

18 June 2026

Brisbane City Council  
Chief Executive Officer  
GPO Box 1434  
BRISBANE QLD 4001

Via Email: [dominic.hudson@brisbane.qld.gov.au](mailto:dominic.hudson@brisbane.qld.gov.au)

Attention: Dominic Hudson

Dear Dominic,

**RE: RESPONSE TO COUNCIL'S FURTHER ADVICE - MINOR CHANGE APPLICATION UPON LAND AT 7-11 & 11A SARGENT STREET, NEW FARM (COUNCIL REFERENCE: A006989439)**

We write in relation to the abovementioned application upon 7-11 & 11A Sargent Street, New Farm (Lot 3 on RP128712, Lots 41 & 119 on RP8765), and the comments that were issued by Council and received via email on 14 May 2026. We hereby provide the following response.

## 1. Council Comments

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*The proposed application is a request to change an existing development approval (A005773056) under s81 of the Planning Act 2016 and therefore WaRRS have limited our comments to a direct comparison of the existing approval and the proposed change.*

*1. It is noted the addition of a card reader has been made within the internal driveway, amended swept path analysis and quantification of the card reader must be provided.*

*In accordance with PO19/AO19.2, AO19.3 of the Transport, access, parking and servicing code and PO8/AO8.1 and AO8.2 of the Infrastructure design code, provide the following:*

- a. Provide amended plans which clearly demonstrate the specific positioning of the card reader within the internal driveway and its size (width, depth, height).*

As requested, an updated plan is enclosed showing the positioning and size of the proposed card reader in the driveway. An excerpt of the card reader's dimension and size is shown in Figure 1. Please refer to Updated Architectural Plans by FK Architects for further details.

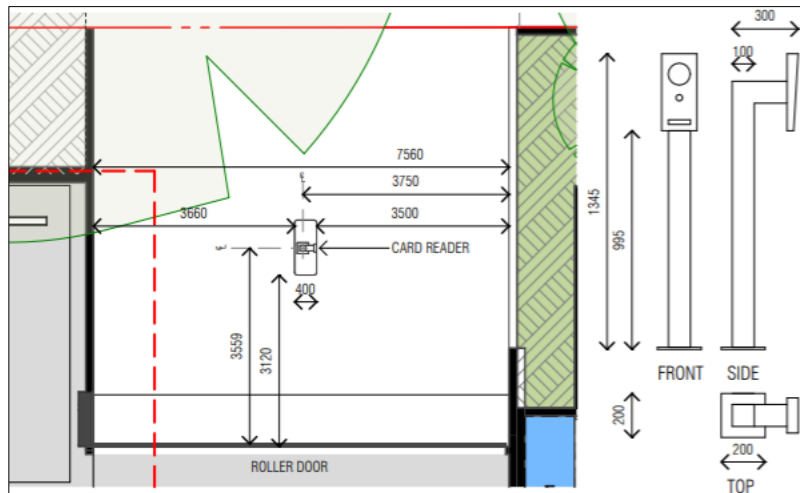


Figure 1: Proposed Card Reader Design (Source: FK Architects)

- b. Provide updated swept path which demonstrates the egress manoeuvre of the RCV is functional whether on street parking is occupied or not, noting vehicles can lawfully park immediately adjacent the kerb taper of the crossover.

PTT have conducted an assessment of the existing on-street parking spaces, specifically with the lawful on-street spaces immediately adjacent to the development's access crossover tapers. As detailed in the Traffic Response Letter by PTT, Council's Transport, Access, Parking and Servicing Planning Scheme Policy (PSP) requires a minimum sight distance of 70m for the development whereas the Australian Standards AS2890.1 requires an minimum sight distance of 45m. Specifically, Sargent Street is classified as a Neighbourhood road under the Road hierarchy overlay being the lowest classification in the hierarchy. Furthermore, Sargent Street is a residential street with a maximum speed limit of 50km / hr. In comparison to other surrounding Neighbourhood Roads, such as Oxlade Drive and Sydney Street, Sargent Street has a comparability lower yield traffic (Less than 100 vehicles per hour).

