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Our Ref: BNE220533

24 July 2026

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

BCC DS
RECEIVED
24/07/2026
APPLICATION REF
A006993195

Attention: Chani Asha, Urban Planner

Property Location:	417 Sandgate Road, Albion QLD 4010
Property Description:	Lot 1 on RP127006
Development:	Minor Change
Applicant:	Good Karma (Salisbury) Pty Ltd
Council Reference:	A006993195

We refer to Council's Further Advice dated 22 May 2026 and, on behalf of our client, forward the following as a **full** response to **all** requested items.

In support of this response, please find attached:

- Attachment A – Amended Architectural Plans by PJM Design and Drafting
- Attachment B – Amended Landscape Plans by Wild Studio
- Attachment C – Arborist Report by Demler Beck
- Attachment D – Traffic Response by Rytenskild Traffic Engineering
- Attachment E – Fuel Burning Response by S.C.W Hydraulics

Landscaping and Street Tree

1. The proposed change results in a significant reduction in the provision of landscaping to the ground floor. In particular, a large landscape area located along the eastern side boundary which contained tree plantings is proposed to be removed, however, the submitted drawings do not demonstrate the proposed design changes reduce the appearance of building bulk and softens built form and hardstand areas from the adjoining property.

a. Provide amended plans in accordance with Multiple dwelling code AO28.2/PO28 and reintroduce landscape areas along the eastern side boundary capable of supporting screening trees/shrubs.

Response

The original approval including planting spaces along the eastern part of the site in containerised planting, given the planting is above the basement. To facilitate the change in building layout to accommodate the basement, car parking and service obligations and fire escape pathways have been amended.

The area of planting on the existing eastern side boundary is in significant cut, refer Figure 1. The landscaping is not visible from the property adjoining to the east. This landscaping is not appreciable form the street, located behind the fire pump room, letter boxes and a pedestrian ramp. Where the adjoining site to the east does view the building, the building includes containerised planters which have a side interface, plus an articulated building wall alignment.

This part of the site functions as access to services, fire escape with limited interaction with residents, with the lobby access and pedestrian prioritised pathway directing residents and visitors from the front boundary directly to the lobby, located away from the east side boundary.

To facilitate additional landscaping along the eastern side boundary, the visitor bicycle spaces at the eastern side boundary are repositioned to the carpark, this facilitates a landscaping zone along this boundary, refer Figure 2 below.

Notwithstanding, the proposal retains the front facing planters which create a green building interface to the street, refer Figure 3.

