11 June 2026

Our Reference: 25-00858-L1

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

Attention: Ms Kayal Chandrasekar (Assessment Manager)

Dear Kayal

RE: RESPONSE TO INFORMATION REQUEST
DEVELOPMENT APPLICATION (FOOD AND DRINK OUTLET, SHOP)
1604 WYNNUM ROAD, TINGALPA QLD 4173
BCC FILE REFERENCE A006952986

Reference is made to Council's Information Request dated 12 March 2026 and addendum dated 9 April 2026.

We provide the responses below to all of the information requested and respectfully request assessment of the application to continue.

Item 1 - Stormwater

Information Requested

a) *Provide additional details to demonstrate that the proposed concept can be constructed, including survey and potholing to locate services within the road, a longitudinal cross section to indicate achievable pipe grades and cover, and clarification of any filling needed onsite to obtain workable drainage levels. If a direct connection to the underground system is not achievable, provide alternative lawful discharge options such as connection to existing gully pits along the frontage, supported by sufficient preliminary engineering design.*

b) *Submit an electronic copy of the MUSIC model used for the proposed stormwater quality management plan for assessment.*

Response

a) Response is contained within in the cover letter dated 4 June 2026 from Arcos Group provided at **Appendix A**. It is proposed to discharge stormwater at the rear of the lot, as per the existing arrangement and lawful point of discharge. Water quality treatment has been maintained prior to discharge and will also help attenuate minor flows. Major overland flow will occur along the kerb and driveway profile. A landscape buffer has been included by the design team in response to other items which will ensure no overland flow can ingress to adjacent properties.

b) An electronic copy of the MUSIC model for the stormwater quality management plan is attached.

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Item 2 – Traffic

Information Requested

a) *Submit amended plans showing a revised internal circulation route so that vehicles entering the site are directed to the left, with the lane in front of the building entrance shown as one way towards the Wynnum Road frontage. This change would minimise conflict points near the site entrance, improve manoeuvring for vehicles accessing the parking bays, and support a more orderly and efficient flow through the site.*

Response

Amended plans are provided at **Appendix B** and include a revised internal circulation route so that vehicles entering the site are directed to the left, with the lane in front of the building entrance shown as one way towards the Wynnum Road frontage.

Item 3 – Lighting impact

Information Requested

a) *Submit an amended lighting design plan that provides shielding on the car park lights or optimises their location, tilt or rotation to reduce light spill and glare for the adjoining sensitive uses along the western property boundary;*

b) *Provide an amended concept landscape plan that provides a two-tiered landscaping design along the western boundary with species that will mitigate light spill and glare from the proposed lighting installation (also refer to item 8); and*

c) *Confirm whether the lights can be turned off or dimmed after 9:00PM when the use ceases;*

d) *Show measured segments on amended plans.*

Response

a) Based on the lighting consultant's review of the luminaire characteristics and standard lighting design practice, it is their opinion that external shielding is not inherently required for this luminaire when it is correctly specified and applied. The AEC i-Tron is a purpose-designed roadway and public area luminaire that achieves light control through its integrated optical system, rather than reliance on external accessories. Key characteristics supporting this position include:

    - Flat-glass, full cut-off design with effectively 0% upward light output (ULOR), ensuring no direct upward spill and strong control of high-angle light.
    - A comprehensive range of application-specific asymmetrical optics, allowing the designer to select distributions tailored to roadway width, mounting height, setback, and surrounding context.
    - Adjustable mounting and tilt capability, enabling fine-tuning of the luminaire aiming to direct light only where required.
    - Optical systems designed to maximise useful light on the task area while minimising spill and glare, consistent with modern roadway lighting practice.

    In accordance with good lighting engineering practice, control of obtrusive light (including spill light, glare, and sky glow) is primarily achieved through:

    - Appropriate optical distribution selection

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- Correct luminaire mounting height, spacing, and setback
- Optimised tilt and orientation
- Selection of appropriate output levels

Where these parameters are correctly addressed during the design phase, the luminaire itself provides the necessary control, and secondary measures such as external shields are not required.

