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26 February 2026

Sustainable Planning P/L  
C/- Sustainable Planning P/L  
PO BOX 716  
SPRING HILL QLD 4004

**ATTENTION: Jamie Potts**

**Application Reference:** A006943959  
**Address of Site:** 45 HAMSON TCE NUNDAH QLD 4012

Dear Jamie,

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

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

The proposed development significantly exceeds the intended height, bulk, and scale for the Low–medium density residential zone and the Nundah District Neighbourhood Plan area. Key concerns relate to the building’s height, insufficient rear and side boundary setbacks, excessive site cover, and limited articulation—resulting in amenity impacts such as overshadowing, overlooking, inadequate deep planting and poor streetscape interface. Substantial design changes are required, including reducing height, increasing setbacks, improving open space, streetscape, building separation, and providing stronger architectural modulation.

Further concerns arise from the non-compliances with the planning scheme requirements relating to the waste storage and servicing arrangements. The vehicle access, waste storage, Refuse Collection Vehicle (RCV) manoeuvring, and the ramp control system all need redesign and must be supported by RPEQ endorsed reporting and plans. The development also provides far fewer resident parking spaces than required under the Transport, access, parking and servicing planning scheme policy, with bicycle parking not clearly demonstrated. In addition, stormwater management has not been adequately addressed, including the lack of a demonstrated lawful point of discharge and the absence of a supporting schematic stormwater design.

Finally, Council notes major documentation gaps, including the absence of a Traffic Impact Assessment, stormwater concept design, consistent architectural sections, and evidence of lawful point of discharge. Revised plans and supporting technical reports are required across architecture, landscape, civil, and traffic disciplines to demonstrate compliance with the planning scheme.

### **Building height, bulk and scale**

- 1) The combination of building height, well in exceedance of the acceptable outcome of two (2) storeys and 9.5m, excessive site cover, reduced boundary setbacks, lack of articulation and recessing of extensive building facades, culminates in a built form and building footprint that results in overbearing development, and amenity impacts, and is not consistent with the intent of the residential zoning, the neighbourhood plan, and the local development context.

The proposed building footprint does not allow for adequate deep planting and landscaping, and there are also concerns regarding building separation and amenity impacts on privacy due to overlooking.

To demonstrate compliance with the overall outcomes of the Low-medium density residential zone code and the Nundah district neighbourhood plan code, and the performance and overall outcomes of the Multiple dwelling code, the following is to be undertaken.

- a) Reduce the building height to be consistent with other development in the immediate vicinity and to achieve compliance with the Overall outcomes of the Low-medium density residential zone code, Overall outcomes OO.3.a. and OO.3.g. of the Nundah district neighbourhood plan code, and OO.2.e. and OO.2.h.v., and Performance outcomes PO3, PO4, and PO8 of the Multiple dwelling code. The exemplars provided in the assessment report are not reflective of a comparable development suited to the context of the development site.
  - i) The Upper Basement level exceeds one (1) metre above natural ground level (approximately 1.33m), resulting in five (5) storeys to the rear of the site. In addition to reducing the building height from the proposed four (4) storeys, the basement levels are to be redesigned to achieve a true basement level that does not constitute a storey.
  - ii) Any performance outcome sought for building height is to be accompanied by shadow diagrams at solstice and equinox at 10:00am, midday, and 3:00pm showing a comparison between the acceptable outcome height and proposed height, and clearly demonstrating there are no significant shadowing impacts on adjoining and nearby sites.
- b) The proposed rear boundary setback, at ground level, is not sufficient to accommodate deep planting and landscaping as well as appropriately dimensioned private open space. Reduced setbacks to the upper levels result in insufficient building separation and amenity impacts on privacy due to the high potential for overlooking. To demonstrate compliance with overall outcomes and PO3 and PO7 of the Multiple dwelling code, and the overall outcomes of the Low-medium density residential zone code and Nundah district neighbourhood plan code, submit amended plans with the following: -
  - i) An increased rear boundary at ground level that facilitates deep planting, landscaping and buffer planting as well as appropriately dimensioned private open space for ground level units. It is recommended that the extent of hardstand within the rear of the site be reduced to accommodate planting.
  - ii) The setbacks to the upper levels are to be increased to improve building separation and reduce the potential for overlooking and impacts to adjoining residents, as well as accommodate future tree canopy.
  - iii) It is further noted that the basement levels are setback less than two (2) metres from the rear boundary and the upper basement level protrudes above the ground level to approximately 1.33m, impacting on the ability to provide suitably dimensioned deep planting. The setbacks of the basement levels are to be increased to facilitate suitably dimensioned deep planting, and the upper basement level is to be reduced in height to be able to exclude it as a storey.
- c) The reduced side boundary setbacks to the upper levels (Level 2 and above), result in insufficient building separation and amenity impacts on privacy due to the high potential for overlooking, as well as over shadowing. Adjoining sites have well-established trees adjacent to common boundaries which are likely to be impacted by the proposed development.