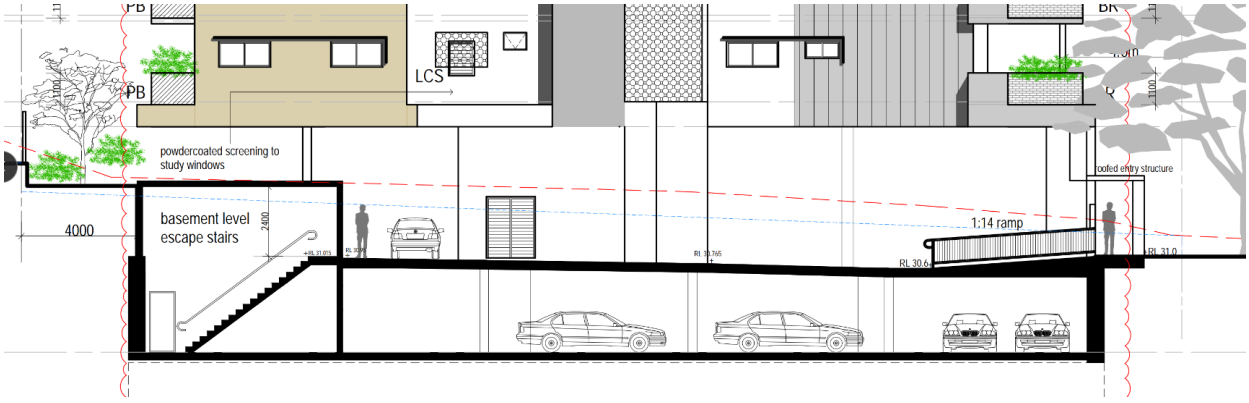


Figure 1 - Section

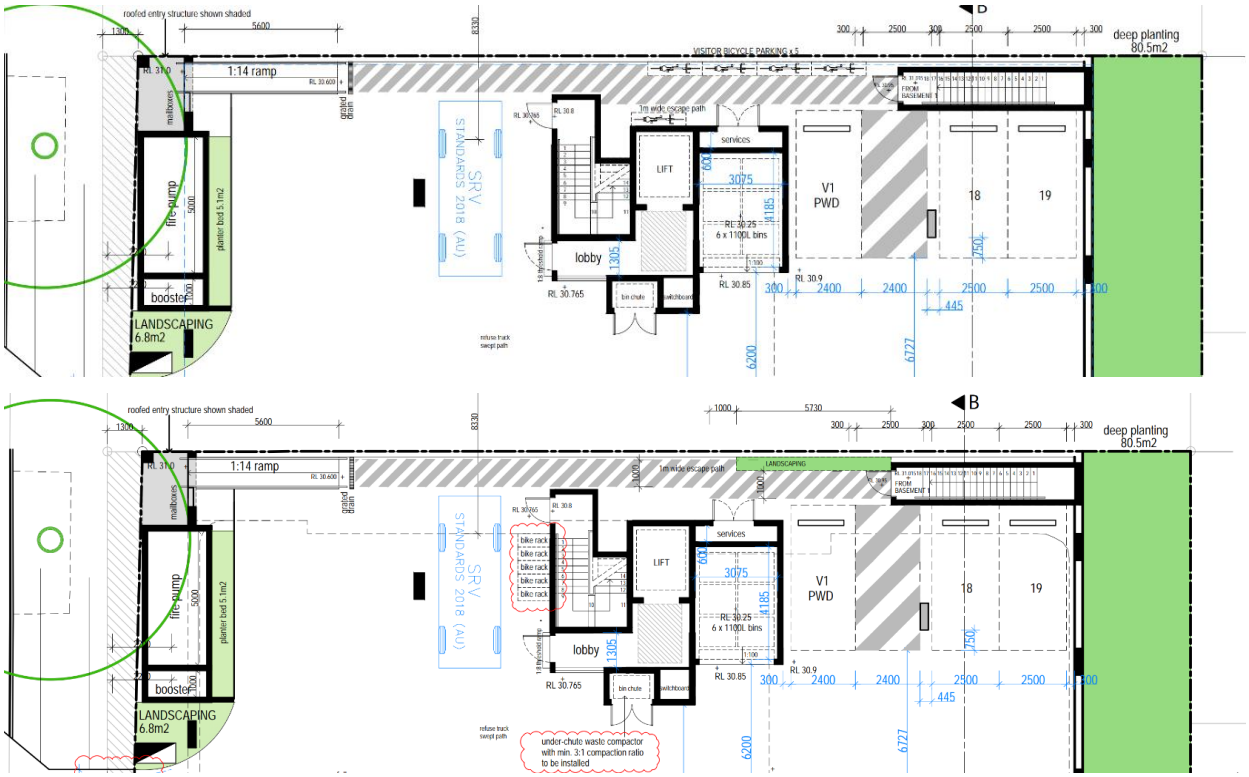


Figure 2 - Comparison of East Side Boundary Landscape (Top – minor change submission and bottom – proposed)



Figure 3 - Front Landscape Elevation

2. The proposed changes also include a slab projection on Level 1, and the proposed plans also now show the structural supports for the basement. There is concern the approved impacts to the existing street tree may also be changed by the proposal.

a. Submit an updated Arboricultural Impact Assessment prepared by a minimum Level 5 Arborist which demonstrates no further impacts to the street tree and details the proposed construction methodology.

Response

An arborist report has been provided which identifies the proposed slab projection doesn't impact the retained street tree, refer **Attachment C**.

Car and bicycle parking

3. It is acknowledged the proposed changes include a reduction to the number of car parking spaces for both residents and visitors on the basis of the location of the site relative to Albion Railway Station. While a performance outcome for car parking is able to be considered, the basis for the reduction is considered to be reliant on an unsafe path of travel to the train station and further, updated information is required to demonstrate compliance with PO13 and PO14 of the Transport, access, parking and servicing code.

a. Submit an updated Traffic Statement demonstrating the proposed on-site car parking for residents and visitors accommodates peak parking demand for the development without overflow onto adjacent streets; and that the design peak parking demand is met.

