 100, 101, 102, 105, 106 and 107 each achieve a minimum kerbside presentation length of 1.8 metres to accommodate two (2) MGBs per lot.

Note: MGBs must not be presented on driveway crossovers or kerb tapers, must not encroach onto adjoining lot frontages, must be located a minimum of 1.0 metre from power poles, and must not be located beneath the dripline of any existing or proposed street tree.

Response—Item 3

The revised subdivision layout plan incorporates a verge width and extended lot handles to facilitate kerbside refuse collection for all proposed lots. All future lots fronting the future road corridor will provide sufficient lot frontage to safely facilitate refuse collection from Childs Street. It is noted that proposed lot 104 proposes a bin location close to the proposed crossover, this is to maintain the 1 m setback from the existing light pole within the verge.

Stormwater Infrastructure – Upslope Catchment and Network Capacity

- 4) Council's review of the stormwater strategy has identified that the proposed stormwater management approach is inadequate and cannot be supported in its current form contrary to PO4 of the Subdivision code. The following is to be provided:
- a) Design and construct a non-trunk stormwater connection (minimum 225 mm uPVC) to service the rear portion of Nos. 97 and 103 Denham Street (approximately 0.4 ha total catchment area), with connection to the underground drainage network in Childs Street.
 - b) A minimum 900 mm wide drainage easement in favour of Council must be provided over the private drainage infrastructure.
 - c) Demonstrate how increased post-development flows from the site will be managed. It is noted that roofwater tanks alone are not an acceptable solution for managing stormwater from a freehold subdivision.
 - d) Amend the stormwater design to remove discharge to the downslope verge. The existing pipe / verge discharge arrangement is likely to exacerbate ponding and flooding impacts on neighbouring properties at 26 Childs Street and 2 Woodland Crescent.
 - e) Provide engineering plans demonstrating connection to the downstream drainage network, including approximately 80 metres of new drainage infrastructure utilising a non-trunk 1500 mm x 600 mm box culvert.

Note: Construction of a detention basin within Council ownership will not be supported where drainage network upgrades can reasonably avoid this outcome.

Response—Item 4

Please refer to **Annexure B – Engineering Response Letter**, **Annexure C – Civil Engineering Services Report**, and **Annexure D – Stormwater Management Plan** for further details and responses to the above-mentioned matters.

Water Quality

- 5) To address water quality outcomes via a performance solution, the following is to be provided:
- a) Revised plans demonstrating the incorporation of Water Sensitive Urban Design (WSUD) street trees within the road verge, in accordance with Council standards.

Response—Item 5

Please refer to **Annexure B – Engineering Response Letter**, **Annexure C – Civil Engineering Services Report**, and **Annexure D – Stormwater Management Plan** for further details and responses to the above-mentioned matters.

Firefighting water supply – Maximum distance to fire hydrant

- 6) It has been identified that the proposal has not demonstrated compliance with Queensland Fire and Emergency Services (QFES) requirements for firefighting water supply.
- a) Provide amended plans and supporting information demonstrating that all proposed dwellings are located within a maximum distance of 90 metres (measured along an unobstructed, vehicularly accessible path) from a compliant fire hydrant, in accordance with QFES and Council standards.

The response must include:

- i) A firefighting access and hydrant coverage plan clearly identifying the location of all existing and proposed fire hydrants, the proposed dwellings, and the 90 metre service radius to each dwelling.
- ii) Confirmation that the measured distance is based on the actual travel path available to fire appliances (not straight-line distance), taking into account internal driveways, access handles, gradients and any potential obstructions.
- iii) Where compliance cannot be achieved, revised engineering plans demonstrating how additional or relocated fire hydrants will be provided to ensure all dwellings comply with the maximum distance requirement.

Response—Item 6

Please refer to **Annexure B – Engineering Response Letter**, **Annexure C – Civil Engineering Services Report**, and **Annexure D – Stormwater Management Plan** for further details and responses to the above-mentioned matters.

