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The Assessment Manager
Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Attn: Nicholas Cudicio – Urban Planner

RESPONSE TO FURTHER ADVICE FOR PROPOSED DEVELOPMENT FOR AN OTHER CHANGE S82 TO A MATERIAL CHANGE OF USE FOR OUTDOOR SPORT AND RECREATION, CLUB, AND FUNCTION FACILITY OVER LAND AT 133-139 PINE RD RICHLANDS, RICHLANDS QLD 4077 (COUNCIL REFERENCE: A006902274)

Dear Nicholas,

On behalf of the applicant, Richlands Property Venture Pty Ltd, please find enclosed a full response to the further advice issued by Brisbane City Council (**Council**) on the **1 June 2026**, along with the following revised supporting technical documentation:

- **Attachment 1** Traffic Engineering Letter prepared by L+R
- **Attachment 2** GFA Plan prepared by Cayas + Ward

We trust that the enclosed information adequately addresses your request for further information and will assist with your ongoing assessment of the development application. Should you require any further information, please do not hesitate to contact the undersigned on 07 3852 3922.

Kind regards,
Place Design Group

Jessica Pitcher
Senior Planner

RESPONSE TO INFORMATION REQUEST

Traffic

1. *The proposed driveway widening results in an excessively wide crossover, with the exit side accommodating more than one traffic lane. As the driveway is unsignalised, the excessive width allows vehicles to queue side by side, which restricts sight lines for drivers exiting the site and increases the risk of conflict with opposing traffic.*
 - a. *Submit amended plans which show a reduced driveway width to the minimum necessary to accommodate the design vehicle only. The exit side of the driveway should be line marked to clearly define a single outbound lane to ensure vehicles exit in a controlled manner and maintain adequate sight distance to opposing traffic.*

Response

The crossover to Pine Road was approved under the previous change application (Council reference: A006610020). This application has not proposed any changes to this crossover and as such, it is not within the scope of assessment for this application. Additionally, the crossover is currently under construction (almost complete) in accordance with the approved plans, with the kerb having been constructed in May. As such, the crossover width is maintained.

The applicant will line mark the driveway to allow for vehicles to exit in a controlled manner, as part of Stage 3 of the development, which is scheduled to commence construction in early 2028.

2. *Right turn movements out of the site are forecast to experience LOS E conditions at the 10- year horizon and the traffic report notes that drivers are already accepting gaps that are less than typical. The development is also predicted to increase 95th percentile queue lengths on the eastern leg of the adjacent State-controlled intersection to the point where those queues will extend to the site access intersection by 2028. While 2038 modelling is not provided for the State-controlled intersection, it is reasonable to expect further increases in queue length, exacerbating delays, unsafe gap selection, and queue spillback through the site access intersection. Right turn movements out of the site should be prohibited to mitigate safety and operational risks associated with increasing delays and queue spillback.*
 - a. *Submit amended plans which show a short extension of the existing raised median on Pine Road which is to be constructed as non-trunk works to physically discourage drivers from undertaking the prohibited right turn movement.*

Response

Please refer to the Traffic Engineering Response prepared by L+R provided in **Attachment 1**, which provides a comprehensive response to this item.

In summary, whilst the traffic response demonstrates the right turn exit movements do not unacceptably impact the function of Pine Road, the applicant accepts the restriction of right turn exit movements and the extension of the median strip to be undertaken as part of Stage 3, which is scheduled to commence construction in early 2028.

This approach is considered fair and practical given construction of Stage 2 is well underway and already has a locked in a construction timeframe.

Plan Details

3. *The submitted drawing titled 'Proposed GFA', drawing number DA00.51, issue K identifies the proposed increase in gross floor area (GFA) for the Club land use, the subject of this change application. However, the updated plan does not identify the GFA for the uses approved under stages 1 and 3 of the development which are shown on the approved 'Proposed GFA' plan (issue E). This information is required to calculate the relevant infrastructure charges.*
 - a. *Submit an amended GFA plan which shows the GFA for all uses in the final development outcome, ensuring to differentiate the GFA between land uses.*

Response

Refer to the GFA Plan prepared by Cayas + Ward provided in **Attachment 2** which includes GFA for all stages and associated uses.