

KEN DREW TOWN PLANNING Pty Ltd

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Date: 16/9/26

To: Brisbane City Council – Planning Services South

Attn: Ruka Kearns

Re: A006408815- 392 Old Cleveland Rd Coorparoo 4151

Hi Ruka,

Attachments:

Further advice letter dated 3/10/25

Council feedback email dated 23/4/26

Traffic engineering assessment dated 20/8/26

Architect's response email dated 31/8/26

Architectural drawings:

DA-00 PLANNING DATA, SITE PLAN & DRAWING REGISTER

DA-01 BASEMENT FLOOR PLAN

DA-02 GROUND FLOOR PLAN

DA-03 LEVEL 1 FLOOR PLAN

DA-04 LEVEL 2 FLOOR PLAN

DA-05 ROOF PLAN

DA-06 BUILDING ELEVATIONS - SHEET 1

DA-07 BUILDING ELEVATIONS - SHEET 2

DA-08 BUILDING ELEVATIONS - SHEET 3

DA-09 BUILDING SECTIONS

The following is the response to your Further advice letter and your feedback email:

A) TRAFFIC & REFUSE ISSUES

A.1 REQUIREMENTS (Further advice letter and Council feedback email)

Access

1) The proposal to include an additional access point on the frontage is not supported. One single crossover located as far west as practicable along the site frontage is required. To ensure compliance with PO1 and PO2 of the Road hierarchy overlay code and PO1, PO3 and PO9 of the Transport, access, parking and servicing code provide:

a) Amended plans, redesigning the development layout to establish a single crossover located as far west as practicable along the site frontage, ensuring adequate separation from the adjoining driveway.

b) Amended plans demonstrating the proposed crossover location and design, addressing vehicle access, service vehicle movements and interaction with the adjacent cycle lane.

All vehicle manoeuvring is to be demonstrated to be fully contained within the site, with all vehicles entering and exiting the site in a forward direction.

c) Provide confirmation how any existing services (i.e. street lighting) will be managed or relocated to accommodate the crossover.

Refuse Collection Vehicle Manoeuvring

2) The site layout, on-site servicing arrangements and vehicle swept paths are to be redesigned to suit the above-mentioned single crossover located as far west as practicable along the site frontage, in compliance with PO1, PO15, PO18 and PO19 of the Transport, access, parking and servicing code and PO8 of the Infrastructure design code.

3) The supplied refuse collection vehicle (RCV) swept path analysis, drawing number 25GCT0089-01 Revision A, has not utilised a lock-to-lock time of six seconds in accordance with Table 5.1 of the Australian Standard AS2890.2:2018. To ensure safe and efficient RCV manoeuvring and to ensure that the proposed development complies with the AO1, AO19.2, and AO19.3 of the Transport, access, parking and servicing code, provide amended swept path drawings.

a) Submit a Registered Professional Engineer of Queensland (RPEQ) certified, signed and scaled rear loading RCV swept path analysis that utilises a lock-to-lock time of six seconds and that is free of conflicts when applying a 500mm clearance envelope.

(Additional requirements in Council's feedback email)

The specialists have reviewed the informal response to the Further Issues and have noted the following:

The revised site access to achieve access from a single 8m wide crossover can be supported in this instance as an RPEQ endorsed performance solution. This outcome has demonstrated that it is sufficient to accommodate RCV entry and exit in forward direction.

To comply with PO8 of the Infrastructure Design Code:

- Further information is required for the location of refuse servicing. It appears that the Refuse Collection Vehicle (RCV) standing position has the rear of the RCV in line with the top of the vehicular access ramp that accesses the basement car parking area. The refuse collection service personnel will have to load the bins in the travel path of the vehicles using the ramp. Further justification is to be provided to ensure that the loading of the bins at the rear of the RCV does not cause a safety risk for the service personnel.
- Provide clarification as to what the dotted line on the eastern side represents. It is noted this area should be free and clear of any obstruction.

To comply with PO4 of the Infrastructure Design Code:

- Demonstrate that there will be a minimum 1 metre offset from the traffic signal pole to the crossover flare. Please refer to the Infrastructure Design Planning Scheme Policy, Chapter 9, Section 9.3.5.10, Part 2 d.

A.2 RESPONSE

For the response to these issues, please refer to the attached architectural drawings and Traffic Assessment.