To demonstrate compliance with overall outcomes and PO3 and PO7 of the Multiple dwelling code, and the overall outcomes of the Low-medium density residential zone code and Nundah district neighbourhood plan code, submit amended plans with the following: -

- i) Increased side boundary setbacks to the upper levels to improve building separation.
  - ii) Increase the side boundary setbacks to the ground and basement levels to ensure that mature vegetation on adjoining sites is protected and maintained.
  - iii) Provide an arborist report, demonstrating that the adjoining neighbouring trees can be retained and protected from all proposed construction works, including earthworks and construction management activities.
- d) The proposed site cover, measured at 64%, results in a ground plane that does not facilitate sufficient deep planting, landscaping, and ground level private open space. To demonstrate compliance with PO3 and PO8 of the Multiple dwelling code, and the overall outcomes of the

Low-medium density residential zone code and Nundah district neighbourhood plan code, submit amended plans with the following: -

- i) A reduced building footprint so that deep planting, landscaping and landscape buffering, and private open space can be facilitated to improve amenity for occupants and adjoining residents.
  - ii) An increase to the setbacks and modulation of the building will assist in achieving a reduction in site cover and an improved site outcome.
  - iii) Provide a plan showing how site cover has been calculated.
- e) The proposed Multiple dwelling buildings are within ten (10) metres of the common boundary of dwelling houses, (two (2) metres and four (4) metres in some circumstances) with a proposed building that significantly exceeds the acceptable outcome of two (2) storeys and 9.5m. The proposed built form will result in amenity impacts to adjoining residential units including overshadowing and overlooking, and impact on the future potential development of adjoining sites. To achieve an appropriate building height transition, and demonstrate compliance overall outcomes and PO3 and PO4 of the Multiple dwelling code, and the overall outcomes of the Low-medium density residential zone code and Nundah district neighbourhood plan code, submit amended plans with the following: -
- i) A reduction in building height and increased side and rear boundary setbacks.
- f) The internal interface and separation between the two (2) proposed buildings results on overlooking between units.
- i) Where overlooking is generated (Units 7, 8, 9, 13, 14, 15, 19, 20, 21) provide window or balcony placement that prevents overlooking, or privacy screening.
- g) The proposal includes two (2) buildings of thirty-one (31) metres and thirty-five (35) metres, without any significant articulation and recesses to break up bulk and scale. The proposed design presents as flat and unarticulated, particularly where building exceeds the maximum building height of two (2) storeys. To demonstrate compliance with the overall outcomes and PO9 of the Multiple dwelling code, submit amended plans that include the following: -
- i) Additional variation in the building materials and finishes.
  - ii) Physical steps, breaks and recesses in the buildings.
  - iii) Incorporate or expose fine grain elements such as slab projections or awnings that cast shadows.
  - iv) A roof form which contributes to the architectural distinction of the building.

### **Streetscape interface**

- 2) The proposal includes an open undercroft area and extensive hardstand area within the frontage of the site to accommodate vehicular access and on-site servicing for waste collection. The proposed access dominates the street frontage and results in a poor streetscape interface and a redesign is required. Furthermore, the above, the ramp design includes a wall which poses a fall risk. To demonstrate compliance with the overall outcomes and PO23 and PO33 of the Multiple dwelling code, and the overall outcomes of the Low-medium density residential zone code and the Nundah district neighbourhood plan code, submit amended plans that include the following: -
- a) Redesign the basement access to minimise areas of hardstand and reduce the risk if falls.
  - b) The spiral ramp could be located further back into the site, with the hardstand sleeved by a ground level unit and increased landscaping to the frontage of the site. Enclose the basement ramp with battens or similar to prevent the chance of fall, and to screen the open hardstand from the street. Alternatively, a standard design ramp can be incorporated into the site.
  - c) Consider relocating the bin store to a more convenient location (refer to Waste section for further detail).
  - d) Amend the design to provide a pelmet or screening which conceals any under slab services.

