

Our Ref: BNE220625

17 August 2026

The Chief Executive Officer  
Brisbane City Council  
GPO Box 1434  
BRISBANE QLD 4001

Attention: Errin Xiaofang Lu, Planning Services South

|                       |                                                                                                                      |
|-----------------------|----------------------------------------------------------------------------------------------------------------------|
| Property Location:    | 105 Van Dieren Road Pallara QLD 4110                                                                                 |
| Property Description: | Lot 40 on RP87804                                                                                                    |
| Development:          | Development Permit for a Reconfiguration of a Lot (1 Lot into 21 Residential Lots, Drainage Lot and Access Easement) |
| Applicant:            | Claussen Land Pty Ltd                                                                                                |
| Council Reference:    | A006923960                                                                                                           |

We refer to Council's Further Advice dated 16 June 2026 made under clause 12.1 of the *Development Assessment Rules* ("DA Rules") and, on behalf of our client, and pursuant to clause 13.2(a), forward the following as a **full** response to **all** requested items.

In support of this response, please find attached:

- Appendix A – Amended Subdivision Proposal Plan prepared by DTS
- Appendix B – Amended Building Envelope Plan prepared by DTS
- Appendix C – Amended Development Footprint Plan prepared by DTS
- Appendix D – Engineering Response by RMA Engineers
- Appendix E – Updated Engineering Plan Set by RMA Engineers
- Appendix F – Tree Retention/Tree Removal Plan by Saunders Havill

## Access

1. The T head turnaround proposed at the termination of the existing Edinburgh Cres autocourt is insufficiently sized to enable the efficient turnaround of the refuse collection vehicle (RCV). The wheel path for the RCV maneuvering must be contained within the carriageway and not track over the face of the kerb or the driveways of neighboring properties. The body of the vehicle must also ensure it does not impact any future verge infrastructure e.g. street lighting or street trees.

The following amendments are suggested, subject to revised RPEQ certified swept path analysis (utilise a kerb-to-kerb radius of 9.757m as per BSD-3004), for a revised turnaround design. Submit amended plans to address the following:

- a) Consider increasing the length of the road pavement within the frontage of proposed lot 21, a minimum verge width of 2.5m could be considered in this instance.
- b) Consider increasing the kerb radius at the corner of proposed lot 20 (ensuring a minimum verge width of 4.25m is maintained).
- c) The minimum verge width at the interface between the new road and lot 209 SP306537 must be no less than 2.5m.

## Response

As per meeting held with Council on 2<sup>nd</sup> July 2026, the proposed area of road dedication (i.e. modified as part of the response to the earlier Information Request) is capable of facilitating the necessary RCV

turnaround without further modification. Refer to the attached Engineering Response by RMA Engineers under **Appendix D** in conjunction with the Updated Engineering Plans under **Appendix E**, which details compliance with all Council requirements. The Subdivision Proposal Plan has been amended to adopt the changes required by the modified engineering plans – refer amended plan provided in **Appendix A**.

2. *The existing Council owned basin access off Edinburgh Crescent cannot be used to access proposed Lots 5, 6, 7 and 8 as the existing basin access is to facilitate unrestricted maintenance access to the basin and may regularly have trucks parked on the driveway crossover (with bobcat running down driveway into basin) which will block access to all proposed lots proposed to gain access across the existing basin access as shown on Drawing No. P-G0401 Issue A. This design adversely impacts Council's ability to maintain its asset and is not supported. The development is to provide its own crossover to service the proposed lots.*
  - a) *Revise the crossover for "Driveway 3" to ensure it has independent access off Edinburgh Cres. Note: a revised crossover for "Driveway 3" is to ensure the bin presentation for lot 9 (2 bins) is maintained along its subject frontage.*

### Response

During the meeting held with Council on 2<sup>nd</sup> July 2026, it was agreed that a modified crossover to the basin combined with an appropriate access arrangement to Lots 5, 6, 7 and 8 would be acceptable to Council. Refer to the attached Engineering Response by RMA Engineers under **Appendix D** in conjunction with the Updated Engineering Plans under **Appendix E**, which provides a detailed response and design plans.

