

Our Ref: 25-339
23 September 2026

Chief Executive Officer
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4000

BCC DS
RECEIVED
23/09/2026
APPLICATION REF
A007025195

Dear Abby,

RESPONSE TO INFORMATION REQUEST – A007025195
842 WATERWORKS ROAD, THE GAP

We refer to Council's Information Request dated 30 June 2026 and respond to the issues raised as follows.

Land Use and Street Activation

- 1) *The subject site is located in both the District centre and Low density residential zones. There is concern that the Warehouse use is overbearing due to the scale, height and bulk proposed. Given the built form and proposed land use is considered inconsistent with the intent and overall outcomes for the applicable zones and as a result is impact assessable, there is concern about the appropriate use and activation of the street frontage for the development. The addition of commercial uses in line with the centre activities use group along the frontage would provide for opportunities for a mixed-use development with a diversity of uses to better align with both The Gap neighbourhood plan and the District centre zone codes.*
 - a) *It is recommended to review the proposed development and include retail and commercial components along the frontage to encourage and promote active uses for a socially vibrant centre.*

Note: retail and commercial uses may require amendments to design, carparking and landscaping. It is recommended to review these items together.

Response:

While the proposed Warehouse use is not typical of the relevant zoning, the proposal has been designed to a built-form quality that is reflective of the current zoning and anticipated commercial land uses. The built form proposed is of a standard well beyond that of a typical Warehouse use, and the scale, height and bulk proposed fronting Waterworks Road is much less than the scale of building (being 4 storeys in height) that is achievable under the District Centre Zone.

The proposal has been specifically designed such that street fronting tenancies have an interface to Waterworks Road which is reflective of a commercial development. These tenancies include a high proportion of glazing, street fronting terraces, landscape buffering and convenient pedestrian access to ensure they present much like an "Office" tenancy. The

security gate proposed also sits behind front two tenancies to ensure these remain readily accessible.

While the front two tenancies may present as Offices and provide a similar street activating function, it is not considered necessary or appropriate to apply for an Office land use.

These tenancies will continue to have roller doors for loading and will be built to internal specifications which facilitate storage as the primary function. The proposed workstore tenancies can service a variety of Warehouse functions, most commonly self-storage for oversized items or work space for small scale distribution activities. The front two tenancies are considered likely to constitute the latter.

As an example, these tenancies may cater for an online business which requires this style of tenancy to cater for their delivery and storage requirements. They may involve a small ancillary administration component and allow for customer collections, which would activate the streetscape and require some level of pedestrian connectivity. However, the use still operates very much as a Warehouse.

Council notes that inclusion of commercial/retail activities may require amendments to design, car parking and landscaping. As stated above, the design is already cognisant of the commercial surrounding and reflective of this as a built form outcome. The proposal also includes areas of deep planting fronting the street (as addressed later in this response) and the overall landscaping outcome is also considered to be reflective of commercial development.

However, Council rightfully highlights that including commercial/retail uses would require a higher provision of car parking on site, and additional car parks would specifically need to be available to these street fronting tenancies. Changing the car parking layout to accommodate this outcome is not considered practical, with a layout change likely compromising the access and parking arrangement available to other tenancies.

Furthermore, the Economic Need and Impact Assessment lodged with the development application highlights that The Gap does not have demand for further commercial or retail space. Vacant tenancies do not provide for any street activation, and therefore the proposed Warehouse tenancies are the most appropriate way to ensure both a high quality built form outcome, and integration with the streetscape, are achieved. The site has also previously been used for commercial storage, and the proposal will satisfy a need for storage space within The Gap as identified within the Economic Need and Impact Assessment.

While the proposal does not represent a mix of defined land uses, the nature of the workstore tenancies proposed allows for a mix of activities that are appropriate for the location. The front tenancies will be able to provide for streetscape integration and pedestrian connectivity, with the remaining tenancies (many of which are likely to be used for storage) and the self storage building itself will provide for low levels of vehicle movements which is sensitive and appropriate for the neighbouring residential areas. It is also noted that neither the Centre or Mixed Use Code or The Gap Neighbourhood Plan Code require a mix of non-residential land uses.

