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20 April 2026

16 Woodstock Pty Ltd  
C/- Murray Bell Planning Co.  
Level 2, 145 Eagle Street  
BRISBANE CITY QLD 4000

**ATTENTION: Tamara Katai**

**Application Reference:** A006890408  
**Address of Site:** 16 WOODSTOCK RD TOOWONG QLD 4066

Dear Ms Katai

**RE: Further Advice about the Application**

Council has reviewed your response to the Information Request and has the following further advice regarding the application.

The submitted plans continue to indicate driveway access to both the Sherwood Road and Woodstock Road frontages, notwithstanding Council's Information Request requiring site access to be consolidated to the Sherwood Road frontage only. As outlined in the Information Request, Woodstock Road functions as a suburban road, whereas Sherwood Road is a district road. On this basis, vehicular access from Woodstock Road is not supported, the reasons for which are discussed below.

Council has reviewed the Traffic Engineering Report prepared by Waymaker Traffic Engineering. It is noted that the report states that the non-compliant sight distance to the east is acceptable based upon the assumption that approaching traffic will be approximately 35km/hr despite the posted speed limit of 60km/h.

Whilst this is likely to be accurate for the majority of cars turning left onto Woodstock Road from Sherwood Road, cars turning right onto Woodstock Road from Sherwood Road have access to a less constrained movement and good sightlines down Sherwood Road. On occasions where westbound cars travelling along Sherwood Road are able to turn right onto Woodstock Road without needing to give way, cars would likely be able to maintain speed at the posted limit of 60km/h.

Further to the above, the response applicant states but does not demonstrate that the available sight distance is 25m, the operating speed of the horizontal curve is 35km/h, and that the available sight distance meets the requirements of AS2890. Whilst it is noted that the traffic consultant for the adjoining development provided GPS-logged speed survey data indicating that the operating speed is 36km/h; the lowest stated sight distance requirement in AS2890.1 for domestic driveways is 30m at 40km/h. Furthermore, even extrapolating down to the operating speed of 36km/h results in a sight distance requirement greater than 25m.

Unlike the adjoining development, there is insufficient space on site for vehicles to turn around, particularly for the identified 'visitor' parking spaces in front of the garages. This means that a proportion of vehicle movements are likely to involve drivers attempting to reverse out on to Woodstock Road. The sight distance deficiencies are exacerbated in this scenario.

With consideration to the above, Council's position on the removal of the Woodstock Road driveway and consolidation of access to the Sherwood Road frontage remains unchanged and continues to be required to address the requirements in PO1, PO3 and PO9 of the Transport, access, parking and servicing code (TAPS code).

It is Council's view that the proposal will require a redesign to comply with the requirements for access and other matters as detailed below.

Subject to the access arrangements being satisfactorily resolved should you wish to proceed with the proposal, provide the following information.

### **Vehicle and Pedestrian Access**

- 1) Submit revised plans with an alternative design that addresses the following:
  - a) A re-design of the development to limit driveway access to the Sherwood Road frontage of the site; in accordance with PO1, PO3, and PO9 of the TAPS code.
  - b) The pedestrian access is to be separate to the driveway crossover; in accordance with the PO7 of the TAPS code.

### **Side Elevations**

- 2) Whilst a performance outcome can be accepted based on the recent approval of the adjacent apartment building, further variation in the textural finish of side elevations is warranted to better reflect the traditional materials in the area.
  - a) Provide amended plans showing horizontal struck lines to the rendered side facades to 'reflect' weatherboard/chamferboard patterns on nearby character houses.

### **Street Tree Retention**

- 3) The Landscape Concept Plan indicates the removal of three mature street trees along the Sherwood Road frontage. Removal of these trees is not supported as they are mature specimens which contribute to the local character and area.
  - a) Provided amended plans showing a revised location for the driveway cross over to ensure the retention of street trees. No level changes will be supported around the street trees and verge profile will need to remain as.
  - b) Documentation from a qualified arborist is required to ensure the driveway location will not impact on the viability of the street trees.

