

Our ref: 12791
Council ref: A006924541

18 June 2026

City Planning and Economic Development Services
Brisbane Square, 266 George Street, Brisbane Qld 4000
GPO Box 1434 BRISBANE QLD 4001

Via email: dsplanningsupport@brisbane.qld.gov.au

Dear Kayal,

RE: RESPONSE TO INFORMATION REQUEST SECTION 13.2 OF THE DEVELOPMENT ASSESSMENT RULES FOR DEVELOPMENT PERMIT FOR A CHANGE APPLICATION (OTHER CHANGE) – MATERIAL CHANGE OF USE – FOOD AND DRINK OUTLET OVER 1840 WYNNUM ROAD WYNNUM WEST QLD 4178 FORMALLY KNOWN AS LOT 1 ON RP155373

Saunders Havill act on behalf of *Wynnum West Qld Development Trust Pty Ltd (the Applicant)*, in relation to a Development Application lodged with Brisbane City Council (*BCC*) under the *Planning Act 2016 (the Planning Act)* over the above land seeking:

- Development Permit for Carrying out Building Work;
- Preliminary Approval for Carrying out Operational Work; and
- Development Permit for a Material Change of Use – Food and drink outlet.

On 20 March 2026 we received an Information Request from Brisbane under Part 3 of the *Development Assessment Rules (DA Rules)*. In accordance with Section 13.2 (a) of the DA Rules, we now provide a response to all the information requested.

In support of our response, we provide the following attachments:

- Attachment A** Architectural Plans prepared by Bayer Stevens;
- Attachment B** Economic Needs and Impact Assessment Report prepared by Foresight Partners;
- Attachment C** Traffic Impact Response prepared by Colliers International Engineering and Design;
- Attachment D** Noise Impact Assessment prepared by Assured Environmental;
- Attachment E** Odour Model prepared by Assured Environmental;
- Attachment F** Stormwater Quality Management Plan prepared by McVeigh Consulting;
- Attachment G** Music Model prepared by McVeigh Consulting;
- Attachment H** Letter Response prepared by McVeigh Consulting; and
- Attachment I** Landscape Concept Plan prepared by Saunders Havill.



A preface (Section 1) is provided to give context to the application and this information response. While Section 2 provides direct responses to items raised in the Information Request.



1. Preface

1.1. Development Background

Saunders Havill believe it is important to set the background and history of the site and why the 2 x food and drink outlets proposed as compared to the current service station approval is now sought over the 1840 Wynnum Road, Wynnum West (*Subject Site*).

The original Service Station, Vet services, Garden centre and Agricultural supplies was assessed under a Superseded Planning Scheme Request (A004668792), under the Rural Zone Code as part of the Development Application (A004842728). Subsequently the application was decided under Court Order on 16 November 2020. There have been subsequent applications made over the subject site, these applications have reduced the footprint of the service station and introduced 2 x Food and drink outlets (A00583438) to the eastern end of the site replacing the approved Garden centre, Vet services and Agricultural supplies building.

The applicant is progressing with carrying out the proposed development and has commenced early works through: -

- A006996321 – Development Permit – Operational Works for Road Works and Stormwater Drainage; and
- A007036954 - Development Permit – Operational Works for Road Works and Stormwater Drainage.

The applicant is committed to the project with tenancy agreements already in place and working towards completing the project in accordance with all conditions.

1.2. Development Intent

The intent of the 2 x food and drink outlets is to align the development outcome with the evolving need of the local community and reduce the environmental, odour and acoustic impacts to the neighbouring residential development. Two food and drink outlets provide for a lower intensity development outcome than a service station which is a key outcome of the proposal. In summary the proposal is a superior outcome to that of the current approval as:

- The development footprint remains generally in accordance with the current approval and is a significant reduction from the original court approval;
- Protection of significant trees, substantial rehabilitation of open areas and monetary environmental offsets will continue to be provided;
- Landscaped areas particularly along the frontage area being increased;
- Environmental emissions associated with a service station are being removed;
- The built form outcomes of food and drink outlets is of a higher quality to that of a service station;
- All four tenancies will be delivered together with cross-utilisation of car parking expected.



