

Date: 10 July 2026
Ref: A006839774

Attn: Nicholas Cudicio

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Via email (DSPlanningSupport@brisbane.qld.gov.au)

Dear Nicholas,

RE: RESPONSE TO INFORMATION REQUEST
20 HECKLEMANN STREET, CARINA HEIGHTS

In accordance with s13.2 of the Development Assessment Rules, a full response to the Information Request that was issued by the Brisbane City Council (the Council) on the 27 March 2026 is provided below.

Bushfire Overlay

1) The site is within a medium hazard area and high hazard buffer area of the Bushfire overlay, triggering assessment against Sections A, C and D of the Bushfire overlay code. The Bushfire Hazard Assessment and Management Plan prepared by Queensland Bushfire Planning has been assessed and it has been determined that additional information is required to support the findings of the Bushfire Hazard Assessment.

Section 3.3.2 of the Bushfire Report identifies two different Vegetation Hazard Classes (VHCs) within 100m of the development site. These VHCs have been identified as VHC 16.1 which corresponds to RE12.3.11 and VHC 41.4 Discontinuous low grass or tree cover respectively. However, the Bushfire Report has not provided a plan showing the spatial locations of these VHCs. Figure 10 within the Bushfire Report appears to identify all vegetation south of the mapped waterway corridor as 'Managed Vegetation', identifying a 30m separation distance from classified hazardous vegetation to the north assumed to be identified as VHC 16.1 (16.0 t/ha). Queensland Globe indicates a patch of 'High Value Regrowth' north of the development site that has not been appropriately addressed as part of the assessment. Based on the Bushfire Reporting it's unclear where the spatial extent of the identified VHCs are based on the information and photos provided.

- a) Provide a plan/map that identifies ground-truthed vegetation communities within 100m of the site. Clear photographs from cardinal directions (N, S, E, W) are required to ground truth the surrounding vegetation.
- b) If required, provide a plan that identifies any required bushfire setbacks/bushfire management zones based on the revised assessment.

Response:

As per Council's request, Queensland Bushfire Planning has prepared an updated response to address the spatial extent of the identified Vegetation Hazard Classes within 100m of the site – Refer **Attachment 1**. The updated material confirms that VHC 16.1, corresponding to RE12.3.11, is confined to the remnant fringing vegetation along the northern alignment of Phillips Creek, while VHC 41.4 applies to the managed urban landscape between the rear boundaries of properties at 14 to 26 Hecklemann Street and the top of the Phillips Creek bank.

A site inspection undertaken on 7 May 2026 confirms that this area is maintained in a low fuel condition, comprising mown turf grass with sparse and isolated mature trees, and does not contain continuous native understorey

vegetation capable of supporting or propagating a bushfire. The response also addresses Council's query regarding mapped High Value Regrowth north of the development site and confirms, through ground truthing, that this area is highly disturbed, modified and dominated by exotic and weed species. On this basis, the mapped High Value Regrowth does not alter the hazard assessment outcomes, and no further bushfire setbacks or bushfire management zones are required beyond those already identified in the Bushfire Hazard Assessment and Management Plan.

Refer to **Attachment 1** – Queensland Bushfire Planning Response to Information Request.

Access

2) It is noted that the proposal does not involve the construction of residential driveway crossovers for either allotment and that future crossovers can be established without impacting the existing or proposed infrastructure. However, various forms of imagery show an existing street tree, traffic signs (directional & street), and an adjacent crossover within the frontage. These features impact the potential locations for future crossovers, failing to comply with the requirements of PO3/AO3.2 of the Subdivision code, PO12/AO12.2 of the Dwelling house (small lot) code and PO3/AO3.1 of the Transport, access, parking and servicing (TAPS) code.

a) Provide a Survey Plan showing existing verge infrastructure - including street tree(s), traffic signs and adjacent crossovers, in accordance with the Infrastructure design planning scheme policy (IDPSP) - Chapter 1 Introduction.