It is also noted that the use of external shielding can introduce unintended consequences, including:

- Reduction of useful light output, leading to reduced efficiency and potential non-compliance with lighting category requirements
- Degradation of uniformity and visual performance
- Increased wind loading, maintenance complexity, and visual bulk

For these reasons, the application of external shields is generally considered a last-resort, site-specific mitigation measure, rather than a standard design requirement. Such measures would typically only be considered where constraints (e.g. fixed infrastructure, unusual site geometry, or highly sensitive adjacent receptors) cannot be resolved through standard lighting design optimisation.

Based on the above, it is their professional opinion that the AEC i-Tron luminaire does not require external shielding to achieve appropriate light control when correctly designed and installed. Any requirement for shielding should be assessed on a case-by-case basis, following optimisation of the primary lighting design parameters.

The assessed obtrusive light levels are consistent with established expectations for residential interfaces adjoining commercial land uses on major road corridors and demonstrate compliance with the applicable limits set out in AS/NZS 4282:2023.

b) An amended landscape concept plan is provided at **Appendix C** that provides a two-tiered landscaping design along the western boundary with species that will mitigate light spill and glare from the proposed lighting installation.

c) Lighting control, including switching via photocell or timeclock, can be detailed by the electrical engineer during the detailed design phase. In addition, dimming functionality is available on the majority of modern LED luminaires and can be incorporated into the control strategy where required, subject to final design coordination.

Item 4 – Waste

Information Requested

a) Provide amended architectural plans which shows a dedicated refuse room (within a building) or refuse enclosure (roofed and wholly screened) with a minimum GFA of 32.8m² (internal dimensions of 8.2m x 4m), to dispose of generated waste streams. In accordance with AO63.1 & AO63.2/ PO63 of the Centre or mixed use code. Ensure to denote 'Refuse Room' or 'Refuse Enclosure', include dimensions and GFA on the proposed plan.

b) Provide revised RPEQ certified entry and exit swept path analysis for a 10.24m Rear Loading RCV (As per-BSD-3008-2) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient on-site servicing whilst utilising a lock-to-lock time of 6.00s, kerb-to-kerb turning radius of 9.757m, with both entry and exit manoeuvres to be in forward gear, in accordance AO1/PO1, AO19.2 & AO19.3/ PO19 of the Transport, access,

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parking, and servicing (TAPS) code and AO8.1 & AO8.2/ PO8 of the Infrastructure design code. Ensure the vehicle specifications are clearly labelled and legible.

c) *In accordance with AO19.2 & AO19.3/PO19 of the of the TAPS code and AO8.1 & AO8.2/PO18 of the Infrastructure design code, demonstrate the following:*
   i) *Provide amended architectural plans which demonstrated the two-way aisle carriageway trafficked by the RCV is a minimum of 6.5m wide in accordance with Table 12 of the TAPS PSP.*
   ii) *Demonstrate the RCV loading and standing bay has been provided with a minimum length of 11.5m.*

Response

Response is contained within the cover letter dated 7 June 2026 (and Attachment A) from ITE Consulting provided at **Appendix D**. In summary it was found that the proposed layout would be safe and functional and compliant with relevant TAPS policy and AS2890.1:2004 standards and the layout is expected to be safe and functional with parking quantities able to meet the anticipated demands of the development. The proposed development is not expected to have a significant impact on safety of motorists or pedestrians or queueing related matters.

Item 5 – Streetscape and side boundary landscape buffer

Information Requested

a) *Provide amended plans including preliminary engineering drawings that include a 1200mm wide footpath along the length of the verge that is 1300mm from the back of kerb and achieves a crossfall of 1 in 50.*

b) *Indicate opportunities for street tree planting in accordance with the Infrastructure Design Planning Scheme Policy - 3.7.5 Design standards for street tree planting.*

c) *Retain the existing full width pavement only where required for the function of the existing bus stop.*

d) *Submit revised landscape concept plan to incorporate a minimum 2 tier planting along the western landscape buffer area, in accordance with PO55 of the Centre or mixed use code and PO3 of the Landscape work code, including relevant cross section and elevation.*

Response

Amended plans are provided at **Appendix B**.

