

25th September 2026



Our Ref: 26022.L04.001
BCC Ref: A007044015

Brisbane City Council
Planning Services House & Homes
GPO Box 1434
Brisbane QLD 4001

ATTN: Jenny Bernard

Dear Jenny,

RE: RESPONSE TO INFORMATION REQUEST UNDER PART 3 OF DEVELOPMENT ASSESSMENT RULES UNDER SECTION 68(1) OF PLANNING ACT 2016 – DEVELOPMENT APPLICATION ON LAND LOCATED 383-391 SAMFORD RD GAYTHORNE. A007044015.

We refer to Council's information request letter dated the 16th July 2026, in which it was identified that further information would be required to assess the proposal. The points within Council's letter are listed below, in tandem with our response for ease of reference.

Built form, setbacks and separation

- 1) *As the site adjoins a lower intensity residential use, the proposal will need to demonstrate a development of high merit and quality which justifies its intensification. There is concern that the combined non-compliant height and reduced setbacks have not adequately mitigated amenity and privacy impacts on the adjoining residents to the north.*
 - a. *Provide a reduction in building height that is more aligned with the expected height in the zone and location and that responds to building separation requirements of the Multiple dwelling code.*
 - b. *Provide amended plans to ensure compliant setbacks are achieved as per AO21 of the Centre or mixed use code.*

RESPONSE: The subject site is ideally located within a highly connected urban corridor, situated in immediate proximity to high-frequency public transport networks and established commercial node. The site represents a key location to support additional height and density. The

architectural design has been revised to increase articulation and reduce visual bulk and perceived height. The building features varied materials, distinct geometry, and deep structural recesses to break up its massing and integrate with the local context.

To mitigate the perceived bulk and scale of the development—particularly when viewed from sensitive interfaces—the uppermost level has been significantly recessed on all sides. This ensures that the upper level remains structurally and visually subordinate to the lower storeys. Consequently, from the immediate perspective of the adjoining residential neighbours to the north, the built form reads distinctively as a four-storey structure. This setback preserves the acoustic and visual privacy of adjacent properties and prevents adverse overshadowing or visual dominance over the neighbouring residential apartments. The revised design makes a highly positive contribution to the existing and desired future character of the streetscape.

2) While the built form is seen to ‘turn its back’ to the fuel station, the proposed strategy to mitigate the impacts from the adjoining neighbour is not considered to be well managed. The proposed building form is also not seen to appropriately address the angled nature of the frontage, causing irregularities in the floor plan. Further justification and amendments to all points below are required to the design to make this scheme supportable.

- a. Habitable spaces such as bedrooms have little to no opportunity for access to fresh air and proposed window placements between units (Bed 2 of Unit 1 and Bed 1 of Unit 11 for example) are not designed to allow for privacy and views out.*
- b. Bathrooms are positioned in areas that don’t allow for any access to fresh air which is typically encouraged to allow for ventilation to wet areas to prevent the growth of mould.*
- c. Signs of overdevelopment at the cost of end-user comfort and liveability – for example:*
 - i. long entry corridor to unit type 4 and 7.*
 - ii. irregularly shaped rooms and spaces that do not lend themselves to be functional such as laundries in unit type 8 and bed 2 in unit type 6.*
 - iii. snorkel windows to Bed 2 of Unit type 5, 6 and 10*
- d. Treatment of western façade to provide relief through patterning or fenestration so as to not present a solid bulk mass to the adjoining lot.*
- e. Treatment of ground plane on Samford Road to provide more opportunities for activation through active uses sleeving the ground floor carpark. The overall bulk and expanse of solid, tall wall is not supportable and a breaking down of the bulk is required for further assessment.*
- f. Additional drawings to be provided for further assessment*
 - i. Streetscape elevations along Samford Road and Bere Street to justify the proposed height.*

- ii. 3D perspectives of built form.
- iii. Proposed material palette.

RESPONSE: The unit layouts have been revised to ensure every bedroom features an external window or opening. Corridors have been minimised where practical. On the western boundary, the building facade has been reduced by setting back the top level from the side boundary. Additionally, the Samford Road frontage now incorporates an expanded active shopfront to enhance street engagement. Please refer to the revised plans attached in Appendix A.

