

WILLOWTREE PLANNING



10 September 2026

Ref: WTJQ25-068

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Attention: Joel Wake

By email: joel.wake@brisbane.qld.gov.au

**RE: RESPONSE TO FURTHER ADVICE - A006949411
576 ROYAL ESPLANADE MANLY QLD 4179**

Dear Joel,

Willowtree Planning acts on behalf of the Applicant in relation to the above development application seeking approval for the following aspects of development at 576 Royal Esplanade, Manly (the Site):

- Development Permit for Material Change of Use – Food and drink outlet, Shop, Office, Club, Marine industry and Port service

A further advice letter was received from Council on 14 August 2026 and made under Part 5 of the *Development Assessment Rules* (DA Rules).

A full response to the items in Council's further advice letter has been provided below, along with the following supporting technical documentation:

Document		Prepared by
Appendix 1	Revised Architectural Plans	Reid Campbell
Appendix 2	Revised Landscape Concept Plan	Place Design Group
Appendix 3	RCV Swept Path Analysis	Bitzios Consulting
Appendix 4	Acoustic Response	Acoustic Works
Appendix 5	Revised Acoustic Report	Acoustic Works
Appendix 6	Revised Engineering Services, Flooding and Stormwater Management Report	Sparks & Partners
Appendix 7	Revised Civil Engineering Plans	Sparks & Partners
Appendix 8	DRAINS Model	Sparks & Partners

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Response to Further Advice

Refuse

1. *The proposal seeks to utilise the existing 'Refuse Area' however, it is unclear if the development's existing refuse solution has sufficient storage, capacity, and source separation to cater for the proposed Club, Food and drink outlet, Marine industry and Shop generating 15,004L of general refuse and 10,738L of commingle recycling each week. Provide amended plans which demonstrate:*
 - a. *The quantity and size of bins being utilised by the development's existing "Refuse Area" and denote the existing servicing frequency.*

OR

 - b. *The location of a dedicated refuse room (within a building) or refuse enclosure (roofed & wholly screened) which has a minimum area of 25.85m² (internal dimensions of 5.16m x 5.01m) to house one x 3,000L front-lift bulk bins and three x 2,000L front-lift bulk bins, serviced three times per week. The GFA (m²) and internal dimensions of the refuse area should clearly labelled.*
2. *Submit an RPEQ certified swept path analysis for a 10.52m Front-lift loading Refuse Collection Vehicle (RCV) (As per BSD-3009) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient servicing can be undertaken whilst utilising a lock-to-lock time of 6.00s and kerb-to-kerb turning radius of 9.757m.*
 - a. *Demonstrate the RCV can enter the development in a forward gear, service the development and exit the development in a forward gear.*

Response:

Item 1

In response to Item 1(b), please refer to the **attached** Revised Architectural Plans which identify the refuse enclosure at 36m², which exceeds the size requested by Council.

Item 2

In response to Item 2, please refer to the **attached** RPEQ certified swept path analysis for a 10.52m Front-lift loading Refuse Collection Vehicle (RCV) which demonstrates safe and efficient servicing within the Site, with the RCV able to enter and exit via the existing gate in a forward gear. Refuse collection will occur via a private contractor in accordance with the existing arrangements.

Car parking streetscape interface

3. *The raised car parking structure results in the removal of existing vegetation and creates potential building bulk, and amenity impacts to the streetscape. The extent of landscaping and built form setbacks to the streetscape and the scale of the proposed structure are unclear based on the current plans. Further to this, where landscaping is indicated it appears to be within constrained growing conditions and impacted by building overhang.*

Provide amended plans / further information to demonstrate that amenity impacts are appropriately ameliorated through high-quality multilayered landscaping that includes the provision of trees that are commensurate with the scale of the built form to comply with AO15.1-15.3 / PO15, AO18.1-18.3 / PO18, AO28.2-28.3 / PO28 and AO32.1-32.2 / PO32 of the Specialised centre zone code and to address the following:

 - a. *Include additional sections and elevations that indicate how the proposed structure will support a positive interface with the streetscape and is appropriately setback, articulated and landscaped;*



- b. Incorporate shade tree planting in the form of columnar form trees at minimum 7m spacings along the length of the frontage;*
- c. Include a detailed planting plan of the frontage that includes a minimum of 3 tiers of plantings and utilises advanced stock sizes.*

Response:

In response to Item 3, please refer to the **attached** Revised Landscape Concept Plan which addresses the above matters. In particular:

- Regarding Item 3(a), the Revised Landscape Concept Plan includes additional elevations as requested, which shows the extent of proposed landscaping. As shown, a variety of landscaping is proposed to minimise the appearance of building bulk.
- Regarding Item 3(b), the design has been updated to incorporate shade tree planting in the form of columnar form trees at minimum 7m spacings along the length of the frontage as requested.
- Regarding Item 3(c), the Revised Landscape Concept Plan has been updated to include detailed planting plan of the frontage that includes a minimum of 3 tiers of plantings and utilises advanced stock sizes as requested.