### Refuse

3. *In accordance with PO4/AO4.1 of the Subdivision code and PO8/AO8.1, AO8.2 of the Infrastructure design code, provide amended plans and supporting documents which address the following:*
  - a) *Demonstrate the frontage width created via truncation for proposed lots 13 and 14. Based on a maximum crossover width of 3m, a minimum frontage width of 9.6m must be provided and demonstrated on all relevant plans to ensure there is sufficient space to have a crossover and stand bins on collection day.*
  - b) *Demonstrate the frontage width created via truncation for proposed lot 18. Based on a maximum crossover width of 3m, a minimum frontage width of 7.8m must be provided and demonstrated on all relevant plans to ensure there is sufficient space to have a crossover and stand bins on collection day.*
  - c) *Clearly demonstrate the shared arrangement and the amended design of 'DRIVEWAY 3' which will service proposed lots 5-8 on all relevant plans.*
  - d) *Clearly demonstrate the shared arrangement and driveway design for Lots 9 and 10 on all relevant plans. Note: an easement may be required to facilitate the common driveway design in this instance.*
  - e) *Remove all reference to the utilisation of bin pads, reference to indicative collection point is sufficient.*

### Response

The development layout has been modified to accommodate the required truncations to facilitate bin presentation areas in front of respective Lots. A reciprocal access easement has been incorporated between Lots 9 and 10 to better facilitate the shared crossover arrangement. All necessary engineering detail has been provided within the updated engineering plans. Refer to the attached Engineering Response by RMA Engineers under **Appendix D** in conjunction with the Updated Engineering Plans under **Appendix E**, which details compliance with all Council requirements. The Subdivision Proposal Plan has been amended to adopt the changes required by the modified engineering plans (including additional detail on truncations via Diagram 1 and 2) – refer amended plan provided in **Appendix A**.

## Road Corridor & Footpath

4. *The amended plans and the proposed “Concept Plan – Van Dieren Road Layout Plan” drawing P-R0301 Issue A does not appear to reflect Council’s requirements as previously raised in the information request.*
- a) *Non-trunk construction of Type D kerb and channel on a 6.25m alignment from the existing property boundary, pavement widening and stormwater drainage works along the full extent of the Van Dieren Rd frontage of the site.*
  - b) *Non trunk construction of a concrete footpath on the alignment established to the north along the full extent of the Van Dieren Rd frontage of the site. Note: The footpath is to be constructed with a 0.5m setback from the property boundary and must tie into the existing footpath north of the subject site to accommodate future construction of a separate cycle track within the verge.*
  - c) *A non-trunk 1.2m wide concrete footpath is required along the site’s frontage to Edinburgh Crescent, refer to BSD-1014 Rev F for standard alignment details.*

## Response

Refer to the attached Engineering Response by RMA Engineers under **Appendix D** in conjunction with the Updated Engineering Plans under **Appendix E** in respect to items (a) and (b) above.

In regard to item (c), as discussed at the meeting held with Council on 2<sup>nd</sup> July 2026, we note that Edinburgh Crescent is classified as a *Neighbourhood Street (Minor)*, **consistent with other internal streets** within the established residential areas to the north and west of the site. Historically, Council has not required the installation of concrete footpaths along streets of this classification as is evidenced by all other internal residential streets in the immediate surrounds. Additionally, the Edinburgh Crescent frontage **does not form part of a key pedestrian linkage** (such as a route to public transport or a local park) and is therefore expected to experience only limited pedestrian activity.

**Accordingly, the installation of a footpath along Edinburgh Crescent would be inconsistent with the existing streetscape character of comparable minor neighbourhood streets and would appear out of place. The provision of a 1.2m concrete footpath along this frontage is therefore not considered necessary.**

## Stormwater

5. *The Stormwater Management Plan by RMA Engineers has not fully addressed the requirements related to the Stormwater code and Infrastructure design (ID) planning scheme policy (PSP). Provide further information and amended plans to address the following:*
- a) *The stormwater flows are to be connected into the existing manhole downstream of the site instead of piping to the existing pond on private property. Discharge into the existing dam is not supported as flow would not have concentrated in that area as proposed.*
  - b) *The DRAINS model and catchment maps have not included the existing roofwater flows from developed lots to the north of Van Dieren Rd (e.g. roofwater line at 104 Van Dieren Rd) and are to be amended.*
  - c) *Major flow paths have not been adequately considered by the Stormwater Management Plan and engineering design. Driveways 1,2 and 3 will direct major flows into Lots 8,13,14 and 18 as these lots are located lower than the driveways. It is not possible to collect or pipe 1% AEP flows (roofwater design is only 5% AEP) and therefore a flow path must be provided at the end of each driveway through to the covenant areas with easement in favour of Council.*
  - d) *DRAINS modelling to justify no detention/impacts does not appear to reflect the civil design. The proposal would only result in roofwater (being 5% AEP flows) being directed to the bio basin from approximately a 220m<sup>2</sup> roof area, with other lot flows passing through each lot until it reaches the covenant area. Again, it is not possible to pipe 1% AEP flows as building works cannot be controlled by this development application, nor does it reflect best practices and QUDM.*
  - e) *Headwall H1/2 into the proposed basin cannot discharge to a rock chute at the basin. The pipe must extend to basin filter being at an invert level at the extended detention depth (200-300mm above filter) and discharge with a non-scouring velocity.*
  - f) *Additional detail on the basin earthworks is required due to the very high risk of constructing a basin on such a steep slope. Provide existing and design levels on the basin cross sections.*
  - g) *Ensure any basin battering occurs outside of any vegetation protection or TPZ areas.*