Traffic impact assessment (TIA)

- 3) A traffic report is required to be submitted with the application. As the application is made under City Plan 2014 v36.00/2026, the 'key location' parking rate applies. The site is located in the Neighbourhood Centre zone within 400m walking distance of a pedestrian entry to Gaythorne railway station. Submit a RPEQ endorsed traffic report to demonstrate compliance with all aspects of TAPS Code, including but not limited to Access, Bicycle Parking, and Service vehicle manoeuvring, as detailed below.
- a. Access via a single 6.5m wide type B1 crossover to Bere Street is supported. However, the proposed crossover does not achieve:
 - i. minimum 20m separation from Samford Road specified in the Transport, access, parking and servicing planning scheme policy (TAPS PSP)
 - ii. minimum 1 car length (6m) queuing withing the site between the nearest car parking space and the property boundary
 - iii. sight splays to footpath users in accordance with TAPS PSP section 4.5.8 and figure C.
 - b. The assessment report states bicycle parking will be provided in accordance with AS2890.3. Although bicycle parking is graphically shown on plans, numbers required for the proposed use and assessment against TAPS is required to be submitted.
 - c. A minimum height clearance of 3.6m for the RCV and 4.5m for LRV (or MRV) is required in all areas service vehicles require access or manoeuvring. The provided plans suggest the minimum height clearance is at 3.1m only.

RESPONSE: Access has been relocated more than 20m from the intersection. Please refer to the **Revised Plans** attached in **Appendix A** and **Traffic Report** attached in **Appendix B**.

Refuse storage and collection

- 4) A review of the 'Ground Level Floor Plan' has identified that the development's refuse solution does not provide sufficient storage, capacity, and source separation for the yield of dwelling units, nor has the development provided separate residential and nonresidential

refuse storage areas. To address PO2/ AO2, PO63/ AO63.1 & AO63.2 of the Centre or mixed use code, PO32/ AO32 of the Multiple dwelling code and PO8/ AO8.1 & AO8.2 of the Infrastructure design code, provide amended architectural plans addressing the following:

- a. Demonstrate the residential use has been provided either a dedicated refuse room (within a building) or refuse enclosure (roofed & wholly screened) which has a minimum area of 26.16m² (internal dimensions of 7.15m x 3.66m) to house ten (10) x 1,100L bulk bins (i.e., five (5) x 1,100L bulk bins for general refuse + five (5) x 1,100L bulk bins for commingle recycling) serviced twice per week.
- b. Ensure the residential refuse solution is located within 5m of the rear of the Refuse Collection vehicle (RCV).
- c. Demonstrate the non-residential use has been provided a dedicated refuse room (within a building) or refuse enclosure (roofed & wholly screened) which has a minimum area of 4.5m² (internal dimensions of 3m x 1.5m) to house two (2) x 1,100L bulk bins.
- d. Clearly denote the area (m²) and internal dimensions of each refuse enclosure and label the refuse storage areas accordingly.

RESPONSE: Refuse storage capacities have been increased, with dedicated facilities provided for the residential and commercial components. Please refer to the **Revised Plans** attached in **Appendix A** and **Traffic Report** attached in **Appendix B**.

5) To address PO1/ AO1, PO19/ AO19.2 & AO19.3 of the Transport, access, parking and servicing code and PO8/ AO8.1 & AO8.2 of the Infrastructure design code, Submit a Traffic Impact Statement and address the following:

- a. Provide an RPEQ certified swept path analysis for a 10.24m Rear Loading Refuse Collection Vehicle (As per BSD-3008-2) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient on-site servicing can be undertaken whilst utilising a lock-to-lock time of 6.00s and curb-to-curb turning radius of 9.757m.
- b. Provide amended architectural plans demonstrating that the RCV standing/ loading area has been provided with a minimum vertical operational clearance of 3.6m above the Ground FFL and lowest projection above for the entire 6.5m wide aisle/carriageway for a length of 11.5m. Note – include sectional plans demonstrating the RCV loading and servicing envelope.
- c. Demonstrate on amended architectural plans that that the development provides a 6.5m wide Type B2 crossover.

RESPONSE: Please refer to the **Revised Plans** attached in **Appendix A** and **Traffic Report** attached in **Appendix B**.

- 6) *Council core services include general refuse, commingled recycling and green waste. To support sustainable development and landfill diversion, Council encourages the use of its green waste service. If the development is proposing to utilise the green waste service from Council, amend the proposal plans to demonstrate sufficient storage and kerbside presentation area for the required number of 240L green waste mobile garbage. Refer to the Waste Management technical notes on Council's website.*

RESPONSE: The development does not propose to utilise green waste service.

Equitable Entry

- 7) *Further information is required to demonstrate the provision of equitable pedestrian access into the building. Note that pedestrian entry through the driveway is not considered to be an equitable means of access.*

RESPONSE: Equitable pedestrian access has been integrated into the primary entry point. To resolve the level change, a compliant stair-chair lift system will be installed to ensure inclusive access for all residents.