Cross-block link

- 2) *The site is required to provide a 1.8m widening along the western boundary and the construction of a 1.8m path to provide access from Waterworks Road to the Council parkland at the rear of the site. It is noted that previous approvals over the site included this pathway to facilitate pedestrian movement through District centre zoned land and increase the activity through the site and achieve PO4 of the TAPS code. Previous advice provided to the applicant included this requirement, with "Road Widening Plan 'RC 16002 issue 1 – 836-842 Waterworks Road" showing the area for the pathway.*

The planning report provided by Plan A in support of this proposal briefly discusses earthwork/retaining wall constructability as a reason for not providing the dedication/pathway. This is not supported. After review of the submitted concept engineering earthworks plans prepared by Create Engineers it appears that the proposed new/reconstructed boundary retaining area and areas of significant cut and fill across the site are required regardless to facilitate the development.

- a) *Provide a revised proposal (included revised earthworks plan) demonstrating a 1.8m widening (including truncations) along the western boundary and a construction of a 1.8m concrete path as per the current approval on the site. Ensure any other revised engineering components of the development (i.e. internal traffic aisle, parking dimension, earthworks, etc) retain compliance to the relevant City plan codes.*

Response:

The proposal at hand is a completely different development outcome as compared to that previously approved over the site (A006345436). The previous approval was granted for a Material Change of Use for Multiple Dwelling, Retirement Facility, Health Care Service and Child Care Centre. The approved plans demonstrated an increased width access path from Waterworks Road to the park at the rear and the layout included an interface with the western site boundary. Access was facilitated directly between the site and the path through dedicated connection points.

This outcome made sense in context of the approved land uses, and does not translate to the proposed Warehouse development.

The approved residential land uses benefited from the pathway because it provides obvious recreational opportunities for residents. A Child Care Centre use benefits from an accessible park so that parents can use the park after collecting their children. The previously approved development would have resulted in a much higher number of people on site, warranting an upgrade to the capacity of the pedestrian pathway.

The proposed development does not have any pedestrian relationship to the park at the rear.

While the proposal is designed to integrate with Waterworks Road and provide some level of walkable access, a storage building by nature has otherwise very low levels of pedestrian movement. The proposal does not include any direct access to the adjoining pathway, and

this is specifically discouraged to ensure on-site safety is preserved. Self-storage is designed in such a way that site users can be easily monitored for security and policing purposes, and having any alternative access points would compromise this outcome. The site will have low overall staff levels which does not warrant direct access to the park.

PO4 of the Transport, Access, Parking and Servicing Code is outlined as follows:

Development provides walking and cycle routes through the site which:

- a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;*
- b) encourage walking and cycling;*
- c) ensure pedestrian and cyclist safety;*
- d) provide a direct and legible network.*

PO4 relates to a development where walking and cycling connectivity through a site is a relevant outcome. As outlined above, the proposed development specifically does not promote or have any relevant pedestrian or cycling network through to the park, highlighted by the fact the development does not require the provision of bicycle parking spaces.

In response to point a), the proposal is for a Warehouse, primarily for the purpose of self-storage, and has no pedestrian or cycling relationship with other land uses. The proposed Warehouse can operate in a safer manner without such connections and pedestrian interface. For this reason, the proposal deliberately does not want to encourage walking or cycling connections to the park in response to part b). The only pedestrian connectivity which is encouraged is for the front tenancies as outlined in item 1 above, and this is only with relation to Waterworks Road and not to the park at the opposite end of the site.

The proposed development is not required to provide a direct and legible pedestrian/cycling network as referenced in d), with the planning scheme not requiring an specific infrastructure connection along this corridor. A review has been undertaken of both Council's Local Government Infrastructure Plan and The Gap Neighbourhood Plan and it is confirmed that there is no active transport projects to connect Waterworks Road to the park.

The existing pedestrian path which adjoins the site is Lot 8 on SP141897 which is owned by the Department of Natural Resources and Mines. The planning scheme does not require an increase to the pedestrian connection contained within this land holding. On the basis that the proposal has no relationship to this pedestrian connection, it is not considered reasonable or relevant to provide an additional land dedication or infrastructure works for the purpose of pedestrian pathway.

Lawful point of discharge

- 3) The Site Based Stormwater Management Plan (SBSMP) prepared by Create Engineers has been assessed. The submitted information outlines a proposed lawful point of discharge (LPD) within the downslope property (Alan Willing Place Park). It is noted the approved LPD of the previous approval (A006345436) on the site was also the park,*

however this is a new development application. No property owners' consent has been provided for the discharge/proposal. Note that while the land is owned by Brisbane City Council, Development Services does not grant rights to access this land or give property owners consent.