Engineering details are contained within the cover letter dated 4 June 2026 from Arcos Group provided at **Appendix A**.

Footpath 1200mm wide has been denoted on the plans 1300mm from behind back of kerb and existing concrete pavement for bus stop retained only at the bus stop.

Amended landscape concept plan that provides a two-tiered landscaping design along the western boundary is provided at **Appendix C**.

Item 6 – Bushfire hazard assessment

Information Requested

a) *Submit a contemporary bushfire report and response to Sections A and B of the Bushfire overlay code.*

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Response

A bushfire assessment report is provided at **Appendix E**.

Item 7 – Outdoor dining

Information Requested

a) *Provide further information to clarify if the proposed food and drink outlets are likely to provide external dining areas and if so, provide details on how the amenity impacts will be mitigated as per AO7/PO7 of the Centre or mixed use code.*

Response

Outdoor dining locations are shown on Drawing SK1003 Issue 08 dated 030626, prepared by JSTN Architects, attached at **Appendix B**.

The western outdoor dining location is appropriately located in excess of 30m from the nearest dwelling to the west and is separated by the car park and manoeuvring aisles and will be visually and acoustically screened from view by a 1.8m high solid screen fence along the boundary and 2 tier landscaping within a landscape buffer for the entire length of the western boundary.

The southern outdoor dining location is appropriately located at the front of the site adjoining the highly trafficked Wynnum Road and is visually and acoustically screened from view from adjoining non-residential use by a 1.8m high solid screen fence along the eastern boundary.

The acoustic assessment by ATP Consulting Engineers concluded that the results of the operational noise assessment indicate that the noise emissions from the proposed commercial development once fully established will comply with the noise criteria from the Brisbane City Plan 2014, provided the recommended noise mitigation measures are fully implemented.

Accordingly, the outdoor dining locations comply with Performance Outcome PO7 of the Centre and Mixed Use code which requires development for a food and drink outlet mitigates impacts on residential amenity in or adjoining the building through:

a) providing an outdoor dining area that is appropriately located;

b) ensuring external dining and entertainment areas are visually and acoustically screened from an adjoining dwelling.

Item 8 – Proposed plans

Information Requested

a) *Provide amended plans including details of the entirety of the facade in elevation with annotations.*

Response

Amended plans are provided at **Appendix B** including elevation and annotation details of the entirety of the façade.

Item 9 – Planning Need

Information Requested

a) *Submit an amended needs assessment addressing the following matters:*
   i) *Network assessment*

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A. *Provide detailed information on floor space estimates for overall centre floor space (or total retail floor space), supermarket/food store/fresh food floor space and food & drink outlet floor space for each centre/location within the identified trade area. Submit a detailed breakdown of floor space by centre to demonstrate how the aggregate value of this area is calculated.*

B. *Revise and update centres network assessment to include consideration of all approved developments, noting a preliminary review identifies at least two potentially relevant approvals (Council ref: A006254572 and A006484502).*

ii) Retail expenditure

A. *Report retail expenditure per capita for the trade area by retail expenditure category and provide clear definitions of what each retail expenditure category represents. It is unclear how retail expenditure categories such as 'Food Catering' and 'Cafes & Restaurants' relate to each other in Table 5.3 of the Economics Impact Assessment.*

iii) Turnover density

A. *Submit revised market share and performance analysis to reflect a more reasonable turnover or provide further justification on why the proposed development is anticipated to perform below the stated benchmark levels.*

Response

An amended Needs assessment is provided at **Appendix F**. it is Urban Economics' professional opinion that the proposed Fruit Barn and shop at 1604 Wynnum Rd, Tingalpa would provide a new fresh food retailer for the Study Area community, optimising choice in existing retailers and more relevantly, would be without any significant adverse impacts to the existing network of Centre and retail facilities therein.

Should you require any further information or clarification, please do not hesitate to contact me.

Yours faithfully

Graham Clegg

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Member, Planning Institute of Australia

Member, Queensland Environmental Law Association

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