

Ref: 19-0239P

28/05/2026

Attn: Errin Lu

Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Via email: errin.lu@brisbane.qld.gov.au; DSPlanningSupport@brisbane.qld.gov.au

RE: Response to Further Advice
1529 Creek Road, Carina – A006625093

Dear Errin,

We refer to Council's further advice dated 25 February 2026 in relation to the abovementioned application and provide a full response below.

Thank you for your attention to this matter. We trust that this has addressed your queries and request that Council resume their assessment of the development application.

Should you have any further queries regarding this application, please do not hesitate to contact the undersigned on (07) 3666 5200.

Yours sincerely,



Sophia Dow
PLANNER

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Response to Further Advice

Supporting Material

This response is supported by the following information.

Document Title	Prepared By	Date
Revised Architectural Plans	Arqus Design	24 April 2026
Amended Traffic Impact Assessment	Bitzios	5 May 2026
Amended Noise Impact Assessment	Trinity Consultants	25 May 2026
Air Quality Letter	Trinity Consultants	25 May 2026
MUSIC Model	DRW Consulting	27 October 2025

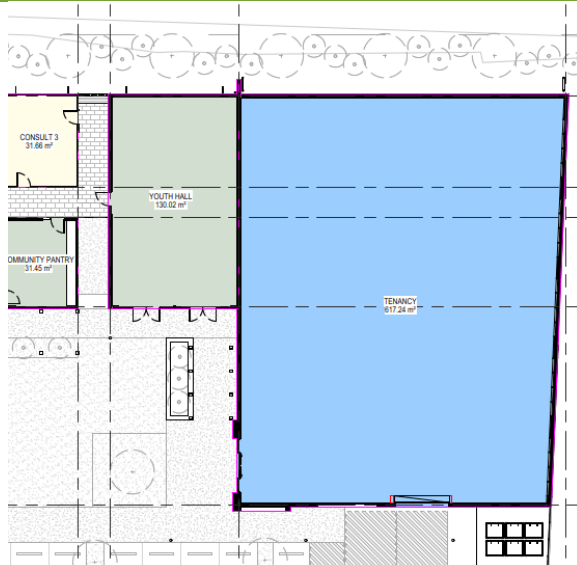
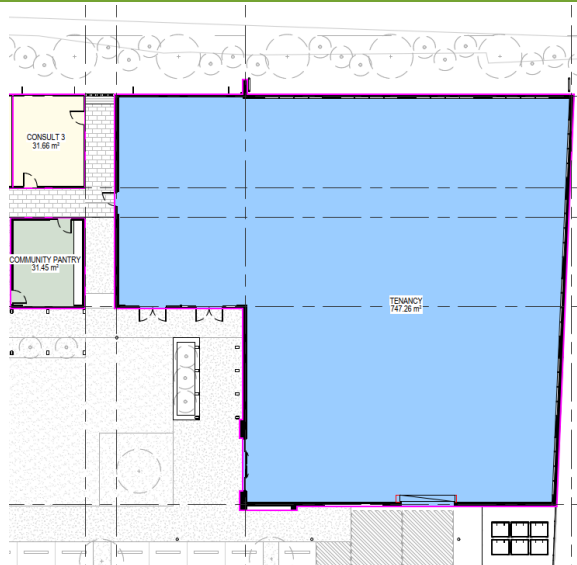
Summary of Changes

We further provide notice of a change to the above application in accordance with section 52(1) of the *Planning Act 2016* (**Planning Act**). The application is currently in chapter 1, Part 5: Decision as set out in the Development Assessment Rules (**DA Rules**).

Through the applicant’s review and detailed design, a change to the Youth Hall component is sought. The proposed change seeks to subsume the Youth Hall space into the adjacent Shop use. As such, the change involves the conversion of 130m² of gross floor area (**GFA**) from Place of worship/Community use to Shop use.

This change is depicted in **Table A** below and reflected in the **Revised Architectural Plans**.

