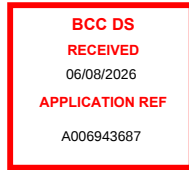


05/08/2026



Attention: Planning Team

Brisbane Square, 266 George Street, Brisbane
Qld 4000
GPO Box 1434 Brisbane QLD 4001

Attention: Mohammed Aslam,

Re: A006943687 & 31 LAGOON CRESCENT BELLBOWRIE QLD 4070 - Response to Information Request.

We refer to the above development application and acknowledge receipt of Council's Information Request dated 23 February 2026 (**Copy attached**). In response to the matter raised, please see the below responses to each issue raised by Council.

Issue

1. Access/Crossover

The current proposal does not include supporting engineering plans or technical input. Engineering details are required to address key access, servicing, and stormwater matters associated with the development.

The proposed subdivision must demonstrate compliant access to each lot in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP) and PO3 of the Subdivision code. While the intent to retain the existing access is acknowledged, additional information is necessary to confirm compliance with the TAPS PSP 1.

- i. Provide amended plans showing the location and dimensions of the driveway crossover, and internal access to the rear of proposed lot 2.*
- ii. Provide a response prepared and certified by a suitably qualified Registered Professional Engineer of Queensland (RPEQ) demonstrating the design of vehicle access to the site will maintain the safety and efficiency of the development and its surrounds as per PO1, PO3 & PO9 of the Transport, Access, Parking and Servicing Code (TAPS Code).*
 - a. Demonstrate the existing access has sufficient width and geometry to provide suitable access to the proposed Lots.*
 - b. Demonstrate the rear Lot access easement will be provided with a truncation (minimum 2m x 2m) at the front boundary of proposed Lot 1 to provide for access sightlines, services and utilities, and to provide sufficient kerbside allocation for the mobile garbage bins (clear of the driveway) of a future dwelling on proposed Lot 2.*
 - c. Nominate on amended drawings whether the proposed Easement A will be located over proposed Lot 1 in favour of proposed Lot 2, or over Lot 2 in favour of Lot 1.*
- iii. To consider retention of the existing internal and external access, provide:*
 - a. Certification from the Registered Professional Engineer of Queensland (RPEQ) that the existing access pavement complies with the standards of a minimum Local road standard or equivalent Type A surface material (including associated drainage) as required by Council's TAPS PSP and Council Standard Drawings.*
 - b. Additionally, the RPEQ is to certify the condition of the existing pavement is functional, structurally sound, and will require minimal maintenance over its design life.*

Response to 1i.

Please see Civil Engineering Works plans demonstrating further dimension on the proposed access easement.

Response to 1ii.

In response to Council's request, a suitably qualified Registered Professional Engineer of Queensland (RPEQ) to assess the proposed vehicle access arrangement. A copy of the supporting engineering response and Civil Engineering Works Plan is attached for Council's consideration.

The accompanying engineering assessment demonstrates that the existing crossover and shared access arrangement from Lagoon Crescent provides sufficient width, geometry and manoeuvring capability to safely service both proposed lots. The subdivision retains the existing crossover, avoiding the need for additional vehicle crossings and maintaining the established traffic environment. As the proposal facilitates only two detached residential allotments, the anticipated traffic generation remains consistent with that expected within a low density residential area and will not adversely affect the safety or efficiency of the surrounding road network. The engineering response concludes that the proposed access arrangement satisfies the intent of Performance Outcomes PO1, PO3 and PO9 of the Transport, Access, Parking and Servicing Code.

The amended subdivision plans have also been updated to incorporate a minimum 2m × 2m truncation at the frontage of the access easement servicing Proposed Lot 2. As outlined within the supporting RPEQ response, the truncation improves access sightlines, provides sufficient space for services and utilities, and ensures adequate kerbside allocation for the placement of mobile garbage bins associated with the future dwelling on Proposed Lot 2 without obstructing the shared driveway. This arrangement will be reflected on the final subdivision documentation.

The amended plans further confirm that Easement A is to be located over Proposed Lot 1 in favour of Proposed Lot 2. The supporting engineering response confirms that this easement configuration provides permanent legal access for vehicles, services and associated infrastructure to the rear allotment and is consistent with the proposed subdivision layout.

Accordingly, the matters raised within this Information Request have been addressed through the attached RPEQ engineering response and the amended subdivision plans, which together demonstrate that the proposed vehicle access arrangement maintains the safety and efficiency of the development and its surrounds in accordance with the intent of PO1, PO3 and PO9 of the Transport, Access, Parking and Servicing Code.