In addition to the reasoning provided within the Revised Landscape Concept Plan, the Applicant submits the following further detail in respect to the PO's referenced in Item 2 above:

- Compliance with **PO15** is achieved on the basis the development provides sufficient landscaping to the carpark deck to ensure any potentially adverse amenity impacts associated with the use are ameliorated. Further, given the extent of landscaping provided, along with the scale of buildings already existing onsite, it is considered the carpark deck is compatible with the appearance and arrangement of existing and nearby premises, which includes a mixed use marina with various built form typologies.
- Compliance with **PO18** is achieved on the basis the carparking deck provides extensive planting to reduce the appearance of building bulk and avoid exposure of large blank walls. In addition, with the deck being for a single level only, the impact of the height and vertical profile of the structure has been appropriately considered.
- Compliance with **PO28** is achieved as the design and landscaped outcome of the development, including around the at-grade carpark and carpark deck, ensures that parking associated with the development will not detract from the amenity of nearby residential areas and the streetscape. Due to site constraints, it is not possible to relocate the carpark deck, and the extent of parking provided will ensure sufficient carparking is provided onsite to avoid reliance on any on street carparking.
- Compliance with **PO32** is identified as applying to at-grade carparking, access and manoeuvring areas only. It is considered the development provides sufficient landscaping and shade trees throughout the Site and particularly on the boundaries in the existing landscaped locations, to provide shade, and enhance legibility of the development, whilst softening the appearance of the development and improving the urban landscape amenity.

The Applicant also observes the residential properties on the opposite side of the Site are screened by significant landscaping within dedicated road frontage as pictured in **Figure 1** and **Figure 2** below. This landscaping is within the extent of Council's road reserve and provides extensive visual buffering between the residential properties and the development.





Figure 1. Site frontage and existing landscaping along Royal Esplanade (Google Streetview)

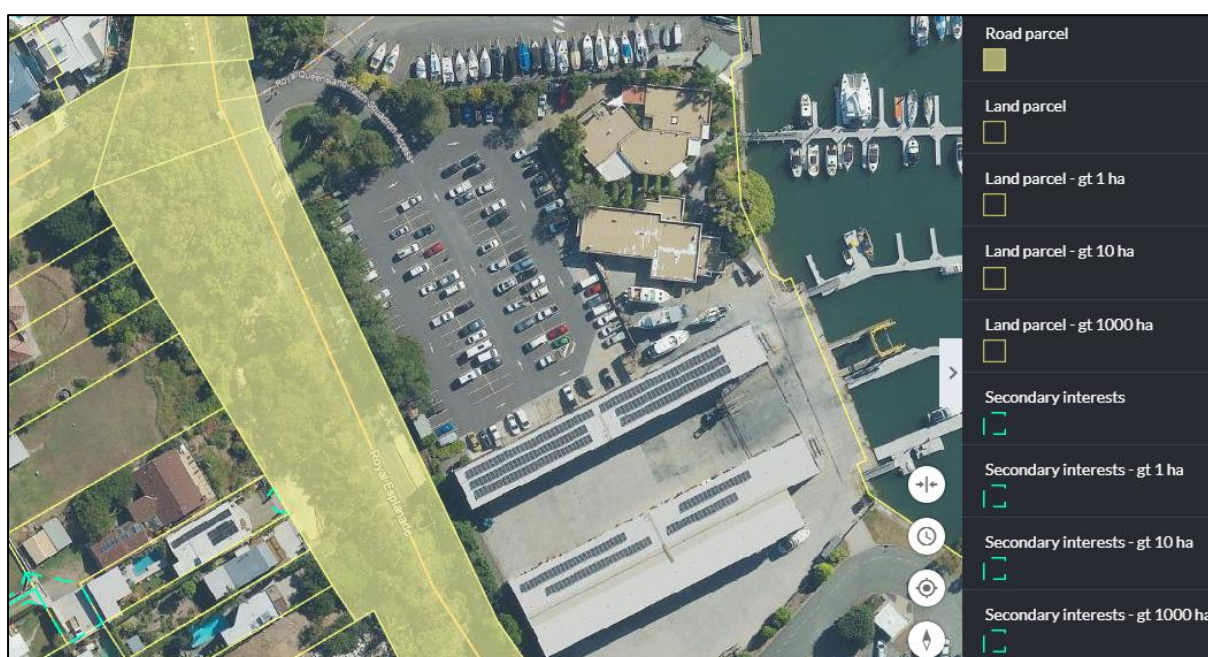


Figure 2. Aerial showing vegetation within road reserve of Royal Esplanade (QLD Globe)

On the basis of the above, it is considered the proposed outcome is appropriate for the Site and compliance with PO15, PO18, PO28 and PO32 of the Specialised centre code has been achieved.