Table A – Changes to Youth Hall

RFI Architectural Plans (21/11/2025)	Revised Architectural Plans (24/04/2026)
	

The change to the proposal has further been addressed in the **attached** amended reports and response to Council’s Further Advice, including in the **Amended Traffic Impact Assessment** and **Amended Noise Impact Assessment**.

The extension of the Shop use into the former Youth Hall space has not resulted in any external changes to the building façade, materiality, bulk, scale or landscaping.

Further, no changes are made to the car parking provision (total 104 spaces). It is noted that the change of the 131m² GFA from a Community Use to Shop slightly increases car parking standards against Council’s Transport, access, servicing and parking planning scheme policy (from 3 to 5 spaces per 100m² GFA). The **Amended Traffic Impact Assessment** confirms the proposed car parking provision can comfortably service the use and expected peaks and flows of demand across

various scenarios with respect to Council's TAPS PSP (refer to section 3.6 of the traffic assessment). Importantly, as described in the **Amended Traffic Impact Assessment**, the proposal's car parking will operate under a shared model given the variety of uses and differing peaks in demand.

Effect on Development Assessment Process

The change to the Youth Hall is deemed to be minor as the change:

- does not result in substantially different development;
- does not result in the inclusion of prohibited development;
- does not trigger additional referral agencies or matters; and
- does not trigger public notification as the use has already been considered under public notification and is not likely to attract a submission objecting to the change.

As such, it is considered that the change is a minor change and therefore, in accordance with section 52(3) of the Planning Act, the change does not affect the development assessment process.

Response

Please see our response to the items in the further advice as follows.

Item 1 – Peak Car Parking Demand

The Noise Impact Assessment prepared by Trinity Consultants Australia, dated 17 November 2025, refers to a greater number of patrons than the number of patrons referenced in the Traffic Impact Assessment (TIA) prepared by Bitzios, dated 25 November 2025. Confirmation of patron numbers is required to ensure that the peak parking rate is sufficient for the development.

- a) Confirm the total number of patrons to be on site to confirm that the development complies with PO13 of the TAPS code. If the number of patrons is greater than the number considered in the TIA dated received on the 25 Nov 2025, provide an updated TIA to address the applicable patron numbers.

Response

The proposed development is expected to accommodate a maximum number of 150 persons during regular operations. While the **Amended Traffic Impact Assessment** identifies that up to 211 persons could be accommodated during Sunday Place of Worship events, it is unlikely that this capacity will be reached during regular operations given the size of the hall, as such, a maximum number of 150 patrons on site can be ensured by way of a reasonable condition. An operational management plan can be prepared for occasional events exceeding this number (e.g., Christmas festivities).

The **Amended Traffic Impact Assessment** confirms the total number of patrons on site is accommodated by the proposed car parking space provision and does not result in any overflow of carparking given The Salvation Army's typical patron travel behaviour, and as such, the proposal complies with PO13 of the TAPS code.

The **Amended Noise Impact Assessment** has also been updated to reflect the maximum 150 patron capacity.

Item 2 – Traffic

The proposed relocation of the pedestrian crossing will require built outs to be constructed in the verge. The built-out required on the opposite side of Creek Road may impact on the existing properties at 1518 and 1522 Creek Road. Further information is required to demonstrate that all existing residents will be able to manoeuvre in and out of their properties as per the existing scenario.

- a) Provide an updated TIA and amended plans in accordance with PO1 of the TAPS code and the Infrastructure design code demonstrating the relocated pedestrian crossing will not adversely impact manoeuvring in/out of the properties on the opposite side of Creek Road.

Response

Refer to the attached **Amended Traffic Impact Assessment** for a full response to Item 2. The reporting confirms the proposed relocated pedestrian crossing will not adversely impact manoeuvring in/out of the properties on the opposite side of Creek Road.

Item 3 – Waste Management

The RPEQ endorsed swept path analysis has not utilised the requested 9.757m kerb to kerb turning radius and the northern RCV loading bay, adjacent to the commercial tenancy, does not provide sufficient space behind the RCV for the bulk bin, meaning the RCV will be a further 1.5m into the aisle. Updated swept path are to be submitted to show the correct standing location of RCV with 1.5m behind RCV for bulk bins and analyse its impact on manoeuvring of other vehicles around it.