- a) Obtain consent to discharge and construct drainage within the neighbouring Council owned land, seek consent from Council Land Use management team, a request can be sent to the following mailbox: BI-LandUse@brisbane.qld.gov.au. The request will need to be supported with relevant information (stormwater management report/plans).*

Response:

Discussions with Council's Asset Management officer (Matt Malcolm) have confirmed that formal landowner's consent for discharging stormwater to Alan Willing Place Park is not required.

Council can assess the method of stormwater discharge based on the application material submitted.

Refuse

- 4) It is noted that a "Refuse Area" has been provided between 'Unit 09' and the eastern side boundary, adjoining a sensitive land use. Whilst the area has been provided, it is unclear whether the bin area is wholly roofed and screened and provides the appropriate bin capacity within the dedicated space. The bin storage is required to be wholly screened, sited and located in a manner that enables occupants' convenient access to dispose of waste streams and enable a Front-Lift Loading Refuse Collection Vehicle (RCV) to safely and efficiently collect waste. It is also noted that the current refuse arrangements do not appear to function appropriate due to the proposed carparking located between the refuse area and the pickup area.*

To address AO63.1 & AO63.2 of the Centre or mixed use code, AO17.2 of the Industry design code and AO8.1 & AO8.2 of the Infrastructure design code, provide amended architectural plans demonstrating the following:

- a) Clearly demonstrate the development has provided either a dedicated refuse room (within a building) or refuse enclosure (roofed & wholly screened) which has a minimum area of 20m² (internal dimensions of 10m x 2m) to house four (4) x 3,000L bulk bins (i.e., two (2) x 3,000L Front-Lift bins for general refuse + 2 x 3,000L Front-Lift bins for commingle recycling).*

OR

- b) Alternatively, clearly demonstrate the location of two separate refuse enclosure's (roofed & wholly screened) which each have a minimum area of 10m² (internal dimensions of 5m x 2m) to house two (2) x 3,000L Front-Lift bins. Also show the following:*

- i) Clearly denote the area (m2) and internal dimensions of the refuse solutions.
- ii) Demonstrate the location of the developments refuse solution/s enables a Front-Lift Loading RCV to drive straight-on to the front-lift bins.
- iii) Ensure the location of the refuse solution is not impeded by carparking bays or the like.

Response:

A Waste Management Report has been prepared by Colliers in response to the above.

5) A review of the 'Ground Floor Plan' has identified that the entire two-way aisle/ carriageway trafficked by the RCV is less than 6.5m. Furthermore, a review of the 'Colliers – Service Vehicle Swept Path Analysis' has identified that the 10.52m Front-Lift Loading RCV clearance envelope conflicts with a parking bay and built form. To address PO1/AO1, PO19/ AO19.2 & 19.3 of the TAPS code, PO17/ AO17.2 of the Industry design code and PO8/ AO8.1 & AO8.2 of the Infrastructure design code, provide amended architectural plans demonstrating the following:

- a) Demonstrate the entire two-way aisle/ carriageway trafficked by the RCV is 6.5m wide, inclusive of the T-Head turnaround area.
- b) Utilising amended architectural plans provide an RPEQ certified swept path analysis which demonstrates a 10.52m Front-Lift Loading RCV (As per BSD-3009) as specified in Table 3 of the Refuse PSP can safely and efficiently service the development whilst utilising a lock-to-lock time of 6.00s, curb-to-curb turning radius of 9.757m and 0.5m clearance envelope.

Response:

A response to the above has been provided by Colliers in the Traffic memo attached. Changes to the car parking layout have been made to improve the manoeuvring space available for an RCV, and any areas of non-compliance are appropriately justified within the Colliers response.

Deep planting, Streetscape and Public Realm Interface

6) The proposed landscaping does not meet the definition of deep planting in any area of the site and therefore does not comply with AO56.2 of the Centre or mixed use code (COMUc). The landscaping provided within the carpark is not located within the required space of 5.2m x 2.4m between every 6 parking spaces in accordance with AO57.2 of the COMUc. Whilst the space to the rear of the site has a larger overall area dedicated to landscaping, the width still does not meet deep planting requirements. The front landscape buffer is interrupted by the terraces to units 1 and 10 and results in an increase of hardstand and bulk within the frontage and does not comply with AO58 of the COMUc.