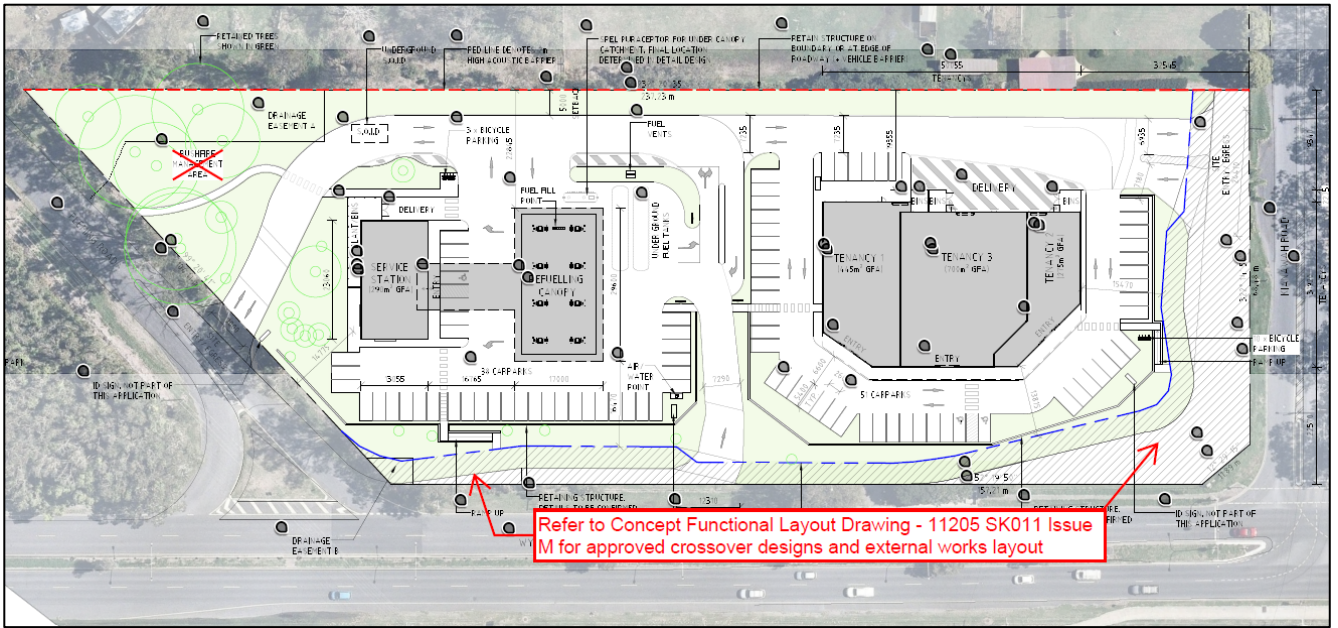


Figure 1: Court Order Approved Site Plan

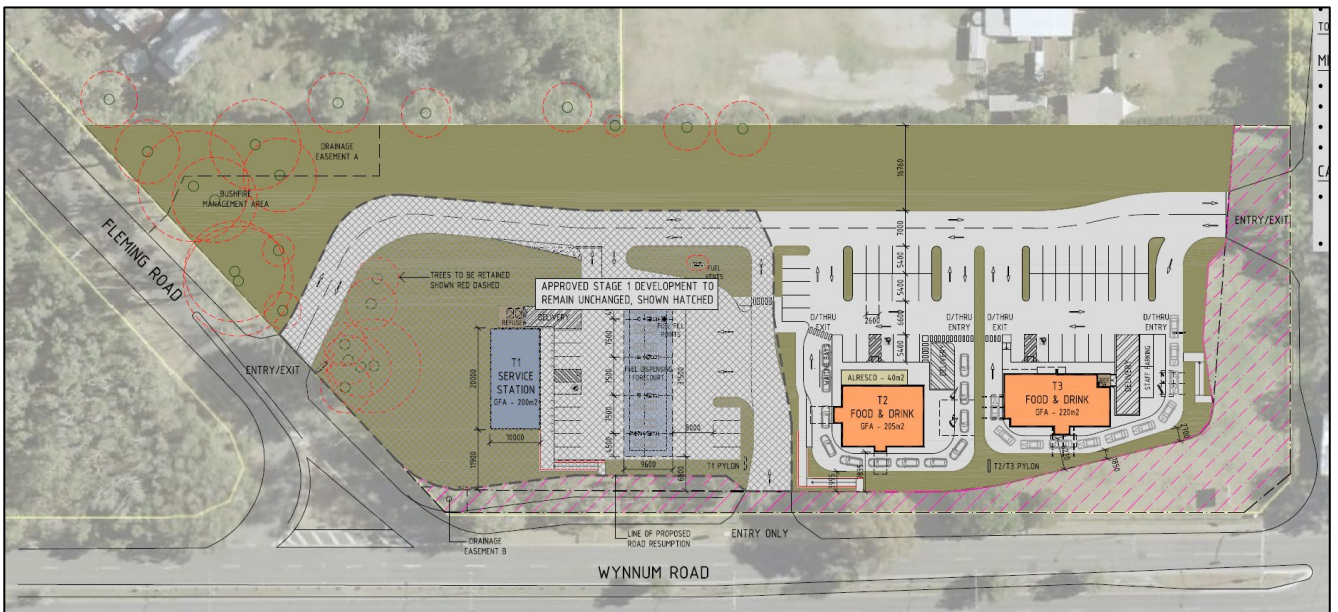


Figure 2: Current Approved Site Plan



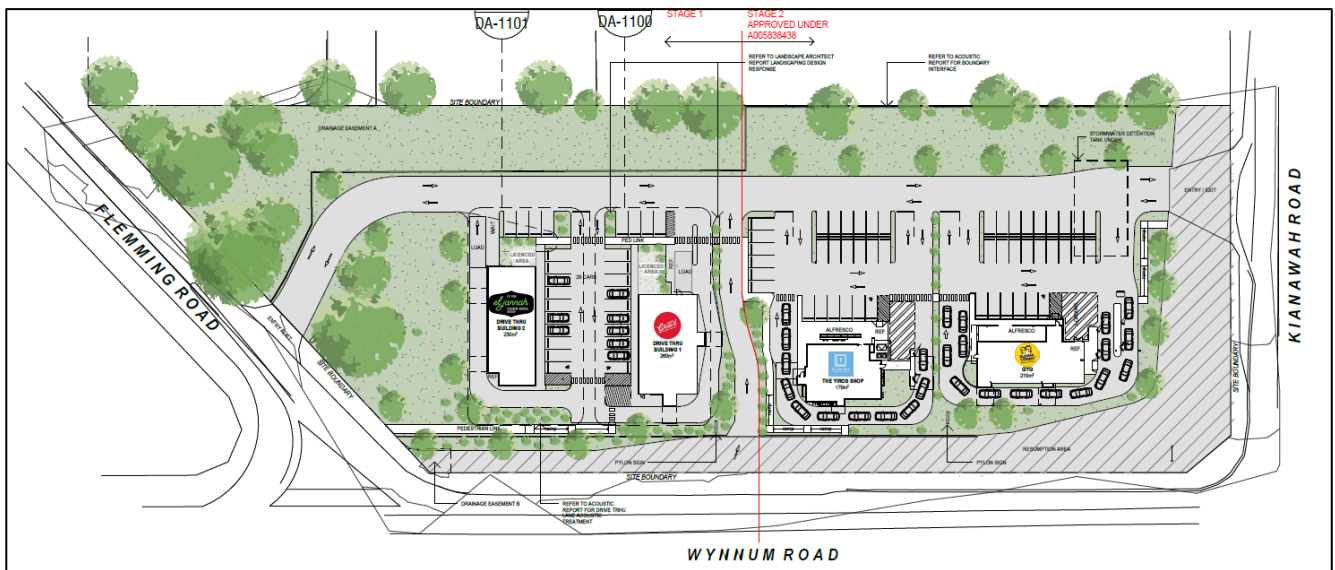


Figure 3: Proposed Site Plan – Bayer Stevens

1.3. Relevant Matters

As the application is subject to Impact Assessment, per section 45(5) of the *Planning Act 2016* the assessment of such can rely on relevant matters. The following are all matters of relevance:

1.3.1 Community Demand

The site benefits from an approval of two food and drink outlets, with an additional two food and drink outlets providing alternative dining experiences, the proposed tenants El Jannah and Grill'd provide for sit down style restaurant and drive-thru offerings similar to that of the approved Guzman Y Gomez and Yiros Shop. The dine in style service allows for increase social cohesion of the neighbouring residents and members of the local sporting fields (Wynnnum Vikings AFL Sports Club & Bayside BMX Club) to congregate. All four committed tenancies are also well known for supporting local community groups through sponsorship and other philanthropic ventures.

These tenant offerings are well established through-out Australia and have identified strong demand in eastern Brisbane. These tenancies are expected to be well received by the public without diminishing the viability of other established venues in the area.