Pedestrian access

4. *The provided plans do not indicate how pedestrians will be able to access the proposed active uses on site including commercial tenancies along the harbour. While pedestrian access is shown to the car parking area from the street, no clearly delineated or accessible pedestrian pathway is indicated throughout the car parking area in accordance with AO27.1, AO27.3-27.4 / PO27 of the Specialised centre zone code.*
 - a. *Provide amended plans which demonstrate a pedestrian path connection that links the proposed uses on site to the streetscape. The pedestrian pathway is to be clearly delineated, safe and accessible to all users.*

Response:

In response to Item 4, please refer to the **attached** Revised Architectural Plans which have been annotated to demonstrate a pedestrian path connection that links the proposed uses on site to the streetscape. The layout accommodates a combination of direct and separate pedestrian access to

Royal Esplanade, along with linemarking throughout the carpark (including use of ‘shared zones’ and linemarked pathways) to minimise conflict between pedestrians and vehicles.

Due to the need to balance existing site conditions and landscaping outcomes, it is not possible to provide a separate pathway throughout the carpark. However, the proposed arrangement is considered achieve compliance with PO27 of the Specialised centre zone code has been achieved as:

- The potential for on-site and off-site safety hazards and conflicts between pedestrians and vehicles will be appropriately minimised through clear indication of shared areas and linemarked pedestrian pathways to both user types are aware of the specific Site circumstances when entering the carpark;
- The design will minimise impacts on local traffic, as pedestrian access and movements will be accommodated within the site;
- The design will ensure the use is highly accessible, with convenient and efficient pedestrian or vehicular ingress to or egress from the premises, noting the carpark design allows for both movements in a shared environment;
- The design will have no visual amenity impacts on the streetscape and adjoining residential premises, noting the linemarking is within the carpark;
- The design allows for the integration of different components of the site, and will not quarantine any elements of the development, noting all areas intended to be accessed by pedestrians and vehicles have been clearly linemarked.

Noise

5. *The Acoustic Report has been reviewed and additional clarification is required to determine compliance against AO2 / PO2 of the Specialised centre code.*
 - a. *Figures 22 to 24 of the report include the term “LAmax Internal” in the titles. Clarify whether this refers to predicted internal noise levels at sensitive receptors. Note that the applicable criteria relate to external noise levels at the boundary of residential zones.*
 - b. *Provide the predicted noise impacts at the residential zone boundary, including at potential building heights permissible under the zoning, including lots that are currently vacant.*

Response:

In response to Item 5, please refer to the Acoustic Response and Revised Acoustic Report which was submitted to Council on 21 August 2026.

Stormwater

6. *Further information is required to demonstrate that proposal complies with the Stormwater code. Provide revised reporting to address the following:*
 - a. *Updated reporting which includes the DRAINS model methodology and results, including images of the DRAINS run that contain HGLs and flows for the minor and major storm events.*
 - b. *Details regarding the external catchment need to be shown on plans with the Tc for paved and pervious surfaces used for the catchment.*
 - c. *The additional catchment being a minor contribution to flows is not suitable and the flow/HGL of this catchment must be quantified.*
 - d. *Ensure tailwater conditions allow for increased sea levels due to climate change being at least 300mm for drainage design purposes and 800mm for flood immunity purposes in accordance with the Infrastructure design planning scheme policy and the Queensland Urban Drainage Manual.*



Response:

In response to Item 6, please refer to the **attached** Revised Engineering Services, Flooding and Stormwater Management Report, Revised Civil Engineering Plans and DRAINS Model which address the above matters.

Conclusion

We advise that this constitutes a full response to Council's further advice. We hereby request Council continue with assessment of the application accordingly.

Should Council require any further clarification please do not hesitate to contact the undersigned on 0458 458 485 or via email cevans@willowtp.com.au.

Yours faithfully,



Chelsea Evans
Associate
Willowtree Planning (QLD) Pty Ltd