There is concern that the development does not provide any true deep planting and instead provides retained and concrete paved terraces at the frontage of the site. The development is not considered to positively define the street edge and instead presents predominately hardstand areas, failing to minimise impact on the quality of the adjoining streetscape and public realm.

- a) *Provide amended plans (including a Landscape concept plan) which clearly shows areas for deep planting in accordance with the above identified requirements. Changes to building design and setbacks may be required in order to resolve items.*
- b) *Amend the design to remove the terraces at the frontage and*
- c) *Replace terraces with large subtropical trees and if desired low impact and integrated seating within the landscape setting*

Response:

The proposal at hand has sought to provide appropriate areas of both deep planting and alternative landscaping to reflect the requirements of the Centre or Mixed Use Code and also the Industry Code (being the predominant assessment benchmarks for the proposed land use). Development of this nature typically located in Industrial Zones does not require deep planting under City Plan 2014, but the proposal ensures that the landscaping outcome is considerate of the District Centre Zoning and provides a landscaping outcome which suitably reflects both the zoning and the needs of the proposed land use.

AO56.2 and the requirement for deep planting areas to be of a minimum dimension of 4m and minimum area of 25m² does not acknowledge tree planting which is achievable in smaller spaces and achieves the same amenity benefits.

The updated Landscape Concept Plans prepared by AGLA include a Deep Planting Calculations Plan which demonstrates areas of compliant deep planting, alternative deep planting and various other landscaping areas throughout the site.

The plan shows that 3.51% of the site is dedicated to deep planting. Development under the Industry Code requires only 3% landscaping (no requirement for deep planting) and the proposed provision of deep planting and overall landscaping also appropriately demonstrates compliance with PO56 of the Centre or Mixed Use Code as follows:

PO56 of the Centre or Mixed Use Code is as follows:

Development incorporates deep planting which:

- a. *supports the retention and protection of existing significant vegetation and large subtropical shade trees;*
- b. *provides for the establishment of vegetation to contribute to the landscape character of the centre or mixed use area;*
- c. *is grouped with deep-planting areas on adjacent sites to maximise contiguous areas of deep planting;*
- d. *is open to the sky with access to light and rainfall and into the natural ground with no underground development;*
- e. *is planted with large subtropical tree species that at maturity are complementary in scale and height to the building form;*
- f. *is capable and supported to grow and at maturity provide effective shade or screening to buildings, outdoor spaces or adjoining uses;*
- g. *balances hard-stand areas and provides shade and informal recreation spaces that are directly accessible from residences, building tenancies or the street frontage.*

In response to PO56, the site does not contain existing significant vegetation but provides for the establishment of vegetation that contributes to the landscape character of the centre or mixed-use area.

There are no deep planting areas adjacent the site, but the site does include a deep planting buffer at the rear of the site to integrate with the adjacent park.

Deep planting areas are open to the sky with access to light and rainfall. Plants are chosen with consideration to their available underground growing environment, ensuring the proposed trees will be healthy and sustainable in the long term, and achieve a scale and height that is reflective to the proposed built form.

In context of this point, trees within the car parking area are now supported by underground soil cells. These provide for an optimal growing environment and ensure the proposed trees within the hardstand are capable of growing to the intended height.

The chosen trees will provide shading and screening to the proposed built form and outdoor spaces, as well as buffers to the streetscape and adjoining sensitive land uses. They also provide for a balance of hardstand areas.

Terraces at the front of the site are important for achieving integration with the streetscape as requested in Point 1 above and are therefore retained. The terraces do not compromise the ability for large subtropical trees to be located fronting Waterworks Road, as demonstrated by the North Elevation in the Landscape Concept Plan.

With consideration to the above and as demonstrated by the revised Landscape Concept Plans provide, the proposal achieves suitable landscaping and deep planting.

