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08 May 2026

Calypso23 Pty Ltd  
C/- Brisbane Town Planning Pty Ltd  
PO Box 25  
GRANGE QLD 4051

**ATTENTION: Peta Charles**

**Application Reference:** A006653092  
**Address of Site:** 174 DOWDING ST OXLEY QLD 4075

Dear Peta,

**RE:** Further advice

A review of the information provided in response to Council's Further advice letter has been carried out, however further amendments are required to be able to support the proposal.

**Lot layout**

1. It is noted that the development generally achieves an average lot size of 350m<sup>2</sup> however the lot layout does not provide a satisfactory mix of lot sizes and types as required nor is it considered consistent with the surrounding lot character where the majority of the existing and approved lots are generally standard sized lots. The site does not benefit from being located near public transport stops or easily accessible services and facilities. The proposal is to be amended to increase the number of standard lots within the subdivision pattern and improve the streetscape to compliment the local context and character of the area.
  - a) Increase the number of standard lots between the banks of contiguous small lots to achieve at least 2 standard lots every 6 small lots.
  - b) Reduce the four southern lots (13, 14, 15 & 16) to achieve a maximum of 3 lots increasing the area of each lot to achieve a more acceptable lot area.

It is noted that the overall number of proposed lots will be required to be reduced to achieve the above changes.

**Road Design**

2. The proposed road design does not comply with the Subdivision Code and Infrastructure Design Code. The lateral shift in the minor east-west road now means the length of straight road (~240m) well and truly exceeds the 120m maximum specified in the Infrastructure Design Planning Scheme Policy (IDPSP) for facilitating a low-speed environment. As per 3.3.7.1 of the Infrastructure Design Planning Scheme Policy, speed control devices (e.g. one-way slow or roundabouts at intersections) spaced at a minimum of 80m and a maximum of 120m are required along the length of the new road.
  - a) Provide an intersection treatment (standard LTA modified T junction) at the intersection adjacent to lots 20 and 21 as per BSD-3214.

- b) Provide a speed platform as per BSD-3216 (suggested location adjacent to the frontage of lot 31).
  - c) Submit revised concept engineering plans addressing all amendments required in these further issues request.
3. Lots 6 and 7 are now proposed to have direct access from Dowding Street which was not previously supported as Dowding Street is a District Road in the Road Hierarchy Overlay, and it impacts on acoustic fence requirements.
- a) Amend the proposed lot layout so that lots 5, 6 and 7 all achieve access via the new road ensuring that no access from Dowding Street is proposed for any lots.

### **Refuse**

4. It is noted that the proposed interim RCV turnaround utilising the shared driveway crossover for Lots 4 & 5 can be supported, subject to a revised RPEQ certified swept path analysis demonstrating safe efficient servicing can be undertaken whilst utilising a curb-to-curb turning radius of 9.757m, with the swept path to include wheel tracking, body and clearance envelope. Furthermore, the "Temporary Easement for Turn Around" over lots 1 & 2 and Lot 11 have not been removed from the 'Plan of Proposed Subdivision' and 'Civil Engineering Plans'.
- a) Provide a revised RPEQ certified swept path analysis for a 10.3m Side Loading RCV (As per BSD 3004) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient servicing and turnaround of the RCV via the shared driveway crossover can be undertaken whilst utilising a lock-to-lock time of 6.00s, curb-to-curb turning radius of 9.757m, with the RCV swept path to include wheel tracking, body and clearance envelopes.
  - b) Provide a revised 'Plan of Proposed Subdivision' and 'Civil Engineering Plans' which have removed the "Temporary Easement for Turn Around" over lots 1 & 2 and Lot 11 which won't be required due to the driveway to lots 4 and 5.

### **Pad mount transformer**

5. It is noted that the previous plans provided included an area for a Pad mount transformer (PMT) however it has not been included in the most recent plan of proposed subdivision submitted.
- a) Confirm if a PMT is required, if so include the location and area on an amended proposed plan.

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

Yours sincerely



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