1.3.2 Existing Commercial Landscape / Availability

Since the original approval in 2020 of the service station, the economic landscape within the locality has materially evolved. A Caltex Service Station approximately 900m to the north-east along Wynnnum Road, together with the existing BP Service Station located less than 2km to the south-west, has altered the competitive environment and reduced the strategic necessity for an additional service station within the catchment.



In response, the revised development intent seeks to better align with current community needs and expectations by delivering a less intensive and more context-sensitive outcome for both the local community and surrounding environment. This position is strongly supported by the Economic Needs Report prepared by Foresight Partners (refer **Attachment B, Section 4.3 – Floorspace Assessment**).

Importantly, the economic report identifies a current implied food catering floorspace undersupply within the Main Trade Area of approximately 11,675m² GFA. This shortfall is not expected to be materially increased through existing approvals, commercially zoned land supply, or prevailing vacancy rates. When considered in conjunction with ongoing population growth within the Main Trade Area, this demonstrates a clear and escalating demand for additional food and drink options. All four operators have been looking to establish within the trade area for a number of years without success of securing a suitable site, for the most part due to unavailability of suitably zoned land.

Accordingly, the subject site represents a strategically valuable opportunity for Brisbane City Council to respond to both immediate and future commercial pressures by facilitating appropriately scaled, service-based development that directly contributes to meeting identified market demand.

1.3.3 Future of Commercial Landscape / Availability

Brisbane City Council has, in previous years, prioritised key policy outcomes centred on the delivery of sustainable and affordable housing outcomes across both greenfield and urban landscapes. While these outcomes remain important, it is evident that the increasing emphasis placed on housing supply in recent years has, as a consequential effect, diverted strategic attention away from the investigation into economic viable land for future commercial development.

The result is a growing imbalance within the planning framework, whereby the facilitation of residential growth has not been matched by a corresponding provision of land to support employment-generating uses and local economic activity.

From a planning perspective, this imbalance gives rise to a clear need to protect, optimise and appropriately develop sites capable of accommodating commercial outcomes. Failing to do so risks undermining the achievement of broader strategic planning objectives, including economic resilience, local job creation, and the delivery of complete and functional communities. Job creation is especially relevant given that food and drink outlets are expected to account for employing approximately 100 persons as opposed to the low employment requirements of a service station.

In this context, the proposed development directly responds to this identified policy gap by contributing to the supply of commercial floorspace in a location that is both suitable and strategically positioned to service the surrounding catchment. It therefore represents an



outcome that not only addresses demonstrated market need but also aligns with, and advances, Council's evolving policy direction in strengthening Brisbane's economic viable land.

1.3.4 Proposed Use vs Existing Approved Use

Taking a first principles planning approach, the change in the approved use for a service station use to a food and drink outlet represents a logical, orderly and well-founded land use outcome. This is particularly the case having regard to the changed economic context, demonstrated community need, and the planning scheme's overarching intent to achieve appropriately scaled and responsive development and subject site's location along arterial and major roads.

A service station, by its nature, is a higher-impact use, typically characterised by 24-hour operation, increased vehicle movements (including heavy vehicles), potential environmental risk, and greater amenity impacts on surrounding sensitive receptors. In contrast, a food and drink outlet is inherently a lower-impact, service-based use that is more directly aligned with meeting the day-to-day needs of the local community, while reducing adverse traffic, acoustic and environmental outcomes.

The built form outcome as you can see from the screenshot below appears as a Rural Residential dwelling house or large shed that would be synonymous with the built form outcomes of the Rural Residential Zone (**Figure 4**).

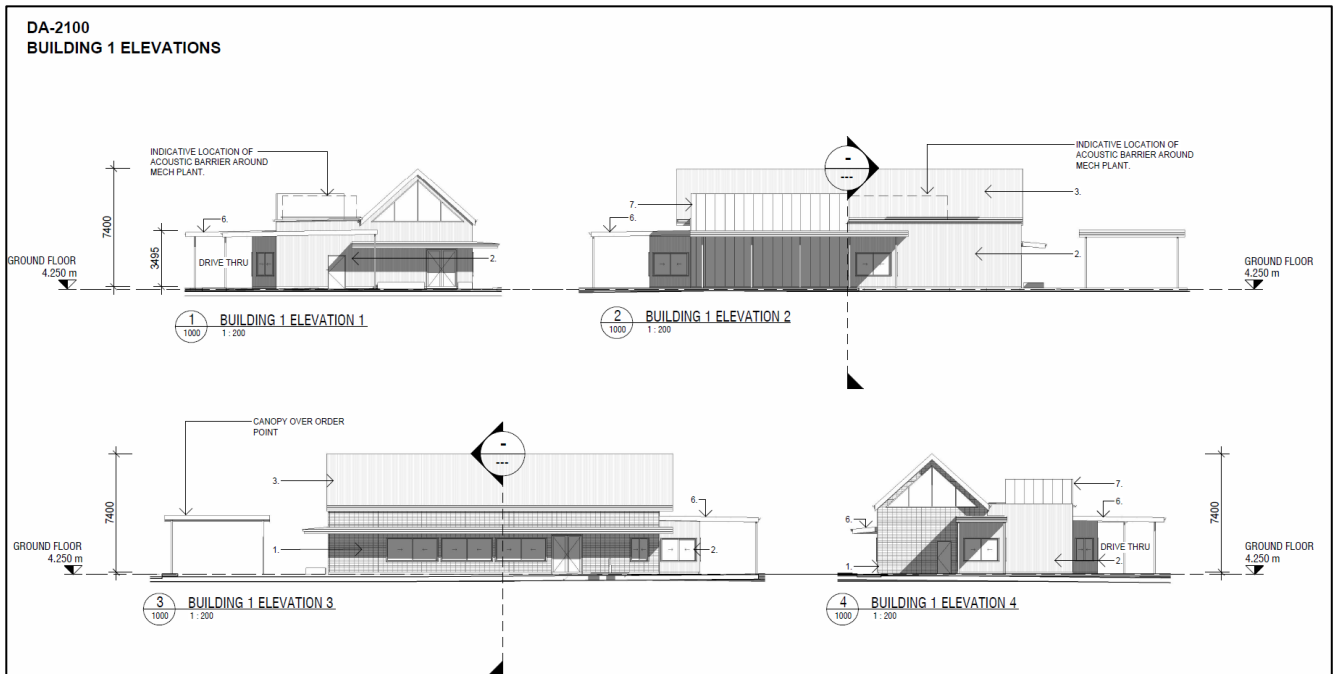


Figure 4 - Built Form Elevations – Bayer Stevens

The proposed food and drink outlets are low-intensity, small-scale commercial use that supports the day-to-day needs of the surrounding residential community and is capable of integrating with the semi-rural character of the locality.