b) Provide amended plans showing vehicle access locations for both lots that are a minimum of 2.5m (to a maximum of 4.0m) wide Single Dwelling type crossovers as per BSD-2022:

I. Ensure the vehicle crossovers (including the wings and apron) have the following clearances:

i) 3m along the kerb to the edge of all adjacent driveways, in accordance with Table 5 of the TAPS PSP;

ii) 0.5m from the street/traffic signs as per BSD-2022;

iii) 2.0m from the base of the Street tree(s) as per Note 14 of BSD-2022;

iv) Do not protrude across the property boundaries, or projection of the boundary line to the carriageway (except where joint or shared property access is proposed).

Response

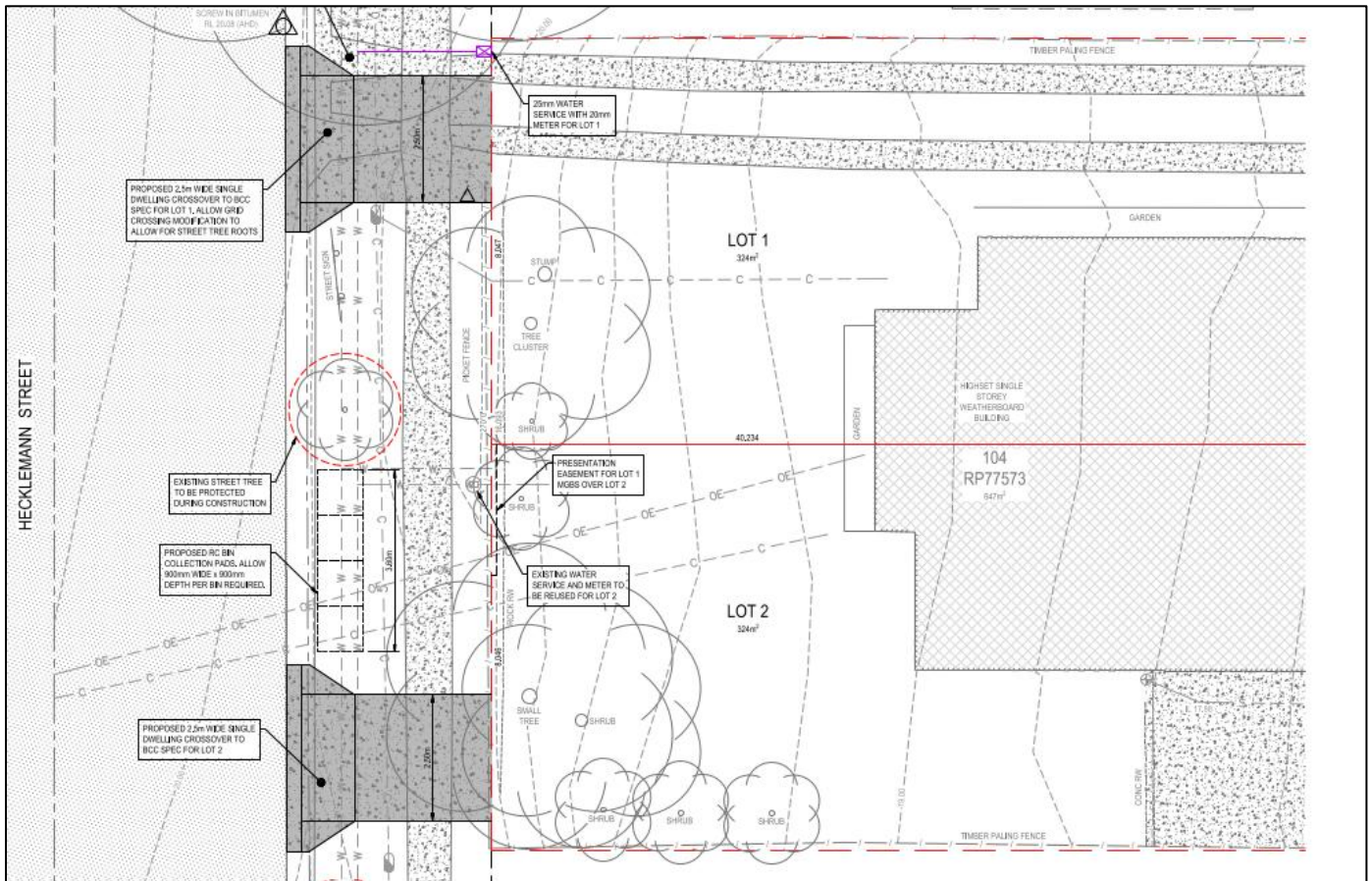
As per Council's request a Detailed Survey Plan was undertaken that clearly shows the existing verge infrastructure.

