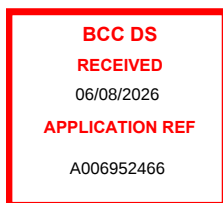


Our ref: 11952  
Council ref: A006952466



6 August 2026

Attention: Justin Lynham  
Brisbane City Council  
GPO Box 1434  
Brisbane QLD 4000

Via email: justin.lynham@brisbane.qld.gov.au

Dear Justin,

**RE:      RESPONSE TO FURTHER ADVICE LETTER**  
**SECTION 13.2 OF THE DEVELOPMENT ASSESSMENT RULES**  
**70 & 78 KRAFT ROAD, PALLARA QUEENSLAND 4110**

We act on behalf of Lanochy Pty Ltd ATF Lanochy Unit Trust, the Applicant in relation to a Development Application lodged with Brisbane under the *Planning Act 2016* (the Planning Act) over the above land seeking a Development Permit for Reconfiguring a Lot (2 into 48 lots).

On 15 July 2026 we received Further Advice from Brisbane City Council under Section 35 of the *Development Assessment Rules* (DA Rules). We now respond to all of the information requested.

In support of our response, we provide the following attachments:

- Attachment A**      Updated Civil Engineering Plans
- Attachment B**      Amended Subdivision Proposal Plan
- Attachment C**      Amended BLE Plan
- Attachment D**      Updated Tree Retention Plan
- Attachment E**      Offset Delivery Plan

The proposed development has been amended to incorporate all of the changes requested by Council.

In addition, this response includes a minor adjustment to the strategy to bring forward the creation of Lot 100 to facilitate the early delivery of trunk stormwater infrastructure through to Sweets Road. In the previous information request response, it was proposed to apply an easement over Lot 100 in 97 Sweets Road. Now, following discussions with Council, it is proposed to create Lot 100 as part of this application. To this end, the subdivision of 97 Sweets Road (1 into 2 creating Lot 100 and a balance parcel) is proposed as the first stage of this



application. The subdivision of 70 & 78 Kraft Road is now Stage 2 and will occur after or at the same time as Lot 100 is created.

It is acknowledged that the creation of Lot 100 is linked to the creation of Lot 101 under the downstream stream approval and that there are requirements under that approval to remove all buildings, structures and vegetation from the entire 97 and 121 Sweets Road parcels prior to plan sealing. To expedite the early sealing of Lot 100 and delivery of the trunk stormwater infrastructure, it is requested that Council:

- condition the approval of this development application with only the requirement to remove buildings, structures and vegetation from within Lot 100 (not the whole site), prior to plan sealing; and
- include a note acknowledging that the requirements of this approval take precedence over the requirements relating to the sealing of Lot 100 under the downstream approval.

It is noted that Section 66 of the Planning Act 2016 (2) & (3) provide that a condition of a development approval will apply over the condition of an earlier approval where:

- a) *both conditions are imposed by the same person; and*
- b) *the applicant agrees in writing to the later condition applying; and*
- c) *if the development application for the later development approval was required to be accompanied by the consent of the owner of the premises—the owner of the premises agrees in writing to the later condition applying.*

In this regard it is noted that both conditions are imposed by BCC, the applicant (Lanochy) agrees to the later conditions, and that landowner consent requirements for all affected lands are satisfied (noting that the applicant is the owner of 70 & 78 Kraft Road and that the consent of the owner of 97 Sweets Road was included in the previous information response).

This and all other changes proposed as part of this response are either made in response to Council's further advice, or are minor changes as defined by the Planning Act and therefore do not affect the development assessment process.

A response to all other items in Council's Further Advice is included below.

## Response to Further Advice

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### *Stormwater*

- 1) *From reassessment, it is apparent that there is insufficient space to construct the footpath along Kraft Road to the new neighbourhood road. As the footpath cannot cross the swale, its alignment near the intersection of Kraft Road and proposed Road 1 must run north-east adjacent to Lot 1 to the new local Road 3. To provide for this footpath connection, a wider verge will be required near the intersection meaning Lot 1*



is to be shifted slightly west. Lot sizes and layout will require amendment to allow for the proposed footpath connection.

- a) Provide amended plans in accordance with PO10 of the Stormwater code and PO4 of the Infrastructure design code that demonstrates the Kraft Road footpath connection realigned to connect to proposed Road 3.