### **Open space**

- 3) The area and dimensions of the ground level private open space are generally compliant with the Multiple dwelling code, however the reduced rear boundary setbacks, and the extensive hardstand, impacts on the delivery of deep planting and landscaping. Many of the upper-level balconies, whilst mostly achieving the minimum twelve (12) square metre area, do not achieve the minimum three (3) metre dimensions. To better comply with the overall outcomes and PO31 of the Multiple dwelling code, and the overall outcomes of the Low-medium density residential zone code and the Nundah district neighbourhood plan code, submit amended plans with the following: -
- a) Hardstand is to be reduced, and the rear boundary setback is to be increased to facilitate deep planting, landscaping and maintain functional private open space.
  - b) Balcony dimensions are to be increased to provide a useable space and enhance liveability and amenity for residents.
- 4) The proposed communal open space areas are sufficient in area and appropriately located, however is exposed to the elements and requires natural shade elements to be incorporated. To demonstrate compliance with PO30 of the Multiple dwelling code, submit revised plans which show: -
- a) Additional small-canopied shade trees to the rooftop communal open spaces to provide a minimum of 25% natural shade within 5 years of planting.

### **Deep planting and landscaping**

- 5) It is acknowledged that the submitted drawings demonstrate a landscape outcome which is largely consistent with previously approved outcomes on the site, however the current proposal includes greater building bulk. The proposed landscaping has not been consequently scaled up to adequately balance the built form, areas of hardstand and make a positive contribution to privacy and amenity on the development site and for adjoining residents. All of the proposed deep planting areas are narrow and/or constrained by built form and underground development. Of specific concern is the dominant appearance of hardstand to the site frontage with the ramping to the basement taking up a large area of the frontage and the appearance of building bulk behind the existing Multiple dwelling at 47 Hamson Terrace. To demonstrate compliance with PO28 and PO29 of the Multiple dwelling code, submit amended plans that include the following: -
- a) One deep planting area to the site frontage with a minimum unobstructed dimension of four (4) metre x four (4) metre planted with a large subtropical shade tree species to reduce the appearance of hardstand and building bulk to Hamson Terrace and provide shade to the street.
  - b) A minimum twenty-five (25) square metre unobstructed deep planting area to the Northwestern corner of the site. Underground development and building above is to be kept outside of this area to allow for the long-term growth of a large subtropical shade tree.
  - c) A four (4) metre wide unobstructed deep planting area to the length of the Southernmost boundary which directly adjoins 51 Hamson Terrace.
  - d) Provide a plan showing how deep planting has been calculated.
- 6) The submitted drawings propose landscape planters on structures over the basement and to the rooftop communal open spaces, however the submitted documents do not identify proposed media depths or stormwater harvesting/irrigation strategies to support the proposed planting species. The development design has not considered key details to ensure the long-term success of the proposed landscape plantings. Submit revised drawing in accordance with the PO12, PO13, and PO15 of the Landscape work code which show: -
- a) Media depths to all planters on structure in accordance with Table 1 of the Landscape design planning scheme policy.
  - b) Details of a proposed stormwater harvesting and irrigation strategy. Refer to the Landscape design planning scheme policy for guidance.

## Waste

- 7) The proposal does not satisfactorily address the relevant current refuse assessment benchmarks. In accordance with PO32/AO32 of the Multiple dwelling code, PO1/AO1, PO19/AO19.2, AO19.3 of the Transport, access, parking and servicing (TAPS) code, and PO8/AO8.1, AO8.2 of the Infrastructure design (ID) code, demonstrate on amended plans the following:
- a) The refuse storage area adjacent to the 'driveway' is insufficient in size to house the required ten (10) x 1100L bulk bins.
    - i) Provide amended plans demonstrating a refuse storage area that is either within a room or a roofed and wholly screened enclosure with a minimum internal dimension of 7.7m x 3.3m (25.41m<sup>2</sup>). These dimensions are commensurate to the current proposal of twenty-three (23) units. Final outcome for the refuse storage area, and the number of bins required, is to be calculated for the final yield, and in accordance with the ID code.
    - ii) Ensure the dimensions of the room are clearly denoted on the amended plans.
  - b) The width of the internal aisle where trafficked by the Refuse Collection Vehicle (RCV) is less than 6.5m and no gradients have been provided. In addition, the elevation and sectional plans do not clearly demonstrate a minimum 3.6m vertical clearance for the length of the aisle where trafficked by the RCV.
    - i) Demonstrate on amended plans that the crossover and internal aisle where trafficked by the RCV has a minimum width of 6.5m.
    - ii) Provide updated sectional and elevation plans that clearly demonstrate a minimum vertical clearance of 3.6m to the lowest projection across the entire length and width of the aisle.
    - iii) Ensure compliant gradients are denoted on the amended plans.
  - c) No RPEQ endorsed swept path analysis demonstrating the RCV can service the development has been provided.
    - i) In accordance with PO32/AO32 of the Multiple dwelling code and PO19/AO19.2, AO19.3 of the TAPS code, provide a RPEQ endorsed swept path analysis demonstrating a RCV as specified in BSD 3008 sheet 2 of 2, can safely and efficiently service the development. The swept path analysis must utilise a 9.757m kerb to kerb turning radius and a 6s lock to lock.

