

## **Further setback notes for Lot 4 from Town planner**

Unfortunately, garages are subject to additional design requirements. I.e. the building envelope stuff is only one consideration.

In this instance, I would suggest there are three options:

- Arrange the access to come off Ducie so that the larger front setback there can be used to minimise the lost space.
- Make the parking structure a carport, so that the 5.5m setback rule doesn't apply.
- Lodge a DA to get a reduced setback.

Given the dual street frontage, I think that Council would support option 3. So whilst it isn't the first option I would look at, it is still an option.

Also, keep in mind that on a two-storey dwelling, garages also need to be recessed a min of 1m under the upper level.

I believe that the prospective purchasers of lot 4 could design their new dwelling to sit 0m off the boundary of lot 5, without prior Council consent.

To do so, they simply need to ensure that any built to boundary components:

- Do not sit within 1m of any habitable windows on an adjoining dwelling (not applicable if lot 4 is vacant at the time of construction),
- Comply with the front or rear setbacks, and
- Are built using low maintenance or pre-finished materials (i.e. blockwork).

**Brisbane Town Planning**

02 August 2017

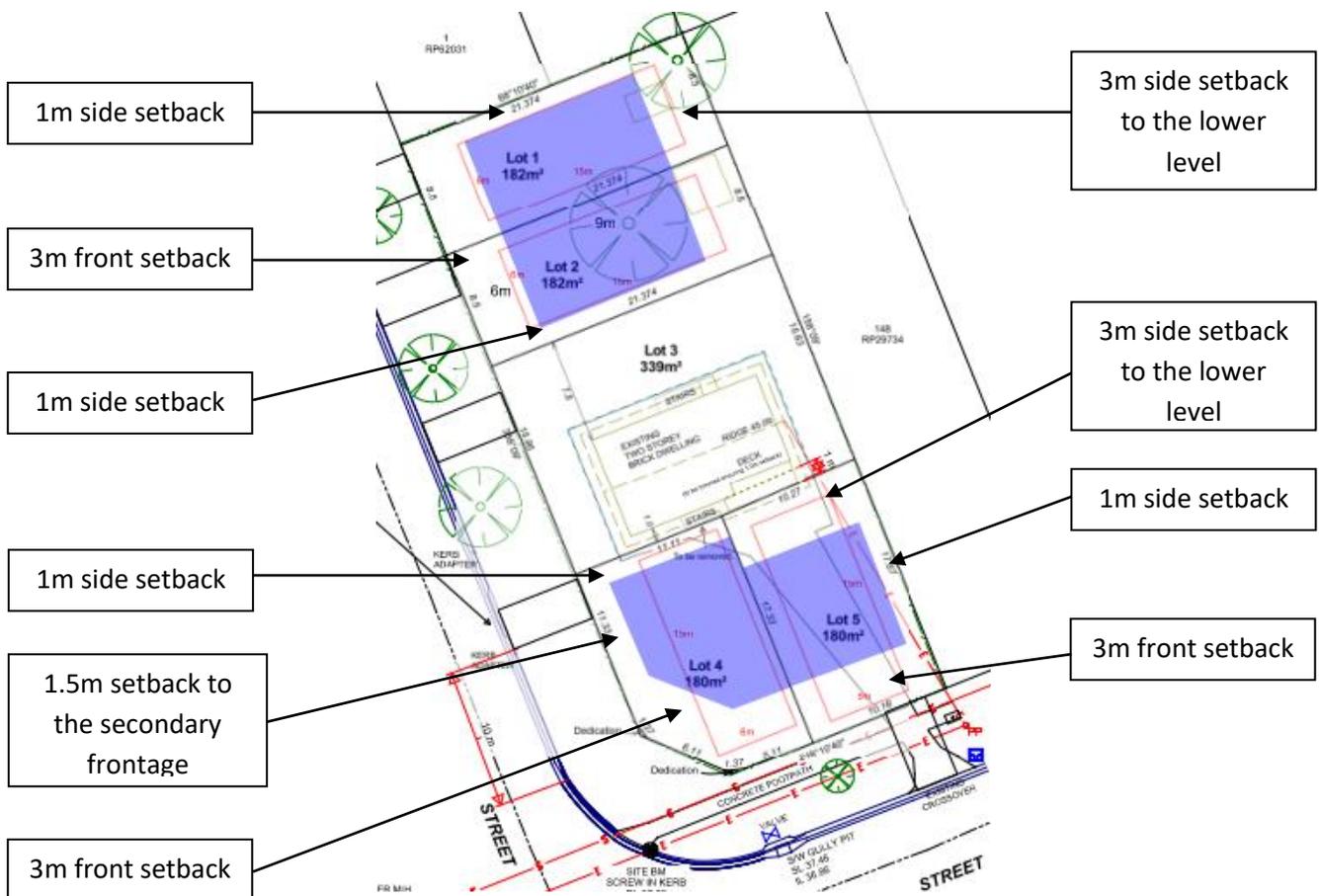
Team 77 Pty Ltd  
51-53 Ducie Street  
Darra Qld 4076

Dear Jim,

**RE: PROPOSED BUILDING PADS  
51-53 DUCIE STREET IN DARRA**

Further to our recent discussions, I can confirm that I have reviewed the proposed 1 into 5 lot subdivision application that is currently before Council.

Based on Councils 'as of right' rules (i.e. the Acceptable Solutions), I can confirm that the future allotments could be developed as shown in the image below. Noting that the blue outline represents the potential extent of the building footprints.