### **Deep Planting and Landscaping**

- 4) Any proposed deep planting will need to remain within common property, and not as part of a unit's courtyard.
- 5) Landscape measures along the side boundaries are required to be provided as part of a revised proposal. Landscape elements such as vertical landscape screening (eg arbors or trellising) should be introduced where 1.5m wide landscaping cannot be provided to side boundaries to meet the requirements as per AO28.2/PO28 of the Multiple dwelling code.

### **Container Design and Irrigation Strategy**

- 6) The irrigation methodology of the proposed container planting for the site has not been sufficiently addressed. It is unclear how the container planting arrangements will be sufficiently irrigated as stipulated under the Landscape design planning scheme policy, noting 75% of the plant's water needs is to be sourced from other than the reticulated water supply. Further information is required via a conceptual hydraulic report.

### **Parking Provision**

- 7) The revised plans do not provide compliant visitor parking, as required by the TAPS code and Table 14 of the TAPS Planning scheme policy. The visitor car parking spaces must be located in a manner which does not obstruct access to the resident car parking spaces.
  - a) Submit revised plans showing visitor car parking to be provided and located; in accordance with the PO13, PO14 and PO15 of the TAPS code and Table 14 of the TAPS planning scheme policy.

### **Site Servicing**

- 8) The revised plans do not provide for on-site servicing as required by Council's Information Request letter and the TAPS planning scheme policy. As Sherwood Road is a major road, the service vehicle must be able to enter and leave the site safely in a forward direction. The appropriate design vehicle in this instance is an MRV, as an RCV is able to collect bins from the street (provided that the scale of the development does not change).
  - a) Submit revised plans showing a layout that can accommodate on-site servicing and manoeuvring for an MRV to provide for entry and exit in a forward gear in accordance with PO18 and PO19 of the TAPS code.

*Note: This is to allow for furniture deliveries and/or removalist trucks to service the site without causing impacts to the external road network, in addition to improving the safety for resident and visitor cars accessing the site, as the option to enter and exit the site in a forward gear would also extend to standard passenger cars.*

### **Bicycle Parking**

- 9) The proposal does not provide compliant bicycle parking as required by PO5 of the TAPS code and Section 11 of the TAPS planning scheme policy. The bicycle parking for residents and visitors must provide for safe and convenient access with a minimum unobstructed accessway to the parking areas of a 1.5m width. The bicycle parking areas must not be obstructed by parked cars, and must be accessible via a step free access. Visitor bicycle parking must be conveniently located, and be accessible from the street.
  - a) Submit revised plans showing resident and visitor bicycle parking provided in accordance with PO5 of the TAPS code and Section 11 of the TAPS planning scheme policy.

### **Traffic Impact Assessment**

- 10) It is noted that several traffic aspects of the design are required to be amended as per the above items. A revised Traffic Engineering Report addressing the above matters is required to be provided.

- a) Submit a revised Traffic Report confirming that matters relating to the access, visitor car parking, site servicing, and bicycle parking have been addressed in accordance with the TAPS code.

### **Stormwater Management**

- 11) The Code Compliance Report prepared by Civil Works Engineers has been reviewed. It is noted that the proposed lawful point of discharge is the kerb and channel of Woodstock Road; however, conceptual stormwater plans have not been provided and it is unclear whether the discharge will be contained to the maximum of 30L/s.
  - a) Submit conceptual stormwater plans including sufficient calculations to demonstrate that the proposed discharge to the kerb and channel of Woodstock Road will be contained to a maximum of 30L/s in accordance with PO1 and PO2 of the Stormwater code.

### **Earthworks**

- 12) Whilst the proposed earthworks plans are acceptable, it is noted that Council's requirement for driveway access to be consolidated to the Sherwood Road frontage will necessitate changes to the development design, and require revised earthworks plans to be provided.
  - a) Submit conceptual earthworks plans consistent with the revised development design where all vehicle access is consolidated to the Sherwood Road frontage of the site, whilst continuing to comply with the provisions of the Filling and excavation code.

Further to the above issues, it is noted that the current appeal in relation to the demolition of the Dwelling house has not been finalised with the Planning and Environment Court, which would need to be concluded prior to a decision on this application.

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.

Council will proceed with its assessment and determination of the application if no further advice or direction is received within 24 hours.

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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