1.3.5 Balanced Environmental Outcomes

While the proposal is to provide a much needed commercial venture to the area, it also proposes to retain and protect a significant amount of mature trees and rehabilitate open space areas. This will enhance the buffer of neighbouring residential properties to the arterial Wynnum Road. Other benefits include the provision for road widening and the future provision for upgrades to the Wynnum Road / Kianawah Road intersection.

1.4. Summation

In summary, the proposed amendment to replace the previously approved service station with two food and drink outlets represents a more appropriate and responsive land use outcome for the subject site, having regard to both the Rural Residential Zone intent and contemporary planning considerations. While the approved service station was capable of achieving compliance at the time, evolving economic conditions and changing community expectations have materially altered the planning context. The proposed development provides a lower intensity, community-serving use that better integrates with the semi-rural character of the locality, while reducing potential environmental, odour and acoustic impacts on surrounding residents. Importantly, the proposal is supported by a demonstrated planning need, delivering improved convenience, choice and accessibility to the local catchment without adverse impacts on existing centres.

Accordingly, when assessed against the relevant assessment benchmarks and having regard to matters under section 45(5)(b) of the Planning Act 2016, the proposed food and drink outlets represent a logical, appropriate and meritorious planning outcome for the site.



2. Response to Information Request

A response to each item of Council's Information Request is included below.

Proposed Use and Built Form

1. *The proposed development is inconsistent with the intended outcomes of the Overall outcome 2(c), 2(d), 2(j) and 2(k) of the Rural residential zone code and 3(c) and 3(f) Hemmant-Tingalpa neighbourhood plan code. The proposed intensification of use at the subject site results in a de facto centre, which does not align with the intent of Brisbane City Plan 2014. Whilst it is acknowledged that the previous approval for Service station at Stage 1 included a food component, this use was ancillary to the Service station use and was not approved as a standalone food and drink outlet. In addition, the proposal is considered to undermine the viability of the nearby neighbourhood centre, given the site is located within 400 metres of an existing neighbourhood centre and within 1,000 metres of a district centre.*
 - a) *Provide amended plans showing reduced number of food and drink tenancies that may be more consistent with the intended form, character and intensity of the immediate and local area to comply with Overall outcome 3(c), 3(f) of Hemmant – Lytton neighbourhood plan code and Overall outcome 2(c), 2(d), 2(j) and 2(k) of the Rural residential zone code and PO1 of the Centre or mixed use code.*

Response:

The proposed development has reduced the GFA of the proposed tenancies (reduction of 60m² in total for Stage 2), reducing the built form further, please see **Attachment A** – Proposal Plan prepared by Bayer Studios. The landscaping has been enhanced to increase streetscape appeal when viewed from Fleming Road and Wynnum Road. Pedestrian links within the site have been emphasised to ensure a smooth transition from public to private space.

As a response to the assessment benchmarks referenced in the request item:

Hemmant – Lytton Neighbourhood Plan

Overall Outcome 3(c) of the Hemmant-Lytton Neighbourhood Plan refers to the following:

“Development south of the Cleveland railway line maintains the rural and low density residential character of the area and responds to local values and circumstances, including areas of ecological significance and floodable land. New residential development occurring south of the railway line ensures separation of residential communities from industrial areas located north of the railway line so that community health and wellbeing is protected and industry can continue to operate and grow.”



The above overall outcome should be broken down into key points: -

"Development south of the Cleveland railway line maintains the rural and low density residential character of the area"

The subject site in context to Cleveland railway line is located geographically one of the most southern points of the Neighbourhood Plan boundary when referenced to the railway line. The proposed development outcome is conducive to that which is located on the corner of an Arterial Road and Major Road, the development benefits from the major road corridors and freight routes. Whilst the Rural Residential Zoning is acknowledged, we believe the site is not aligned with the typical Rural Residential characteristics, as the site benefits from reticulated water and sewer and fronting major roads.

"responds to local values and circumstances, including areas of ecological significance and floodable land"

The proposed development responds to local values and circumstances. Similar to *"Planning Need"*, the *"local value"* component can be broken down into further criteria ecological value and value in choice.

The ecological value is recognised, and this remains undisturbed as part of this development application, with the previously approved vegetation and rehabilitation management plan retained. When viewed from Fleming and Wynnum Roads the emphasis is placed on large established trees which complement the rural designed food and drink outlet built form. Please see the screenshot below of the approved Vegetation Management Plan demonstrating the retention of ecological value for the site (*Figure 2*).