- a) Provide amended plans in accordance with PO19 of the TAPS Code that show the RCV Swept path with 1.5m space at rear for bulk bin collection.

Response

Refer to the attached **Amended Traffic Impact Assessment** for a full response to Item 3.

Item 4 – Noise Emissions

The Noise Report by Trinity R01V03 dated 17/11/25 has been reviewed. The zone on the adjoining land to the south that is used for a Service station is in the Emerging community (EC) zone and requires assessment.

- a) In accordance with PO2 of the Community facilities code, provide a letter/addendum from the noise consultant which advises whether the noise criteria are achievable on the boundary of the EC zoned land to the south. Ensure that the letter is supported with calculations and other information to justify any assumptions made.

Response

While the established Service Station use on the southern adjoining site is not a noise-sensitive use, the **Amended Noise Impact Assessment** has assessed the site as a potential noise sensitive receiver.

As described in previous application material, we reiterate that the assessment of the Service Station site as a sensitive receptor is unreasonable. The adjoining property to the south is an established and lawful Service Station use, which is not a noise sensitive land use, and Council assessment must properly consider the existing use and planning context of the site. The proposed development is compatible with the established Service Station use.

The imposition of mitigation measures based on a hypothetical future redevelopment scenario for the underlying Emerging Community Zone is not warranted. Planning assessment should not anticipate or make accommodation for speculative future land uses that do not presently exist and have not been approved. Should the Service Station site be redeveloped in the future for a sensitive use, any such redevelopment would be required to assess the existing surrounding land uses, including the established operation of the proposed development, and demonstrate appropriate acoustic amenity and compliance at that time.

The **Amended Noise Impact Assessment** further identifies that the Service Station site is not a noise sensitive receptor, and concludes that no acoustic barrier is required given the nature of the established Service Station use. The imposition of any noise barriers to the proposed development on the basis of a possible future sensitive use of the Service Station is unreasonable. Where the Service Station site may be redeveloped in future, a proposal would be required to provide an acoustic assessment and design response as part of its own development assessment process.

As such, while reasonable and relevant conditions can be imposed to ensure compliance with the **Amended Noise Impact Assessment**, the imposition of a noise barrier to the southern boundary is unreasonable and not relevant to the assessment of the proposed development in the context of the existing lawful use of the adjoining land.

Item 5 – Stormwater Quality

The submitted stormwater modelling file is in a zip format and is to be in an sqz format, to allow it to be opened with the licensed MUSIC usb. Resubmit the electronic file in an sqz format.

Response

The **MUSIC Model** in an sqz format is provided with this Further Advice Response.

Item 6 – Air Quality

The site is in the Industrial amenity investigation area sub-category of the Industrial amenity overlay and the development includes a sensitive use (Community care centre), demonstrate that an adequate level of air quality can be achieved in accordance with relevant code outcomes.

- a) Provide detail on the annual throughput and any vapour recovery system on site. If there is a vapour recovery system on site, submit evidence of the vapour recovery system; and
- b) Submit further information demonstrating the proposed Community care centre can comply with the separation distances as prescribed in AO2 of the Industrial amenity overlay code. Where compliance with the separation distances cannot be achieved, submit an Air Quality Report prepared in accordance with the Air quality planning scheme policy to demonstrate compliance with PO2 of the Industrial amenity overlay code.

Response

Refer to the attached **Air Quality Letter** for a full response to Item 6.

Item 7 – Plans

Amend the plans to clearly annotate the location of each use on the site and the car parking for each use.

Response

The **Revised Architectural Plans** clearly annotate the location of each use; refer to the Area Plans for Building 1 (A1-6-01, issue J) and Building 2 (A1-6-02, issue I) contained in the **Revised Architectural Plans**.

Per the **Amended Traffic Impact Assessment**, the car parking will operate in a shared model, as it is unlikely that each use's car parking demands will peak simultaneously. Refer to sections 3.6 and 3.7 of the **Amended Traffic Impact Assessment**, which confirm the proposed development is appropriately supported by car parking provisions.