**Response:** Amended plans have been provided to show a new footpath connection of the Kraft Rd footpath to Roads 1 and 3 so that it crosses the Road 1 swale at the culvert crossing located at the intersection of Road 3. This has been detailed on Plan B4621EA1\_DA1 CT01 Rev D.

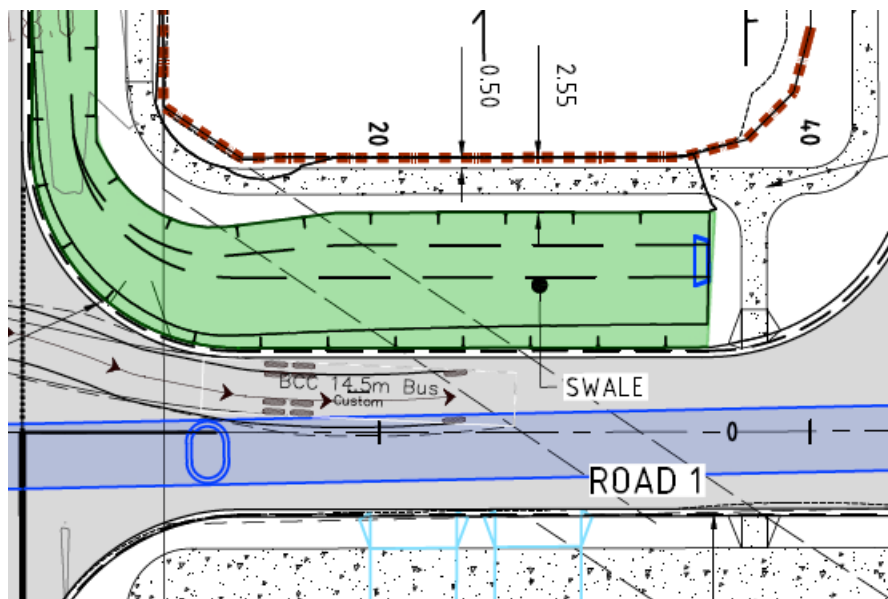


Figure 1 – realigned pathway and crossing at Road 3 intersection

To accommodate the change, the verge adjacent to Lot 1 has been widened by 1.7 metres. This has been achieved through a reduction in the size of lot 4 (from 450m<sup>2</sup> to 408m<sup>2</sup>). The change does not result in any additional sub-400m<sup>2</sup> lots and there is less than 1m<sup>2</sup> change to the overall average lot size as a result. Lot 4 does however change from a standard lot to a small lot and so a building location envelope has been added. All other lots are unaffected by this change.

It is also noted that there is a very minor change to the access handle for Lot 5 to address the driveway built to boundary (BTB) wall location for Lot 4 and the combined driveway in that location. However this is inconsequential.

- 2) The proposed swale along the Kraft Road frontage must be of a sufficient size and capacity to convey flows. The current plans indicate a width of 3.25m proposed for the swale which at a 1 in 5 grade will permit only a 330mm deep swale. The submitted civil plans indicate the invert levels along the swale will be up to 600mm lower than Kraft



Road. This would require a minimum width of 5.4m for the swale to accommodate the required batters. This, in turn, will not leave sufficient space for footpath or street trees to be provided. Wider verges are required to be provided where the swale depth exceeds 350mm.

- a) Provide amended plans in accordance with PO10 of the Stormwater code and PO4 of the Infrastructure design code that addresses the above issues.

**Response:** The swale along Kraft Road is sized to convey flows and has been modelled in the hydraulic analysis provided in the Stormwater Management Plan. The swale has a maximum depth of 0.35m and this is now shown on the Typical Cross Section on the amended Plan B4621EA1\_DA1 CT08 Rev B (previously undimensioned).