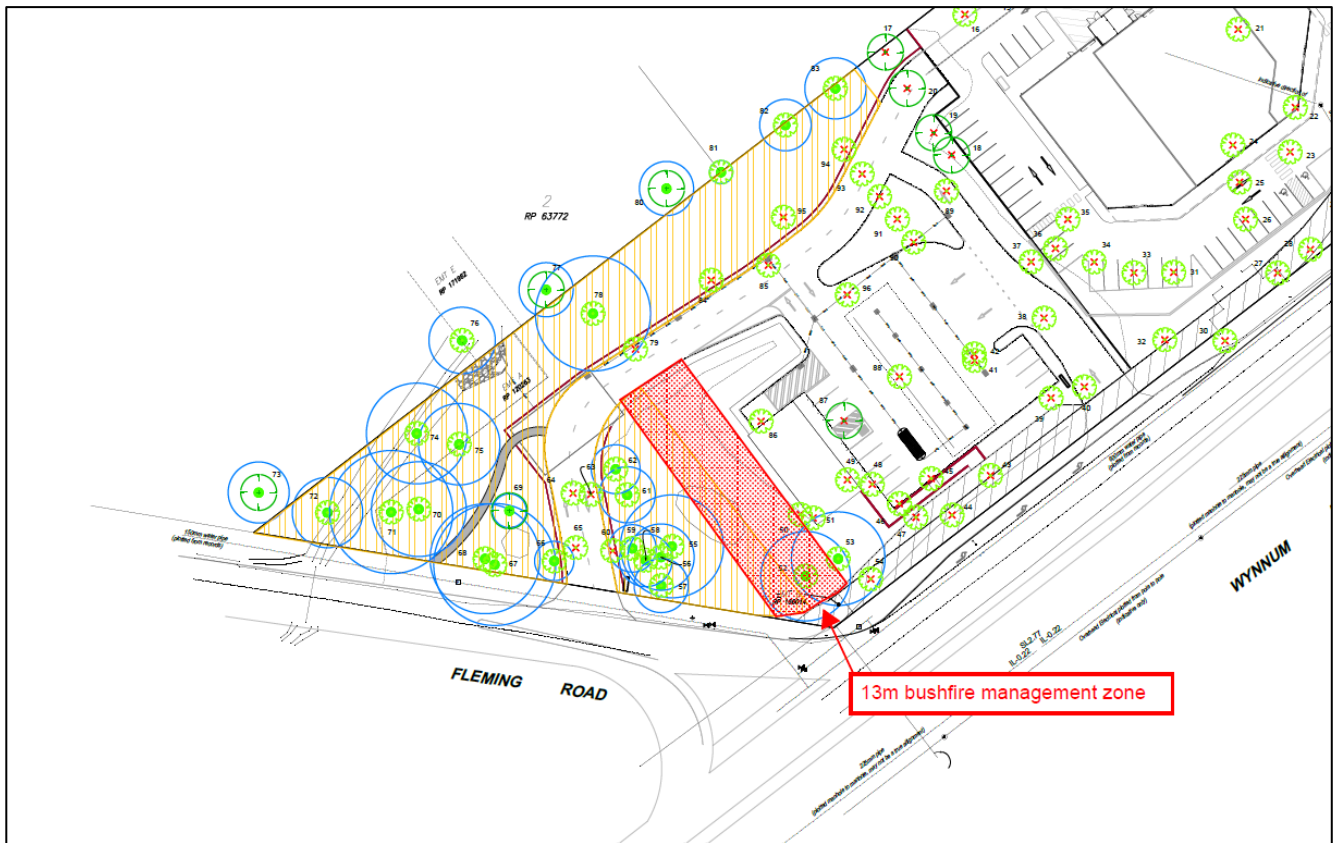


Figure 5 - Vegetation Management Plan

The proposal is located on a site with a Brisbane City Council approval for a two existing food and drink outlets, the value of the site as previously approved by Brisbane City Council is for commercial development outcomes rather than typical rural residential development outcomes. The approval of the food and drink outlets over the site emphasises the local value and provide value in choice for additional food and drink outlet options without diminishing the nearby centre, this is demonstrated with the Economic Needs Assessment in **Attachment B**.

The second key point being "*circumstances*" as previously mentioned the subject site is in a very fortunate circumstance with regards to the surrounding infrastructure being Arterial and Major Road frontage with connection to reticulated sewer and water (**Figure 6 & 7**). When you take a broader snapshot of the development along Wynnnum Road this Rural Residential Zone is isolated with development taking advantage of the vehicle traffic daily. The proposed development responds to the circumstances and looks to maximise a development site located along a major transport route and connected to appropriate reticulated provisions.



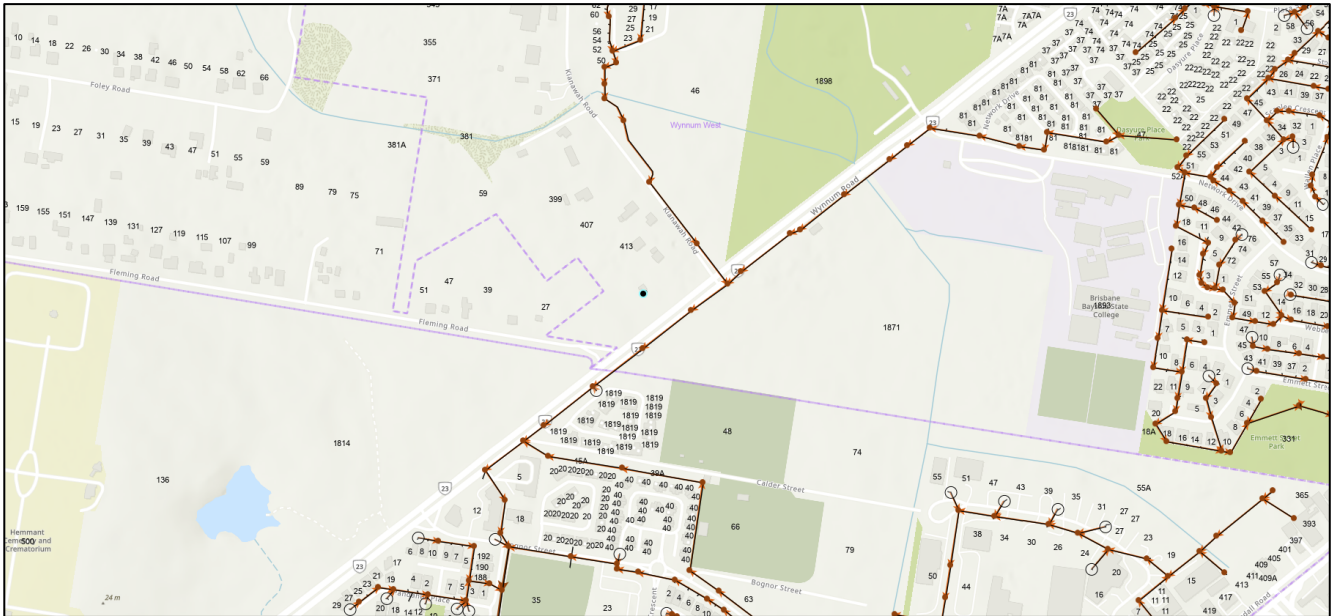


Figure 6 - Urban Utilities - Sewer Reticulation



Figure 7 - Urban Utilities - Water Reticulation



Overall Outcome 3(e) of the Hemmant-Lytton Neighbourhood Plan refers to the following:

“The very low density rural and landscape character of land included in the Rural, Environmental management and Rural residential zoned land is maintained. These zones are unsuitable for urban development.”

The subject site is connected to appropriate infrastructure for urban development, has addressed the ecological value of the site and existing stormwater issues.

Consistent with the intended form, character and intensity

The proposed development is consistent with the prevailing built form of the surrounding locality. The design has been deliberately responsive to the established character of neighbouring residential properties, incorporating a box gable roof form that reflects the scale and appearance of large, low-set dwellings and rural sheds prevalent in the area.

Importantly, the local character is not defined by a singular development typology or land use. Instead, it is characterised by a diverse mix of outcomes, including rural residential properties, uses fronting an arterial road, higher-density residential development directly opposite (townhouses), and a small local centre within walking distance. This diversity reinforces that the locality accommodates a range of built form outcomes and intensities.

