Appendix D: Pre-lodgement Meeting Advice

Prelodgement Advice

☐ Meeting Advice

Date of Advice	8 September 2026
Meeting Dates	4 September 2026; 10:00am
Meeting Location	1 William Street, Brisbane
EDQ PRE Ref. No.	PRE-2026-BAN-5320
EDQ Contact Officer	Tiana Hill Tiana.hill@edq.qld.gov.au

Site Details / Proposal

Priority Development Area (PDA)	Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Banyo Precinct
Proposal	PDA Development Permit for MCU for Multiple Dwelling (64 affordable housing units)
Site Address	56 Blinzinger Road, Banyo
Real Property Description	Lot 1 on RP124669

Meeting Attendance

Name	Role	Organisation
Amanda Dryden	Project Director	EDQ
Beatriz Gomez	Director	EDQ
Elizabeth Piper	Manager	EDQ
Tiana Hill	Principal Planner	EDQ
Justin Lee	Principal Engineer	EDQ
Maxwell Potter	Applicant	Mecone
Phil Cristaldi	Applicant	Mecone

Craig Pearsall	Client / Development Manager	Mission Australia
Peter Garrone	Client	Mission Australia
Kane Boucaut	Developer Manager	Core Property Partners
Casey Glover	Traffic Engineer	PTT
John Nicholson	Architect	DC8 Studio
Nathan Anderson	Development Manager	Core Property Partners

Issues/Matters for Discussion

Built Form and Architectural Design

The proposed development is three stories in height which is consistent with building height outcomes envisaged within the Banyo precinct of the Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area (PPDA).

The proposed development has setbacks that are generally consistent with the outcomes envisaged within the PPDA and can be considered.

The activation of the street is commended in the design of the proposal.

Built form, urban design and public realm outcomes for the site are guided by the EDQ guidelines and practice notes (refer to footnote 8 in the Provisional Land Use Plan). It is recommended any submission references how the proposal complies with any applicable guidelines including Guideline 8 – Medium and High-Rise buildings.

Further details should be provided as part of any development application to detail how the communal open spaces will operate.

It is recommended opportunities be explored to adjust the design so that 2 bedroom units have increased private open space areas in line with the minimum private open space areas nominated under Guideline 8 (16m^2). Where this is not feasible, further justification should be provided as part of any development application to demonstrate how the balconies proposed are still of a useable size / configuration and how the communal open space is designed to compensate for this shortfall in private open space.

Traffic and Transport

An RPEQ signed Traffic Report will be required to address the transport and traffic requirements of the proposal.

Whilst it is acknowledged the site is well located in vicinity to public transport (train station and bus stops), the preliminary Traffic Engineering Technical Advice Note prepared by PTT relies upon car ownership data from other affordable housing projects within the Brisbane City Council local government area. Given that a large proportion of affordable housing projects likely occur in controlled parking areas, and within the CBD, additional information is to be provided to assist in justifying the proposed reduced car parking rates.

Further to the above, noting that visitor transport behaviour is generally more challenging to manage, it is recommended that a minimum of 4 x resident car parking spaces adjacent to the entry aisle are reallocated to visitor car parking spaces. Given the context and constraints of the site, this portion of visitor car parking spaces are permitted to be located behind a secure line, provided that safe and convenient access is maintained via a suitable strategy (either maintaining unimpeded access during reasonable daytime hours, or providing an

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intercom system to allow for residents to remotely approve access, or a combination of both). Furthermore, there appears to be opportunity for an additional 2 x visitor car parking spaces to be provided within the property boundary.

It is recommended additional bicycle parking spaces be provided, to further assist in compensating for proposed shortfalls in car parking.

A pedestrian sight splay will be required to be provided on the exit side of the driveway, and if dimensions are proposed to vary from the standard sight splay of 2.0m width x 5.0m depth, it is to be addressed in the Traffic Report.

The width of the access aisle in front of the visitor bicycle parking area is to be widened to 1.5m as per Australian Standard AS2890.3 Figure 2.4.

The traffic report should confirm the proposed design service vehicle and include swept path plans demonstrating that it can manoeuvre into the servicing / loading area identified on the plans. Given the nature of the proposal, the standard design service vehicle may be reduced from an LRV to an RCV.

Waste Management

It is understood the proposal current intends for bin collection to occur at a frequency of 2 x collections per week.

BCC's Refuse Planning Scheme Policy requires low-medium density development to limit collections to 1 x per week. The bin room in its current form however would appear sufficient to accommodate the required bins allowing for 1 x collection per waste stream per week, through a minor reconfiguration of the bin room to provide a sliding door and wider doorway opening to allow for bins to be rotated if / as required.

As such, it is recommended that 14 x 1,100L general waste bins, and 7 x 1,100L recycling bins be considered to facilitate 1 collection per week.

Stormwater

Provide a Stormwater Management Plan to demonstrate how the proposal will achieve a lawful point of discharge, and if connection into existing underground drainage infrastructure is proposed, that the downslope infrastructure has capacity to accommodate the proposed discharge arrangement.

Sewer Manhole

Confirmation to be obtained from Urban Utilities to confirm that the proposed driveway over the existing sewer manhole is supported, or if any additional works are required. This should be resolved prior to lodgement of application to EDQ.

Notification

The development as currently proposed will not be required to undertake public notification.

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Contamination

Provide a contamination assessment prepared by a suitably qualified person demonstrating that the proposed development including the proposed landscaped private open spaces are consistent with the approved Site Management Plan over the site.

PDA Associated Development

The proposed development requires works to occur both within and outside of the Provisional Priority Development Area (PPDA) boundary.

EDQ are currently developing a strategy as to how to appropriately capture those works occurring outside of the PPDA. Once this strategy has been developed, further information will be provided.

Lodgement Material

The following material will be required to be submitted as part of any development application:

- Town Planning Report
- Architectural Plans
- Landscape Plans (these can alternatively be requested through a condition of the approval)
- Contamination Assessment / Technical Note
- Traffic Report
- Waste Management Plan / Letter (Note: This could be included as part of the Traffic Report)
- Stormwater Management Plan
- Civil Engineering and Servicing Report

Lodgement Material

1. A PDA development application can be lodged with EDQ via:

   The Customer Portal https://portal.edq.qld.gov.au/ or **email the team** developmentservices@edq.qld.gov.au

2. If you intend to lodge a PDA Development Application in the future, please include a copy of this advice with your application.

Should you require further information regarding this matter, please contact Tiana Hill, Established Growth, Development Services.

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