



Dedicated to a better Brisbane

29 April 2026

Cab Projects Pty Ltd Atf Ccbh Trust
C/- Mercury Design
PO Box 227
BULIMBA QLD 4171

ATTENTION: Benjamin Hennig

Application Reference: A006826022
Address of Site: 2 ASHMORE ST EVERTON PARK QLD 4053

Dear Benjamin

RE: Further advice

The following further matters have been identified.

Shadow diagrams

1. The shadow diagrams provided do not provide a comparison of compliant vs proposed building height, and do not illustrate surrounding development to deliver an understanding of how the shadows could affect nearby development.
 - a. Provide amended shadow diagrams showing the impact of additional height.

Containerised planting

2. The proposal indicates landscaping to the communal open space areas that achieve 25% shade cover of the open space within 5 years however the proposed plantings are not supported by adequate soil depth and volumes or includes an adequate quantity of shade tree planting to achieve effective shading of the communal space in accordance with PO30 of the Multiple dwelling code and PO13 and PO15 of the Landscape work code. The Landscape Design Planning Scheme Policy offers guidance on effective containerised planting design and minimum soil depth requirements.
 - a. Provide an amended Landscape Concept Plan prepared by a suitably qualified Landscape Architect that demonstrates amended containerised planters that support a minimum soil depth of 1200mm and horizontal dimension of 1.5m and include a subtropical shade tree that can achieve a minimum canopy width of 5m at maturity. Include a plan that demonstrates adequate provision of shade tree planting where within 5 years achieves 25% shading of the communal open space area.

RCV swept path

3. Submit revised RCV swept paths to include a kerb-to-kerb parameter of 9.757 as specified on the BSD (wall to wall of 9.757 has been used with shows a tighter turning radius achieved than the design vehicle specification).

Parking and bicycle spaces

4. Whilst the Traffic Impact Assessment report references the number of cycle parking spaces, it has not considered the AS2890.1 (2015) requirements for the location and access needs for practical use (the letter responses states that the RPEQ has confirmed compliance with the AS this is not the case in the report or presented outcomes). Wall mounted over bonnet storage is inconsistent with the AS requirements and does not present a suitable outcome. There are also 2 areas where bikes are shown mounted vertically above each other with no way to access or lift without the car in the adjacent bay being removed, similar issue for spaces shown within the meter room.
 - a. Provide updated reporting and design with particular reference to servicing outcome and provision of cycle parking.
5. The annotation of a wash bay over the PWD space shared area is inconstant with the intent of the shared area and Australian Standard requirements.
 - a. Remove the wash bay from the plans.

Refuse

6. The proposed 'Bin Storage' does not provide sufficient storage, capacity, and source separation for the yield of units. It is noted the 'Mercury Design – Waste Management Plan' has utilised a general refuse rate of 120L per week and 80L of commingle recycling per week. The utilised waste rates are not supported, with the developments refuse solution required to provide 240L of general refuse and 240L of commingle recycling per unit, per week.
 - a. Provide amended architectural plans which clearly demonstrates the development has provided either a refuse room (within a building) or refuse enclosure (roofed and wholly screened) which has a minimum GFA of 33.67m² (internal dimensions of 9.2m x 3.66m) to house 12 x 1100L bulk bins (i.e., six (6) x 1100L bins for general refuse + six (6) x 1100L bins for commingle recycling) serviced twice per week, per stream.
 - b. Denote the GFA and internal dimensions of the refuse solution on the plans.
7. The development has provided an RCV loading and servicing area across the entire two-way aisle. However, the loading and servicing area of 10.5 long x 3.6m high does not include additional space for the loading of bulk bins between the rear of RCV and built from behind.
 - a. Provide amended architectural plans which demonstrates the RCV standing / loading area has been provided a minimum vertical operational clearance of 3.6m between the Basement FFL and lowest projection above for the entire 6.5m wide aisle/ carriageway for a length of 11.5m to enable loading of bulk bins.
8. The 'Site Traffic – TIA Report' has included a RPEQ certified swept path analysis for a 10.24m Rear Loading RCV. However, the swept path vehicle specifications have utilised a lock-to-lock time of 4.00s. Under AS2890.2:2018 an RCV would be characterised as a HRV. The lock-to-lock time utilised for the RCV fails to meet Table 5.1 – Vehicle swept paths data of AS2890.2:2018, AS states a minimum of 6s however the swept path has utilised a time of 4s. Furthermore, the standing location of the RCV does not allow for bulk bins being manoeuvred to the rear of the RCV.
 - a. Provide an amended RPEQ certified swept path analysis for a 10.24m Rear loading RCV (as per BSD-3008-2) as specified in Table 3 of the Refuse PSP which

demonstrates safe and efficient on-site servicing can be undertaken whilst utilising a lock-to-lock time of 6.00s. Ensure to demonstrate lawfully parked cars along the Newhaven Street frontage do not conflict with the RCV entry and exit manoeuvres, including the clearance envelope.

- b. Demonstrate the standing/ loading location of the RCV does not block bulk bins being manoeuvred to the rear of the RCV for collection i.e., require at least 1.2m between the RCV and carparking bays to facilitate bin manoeuvring.

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

Yours sincerely

A handwritten signature in black ink that reads "Chris Dixon". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Chris Dixon
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Development Services
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