To ensure the proposal aligns with the intended form, character, and intensity of the immediate area, the development adopts a built form that is sympathetic to and consistent with existing development patterns. Furthermore, the application seeks approval for uses that have already been established as appropriate for the site through a previous approval, reinforcing the suitability of the proposed land use and its alignment with surrounding, established activities.

Rural Residential Zone Code

Overall Outcome 2(c) of the Rural Residential Zone Code refers to the following:

“Development of a lot in the Rural residential zone is for a dwelling house, home-based business or permanent plantation which requires limited provision of infrastructure and services.”

As previously outlined, the land is capable of being fully connected to urban infrastructure, including water, sewer, stormwater, and transport networks. This level of servicing capacity is fundamentally inconsistent with the intent of Rural Residential areas, which are generally not planned or designed to accommodate fully serviced urban development outcomes.

Further, the site’s strategic location reinforces its departure from a rural residential context. The land fronts both an Arterial Road and a Major Road, providing a high level of accessibility and exposure that is not typically associated with rural residential environments. These higher-



order transport corridors are specifically intended to support increased traffic volumes and more intensive land uses, including commercial and service-based activities.

In addition, the subject site is situated within a mixed and evolving locality, including higher density residential development (townhouses), nearby centres, and previously approved commercial uses on the site itself. This surrounding context demonstrates that the area does not function as a traditional rural residential enclave, but rather as a transitional interface accommodating a broader range of land uses and development intensities.

Overall Outcome 2(d) of the Rural Residential Zone Code refers to the following:

“Development preserves the environmental, scenic amenity and topographical features of the land by integrating an appropriate scale of residential activities amongst these features.”

The proposed development retains the previously approved Vegetation Management Plan as illustrated in **Figure 2**, ensuring that established ecological protection measures continue to be implemented. This approach maintains consistency with the existing approval framework and safeguards the identified environmental values of the site.

The site is generally flat, with no notable topographical features, and offers limited scenic amenity due to its location adjoining an Arterial Road and Major Road. As such, the visual character of the locality is influenced more by transport infrastructure and existing built form than by natural landscape features.

The proposed built form is consistent with, and contained within, the envelope of the previously approved development. This ensures that the scale, siting, and overall visual presentation of the development remain aligned with what has already been considered acceptable by Brisbane City Council.

Overall Outcome 2(j) of the Rural Residential Zone Code refers to the following:

Development for a small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker’s accommodation or dwelling unit) is to:

- i. have a gross floor area of less than 250m²;***
- ii. serve local residents’ day-to-day needs;***
- iii. not undermine the viability of a nearby centre.***

Saunders Havill acknowledge the overall outcome (j) is correlated with small scale non-residential use with an associated dwelling on a site within the Rural Residential Zone. The proposed development does not include an associated dwelling unit or caretaker’s accommodation, notwithstanding the proposal does serve the local residents’ day to day needs



and does not undermine the viability of a nearby centre. This has been extensively justified within the Economic Needs Assessment prepared by Foresight Partner (**Attachment A**).

Section 2.4 of the Economic Needs Assessment identifies the socio-economic profile of the Main Trade Area (*MTA*), the socio-economic profile of the MTA indicates strong demand for Food Catering retail, driven by a relatively young population, larger households, a high proportion of couples with children, above-average incomes, and higher-than-average vehicle ownership.

Overall Outcome 2(k) of the Rural Residential Zone Code refers to the following:

“Development for any other non-residential use is only accommodated where it has a direct relationship to the land on which it is proposed.”

As previously outlined, the land is capable of being fully connected to urban-standard infrastructure, including water, sewer, stormwater, and transport networks. This level of servicing capacity is fundamentally inconsistent with the intent of Rural Residential areas, which are generally not planned or designed to accommodate fully serviced urban development outcomes.

Economic Need

2. ***The Economic need and impact assessment submitted has been reviewed, and it is determined that further information is required to demonstrate that there is an economic need for the proposed development. Submit an amended needs assessment addressing the following matters:***
 - a) ***Main Trade Area***

The inclusion of the industrial area north of the Cleveland Rail Line in the trade area is difficult to support, given the limited access between the industrial area and subject site to the south. Provide an updated Economic need and impact assessment based on a revised Main Trade area. Alternatively, provide a breakdown of employment by location within the proposed trade area.
 - b) ***Food catering supply***

It is noted that the report defines food catering floor space as being ‘Food & drink outlet’ uses, including taverns, bars, clubs, breweries, cafes, restaurants and take-away food outlets. The combined floor space for food catering supply makes verification difficult. Submit a detailed breakdown of floor space by tenancy, in particular how food catering floor space is identified and measured in larger venues, such as pubs, clubs and taverns.
 - c) ***Retail spending***

The non-resident worker related demand analysis considers that non-resident workers spend a significant portion of their food catering budget close to their place of work.



Based on that justification, it should follow that trade area residents that do not work locally would spend a similar share of their food catering budget close to their place of work. It is recommended the demand assessment be reconsidered and reframed in light of these findings, to ensure that the demand analysis is consistent and supportable.

Response:

Please see **Attachment B** – Economic Needs and Impact Assessment Report (*ENIA*) prepared by Foresight Partners which has considered Brisbane City Council’s above comments and subsequently provided revised report for comment. Foresight Partners at the start of the revised report have provided a detailed response to items a) – c) above which is then further corroborated in the body of the report. In summary, please see the key points:

a) Main Trade Area (*MTA*)

The ENIA has appropriately adjusted the residential population to reflect BCC’s required figures. This has resulted in a reduction of 285 residents in 2025, with the reduction in numbers of residents it is determined there is still a substantial undersupply of 14,478m² of food catering floor space within the main trade area in 2025.

b) Food Catering Supply

While the comparison of existing supply and demand is an important component of the assessment, demand growth alone is more than sufficient to support the proposed development and other additional food catering retail elsewhere. As indicated in Table 4.3, MTA food catering demand is expected to grow by 2,560m² between 2025 and 2041. This is a strong indication of economic need for additional supply.

c) Retail Spending

Within **Attachment B**, Foresight Partners have in table 4.3 set out updated estimates of the MTA non-resident worker spending. The annual food catering spending spend per non-resident worker has been revised downward to \$630 per week, which is a reduction of \$870 or 58% from the initial figures. This adjustment has had a relatively minor effect on total food catering demand and does not affect the conclusions from the previously submitted ENIA.