Built form

- 7) *The proposed buildings are characterised by boxy, flat, and unarticulated building typologies which are not respectful or reflective of the intended form with the centre zoned area to meet PO33, PO34, PO36 COMUc, and PO2 of The Gap neighbourhood plan code. As well as this, the interface between the sensitive zones and uses may be impacted by the current design of the structures, especially at the rear of the site where adjoining the 5 storey component of the development.*
 - a) *Amend the design to provide variation in colour, materials, and texture along the long exposed western wall of unit warehouses.*
 - b) *Provide for additional variation in roof forms and building caps to respond to the subtropical climate.*
 - i) *Consider eaves overhangs*
 - ii) *Consider pitches which may facilitate clerestory windows for light and cross ventilation*
 - c) *At the rear, where seeking 5 storeys, provide a more detailed material selection which assists in describing how the proposal will break down building bulk*
 - i) *Consider metal sheet profiles which cast shadows to provide suitable variation*

- d) *At the rear, where seeking 5 storeys, provide awnings to windows*
- e) *At the rear, where seeking 5 storeys, consider trellis planting in addition to the proposed to better screen the building from the rear adjoining public park.*

Response:

Updated plans are provided by McDougall Roberts Architecture and Consulting which provide enhancements to the built form outcome as requested by Council above.

The western elevation, which predominately faces the adjoining Service Station, has been updated to include a variety of colours and finishes, as well as windows which provide for an articulated built form. Specific details of the colours proposed are now also shown on plan DA6.01(B).

Awnings have been added to the storage building, on areas where windows below are not in recess. This will provide for further variety in the roof form and response to subtropical climate. The southern façade of the awning building has also been further articulated, with shadowing now achieving through recessions in the built form.

The project landscape architect considered the option of trellis planting along the southern façade, but with context to the south facing façade and necessary height of the trellises, this was advised to be impractical and not resulting in a quality long-term outcome. The proposed changes to built form have appropriately articulated the façade to ensure the building provides for an appropriate level of amenity as viewed from the rear.

The proposed plan changes have been considered against the provisions of the planning scheme outlined.

In accordance with PO33(a), the built form outcome is consistent with the form and character of the local area and street. The District Centre Zone permits a four storey outcome, with the proposal providing two storeys fronting Waterworks Road, designed in a manner reflective of commercial development. As demonstrated by the Sections provided, the five storey building at the rear is largely below the level of the adjoining properties to the east. It is also of a similar scale that a commercial building could have been constructed fronting the park and similar to that previously approved on site under A006345436.

The design elements shown on the revised plans appropriately reduce the perceptible bulk and scale in accordance with (b). The design provides for visual interest, variations in horizontal and vertical plane and exhibits a human-scale with fine-grain building rhythm.

The building is finished with high-quality materials, which are durable and contribute to the character of the area in accordance with PO34. The proposed buildings, which are to be used as Warehouse and storage space, are also responsive to the subtropical character and includes appropriate articulation to reflect the suburban character of the area in accordance with PO2 of The Gap Neighbourhood Plan Code.

On the basis of the above, we consider the updated proposed plans will ensure an appropriate built form outcome is achieved in a manner which complies with the relevant provisions of the planning scheme.

- 8) *It is understood that the self-storage component of the development is located at the rear of the site and is proposed to be 5 storeys in building height. It is also acknowledged that this component directly adjoins an existing dwelling house to the east which is 2 storeys tall. The development raises concern about the interface between the sensitive zone and use, and the proposed built form of the self-storage. A small number of floor plans show where the dwelling is sited on the adjoining lot and indicates that there will be conflict between the two structures. Further information is required in order to determine that the height to the self-storage building is able to be supported. Where sufficient information and justification on the height and impacts on sensitive uses cannot be achieved, the structure may have to reduce the height to a compliant level in accordance with AO21, AO22, AO23.1 and Table9.3.3.3.B of the COMUc.*
- a) *Submit shadow diagrams to indicate the impact on the adjoining sensitive use on both the longest and shortest day of the year. Diagrams should include 9am, 12pm and 3pm shadows as a minimum.*
 - b) *Provide sections which show the building height of the self-storage area and the adjoining dwelling house.*
 - c) *Provide the location of the adjoining dwelling house on all floor plans and elevations.*

Response:

The location of the neighbouring house on Barkala Street has been shown on all plans to ensure the relationship between the house and the proposed self-storage building can be assessed.

Section E-E provides a height level of 9.5m, measured from the level of the adjoining residential lot. This shows that the proposed self-storage building is only marginally above 9.5m in height. This ensures that the building does not unreasonably impose upon the adjoining house, particularly as the house only faces the corner of the self-storage building as demonstrated by the site plans.