Response

The proposed development provides 21 resident and 3 visitor car parking spaces. A total of 8 one-bedroom, 4 x two bedroom and 7 x three bedroom units are proposed. As identified in the amended traffic report (refer **Attachment D**), the site is in a highly urbanised area with varied access to both high frequency rail and bus services. In addition, with the proposed upgrade to the Albion Station, new access locations will be provided on Hudson Road and Albion Road, which provide an improvement in the accessibility to the proposed station (refer Figure 4). The site is also located in proximity to significant commercial and every day amenities, including an approved full line Woolworths supermarket proposed at the former Albion Mill Site (Add in a figure to demonstrate the proximity to those amenities), refer Figure 5 below. The traffic report identifies that given the proximity of the site to these services, and unit mix, that overflow car parking is not expected.

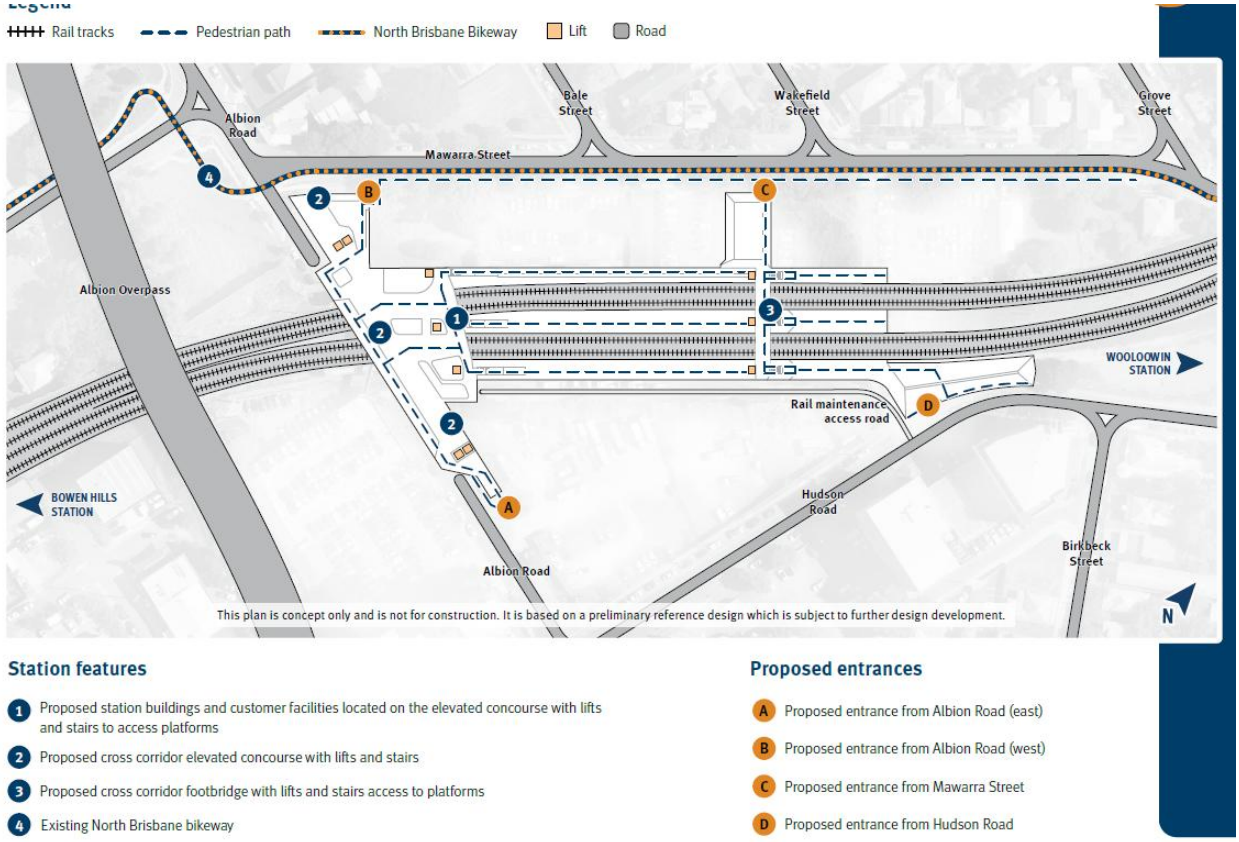


Figure 4 – Proposed Albion Station Upgrade

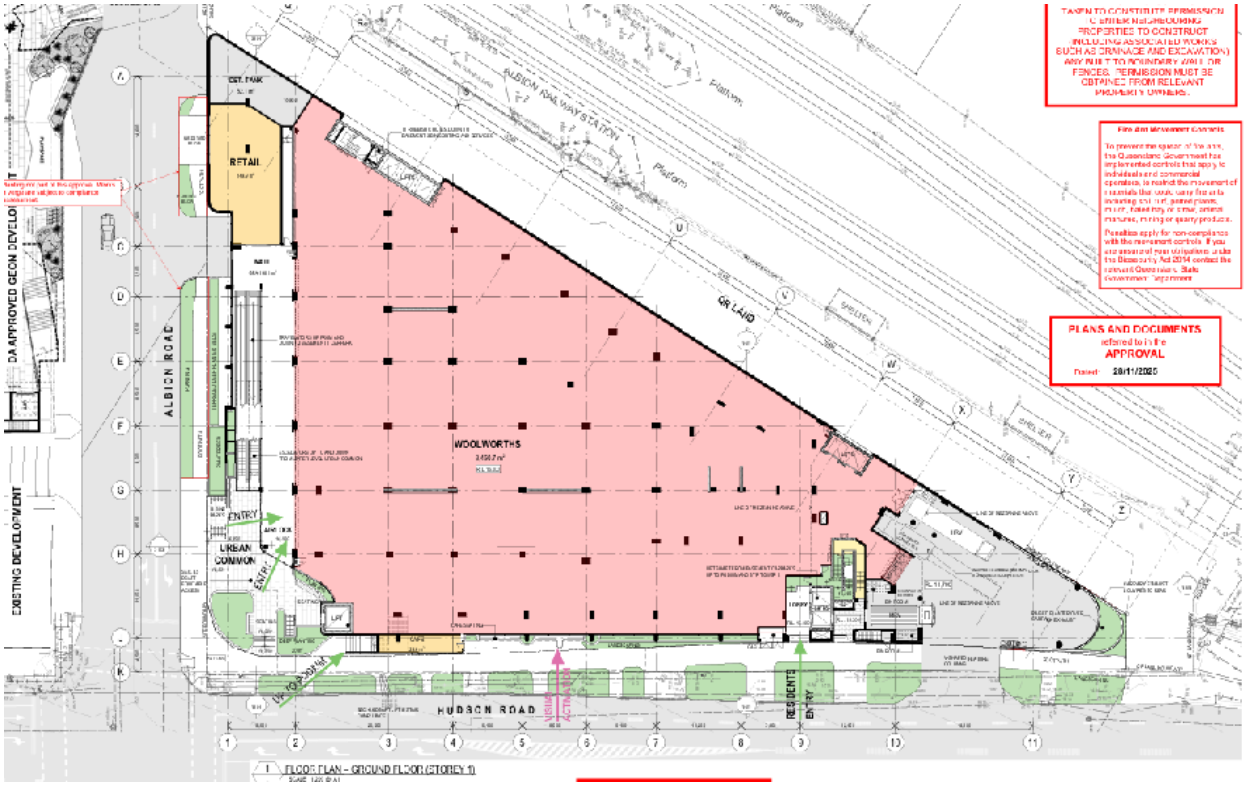


Figure 5 – Proposed Full Line Supermarket (A006619616)

4. The proposed resident bicycle parking located behind the car parking spaces does not comply with AS2890.3, which requires a minimum clear travel path of 1.5m for bicycle access.

Provided amended plans as follows:

a. Revert to the bicycle parking layout approved previously, or

b. Submit an alternative arrangement that demonstrably complies with AS2890.3, including safe and unobstructed bicycle access.

Response

The proposed resident bicycle spaces have been amended and now located within 2 x locations within the basement. The visitor bicycle spaces have also been relocated on the ground level, refer **Attachment D** for further information.

Bin Chute

5. The proposed changes to the bin chute require clarification.

a. Demonstrate on plans the proposed changes comprise an under-chute compactor with a compaction ratio of 3:1 within the 'bin chute' room and achieve compliance with PO32/AO32 of the Multiple dwelling code and PO8/AO8.1, AO8.2 of the Infrastructure design code.

Response

The proposed development includes an under-chute compactor, with a minimum of 6 x 1,100L bins required to service the development, refer **Attachment D** for further information.

Fuel burning

6. Confirm no Fuel burning is proposed to facilitate the fire pump for the development.

Response

The proposed fire bump includes a diesel generator which will only be operated for testing or during an emergency events. The generator complies with the accepted development criteria as identified in Table 5.3.4.1 of the City Plan and is not assessable development. The proposed generator does not require an Environmentally Relevant Activity Approval.

As part of this minor change, the client has made minor changes to the rooftop design, increasing the pergola on the site and reducing the internal room / lounge.

We advise that this Response to Council's Further Advice constitutes a **full response** containing all of the information requested.

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,



Liam Donald – Principal Planner
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