Traffic

3. *The proposed parking for Tenancies 1 and 2 relies on survey data from NSW fast food outlets, which are not comparable to the proposed Food and drink outlets. The justification does not reference any like for like surveyed land uses and therefore cannot demonstrate an appropriate performance based alternative to the TAPS PSP rates. The reliance on Stage 2 parking supply is also not accepted as Stage 2 is a separate tenancy that will be delivered after Stage 1 and cannot be counted toward parking provision for Stage 1.*
 - a) *Provide amended plans to show parking that fully complies with the TAPS PSP requirements for a Food and Drink Outlet, without reliance on Stage 2 parking or large performance outcomes.*
4. *Redesign the circulation aisle and drive through layout to remove conflict between Tenancy 1 exit movements and Tenancy 2 entry movements. Separate two way circulation aisles for each tenancy and a physical barrier between the two systems, to achieve this outcome. Alternatively, submit an RPEQ certified Performance Outcome demonstrating how the proposed layout avoids vehicle conflicts and maintains safe and efficient operation under expected traffic conditions.*
5. *Submit amended plans to show a dedicated SRV servicing bay for Tenancy 1, with redesign of one of the drive through lanes so that an SRV can legally and safely service the tenancy without obstructing the queue or relying on operational management measures. For Tenancy 2, the swept path should be revised and the kerb layout modified to ensure that service vehicles can complete all required manoeuvres without entering or relying upon the PWD shared area.*

Response:

Please see in **Attachment C** – Traffic Engineering Assessment prepared by Colliers International Engineering and Design, they have provided a full response to items 3 to 5 above.



Public Realm and Pedestrian Movement

6. *The current design does not appropriately locate outdoor dining area to enhance the public realm in accordance with AO7 of the Centre or mixed use code. Additionally, the proposal results in minimum of 2 'road' crossings through car movement zones due to the sub-optimal arrangements of the pedestrian pathway, that does not address pedestrian connectivity, movement, and safety from the street to the buildings, as per AO45 of the Centre or mixed use code.*

- a) *Submit amended built form configuration that locates the drive through circulation behind the buildings allowing for connection of the public realm to the entry points, outdoor dining, and building directly from the street to the buildings, and without the need to pass through car dominated areas for safe pedestrian movement.*

Response:

Please see **Attachment A – Architectural Plans** prepared by Bayer Stevens which has introduced a Site Circulation Plan, showing pedestrian movements moving fluidly through the site from Kianawah Road, Wynnum Road and Fleming Road frontages.

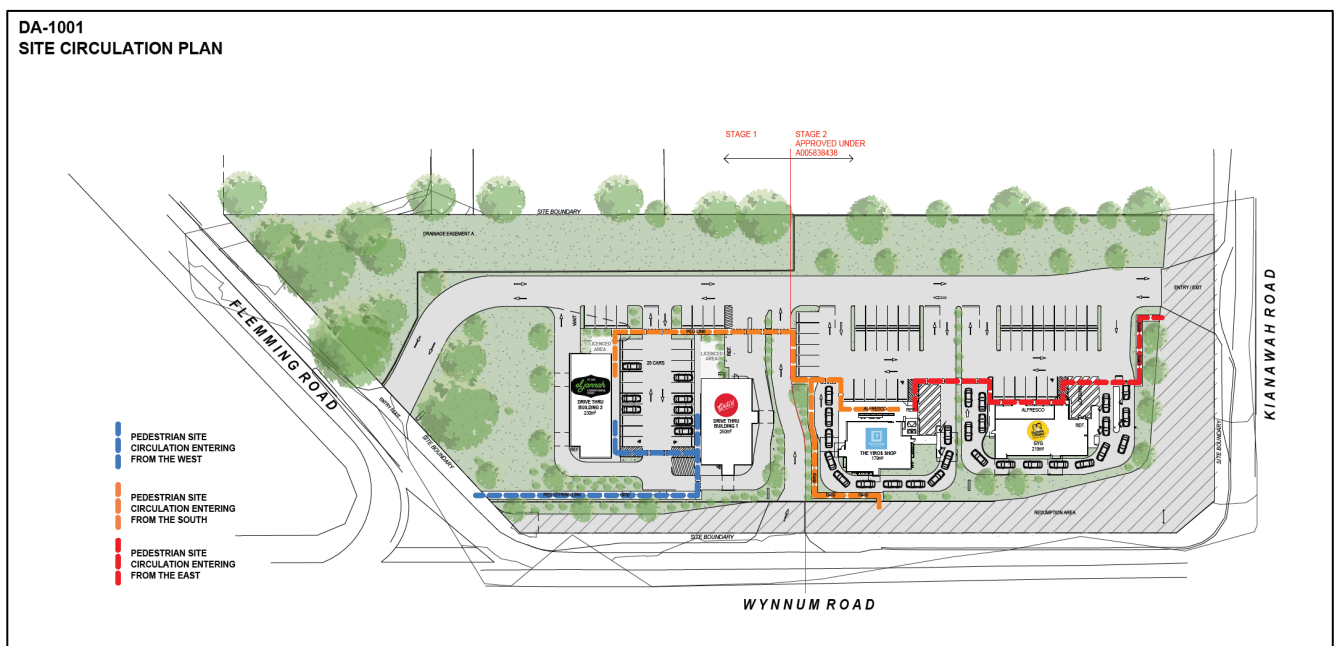


Figure 8 – Pedestrian Circulation - Bayer Stevens

Additionally, the loading for the drive-thru is relocated to remove conflicts.



Noise

7. *Submit amended Noise Impact Assessment addressing the following matters to demonstrate compliance with PO1 of the Centre or mixed use code:*
- a) *The noise monitoring location is within a Transport noise corridor overlay and may not be representative or conservative for receptors located on the other side (potentially quieter side) on the south-west.*
 - b) *Noise impacts on the nearby Environmental management zone and Conservation zone have not been assessed.*
 - c) *Show the noise isopleths for the ground floor level impacts and show the extent of the isopleth corresponding to the noise criteria (e.g. 39dBA for night-time LAeq).*

Response:

Please see in **Attachment D** – Noise Impact Assessment prepared by Assured Environmental which specifically, Section 2 of the Noise Impact Assessment provides a detailed response to Items 7a) – 7c).

Air Quality

8. *Submit air quality model files to complete the assessment of the Odour Impact Assessment to demonstrate compliance with PO3 of the Centre or mixed use code.*

Response:

Please see **Attachment E** – Odour Model prepared by Assured Environmental.

Stormwater Quality

9. *Submit amended Stormwater Quality Management Plan addressing the following matters:*
- a) *A relatively large portion (landscape) of the site has not been included in the model, not even as bypass. Please include all areas of the site in the model.*
 - b) *Provide the MUSIC model file.*
 - c) *Sign-off the report for completeness.*

Note: Since 11 December 2025, only Stormwater Quality Improvement Device Evaluation Protocol (SQIDEP) approved devices are accepted by Brisbane City Council. Hence, option 3 proposed is not considered acceptable.