Shadow diagrams are provided which demonstrate that the proposed building height does not overshadowing the house, and generally allows for access to the western sun, particularly in the winter months.

Carparking

- 9) *According to the submitted Traffic report prepared by Colliers, 144 car parking spaces are required for the development, whilst 41 spaces are being provided (inclusive of loading zones). This is approximately 28.5% of the total number of spaces required for the development and therefore does not comply with PO13 of the Transport, access, parking and servicing code (TAPS). It is acknowledged that the self-storage component at the rear may require less parking spaces than the TAPS code prescribes, however the significant reduction in spaces raises concern for future use of the site. As the site is located within the District centre zone, centre activities which have a higher traffic generation may be able to move into the work stores at the front of the site as 'accepted*

development'. There is concern that this development does not consider future use of the site that will cause traffic issues and queuing.

- a) *It is recommended to review the proposed carparking and provide additional spaces within the development that align closer to the acceptable outcome of 144 spaces.*

Response:

A Traffic memo has been prepared by Colliers in response to the above.

We understand that Council's concern around parking focuses on the ability for tenancies to be used for alternative land uses with a higher parking demand as Accepted Development.

Fortunately, in this instance, using tenancies for alternative land uses is not possible without subsequent development applications.

The subject land included in the proposal is predominately within the District Centre Zone as highlighted by Council above. However, Lot 4 on RP91310 is contained within the Low Density Residential Zone. This lot fronts Waterworks Road and covers between 16.5m-20m of the width of the overall land.

Any future land uses will rely on land within the Low Density Residential Zone for some purpose, whether access, parking, connection to services, associated landscaping or otherwise. This means that any future Material Change of Use application is subject to the level of assessment for the Low Density Residential Zone as per Part 5 of City Plan 2014.

Non-residential development is Impact Assessable within the Low Density Residential Zone and not able to be undertaken as Accepted Development. This will ensure that any future re-use of tenancies will be subject to their own car parking analysis, and Council can assess the suitability of alternative land uses on a case-by-case basis.

We further note that 16 of the proposed workstore tenancies include a designated loading bay in front of roller doors rather than using these areas for car parking. This is in response to Council's preference (as stated during prelodgement discussions) and also the fact that we consider the provision of 41 spaces for the development is reasonably justified by the Traffic Report.

However, we firmly believe that these loading bays can and should be used as car parking bays by the specific tenancies they are allocated to. The development consists of small workstore tenancies, which will have low levels of overall vehicle movement and servicing typically by small vehicles. Cars parked in front of roller doors can easily be moved to facilitate loading as part of future on-site management by tenants.

While we would expect Council to condition that a minimum 41 parking spaces are provided as per the current proposed plans, future development applications by tenants should be able to utilise these areas for car parking without compromising the approved development outcome across the whole site.

Setbacks to sensitive uses

10) *The development proposes warehousing up to 5 storeys within close proximity to a sensitive zone and therefore doesn't comply with AO20.1 of the Industry code. As well as this, the development does not comply with boundary setback requirements identified in Table 9.3.3.3.C of the COMUc.*

- a) *It is recommended to review the setback requirements identified in the applicable codes and provide increased setbacks, specifically to the interface of the sensitive uses adjoining the subject site.*

Response:

AO20.1 of the Industry Code requires a maximum building height of 9.5m within 20m of a sensitive zone. As demonstrated on Section E-E, the effective building height (when considering the significantly higher ground level of the adjacent residential zoned block) is approximately 9.5m. In accordance with PO20, no reflective materials are proposed and the design and location of the proposed building will ensure it does not impose upon the adjoining house.

The layout of Barkala Street and the fact that the building does not have a frontage context to this street means that Table 9.3.3.3.C of the Centre or Mixed Use Code does not apply in its typical fashion. However, the proposal is designed with consideration to these outcomes, with a ground floor setback of 3m adjacent to lower intensity residential. A setback is provided along the entirety of the setback to the residential zoning, noting that the Table typically allows for 0m side setback outcomes for blank walls.

The combination of setbacks, landscaping and the high quality architectural form proposed ensures an appropriate interface with the adjacent residential development.