Response to 1iii.

In response issue 1iii, an assessment of the existing access pavement has been undertaken by a Registered Professional Engineer of Queensland (RPEQ), with the findings contained within the accompanying Engineering Response.

The RPEQ Engineering Response confirms that the existing access pavement has been assessed against the relevant requirements of Council's Transport, Access, Parking and Servicing Planning Scheme Policy and applicable Council Standard Drawings. The assessment concludes that the existing pavement is suitable to remain and satisfies the intent of Council's minimum Local Road standard, or equivalent Type A surface material requirements, including the associated drainage infrastructure.

The Engineering Response further confirms that, subject to final RPEQ certification, the existing pavement is:

- Functional;
- Structurally adequate for the proposed residential use;
- Suitable for continued operation as the primary access arrangement; and
- Capable of providing acceptable serviceability with routine maintenance.

The assessment also concludes that no significant engineering constraints have been identified that would necessitate reconstruction of the existing crossover or internal driveway. Accordingly, the existing access arrangement is considered appropriate to service the proposed subdivision, and Council's requested RPEQ certification is provided within the accompanying Engineering Conditions.

Issue

2. Lawful point of discharge

The site currently grades from east to west and south to north, directing stormwater toward adjoining properties. The proposal does not yet demonstrate that all proposed lots have a compliant Lawful Point of Discharge, to comply with PO2 and PO3 of the Stormwater code.

i. The site currently grades from east to west and south to north, directing stormwater toward adjoining properties. The proposal does not yet demonstrate that all proposed lots have a compliant Lawful Point of Discharge, in accordance with PO2 and PO3 of the Stormwater code.

a. Discharge to Lagoon Crescent Kerb and Channel - If this is the nominated lawful point of discharge, then demonstrate that discharge is limited to 30 L/s, as required by the Infrastructure Design (ID) PSP – Chapter 7: Stormwater Drainage.

b. Alternatively, provide plans of stormwater drainage connecting to the existing stormwater infrastructure in Lagoon Crescent.

ii. Demonstrate the proposed stormwater management system of the proposed Lots does not adversely impact adjoining premises as per PO2 of the Stormwater Code.

Response to 2i.

In response to Council's request, a Supporting Engineering Response prepared by a Registered Professional Engineer of Queensland (RPEQ) has been provided, together with a Conceptual Site Services Layout identifying the proposed stormwater servicing arrangements for both proposed lots.

The Supporting Engineering Response confirms that the site generally falls toward Lagoon Crescent and has access to Council stormwater infrastructure within the Lagoon Crescent road reserve. Future development on both proposed lots is therefore capable of discharging stormwater to Council infrastructure without relying on adjoining properties.

The nominated lawful point of discharge for both proposed lots is Lagoon Crescent. The Conceptual Site Services Layout identifies kerb adaptor connections to Council's existing kerb and channel system within Lagoon Crescent. This arrangement establishes an appropriate lawful point of discharge for future development on both proposed allotments.

The Supporting Engineering Response also confirms that the proposed subdivision is capable of complying with Council's nominated maximum discharge limitation of 30L/s, where required. Future development on each lot will comprise a conventional low-density residential catchment. As part of any future building approval, detailed drainage design will be undertaken to confirm the final discharge rates, connection details and infrastructure requirements. This will ensure compliance with Brisbane City Council's requirements, including the maximum discharge criteria applicable to residential development.

Accordingly, the Supporting Engineering Response and Conceptual Site Services Layout demonstrate that both proposed lots can be provided with a lawful point of discharge to Council's existing stormwater infrastructure within Lagoon Crescent, consistent with the intent of Performance Outcomes PO2 and PO3 of the Stormwater Code.

Response to 2ii.

The Supporting Engineering Response confirms that the proposed stormwater strategy will direct runoff from future development on both proposed lots to Council's existing kerb and channel system within Lagoon Crescent, rather than onto adjoining land.

Each proposed lot is capable of accommodating conventional low-density residential development and the drainage infrastructure necessary to appropriately collect and convey stormwater runoff. Any future building approval and detailed drainage design will ensure that discharge rates comply with Brisbane City Council's requirements, including the maximum discharge limitation of 30L/s where required.