Due to site's context being a low-speed urban environment and taking into consideration the demand for for on-street parking in the area, the proposal has adopted the Australian Standards requirement of a minimum 45m sight distance. As such, the applicable Australian Standard notes that parking on the frontage of a road may need to be restricted on either side of a driveway so that minimum sight distances can be achieved (Refer to Figure 2). It is proposed to provide 'No parking' yellow lines to restrict on-street parking in order to demonstrate compliance with the relevant Australian Standard.

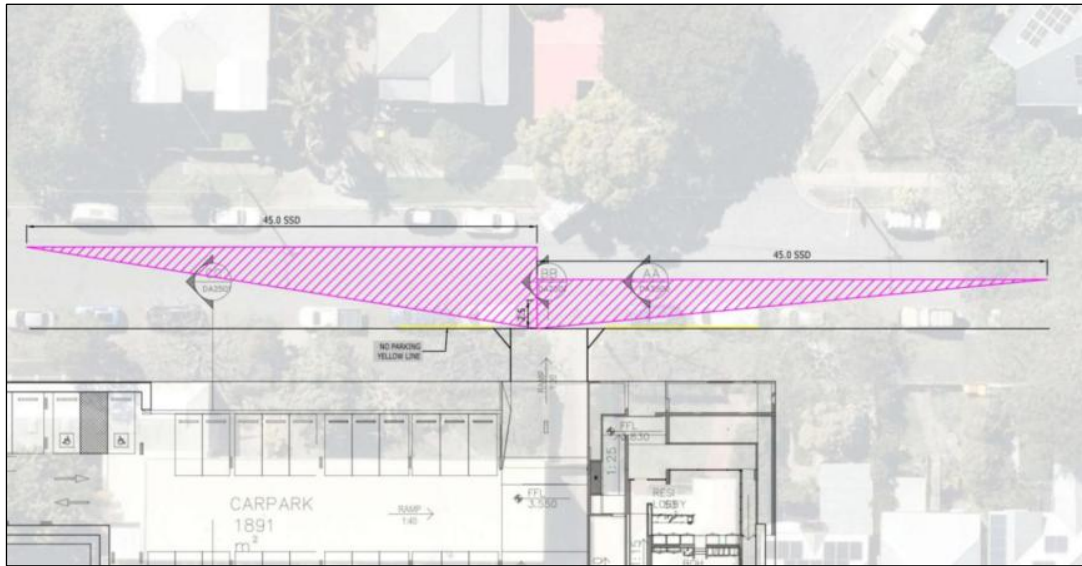


Figure 2: Sight Distances and Proposed Yellow Line Locations (Source: PTT)

- c. Provide updated RPEQ RCV swept paths which demonstrate a kerb to kerb of 9.757m as per BSD-3009 or provide clarification from an RPEQ that the steering angle utilised to generate the swept path is equivalent to a kerb to kerb radius of 9.757m. “

RCV swept paths have been updated with the proposed restrictions of the immediately adjacent on-street car parking spaces in front of the development and to demonstrate that the proposed card reader will not conflict with vehicle turning circles. RCV swept paths are shown below in Figure 3. Refer to the Traffic Response Letter by PTT for further details.