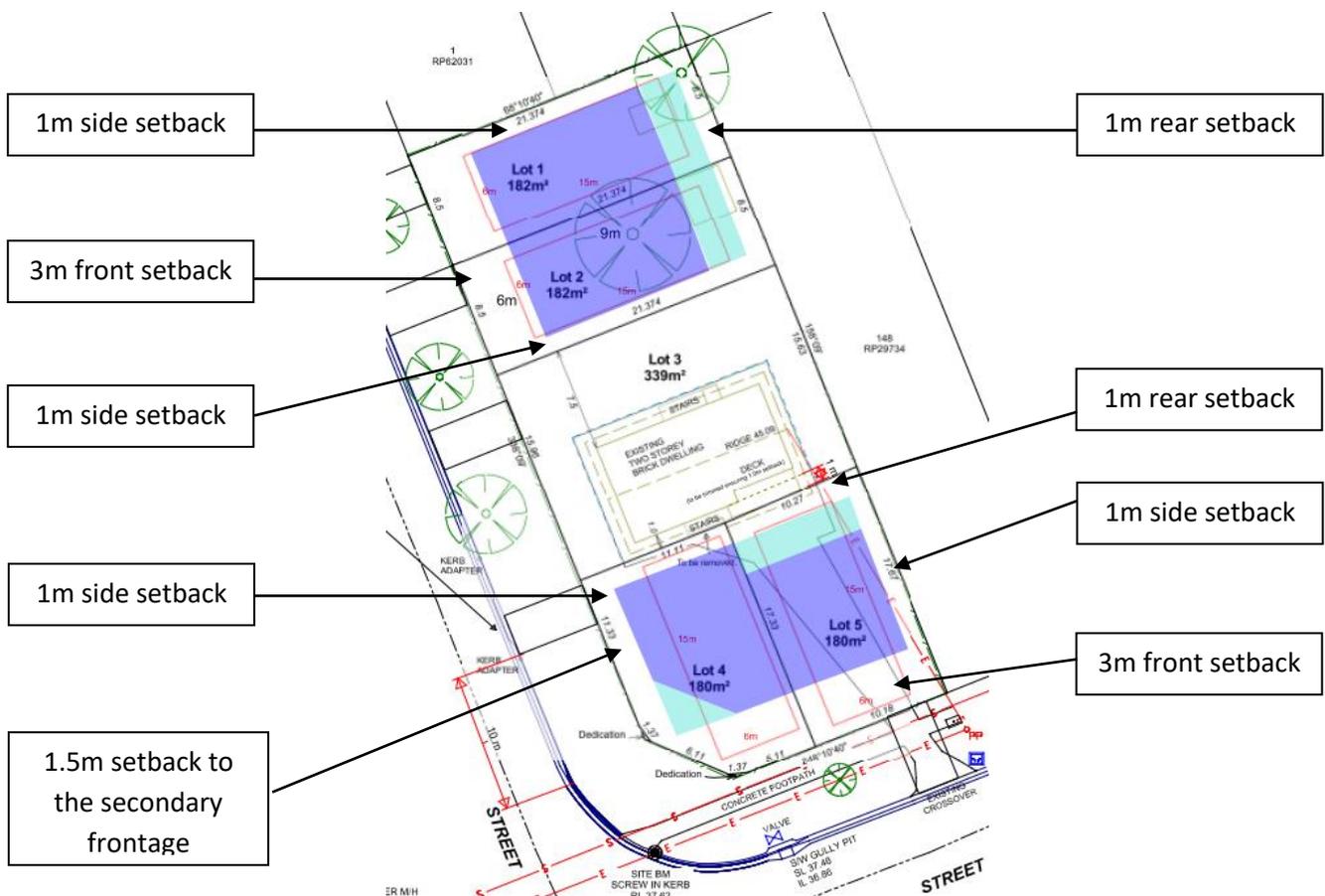
The front setbacks shown, relies on lots 2 and 4 being approved for development by the Private Certifier before lots 1 and 5 are developed.

It is also noted that a 5.5m setback is still required between the front boundary and any garages. Also, a 1m clearance is required between any built to boundary walls and any habitable windows on the adjoining allotments.

This outcome could be achieved without any further Council approvals.

If a purchaser was prepared to lodge a Town Planning application to seek approval for a Performance outcome under the Dwelling House (Small Lot) Code, I believe that Council would support further reduced setbacks.

In particular, I believe that Council would be willing to reduce the setback at the rear of proposed lots 1, 2 and 5 as low as 1m. I also believe that Council would support an extension of the footprint in lot 4 towards the truncated corner, as shown below.



These statements are made on the basis that the rear boundary of lots 1 and 2, is in fact only a side boundary of Lot 148 on RP29734. I.e. pre-subdivision, the expectation was that this could be developed in accordance with the side boundary setback rules.

Further, it is noted that this outcome is in keeping with the existing developed setbacks in the immediate vicinity. With attention drawn to the reduced rear setbacks on 4 Dwelling Houses on the opposite side of Stratheden Street

With regard to the truncated corner, it is noted that we recently received approval for this exact outcome via Councils RiskSMART (fast track) process. A sign that Council deems this type of application to be low risk and hence acceptable.

Should you have any queries regarding this request please do not hesitate to contact me on 3113 3261.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'P. Charles', with a stylized flourish at the end.

Peta Charles  
Principal Planner