



**City Planning & Sustainability
Development Services**

Brisbane Square, 266 George Street, Brisbane Qld 4000
GPO Box 1434 Brisbane QLD 4001
T 07 3403 8888
brisbane.qld.gov.au

Dedicated to a better Brisbane

18 March 2025

Griffin By The Sea Pty Ltd
C/- Veris
PO Box 1104
MILTON QLD 4064

ATTENTION: Madeleine Benders

Application Reference: A006183488
Address of Site: 50 RETREAT ST BRIDGEMAN DOWNS QLD 4035

Dear Madeleine

RE: Further advice

Council has completed an assessment of the response to its Information request dated 14 February 2023. Overall, the revised layout is seen as an improvement over the original proposal. Specifically, the adjustment to the Stage boundary allows for proper drainage towards Retreat Street, ensuring a lawful point of discharge for Stage 1.

However, while the development application (DA) for the adjacent property has now been approved (ref: A006379521) it has not been enacted. As a result, proposed Stage 2 is not provided with a lawful point of discharge and some of the Stage 2 lots are not able to obtain road access. On review of the adjoining approval (ref: A006379521) there would also be additional work required on the adjoining land to establish a functional and drivable road connection. Both the alignment of the road and its design, which does not appear to connect to the subject sites property boundary in the adjoining DA poses challenges for construction, particularly in achieving proper compaction if the two road segments are built separately. Ideally, the road connection area should be developed simultaneously to address this issue effectively.

Consequently, Stage 2 of the current application cannot currently proceed as proposed as it is reliant on works being completed as part of the adjoining approval (ref: A006379521). It is not currently feasible to resolve this issue via conditions as the adjoining land does not form part of this development application. Section 65 of the *Planning Act 2016* only permits conditions to state development must not start until other development has been substantially started or completed where on the same premises.

Therefore, for the future stormwater and road infrastructure to be considered available for servicing the development in question, it must be first built and accepted by the Council, meaning Stage 2 would need to be postponed until the adjoining approval is enacted. Another option would be to include the adjoining property (L3 RP.178844 and L1 RP.178844) in the current development application so that it formed part of the "premises" subject to this application.

1. Lawful Point of Discharge

Whilst the revised plans appear to show all proposed Stage 1 developed areas draining to a lawful point of discharge (being Retreat Street), the proposed Stage 2 areas continue to be shown as falling towards the neighbouring Lot 3 on RP178844. As discussed above, whilst the

adjoining approval (ref: A006379521) has been approved, it has not yet been enacted and therefore the proposed drainage connections cannot be achieved and the adjoining land does not represent a lawful point of discharge.

For the future stormwater infrastructure to be considered as being available for the purpose of servicing the subject development, the downslope infrastructure must be constructed, and accepted on-maintenance by Council.

- a. Submit revised plans, application forms, and consent forms as required to include the neighbouring property (L3 RP.178844 and L1 RP.178844) as part of the development application. This would allow Council to either impose conditions that Stage 2 cannot be undertaken until A006379521 has been enacted, or the same stormwater (and road) infrastructure approved under A006379521 could again be proposed under this current application.

OR

- b. Alternatively, the Stage 2 component of the development will need to be withdrawn from this application, with the Stage 2 area instead forming a large balance lot. Stage 2 will then need to be re-visited once the adjoining development has been completed, and downstream infrastructure has been constructed and accepted On-Maintenance by Council. *Note: The Stage boundary could potentially be changed where additional lots can be included in Stage 1 and obtain all necessary road and stormwater connections*

2. Traffic & Access

It is noted that a structure plan has been submitted to demonstrate how the proposed subdivision will suitably integrate with the surrounding ultimate road network, and provide access for the proposed lots. While Council acknowledges that the ultimate neighbourhood road network, as shown in the neighbourhood plan, is generally a suitable outcome, it is noted that a number of lots in the new layout will be entirely dependent on the road connection provided by the neighbouring property under A006379521. In accordance with Council's advice above for Stormwater Management, where a development is reliant upon infrastructure delivered by a neighbouring property; the infrastructure must be constructed, and accepted on-maintenance by Council to be considered as being available for the purpose of servicing the subject development.

- a. Submit revised plans, application forms, and consent forms as required to include the neighbouring property (L3 RP.178844 and L1 RP.178844) as part of the development application. This would allow Council to either impose conditions that Stage 2 cannot be undertaken until A006379521 has been enacted, or the same road (and stormwater) infrastructure approved under A006379521 could again be proposed under this current application.
- b. The proposal needs to include additional carriageway construction within adjoining L3 RP.178844 as the adjoining approved Road 3 carriageway ends short of the boundary, with a single crossover then accessing its eastern-most lot. This additional road work needs to be proposed as part of the current application and shown on all relevant plans.