Communal Open Space

- 8) *While appreciating the location of the communal open space to potentially diminish the building bulk from the street, the location of the communal open space is not currently demonstrating a pleasant or functional space.*
- a. *Provide amended plans to demonstrate a pleasant, functional rooftop space which has:*
- iv. increased protection from the arterial road through increased landscaped buffering or similar,*
 - v. a suitable shade structure that will provide genuine shading for users of this space*

RESPONSE: The communal open spaces have been redesigned to enhance overall amenity and functional use for residents. Dedicated shade structure is incorporated and substantial landscaping buffers have been provided along both street frontages. Please refer to the Revised Plans attached in Appendix A and landscape Concept Plan attached in Appendix C.

Private Open Space

- 9) *The provision of private open space is seen to meet the minimum requirements of 12 sqm as set out by AO31.1 Multiple dwelling code. However, a suitable screened area either separate or in addition to the proposed balcony space is required to locate services such as air-conditioning units and clothes drying areas as per AO31.2 Multiple dwelling code.*
- b. Provide amended plans to demonstrate compliance with AO31.2 Multiple dwelling code.*

RESPONSE: The majority of apartments exceed the standard requirements, with the majority featuring private balconies larger than 12 sqm. A limited number of configurations—primarily one-bedroom apartments—utilise standard balcony dimensions. These balconies remain highly functional and provide sufficient spatial capacity for necessary utilities. Please refer to the revised plans attached in Appendix A.

Landscape Concept Plan

- 10) *A landscape plan is required to be submitted to provide sufficient details for assessment of the proposal.*
- c. Submit a landscape concept plan in accordance with Council's guideline for the preparation and level of detail required in the guideline.*
- d. As a minimum the landscape concept plan should include the following:*
- vi. concept design of landscape areas, including indicative planting plan and schedule including proposed plant sizes (a plant palette with a legend is not sufficient).*
 - vii. existing and proposed surface levels and gradients to demonstrate equitable access from the street.*
 - viii. existing street trees are required to be retained and protected.*

RESPONSE: Please refer to the **Landscape Concept Plans** attached in **Appendix C**.

Transport Air Quality Corridor Overlay

- 11) *The site is located in Sub-Category B of the Transport air quality corridor overlay and assessment against PO3 of the code is required.*
- a. Submit a transport air quality corridor report prepared in accordance with the Transport air quality corridor planning scheme policy.*

RESPONSE: Please refer to the **Transport Air Quality Corridor Report** attached in **Appendix D**.

Basement Car Parks Vents/Exhausts

12) Advise whether the proposal includes a mechanical ventilation system in the basement car parks. In the event such systems are proposed the following is to be addressed:

- b. compliance with the setbacks as per AO3.3 of the Centre or mixed use code and AO20.1 of the Multiple dwelling code; and
- c. indicate on plans where the exhausts are located.

RESPONSE: Mechanical ventilation is not required. Vents are located on Samford Road and Bere Street as shown on the revised plans attached in Appendix A. Vents on Bere Street is located some 16m from the adjoining residential boundary.

Fuel Burning – Back Up Pumps and Generators

13) Provide additional details regarding any proposed on-site fuel burning activities, such as standby power generators, fuel pumps, or fire pumps that run on diesel or gas. If such equipment is planned, please outline the following information:

- d. the type, location, and cumulative fuel burning capacity measured in megawatts (MW) for all fuel burning equipment;
- e. the type of fuel used to operate the equipment, along with the quantity;
- f. information on the positioning of vents and controls aimed at preventing undesirable air and noise emissions towards sensitive uses;
- g. the annual number of hours the equipment is expected to be operational, including testing as per the manufacturer's recommendations; and
- h. for equipment powered by Diesel, an evaluation in accordance with Australian Standard AS1940 and suggested actions to ensure any potential leaks or spills are adequately contained.

RESPONSE: No backup generator is required or proposed. The only diesel pump on site is for the fire sprinklers. It will have a 20L fuel tank which will run for less than 1 hour a year. No additional fuel storage is required or proposed on site.

This response in full signifies the end of the information request stage and we trust that the information provided has satisfactorily addressed your concerns.

A response to SARA's information request has been provided on this same date and a copy (Appendix E) has been provided to Council as required by Part 13.4 of the DA Rules. In response to SARA concerns, the plans were revised to increase the width of the reciprocal easement.

As per the requirements of the Planning Act 2016 and Brisbane City Plan 2014, this application is impact assessable and we will now proceed to public notification. The relevant 'Notice of Intent to Commence Public Notification' will be submitted to Council by our advertising contractor in due course.

Should you require any further clarification on the submitted information or for any purpose in regard to this application, do not hesitate to contact our office on (07) 3666 0887 or via email at tam@tdplanning.com.au.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Tam Dang', is written over a horizontal line.

TAM DANG PLANNING PTY LTD

Enc.: *Appendix A – Revised Plans*
Appendix B – Traffic Impact Assessment
Appendix C – Landscaped Concept Plans
Appendix D – Transport Air Quality Corridor Report
Appendix E – Response to SARA Information Request