Refer to **Attachment 2** – Detailed Survey Plan by Sonto for further information.

In response to Council's request, a preliminary Civil Services Layout Plan have been updated to nominate suitable future crossover locations for both proposed lots, having regard to the existing verge infrastructure and adjoining access arrangements. The preliminary Civil Services Layout Plan nominates vehicle access locations for both proposed lots, with each lot provided with a 2.5m wide Single Dwelling type crossover in accordance with BSD-2022.

As shown in **Figure 1**, both proposed crossovers achieve more than 3m separation along the kerb to adjoining crossovers, consistent with Table 5 of the TAPS PSP. The crossovers, including the wings and apron are also contained within the frontage of each respective lot and do not protrude beyond the property boundaries or the projected boundary alignment to the carriageway. On this basis, the amended access arrangement complies with AO3.2 of the Subdivision code, AO12.2 of the Dwelling house (small lot) code and AO3.1 of the Transport, access, parking and servicing code, and achieves the corresponding performance outcomes by providing safe, functional and appropriately located vehicle access for each lot.

Figure 1 – Crossover Layout



The existing traffic signage has been considered in the location of the proposed crossovers. As shown in **Figure 2**, the signpost is located 0.71m from the crossover taper, the edge of the sign is located 0.5m from the driveway, and the closest corner of the sign is located 0.22m from the crossover taper. The applicant's preference is to retain the sign in its current location, as this maintains the existing functional layout of the streetscape and ensures that the sign remains visible and legible and consistent for local road users.

However, should Council require strict 0.5m clearance from all parts of the sign to the crossover taper, it is requested that this be addressed by an amendment in red relocating the sign slightly to the east, as shown indicatively in **Figure 2**, to achieve the required 500mm clearance. Where this is to occur and as minor works we request that **no** 'Engineering pre-start meeting' or 'Maintenance period for engineering work' (and associated maintenance security) be conditioned.

As the BCC engineering team are experiencing high workloads, and as these types of conditions will result in additional work for that team, which can be avoided. The paperwork and time cost to manage a pre-start and maintenance periods are substantial and doesn't match up with the importance of the signage asset. Council's standard approach to 'interim repairs for Repair damage to kerb, footpath and road' condition allows for this scenario and specifically mentions traffic signs, verge and pavement matters.

Either outcome maintains safe and efficient vehicle access and is consistent with PO3/AO3.2 of the Subdivision code, PO12/AO12.2 of the Dwelling house (small lot) code and PO3/AO3.1 of the TAPS code.