11) *The proposed development provides a refuse area that adjoins the site boundary of a sensitive use. The submitted information does not show a screened or wholly enclosed structure and the proximity to the adjoining residential use raises concern about the impacts on the privacy, amenity and potential air quality as a result of the location of the refuse area.*

- a) *Review and amend the location of the refuse area to ensure there are no adverse impacts to the adjoining residential use.*

Response:

The location of the proposed refuse storage location is supported by the Waste Management Plan prepared by Colliers.

Hours of operation

12) *The submitted information advises that the self-storage building will operate 24 hours a day, 7 days a week and that the work stores will maintain operating hours which are considerate of the nearby residential uses. This is not enough information to satisfy either AO1.1 or PO1 of the COMUc.*

- a) *Provide further information on the hours of operation. As the use of a work store is unclear, it is likely that hours of operation will be conditioned in order to ensure there are no significant impacts to adjoining sensitive uses.*

Response:

An Acoustic Report has been prepared by Acoustic Works in response to the above.

It is confirmed that 24/7 operation is proposed by the self-storage building and where workstore tenancies are used for storage purposes. Warehousing activities otherwise operating from the workstore tenancies are to be limited to 7am-7pm Monday – Saturday, being the typical hours for such development under the Industry Code.

On-site recreation area

13) *The development has not provided an on-site recreation area for staff that delivers a socially, visually and physically amenable work environment in accordance with AO14 of the Industry code.*

- a) *Provide amended plans which include an on-site recreation area for staff and includes the following:*
- i) *Seating, tables and rubbish bins;*
 - ii) *Adequate protection from the weather;*
 - iii) *Safely accessible to all staff*
 - iv) *Separated and private from public areas; and*
 - v) *Is located away from noisy or odorous activity.*

Response:

A staff recreation space is provided on the updated plans prepared by McDougall Roberts Architecture and Consulting, located at the front of the site adjacent Unit 10.

Barkala Street (ARS)

14) *The proposed development includes an Access Restriction Strip (ARS) along Barkala Street and belongs to Brisbane City Council. Landowner's consent is required to be included with the application to ensure the proposed land dedication is able to be provided. Provide the appropriate consent from Council's Asset Management branch for the inclusion of the ARS property for land dedication purposes.*

Response:

A request for owners consent has been made to Council for use of the ARS land parcel fronting Barkala Street and this will be forwarded to the Assessment Manager upon completion.

Verge widening

15) A verge widening is required along Waterworks Road frontage and along Barkala Street.

- a) Provide amended plans in accordance with the Streetscape hierarchy overlay code AO1 that show 3.75m wide verge along Waterworks Road and 2.5m wide verge along Barkala Street.*
 - i) In addition to clearly dimensioned verge widths, provide a section through Barkala Street showing the retaining wall located outside the verge. The verge is to have a minimum crossfall of 1:50 from the property boundary to the verge edge. The retaining wall may affect building location and maintenance access around the building.*

Response:

Dimensions of the verge widths on both Waterworks Road and Barkala Street have been added to the updated plans prepared by McDougall Roberts Architecture and Consulting.

The Engineering Infrastructure Report lodged with the development application provides details of the grade proposed to the Barkala Street frontage. This is demonstrated on Section C.

Noise – Industrial Impacts

- 16) The proposed use and its location have the potential to impact on the noise amenity of nearby sensitive uses/zones. The applicant therefore needs to demonstrate that an adequate level noise as per the Industry Code can be provided at such locations.*
 - a) Submit further information demonstrating that the proposed use can comply with the separation distances as prescribed in AO2.1 – AO2.9 of the Industry Code. Where compliance with the separation distances cannot be achieved, the applicant is to submit for approval a Noise Impact Assessment Report prepared in accordance with the Noise impact assessment planning scheme policy, demonstrating compliance with PO2 of the Code.*

Response:

An Acoustic Report has been prepared by Acoustic Works in response to the above.

Stormwater Quality – Stormwater Quality Management Plan

- 17) Submit an electronic copy of the MUSIC model used to develop the proposed stormwater quality management plan for assessment.*

Response:

The MUSIC model is provided in support of the stormwater quality management plan.

This letter represents a full response to Council's Information Request in accordance with the Development Assessment Rules and the end of the applicant's response period.

We will now commence public notification.

Should you require any further clarification or additional information please do not hesitate in contacting the undersigned.

**Yours faithfully,
Plan A Town Planning Pty Ltd**



**Matt Geyle
Director**