As stormwater will be directed to Council infrastructure without relying on adjoining properties, no adverse stormwater impacts on adjoining premises are anticipated. Accordingly, the proposed stormwater management strategy satisfies the intent of Performance Outcomes PO2 and PO3 of the Stormwater Code.

Issue

3. Services

- a. Provide advice from Urban Utilities (UU) to demonstrate that access to easement B (sewer) can be obtained from the development site and the development can comply with PO9 of the Infrastructure design code.***

Response

In response to Council's request, a Supporting Engineering Response prepared by a Registered Professional Engineer of Queensland (RPEQ) has been provided.

The Engineering Response confirms that the existing Urban Utilities sewer infrastructure and associated proposed easement B will ensure that this service remains accessible following the proposed subdivision. The proposed subdivision layout maintains practical access to the sewer infrastructure for future maintenance and operational purposes, and no engineering constraints have been identified that would prevent Urban Utilities obtaining access to Easement B from within the development site.

Accordingly, the RPEQ has concluded that the proposed subdivision is capable of complying with the intent of Performance Outcome PO9 of the Infrastructure Design Code.

It is acknowledged that Council has requested advice from Urban Utilities regarding access to Easement B. While no engineering constraints have been identified that would prevent such access, any separate requirements or approvals of Urban Utilities will be addressed directly with the relevant service authority, where required.

Issue

4. Rear Allotment

a. The proposed Lot 2 is a rear allotment. Provide further details how the proposed development complies with Purpose 5 of the Moggill-Bellbowrie neighbourhood plan code and PO3 of the Subdivision code in that development retains the open semi-rural character of this precinct by ensuring lot sizes are at least 800m² and rear lots are not created.

Response

The proposed subdivision continues to maintain the open semi-rural character envisaged by Purpose 5 of the Moggill-Bellbowrie Neighbourhood Plan Code and satisfies the intent of PO3 of the Subdivision Code, notwithstanding the creation of one rear allotment.

The proposed development will not alter the existing presentation of the site to Lagoon Crescent. The existing dwelling will remain on the frontage lot, with any proposed dwelling on the new allotment being located behind the existing residence and largely screened from the public realm (as shown in the below images). As a result, the development will continue to present as a single large allotment when viewed from the street, maintaining the established spacious and semi-rural character of the locality.

Importantly, the proposal retains a single vehicle crossover to Lagoon Crescent through a shared access arrangement. No additional road frontage, driveway crossover or other urban subdivision characteristics will be introduced. Consequently, the visual appearance of the development from the street will remain substantially unchanged and consistent with the surrounding neighbourhood.

While the proposal creates one rear allotment, both proposed lots exceed the minimum 800m² lot size contemplated by the Neighbourhood Plan. The generous lot dimensions, combined with the retention of the existing streetscape presentation, ensure the development continues to achieve the planning intent of maintaining a low-density, open semi-rural environment.

Further review of Brisbane City Council's Development.i records identifies numerous rear allotment subdivisions approved within the Moggill-Bellbowrie locality over recent years. These approvals consistently demonstrate that rear allotments have been supported where the development maintains the established streetscape, retains a single frontage presentation, provides compliant lot sizes, and does not visually present as a conventional rear subdivision from the public domain. The subject proposal adopts these same planning principles.

Accordingly, although the proposal includes a rear allotment, the overall development outcome preserves the existing semi-rural character of the precinct, maintains the established streetscape, and achieves the intent of Purpose 5 of the Moggill-Bellbowrie Neighbourhood Plan Code and PO3 of the Subdivision Code.



Image 1: google street view images of the existing dwelling on the site which will not be removed as part of this application.

Issue

5. Retention of Garage

- a. Provide clarification on the intent to retain the existing garage on proposed Lot 2 including details of how this structure remains ancillary to a Dwelling house (Class 1a building).**

Response

Following multiple discussions with Council's Assessment Officer and the relevant delegate on 4 August 2026, Council has agreed in principle that the existing garage may be retained on proposed Lot 2. This agreement is subject to the garage being certified by a private Building Certifier and is compliant with the relevant provisions of the Queensland Development Code.

Accordingly, it is requested that Council condition the certification of the existing garage as part of the condition package.

We trust that this response satisfactorily addresses the issue raised by Council. Should any aspect of the response require further discussion or clarification please do not hesitate to contact myself on 07 3112 8900 or at zack@surveymyblock.com.au.

Sincerely,



Zack Soper - Town Planner

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