As shown in **Figure 2** and **Figure 3**, the crossovers achieves more than 2m clearance from the nearest street tree and therefore complies with the relevant BSD-2022 clearance requirement

Figure 2 – Distance from Signage to Lot 1 Crossover

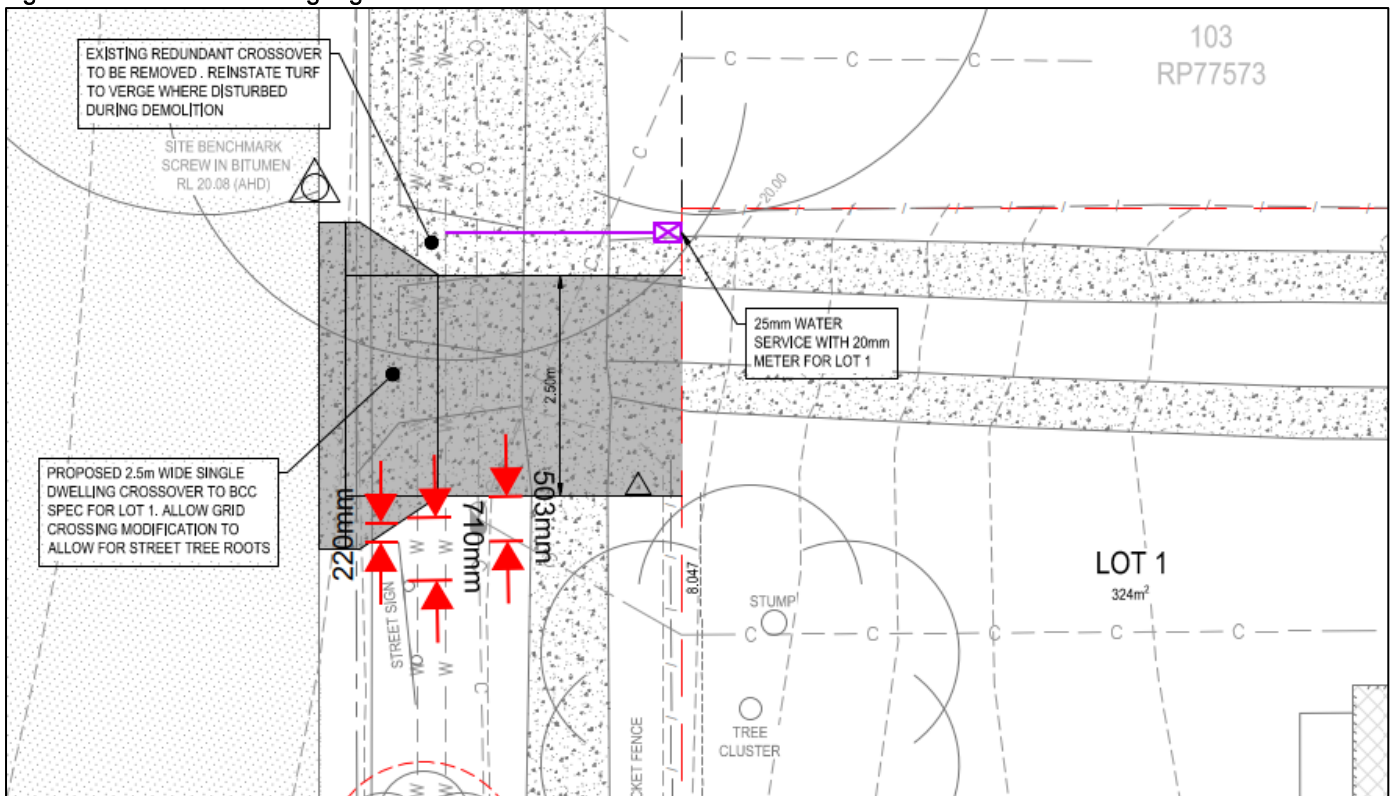
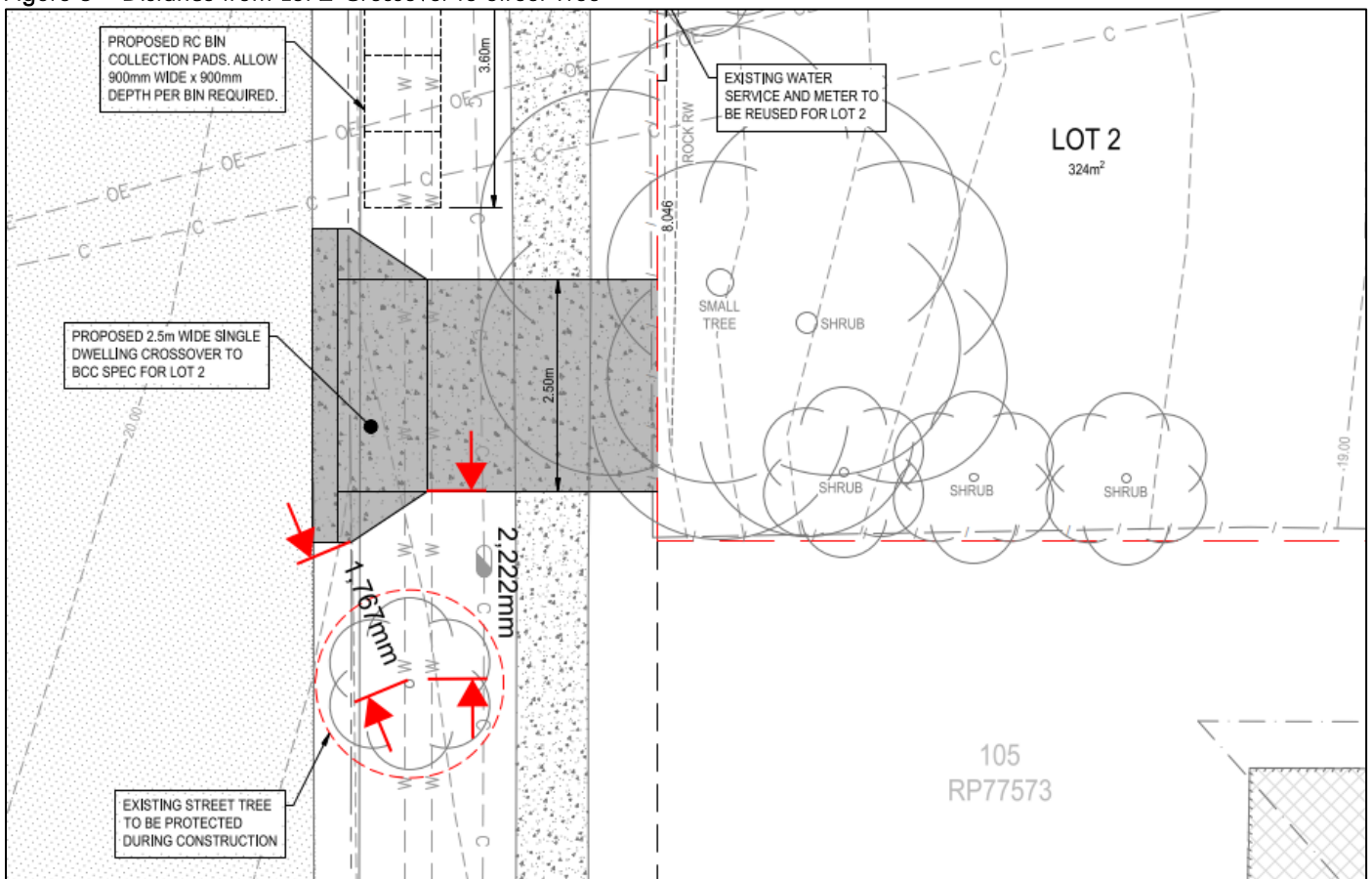