Note: Council core services include general refuse, commingled recycling and green waste. To support sustainable development and landfill diversion, Council encourages the use of its green waste service. If the development is proposing to utilise the green waste service from Council, amend the proposal plans to demonstrate sufficient storage and kerbside presentation area for the required number of 240L green waste mobile garbage bins. Refer to:

<https://www.brisbane.qld.gov.au/content/dam/brisbanecitycouncil/corpwebsite/about-council/documents/waste-management-technical-notes.pdf.coredownload.pdf>.

## Access

- 8) The proposed access to the site via a single 6.5m wide type B2 crossover can be supported, noting that the standing area within the site for the RCV does not achieve this outcome and needs to be revised.

The one lane two-way coiled ramp between ground level, upper basement and lower basement can be considered, however will need to operate under the control of internal traffic signals. Further information is required to demonstrate an arrangement of traffic signals, signs, and line marking within the site, to adequately control vehicle use of the ramp. The ramp control solution must: -

- a) Prioritise entry to the site to ensure that queuing does not form on the Hamson Terrace carriageway or verge.
- b) Contain all signal infrastructure within the site.
- c) Clearly show the location of vehicle detectors, signal lanterns, signs and line marking.

- d) Demonstrate that the outcome achieves safe and convenient access, including vehicle swept path diagrams considering typical use and operation when the service area is occupied by service vehicles standing over the entry lane.
- e) Be supported by RPEQ traffic engineer endorsement.

### **Servicing**

- 9) Any significant change to the bin storage area will require further assessment of the site access, ramping and RCV service area.

The submitted plans assume an 8.0m rear loading RCV will access the site. The standard rear loading RCV is 10.3m in length and requires an area of a 1.0m length at the rear of the vehicle for the presentation and lifting of bins. The site appears to be able to accommodate a 10.3m RCV standing wholly on-site, immediately within the crossover, with a 1.5m lifting area at the rear. However, an RCV or 8.8m long medium ridge vehicle (MRV) standing in the nominated location will significantly obstruct a passenger car's entry and egress. RPEQ endorsed vehicle swept path diagrams are required to demonstrate: -

- a) A rear loading RCV reversing on to the site and egressing in a forward direction.
  - b) A B99 passenger car passing the standing RCV to manoeuvre between the crossover and the ramp to upper basement.
- 10) The proposal does not reasonably accommodate on-site servicing by a Large Rigid Vehicle (LRV), the design service vehicle anticipated to require occasional access as detailed in the TAPS planning scheme policy (PSP), Table 1. A performance outcome for occasional servicing by a MRV, standing on-site immediately within the driveway, can be considered, however, this is to be endorsed by the RPEQ, as being sufficient to adequately service the final total number of units.
    - a) The RCV (and occasional MRV), standing on-site in the driveway, may impact the operation of the traffic signals that will be required to control the one lane two-way ramp (e.g. triggering vehicle detectors). The method of operation of the ramp control should consider the impact of these vehicles.

### **Parking provision**

- 11) The submitted information does not demonstrate that the proposed car parking and bicycle parking provisions are sufficient to accommodate the demand generated by the development. The plans show a total of thirty-six (36) car parking spaces. All thirty-six (36) spaces are labelled as resident spaces ('R#') on the plans; however, the submitted Assessment Report states that the proposal includes thirty (30) resident spaces and six (6) visitor spaces. Six (6) motorcycle parking spaces (three on each basement level) are also proposed.