## Response

RMA Engineers have considered Council's above request in conjunction with matters discussed during the meeting held on 2<sup>nd</sup> July 2026. A detailed response to the above item has been provided by RMA, inclusive of Landowner Consent secured from the downstream neighbour.

Please refer to the attached Engineering Response by RMA Engineers under **Appendix D** in conjunction with the Updated Engineering Plans under **Appendix E**, revised Stormwater Management Plan under **Appendix F**.

## Ecological Values

6. *The revised Subdivision Proposal Plan reconfigures Lots 18 and 21, resulting in Lot 21 having an increased interface with the Environmental Covenant along the western boundary of the site. Notwithstanding this change, the Environmental Covenant remains registered on Lot 18, which is not considered an appropriate arrangement from a long-term management and maintenance perspective and is not supported. Accordingly, the subdivision plan must be amended to transfer ownership of the Environmental Covenant to Lot 21 to align covenant responsibility with the affected landholding.*
  - a) *Provide a revised Subdivision plan, demonstrating ownership of the Environmental Covenant to Lot 21 (from Lot 18).*

## Response

The Covenant arrangement between Lots 18 and 21 has been reconsidered. The proposal plan has been amended to retain the north-east / south-west running portion of the covenant intact within Lot 18, whilst a small section of covenant area on the western end of the site (adjacent to recently developed 86 Devries Road) within Lot 21. It is considered this arrangement results in the most appropriate allocation of Covenant areas (also considering maintenance obligations on future owners), without compromising the north-east / south-west running ecological corridor being established by the proposed development. The Subdivision Proposal Plan has been amended to adopt changes to the covenant areas – refer amended plan provided in **Appendix A**.

7. *The submitted Tree Retention Plan identifies a proposed development impact area. However, it does not include the detailed engineering design information previously requested (such as retaining walls, earthworks, etc). This information is necessary to enable a comprehensive assessment of tree retention and removal. While receipt of the Arboricultural Impact Assessment is acknowledged, it does not sufficiently justify the proposed removal of several trees (including Trees 213, 198, 200, and 249) located within the Environmental Covenant. To facilitate a thorough assessment of vegetation retention in the context of engineering impacts, and to demonstrate compliance with Performance Outcome PO4 of the Biodiversity areas overlay code, the following additional information is required.*
  - a) *Provide a revised Tree Retention Plan reflective of the subdivision layout changes requested above. The Tree Retention Plan must show Tree ID numbers, as well as all proposed engineering details (earthworks, services, retaining walls etc.).*
  - b) *Based on the revised Tree Retention Plan (and if applicable), provide an updated Offset Delivery Strategy that confirms the total impact area to be offset in accordance with PO9 of the Biodiversity areas overlay code and the Offsets planning scheme policy*

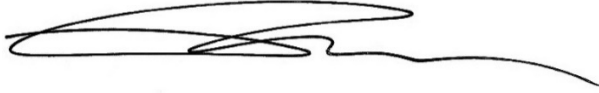
## Response

Please refer to the attached an updated Tree Removal/Tree Retention Plan by Saunders Havill Group under **Appendix F**. This plan now clearly illustrates the retaining walls along the environmental covenant, which in turn also provides further details around why trees 213, 198, 200 & 249 are not able to be retained due to their proximity to the walls.

We trust the above and attached response material provides all appropriate information to enable the finalisation of the assessment of this application.

We trust that this application will be given the utmost attention and consideration. Should you require any further information, we would be pleased to assist.

Your sincerely,

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

**Janesh Gunaratne – Senior Urban Planner**

DTS Group QLD Pty Ltd

Email: [planning@dtsqld.com.au](mailto:planning@dtsqld.com.au)