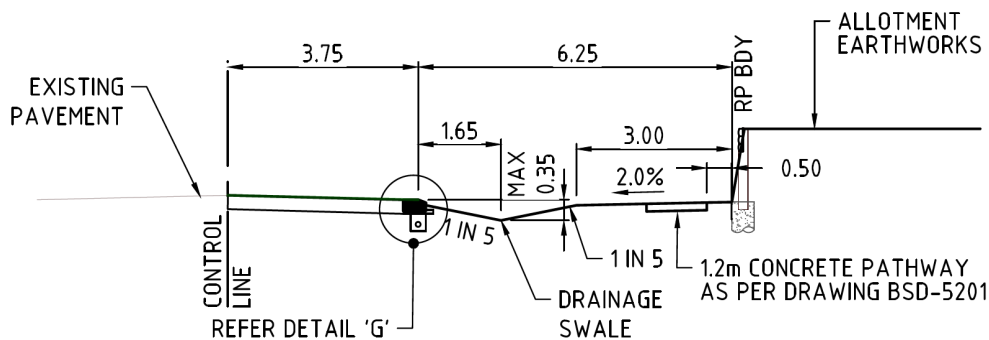


Figure 2 – Typical Kraft Road Section

## Waste Management

- 3) Provide amended plans that removes references to bin pads and labels these locations as 'Bin presentation area'.

**Response:** Amended plans have been provided showing the preferred labelling of 'bin presentation area'.

## Vegetation Retention Plan

- 4) It is acknowledged that the submitted Vegetation Retention Plan includes spatial data for identified trees across the site. However, the plan appears to have been overlaid with an aerial image, and the locations of the identified trees do not appear to be accurately represented. As a result, the extent of impacts to vegetation remains unclear. Rather than overlaying an aerial image, the plan is required to clearly demonstrate the full extent of the proposed civil works for the development.

Provide an updated Vegetation Retention Plan that includes the following:

- a) The proposed development layout (as an overlay), including all services and infrastructure (e.g. stormwater, sewerage, and rainwater), as well as the full



- extent of earthworks (cut and fill) and all associated structures (e.g. retaining walls and batters) required for construction; and*
- b) Where civil works encroach into the Nominal Root Zones (NRZs) of any trees identified for retention, a report prepared by a suitably qualified arborist (minimum AQF Level 5 in Arboriculture) must be provided to demonstrate that there will be no adverse impacts on the long-term health of the trees.*

**Response:** The Tree Retention Plan has been updated by Evolve Environmental Solutions (refer to **Attachment D**). The plan now shows all services infrastructure and the earthworks extent. A number of trees identified for retention are affected by varying degrees of encroachment, including Tree 2 (high, adjoining), 20 (moderate, adjoining), 21 (minor, adjoining), 23 (minor, adjoining), 27 (minor, adjoining), 30 (minor, adjoining), 31 (high, adjoining), 34 (minor, adjoining), 44 (moderate, adjoining) and 89 (high, on site). These trees are currently being reviewed by an arborist, and the report will be provided prior to Council's decision on the application.

It is noted that the updated Tree Retention Plan does not reflect the verge widening fronting Lot 1 however given there are no trees to be retained in this area it is inconsequential.

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### ***Environmental Offset***

- 5) The Biodiversity Offset Feasibility Proposal submitted in response to the information request proposes to offset significant residual impacts to Matters of Local Environmental Significance (MLES) (1,420 m<sup>2</sup>) through the rehabilitation of the rear of Lot 15. This approach is not consistent with the benchmarks and is not supported. The rear of Lot 15 is required to be rehabilitated to demonstrate compliance with Performance Outcome 4 (PO4) of the Biodiversity areas overlay code. Environmental offset requirements under PO9 of the Biodiversity areas overlay code are separate from rehabilitation obligations required under PO4. Accordingly, an updated environmental offset delivery strategy is required.*
- a) Provide an updated environmental offset delivery strategy that confirms that an environmental offset of 1,420 m<sup>2</sup> will be delivered to address the significant residual impacts to areas of MLES.*

**Response:** The proposed impact of 1,420m<sup>2</sup> of native vegetation falling under HES strategic overlay mapping will be offset at the MLES 3 offset ratio (1:3). The sum of area to be offset therefore is 4,260m<sup>2</sup>. On-ground offset delivery is not viable as the retention area of the site layout is required for rehabilitation works by other Planning Scheme requirements, as noted by Council. It is instead proposed that the offset be delivered by monetary contribution of the value calculated by the Queensland Financial Offset Calculator, the output of which is included in Appendix A of **Attachment E**.



The offset will be guided by a Biodiversity Offset Management Plan and Biodiversity Offset Delivery Specification as required by SC6.22 Offsets planning scheme policy. A Biodiversity offset code response is included in Table 1 of **Attachment E** to demonstrate code compliance.