OR

- c. Alternatively, the Stage 2 component of the development will need to be withdrawn from this application, with the Stage 2 area instead forming a large balance lot. Stage 2 will then need to be re-visited once the adjoining development has been completed, and downstream infrastructure has been constructed and accepted On-Maintenance by Council. *Note: The Stage boundary could potentially be changed where additional lots can be included in Stage 1 and obtain all necessary road and stormwater connections*

3. Stormwater Quality

The proposed plans continue to show a layout which does not provide a bio-retention basin for either of the Stage 1 or Stage 2 catchment areas. Council has reviewed the Site Based Stormwater Management Plan, and whilst the comments provided are noted; Council maintains that a bio-retention basin is required to treat the stormwater flows generated by Stage 1 of the development in lieu of the proposed WaterSmart Street Trees; due to the number of lots delivered as part of this stage.

As the Stage 2 area of the development cannot be supported at this time, Council can provide general advice only for that Stage; being that the WaterSmart Street Tree should be limited to 1 x tree at any location, and the minimum catchment to be 2 x lots per WaterSmart Street Tree. This approach is required to ensure that the trees are provided with a sufficient catchment, and does not overly constrain the proposed lot frontages.

- a. Submit a revised Site Based Stormwater Management Plan signed by an RPEQ, and revised plans showing a bio-retention basin provided to service and treat the stormwater flows from the proposed Stage 1; in accordance with the Stormwater Code PO6.
- b. If the lawful point of discharge issue can be addressed for the proposed Stage 2, the revised Site Based Stormwater Management Plan, and revised plans must show WaterSmart Street Trees limited to 1 x tree at any location, and the minimum catchment to be 2 x lots per WaterSmart Street Tree; in accordance with the Stormwater Code PO6.

4. Road Design

Cross section plans and longitudinal section plans for the new roads through the site have not been submitted to support the proposal. Submit cross section plans, plans showing horizontal curve details, and longitudinal section plans of the new roads through the site, to demonstrate how the proposed new roads will interface at grade with all proposed lots, existing roads, and future road connections; in accordance with the Infrastructure Design PSP Chapter 3 Road Corridor Design, and the Subdivision Code PO1, PO3, PO4, PO9, PO11, PO12 & PO13.

- a. The cross-section plans must demonstrate standard grades within the road reserve; in accordance with the Infrastructure Design PSP Chapter 3 Road Corridor Design Section 3.3 and Table 3.3.3.A.
- b. The horizontal curve details must demonstrate compliant geometry to ensure that the proposed road alignment allows for a safe and efficient outcome for all end users; in accordance with the Infrastructure Design PSP Chapter 3 Road Corridor Design Section 3.3 and Table 3.3.3.A.
- c. The longitudinal plans must demonstrate compliant design gradients, curve radii, and other relevant design details; in accordance with the Infrastructure Design PSP Chapter 3 Road Corridor Design Section 3.3 and Table 3.3.3.A.

Note: The road layout is required to allow for the design vehicle (BCC Side Loading Refuse Collection Vehicle) to remain wholly contained within the correct traffic lane without encroaching over the road centreline; including when manoeuvring around curves.

5. Revised Staging Layout

The updated plans show a revised staging boundary, and layout. The Traffic Impact Assessment proposes a temporary gravel cul-de-sac constructed on Stage 2 land as an extension of the Stage 1 road. A temporary gravel manoeuvring area is not supported as Council's Refuse Collection Vehicles must be provided with paved asphalt or concrete areas to allow for safe manoeuvring. Further, the gravel road runs the risk of becoming un-usable following a rainfall

event. It is also unclear how long the temporary turnaround area will be in place, therefore a safe and suitable outcome must be demonstrated.

- a. Submit a revised RPEQ Traffic Impact Assessment, RCV Swept Path Plans, and Subdivision plans to clearly demonstrate an asphalt or concrete temporary cul-de-sac and how vehicles, up to Council's Refuse Collection Vehicle will be able to operate and turn-around following Stage 1 being enacted, until such time that Stage 2 is completed; in accordance with the Infrastructure Design Code PO1 & PO2.
- b. Plans of any temporary turnaround area must be clearly dimensioned.

6. Significant Landscape Tree (Delonix / Poinciana)

The revised layout allows for the retention of the tree which now sits on revised Lot #10. Provide a revised plan accurately indicating the VPO-protected tree, including its TPZ, and noting its retention.

7. Rear Lot Access

For all proposed rear lots (4, 5, 11, 12 and 22) provide additional dimensions on the Subdivision plan to demonstrate the width of the access handles through their narrowest point, not just the truncation at the frontage. For Lots 11 and 12, it Council's understanding that each includes a narrow access handle to the Stage 1 new road, with reciprocal access easements over and in favour of each of these plans. Please confirm this understanding is correct.

8. Verge Width

A 0.45m widening is indicated on plans, however the total Retreat Street verge width has not been indicated. Amend plans to show the total verge width of no less than 3.75m.

Should you wish to amend the application to resolve these matters it is recommended that you stop the current period by written notice in accordance with the Development Assessment Rules.

Please phone me on the telephone number below during normal business hours if you have any queries regarding this matter.

Yours sincerely



Dominic Hudson
Senior Urban Planner
Planning Services North
Phone: (07) 3178 0229
Email: Dominic.Hudson@brisbane.qld.gov.au
Development Services
Brisbane City Council