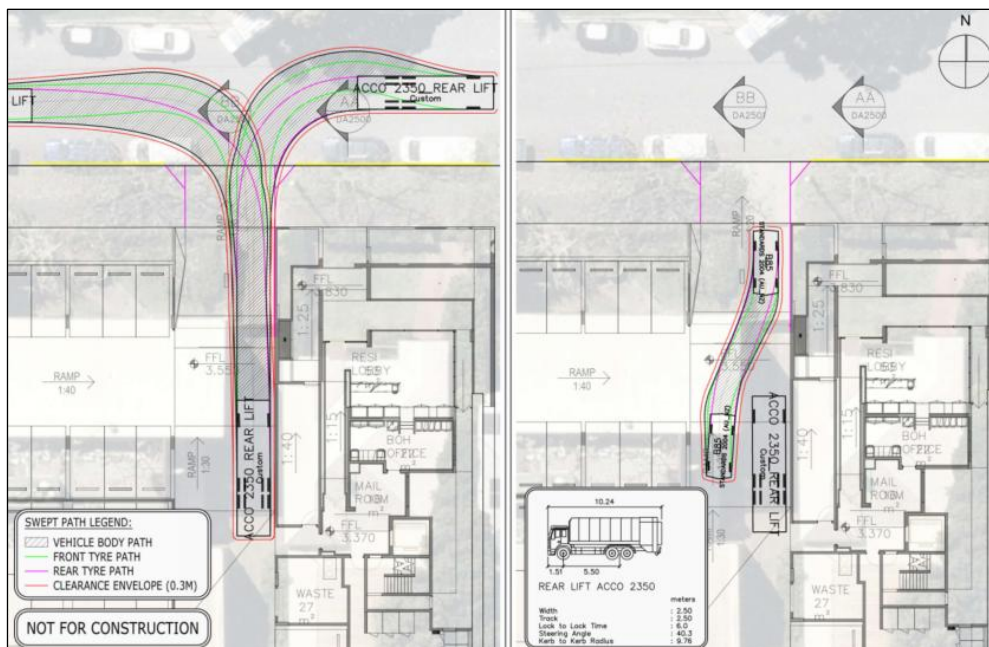


Figure 3: Updated RCV Swept Path Plans (Source: PTT)

## 2. Additional Amendments

Following lodgement of the application, the project team has undergone further detailed design in preparation for construction in collaboration with the builders. As such, these changes are captured within the revised plans to be assessed along with the previous amendments in the enclosed updated Architectural Plans and Landscape Concept Plans. The details of the additional amendments are set out below.

### *Removal of planter boxes on the southern facing units*

Removal of the planter boxes to the southern-facing units is proposed as part of the amended design. During the detailed design phase, it was identified that the planter boxes were not of a sufficient size to support viable long-term planting outcomes. Notwithstanding, the removal of planters results in a minor increase in the provision of private open space to the affected units and provides an improved safety outcome for residents through the incorporation of compliant balustrades in lieu of the planter boxes. The landscaping design on the southern boundary continues to provide a visual screening buffer to soften the built form to the southern adjoining neighbours.



Figure 4: Updated - Southern Elevation (Source: FK Architects)



Figure 5: Original Section (Source: Oculus)



Figure 6: Updated Section (Source: Oculus)

### *Amendment to Infrastructure Charges Notice*

As discussed previously, an amendment to the existing Infrastructure Charges Notice (ICN) is sought as part of the current minor change application. Following a detailed review of the previous ICN calculations, it was identified that the credited Gross Floor Area (GFA) associated with the previously operating Residential

Care Facility was not calculated in accordance with Brisbane City Council's adopted definition of GFA under Council's *Infrastructure Charges Resolution No. 14*. In particular, various internal storage areas, corridors and back-of-house areas were excluded from the original calculation despite not being exempt under the definition.

An updated GFA assessment has therefore been undertaken in accordance with Council's definition, with only building services / equipment rooms, access between levels, and unenclosed balconies excluded. The revised credited GFA for the approved Residential Care Facility is calculated as 2,683.87m<sup>2</sup>, compared to the previously adopted 1,950m<sup>2</sup>.

Accordingly, we request Council update the applicable infrastructure charge credits to reflect the corrected GFA calculations, in addition to the revised unit mix and yield associated with this minor change application.

An updated infrastructure charges calculation has been provided for Council's consideration.

**Table 1: Infrastructure Charges Calculations**

DEMAND/CREDIT	CATEGORY	UNITS	CREDITS	RATE	TOTAL
Demand	RV - 1 or 2 bedrooms	25		\$11,485.06	\$297,126.50
Demand	RV - 3+ bedrooms	13		\$16,079.07	\$209,027.91
Demand	RV - 1 or 2 bedrooms	2		\$12,875.92	\$25,751.84
Credit	RCF		2684	\$119.44	-\$320,576.96
Credit	Stormwater		2366	\$11.48	-\$27,161.68
<b>TOTAL</b>					<b>\$174,167.61</b>

Accordingly, Council's Further Advice items have now been addressed. We respectfully request that Council continue its assessment of the application, taking into consideration our responses and the proposed amendments outlined above.

Should you wish to discuss the matter further, please do not hesitate to contact our office on (07) 3361 9999.

Yours faithfully  
TOWN PLANNING ALLIANCE PTY LTD



Kimberley Truong  
TOWN PLANNER

Enclosed:

- Updated Architectural Plans prepared by *FK Architects*;
- Updated Landscape Concept Plans prepared by *Oculus*; and
- Traffic Response Letter prepared by *PTT*.