B) BUILDING DESIGN ISSUES

B.1 REQUIREMENTS (Further advice letter)

4) The significant increase in proposed site cover, of 71% significantly exceeds the prescribed 45% under AO8 of the Multiple dwelling code. In its current form, the proposal is not reflective of the intended form and character of the surrounding area and is inconsistent with PO8 of the Multiple dwelling code.

a) Provide amended plans, significantly reducing the extent of site cover, demonstrating compliance with PO8 of the Multiple dwelling code, requiring setbacks to be increased. This will also allow for landscaping along the side boundaries to be incorporated and aid in the modulation of the built form.

Given the excessive site cover, it is recommended that removing two units to reflect the previous approval would achieve a better balance of built form and landscaping.

Building Street Address

5) It is considered the revised site layout for access and egress for residents and service vehicles, combined with the location of the pedestrian entrance is a major concern. The proximity/conflict with vehicle manoeuvring on the site results in a poor sense of address for the proposed development when compared to the previous approval. Further concerns relate to the pedestrian entry point not achieving a clearly identifiable and visible entry point from the street, as this will be a shared zone for service vehicles. This does not adequately address PO12/AO12.3 and PO33/AO33.1 of the Multiple dwelling code.

a) Further review is required to provide a clearly defined and safe pedestrian entry and legibility of address to the internal foyer of the proposed development.

Building Form

6) The proposed length of building to the northern elevation, provides few breaks or steps. This is inconsistent with PO9/AO9.3 of the Multiple dwelling code. The absence of a clearly expressed built form externally generates an elongated built form and excessive bulk.

a) Further review is required to the proposed built form to introduce more modulation to visually fragment the extruded form of development currently proposed. This should include alternative materials and finishes including recesses in the built form along the northern elevation in combination with variation in roof forms/building cap.

Private Open Space & Balconies

7) The proposed private open space (POS) of most units is identified as not providing a functional private open space for residents. The proposed balcony sizes and depths of the units on the typical levels includes balcony space with limited utility, with some units proposing well below the minimum 3m and 12m² area. This does not adequately address PO31/AO31.1 & AO31.2 of the Multiple dwelling code and results in a poorer outcome when compared to the previous approval. It is considered that the extent of balcony space provided for the units should be reviewed with a view of providing greater useable area and of a proportion that better suits the placement of outdoor furniture.

a) Further review is required to increase the functionality of the private open space of all units, demonstrating compliance with the intended design outcomes of the Multiple dwelling code.

b) Provide amended plans demonstrating a revised layout to increase the balcony areas and depths demonstrating compliance with PO31/AO31.1 & AO31.2 of the Multiple dwelling code to reflect this requirement as a functional useable space.

Communal Open Space

8) The allocation of the communal open space in the corridor for access and egress to the individual units is not considered to adequately address PO30/AO30.1 of the Multiple dwelling code.

a) Provide amended plans revising the development layout to provide a more useable and functional communal open area within the site. It is recommended the Applicant investigate relocating the proposed servicing and vehicle manoeuvring area to allow for a communal open space. Please note that communal open space is only a requirement for development consisting of 10 or more dwellings.

Building Height

9) The revised plans detail a building height which exceeds 11.5m. The proposed development does not reflect the bulk and scale of existing and intended development within the street and immediate area and is inconsistent with PO3/AO3 and PO4/AO4.1 of the Multiple dwelling code.

a) Provide amended plans reducing the built form to remain under the 11.5m building height, to ensure the development remains code assessable.

Landscape Concept Plan

10) A Landscape Concept Plan (LCP) is required to demonstrate how landscape outcomes will be delivered on site to demonstrate compliance with the Multiple dwelling code and Landscape work code.

a) Submit an LCP prepared by a qualified and experienced Landscape Architect.

B.2 RESPONSE:

For the response to these issues, please refer to the attached drawings and the architect's response email.

In addition, it is submitted that the assessment benchmarks relating to site cover and building height have generally been met in the amended design.

If Council would prefer not to condition operational works approval for a Detailed Landscape Design Plan, a Landscape Concept Plan can be provided once a final layout has been generally accepted by Council.

C. SUMMARY

The material submitted generally provides the information requested by Council to allow further assessment of the proposed development.

Please advise if you require any additional information or amendments to allow you to finalise the application.