While it is acknowledged that the site is located approximately 600m from a pedestrian access point to Toombul Railway Station, this distance exceeds the 400m threshold typically relied upon to justify a reduction in resident car parking. In addition, on street parking in the surrounding area is not subject to a Parking Control Area, Resident Parking Permit Scheme, or other parking restrictions. As a result, insufficient onsite parking will lead to overspill parking on nearby streets, adversely impacting surrounding residents.

In accordance with the TAPS PSP Table 14, the applicable parking rate for a Multiple dwelling located outside the City Core and City Frame, is two (2) resident car parking spaces per 2- or 3-bedroom dwelling, plus 0.25 visitor spaces per dwelling. For the proposed development comprising thirteen (13) 2-bedroom units and ten (10) 3-bedroom units, the minimum compliant provision is forty-six (46) resident spaces and six (6) visitor spaces. The proposed parking layout therefore results in a shortfall of seventeen (18) resident spaces, which is not sufficient to accommodate the demand generated by the use.

- a) Submit amended plans that show a compliant on-site car parking supply in accordance with PO1 and PO13 of the TAPS code and the TAPS PSP, noting that the car parking rate is to be calculated for the final yield. Where a performance outcome is sought, this is to be accompanied by a RPEQ endorsed Traffic Impact Assessment (TIA).

- b) Plans are to include dimensions for all car parking spaces.
  - c) Parking spaces R19 to R25 on the upper basement level may likely be allocated to visitor parking to provide five (5) general and 1 PWD visitor parking spaces (with adjacent shared area). It is noted that TAPS PSP 7.9.3 requires a minimum of 1 visitor PWD parking space for Multiple dwellings of more than 10 units.
  - d) A minimum 2.5m height clearance is required over the PWD parking space. A performance outcome for 2.4m wide visitor car parking spaces (satisfying AS2890.1) can be considered, however will need to be endorsed by the RPEQ.
  - e) The six (6) motorcycle parking spaces are not considered to be equivalent to six (6) car parking spaces.
- 12)** The proposal does not clearly show that bicycle parking spaces are provided in accordance with the TAPS code, and the TAPS PSP Table 21. Submit amended plans the demonstrate the following: -
- a) Twenty-three (23) resident and six (6) bicycle parking spaces are required to comply with TAPS PSP, Table 21, located and dimensioned in accordance with the TAPS PSP. Any proposed performance outcome is to be endorsed by a RPEQ traffic engineer.
  - b) A technically competent and accurate response to the transport and traffic elements of the development are to be submitted to ensure the efficient operation and safety of the development and its surround. Any performance outcome proposed must be supported by a RPEQ endorsed Traffic statement.

### **Stormwater**

- 13)** The statement provided against PO1, PO2; PO3 and PO4 of the Stormwater code responses are insufficient. Schematic engineering plans have not been provided in support of the strategies for stormwater discharge, or to demonstrate that the drainage is existing in compliance with the Stormwater code.

It is noted that the site naturally slopes to the rear, and the lawful point of discharge (LPD) has not been identified or demonstrated. In accordance with PO1, PO2, PO3 and PO4 of the Stormwater code provide: -

- a) A schematic stormwater engineering design for the development, identifying the LPD.
- b) Where the drainage solution (*if not already constructed with evidence provided*) needs to traverse other private properties, obtain written consent from the downstream owners' properties (affected by the proposal, using the standard Council template - *Property owners' statement of Consent or Refusal to allow a LPD for a proposed development*).
- c) The stormwater design and LPD is to be demonstrated in accordance with the Infrastructure design (ID) PSP – Stormwater.

### **Application materials and documentation**

- 14)** There is a lack of documentation accompanying the development application including a Traffic Impact Assessment, and concept stormwater and services plans. It is further noted that there is a discrepancy between the basement level plans and the section plan in the architectural plan suite. The following are to be submitted: -
- a) A Traffic Impact Assessment endorsed by a traffic RPEQ as detailed in other sections of this information request.
  - b) Schematic stormwater engineering design.
  - c) Architectural plans that show consistent proposed outcomes.
  - d) Additional sections for the architectural suite of plans that clearly show the height of the basement levels throughout the site.

- e) Provide amended elevations and sections, clearly showing the ground level, the 9.5m line above ground level and the floor and roof levels in RL (metres) at AHD.
- f) Provide amended plans depicting the location of habitable/non-habitable rooms of adjoining properties and showing separation distances.

### **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](mailto:DSPlanningSupport@brisbane.qld.gov.au) quoting the application reference number A006943959.

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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