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### ***Building Envelope Plan***

- 6) *It is further noted the application has included a Building Envelope Plan which notates built to boundary walls at a height of 3.5m.*
- a) *Provide an amended Building Envelope Plan than includes built to boundary wall heights at a maximum height of 3m in accordance with the acceptable outcomes of the Dwelling house small lot code.*

**Response:** The proposed 3.5m maximum built to boundary wall height is consistent with typical dwelling housing design and has been accepted by Council in a number of recent approvals.

In this instance, the applicant is also the developer and delivers home and land packages in partnership with Urbane Homes. The applicant and Urbane Homes have an established working relationship and extensive experience in housing design and siting. Their standard home designs incorporate a garage built to boundary wall height of up to 3.5m to facilitate a functional internal garage ceiling height of approximately 2.4m to meet homeowner expectations.

Importantly, a 3.5m built to boundary wall is anticipated by the Queensland Development Code. This reflects the State's recognition that wall heights of this scale are appropriate in a residential context. The same approach has also been incorporated into the new Queensland Housing Code, which has been approved by the State and is available for adoption by local governments from 1 September 2026.

Having regard to the above, together with Council's recent approvals for comparable outcomes, it is submitted that the proposed 3.5m built to boundary wall height represents an appropriate design outcome and can be supported.

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### **Additional Further Advice for the Trunk Stormwater Infrastructure**

*Provide more detail on plans/sections through that downslope site to demonstrate, especially how manholes will work and that design is allowing the approved ROL on that land to be implemented and the trunk drainage to be constructed cost effectively.*

**Response:** The trunk drainage culvert alignment has been revised to a reduced offset of 300mm from the southern boundary of Lot 100 to maintain a minimum cover of 310mm over the culvert. Two sections are provided on Plan B4621EA1\_DA1 CS02 Rev B to show the proposed culverts achieve the minimum cover, noting these sections are taken at the lowest



point. In addition, proposed manhole risers have also been shown for Council's reference. To remove any doubt, it is confirmed that:

- All trunk stormwater infrastructure is wholly contained in Lot 100;
- The channel dimensions have not been revised (although this was supported by Council and can be investigated further at Operational Work stage if needed); and
- That the culverts used are the same as those referenced in the design drawings provided by Council.

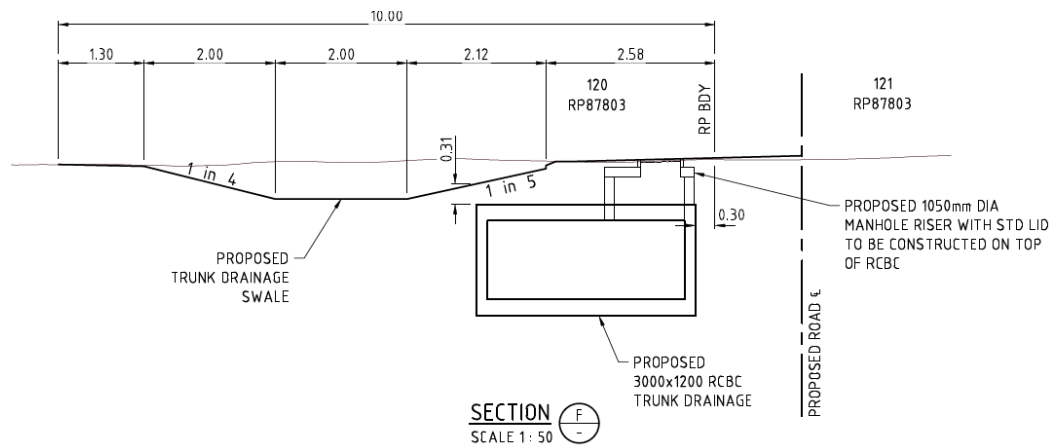


Figure 3 – minimum 310mm cover achieved over culvert design

## Summary

We offer this as a response to Council's further advice. We request that Council proceeds with its assessment of the application.

Should any clarification be required, please contact me on (07) 3251 9441 or email at [lewisbold@saundershavill.com](mailto:lewisbold@saundershavill.com).

Yours sincerely,  
**Saunders Havill Group**

Lewis Bold  
**Senior Town Planner / Associate Partner**