Dual Occupancy – Landscaping

- 7) Submit a Landscape Concept Plan demonstrating how landscape treatments can be achieved to balance the built form and contribute to a climate-sensitive subtropical outcome as required by Purpose 2j, PO11 and PO13 of the Dual occupancy code.
- a) Provide amended drawings that achieve an appropriate proportion of open space and landscaping to contribute to character, amenity, and climate-responsive design for the development including:
- i) Provide landscape screening to assist in the breakup of any proposed hardstand areas and to assist in screening and balance of the proposed built form from the adjoining small lots.
- ii) Provide a minimum 4m x 4m mulched deep planting area maintained exclusively for landscaping and planted with a large subtropical shade tree species for each dwelling. These deep planting areas are to be separate from any structured private open space areas.
- iii) Minimum two-tiered landscape structure is to be provided to all landscape areas, as per the Landscape works code requirements (eg a varied palette of shade trees, shrubs and groundcovers).

Response—Item 7

The proposed development does not include dual occupancies and, accordingly, is not required to demonstrate compliance with the Dual Occupancy Code.

Street trees – Council controlled vegetation

- 8) The proposed plans indicate multiple driveway crossovers within the verge, which appear to result in the removal of existing street trees and impact upon pedestrian safety and streetscape amenity. The loss of Council street trees is not supported in accordance with Purpose 2(b) and PO2/AO2.1 of the Streetscape hierarchy overlay code and PO27/Ao27.4 of the Subdivision code.
- a) A redesign of the driveway crossovers will be required to retain existing street trees. Consideration should also be given to further shared arrangements to further reduce impacts to existing street trees, noting that a minimum 2m setback is required from each street tree (as per BSD 2022).

Response—Item 8

The proposed development has been redesigned to incorporate Water Sensitive Urban Design (WSUD) tree pits to replace street trees that are proposed to be removed within the verge fronting proposed Lot 100.

The remaining street trees are proposed to be removed to facilitate the rear-lot access crossover located fronting the area associated with the future road corridor and would ultimately require removal as part of the future road construction.

The revised subdivision layout plan has also been amended to minimise the number of crossovers within the Childs Street verge, thereby maximising opportunities for future street tree planting. This approach supports the provision of a high-quality subtropical streetscape and maintains a strong focus on streetscape amenity.

Rear boundary setback – Dual occupancy

- 9) In accordance with PO6/AO6.1 of the Dual occupancy code, the development is to provide a rear boundary setback of 4.5m to balcony and 6m to wall. The proposed 1.950m setback is not considered sufficient to provide for open space and landscaping, supports the separation of buildings to provide visual and acoustic privacy without the reliance on screening, or maximises the opportunity to establish large subtropical shade trees.
 - a) Provide amended plans increasing the rear boundary setback.

Response—Item 9

The proposed development does not include dual occupancies and, accordingly, is not required to demonstrate compliance with the Dual Occupancy Code.

Development footprint plan – Future Dwelling houses

- 10) In accordance with PO27/AO27.1 and AO27.2 of the Subdivision code, the development is to ensure that each small lot is of a suitable size, width and configuration to enable the development of a dwelling house. Proposed lots 100, 101, 102, 105, 106 and 107 do not in their current form provide a sufficient rear boundary setback or private open space area consistent with the intended character of the area.
 - a) Provide an amended Subdivision Plan demonstrating a development footprint for future dwelling house lots with a rear boundary setback and private open space consistent with the character of the area.

Response—Item 10

The revised subdivision layout plan provides a rear setback of 4.5 metres to all lots which will ensure a minimum of 16 m² principle private open space is provided to each lot.

The revised proposal and additional information provided herein addresses Council's information request in its entirety.

Pursuant to section 15.1(b)(i) of the *Development Assessment Rules*, the information request period hereby ends. Further notification will soon be provided regarding the commencement of public notification.

Please do not hesitate to contact the undersigned should you have any further queries.

Yours faithfully,

GATEWAY SURVEY & PLANNING

A handwritten signature in black ink, appearing to read 'Braydon Jones', written over a horizontal line.

Braydon Jones
Town Planner