Figure 3 – Distance from Lot 2 Crossover to Street Tree



It is acknowledged that the eastern crossover is located approximately 1.76m from the street tree to the east. This relationship can be appropriately managed through Council's standard street tree protection and retention conditions, including requirements for protection during any future crossover works. The proposed arrangement provides practical access to both lots while retaining the existing streetscape infrastructure and maintaining the safety and function of the road reserve. On this basis, the proposal achieves the intent of PO3/AO3.2 of the Subdivision code, PO12/AO12.2 of the Dwelling house (small lot) code and PO3/AO3.1 of the TAPS code.

Refer to **Attachment 3** – Civil Services Layout Plan for further information.

Lot Size and Configuration

3) The proposed development seeks to establish lots which are to be 8m (each) in width which do not meet the dimensions in Table 9.4.10.3.B and has not included a development footprint plan on the plan of subdivision. Accordingly, the proposal has not demonstrated compliance with the requirements of AO1.2, AO27.1, AO27.2, AO27.4 and PO27 of the Subdivision code.

a) To demonstrate compliance with PO27 of the Subdivision code, submit amended plans which identify site access for each of the proposed lots without adversely impacting existing street trees, allows for the provision of new street trees and contributes to the availability of on-street parking.

Response:

The Dwelling House (Small Lot) Code within Brisbane City Plan has been drafted specifically to manage the development of dwelling houses on narrow frontage lots and includes tailored design provisions, setbacks and car parking requirements to ensure appropriate outcomes can be achieved on lots of this size. As such, it is not necessary to establish a development footprint plan at the subdivision stage of development. As demonstrated within **Table 1**, numerous recent subdivisions with comparable or narrower frontage widths have been approved without the requirement for a development footprint plan, indicating that such lots are commonly considered capable of accommodating compliant future dwelling houses.

Table 1 – Approved Subdivisions with narrow frontage widths - No Development Footprint Plan Required

Address/Approval Number	Approved Frontage width
A006554262 - 28 Moorak Street, Taringa	7.5m (Approved Lot 80)
A006835067 - 173 Wynnum North Road, Wynnum	7.8m (Approved Lot 7)
A004175968 - 160 Wynnum North Road, Wynnum	7.5m (Approved Lots 1 & 2)
A00439868 - 15 Claymeade Street, Wynnum	7.8m (Approved Lot 11)
A006747389 - 53 Mitchell Street, Acacia Ridge	7.9m (Approved Lots 20 & 21)
A006120085 - 59 Elizabeth Street, Acacia Ridge	7.9m (Approved Lots 10 & 11)
A005536085 - 26 Charden Street, Acacia Ridge	7.5m (Approved Lots 21-24)
A005932338 - 17 Hanify Street, Acacia Ridge	7.5m (Approved Lots 30 & 31)
A004165890 - 31 Whynot Street, West End	7.6m (Approved Lots 1-3)

Notwithstanding this, should Council seek to minimise the impact of car parking arrangements on the streetscape, a condition of approval may be applied to require a maximum 2.5m wide driveway crossover for each lot, ensuring smaller driveways are provided than otherwise allowed under AO12.2 of the Dwelling House (Small Lot) Code.

The proposal satisfies PO27 of the Subdivision Code, as the proposed lots are of a suitable size, frontage width and configuration to enable the future development of dwelling houses, associated ancillary structures and site access without adversely impacting the intended character of the locality, the quality of the public realm, on-street parking availability, or any natural, character or heritage features.

Ample on-street car parking is available along Hecklemann Street, while future dwelling houses will be capable of widening internally and accommodating a single width, double width or tandem garage on site, plus a standard 6m front setback delivers at least a 5.5m setback for on-site visitor parking. These intended design intents are well-established in this neighbourhood enabling compliant off-street parking to be provided in accordance with the Dwelling House (Small Lot) Code. The proposed subdivision will establish lots that can accommodate future dwelling houses that satisfies the intent of PO27, without the need for indicative development footprint plans.

This letter and associated attachment constitute a full response to Council's Information Request and hence, the Public Notification process will commence shortly.

Should you have any questions or wish to discuss, please do not hesitate to contact the undersigned on 0458 745 229.

Sincerely,



Andrew McKnight
M. Urb. Reg. Plan.

Encl.

- Attachment 1 – Queensland Bushfire Planning Response
- Attachment 2 – Survey Plan
- Attachment 3 – Civil Services Layout Plan