Response:

Please see **Attachment F, G & H** – Stormwater Quality Management Plan, Music Model & Information Request Letter Response prepared by McVeigh Consultants. It is important to note, the areas of the site not included in the MUSIC model are generally remaining in an undisturbed



state and as such there is no impact on stormwater quality of runoff from this part of the site. This is consistent with the approach taken in already approved SMP for the existing Development Approval across the site.

Frontage Landscape Buffer

10. *The provided Landscape Concept Plan indicates a narrow landscape buffer that lacks any shade trees along the edge of the pedestrian path on the frontage, to effectively screen or soften the significant hardstand and car parking area from the streetscape. Provide an amended Landscape Concept Plan that increases the landscape buffer along the edge of the pedestrian path to a minimum of 2m and incorporate large subtropical shade tree planting and a varied palette of shrubs and groundcovers, to contribute to a comfortable pedestrian environment or support a high level of subtropical amenity in accordance with PO55, PO56, PO57 and PO58 of the Centre or mixed use code.*

Note: Ensure the landscape design considers bushfire requirements.

Response:

Please see **Attachment A & I** – Architectural Plans and Landscape Concept Plan prepared by Bayer Stevens and Saunders Havill. During the meeting with Brisbane City Council, we understand pedestrian permeability between public and private space is a priority. The applicant has amended the design along Wynnum Road with additional planting to buffer the drive-thru area to incorporate safer design practices for pedestrian movements. Larger subtropical shade trees have been incorporated into the deep planting areas to soften the hardstand areas and the built form from all road frontages.



Figure 9 – Previously Lodged Landscape Design – Saunders Havill



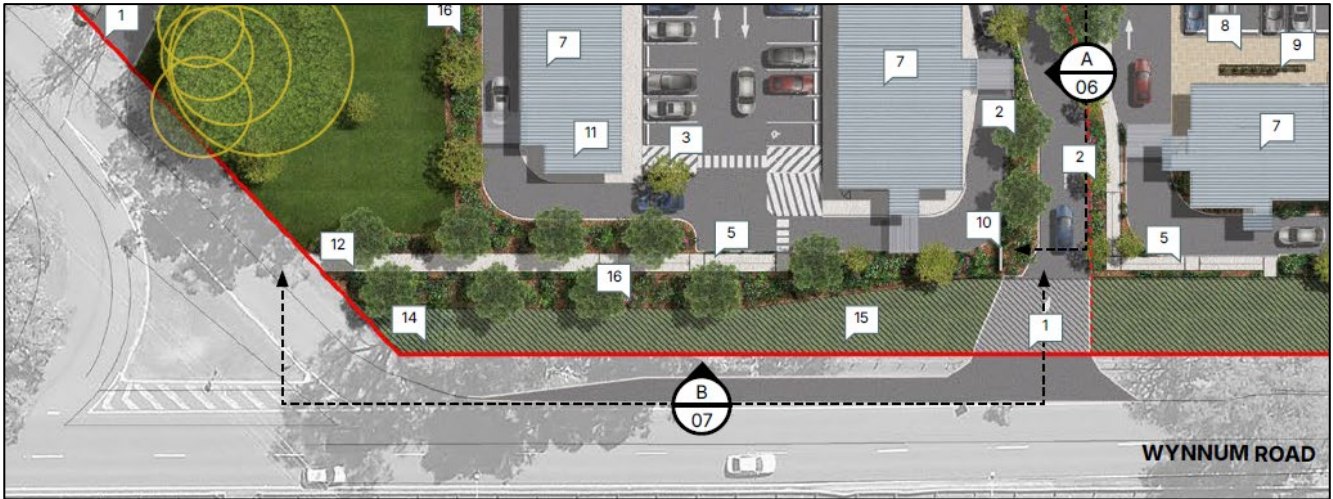


Figure 10 – Revised Landscape Design – Saunders Havill

Car Park Shade Trees

11. *Provide amended plans that incorporates a minimum of 1 large subtropical shade tree for every 6 car parks between the proposed food and drink outlets, to positively contribute to the landscape character and amenity of the site for reduction of glare, heat and establishment of shade cover in accordance with PO55 and PO57 of the Centre or mixed use code. The landscape area is to measure a minimum dimension of 5.2m x 2.4m to support appropriate growing media for the proposed shade trees.*

Response:

The proposed development as shown in **Attachment I – Landscape Concept Plan** prepared by Saunders Havill has provided a revised landscape design in conjunction with the Applicant and Architect to provide a well vegetated car parking area with sufficient large sub-tropical shade trees to provide amenity to customers of the food and drink outlets.

While the ratio of new trees may not meet the 1:6 car spaces, the site is advantaged by the retention of a number of existing large native trees and rehabilitation around the periphery of the site.



Biodiversity & Bushfire

12. *The revised development layout will result in changes to previously approved plans that identify vegetation for retention/removal and rehabilitation areas, likely resulting in a reduced impact to these values. Additionally, the submitted plans do not identify the approved 13m bushfire management setback that was shown on previously approved plans and conditioned bushfire management setback that was shown on previously approved plans and conditioned.*
- a) *Provide revised Tree Retention/Removal Plans and Concept Rehabilitation Plan demonstrating that the proposed development will not result in any additional impact to existing ecological values within mapped areas of high ecological significance/high ecological significance- strategic. Revised plans must also identify the required 13m setback from potentially hazardous vegetation, in accordance with previous approvals.*
- b) *Based on any changes to the proposed significant residual impact to matters of local environmental significance, provide a revised environmental offset proposal (i.e. impact area) in accordance with the Biodiversity areas overlay code (PO9) and Offsets Planning Scheme Policy. Provide revised Tree Retention/Removal Plans and Concept Rehabilitation Plan.*

Response:

The proposed development generally follows the original development footprint, with the exception of a small portion of the El Jannah Food and Drink Outlet, please see the screenshot below of the dotted outline of the previous approved footprint.



Figure 10 – Previous Approved Footprint Outline – Bayer Stevens



Within this revised development footprint, as shown in the screenshot below from the Approved Vegetation Management Plan prepared by S5 Environmental, there are no trees in the expansion of the existing footprint. There is no further requirement for an amended Tree Retention Removal Plan as this does not alter the originally approved trees to be retained and removed, please see the screenshot below from the Approved Vegetation Management Plan.

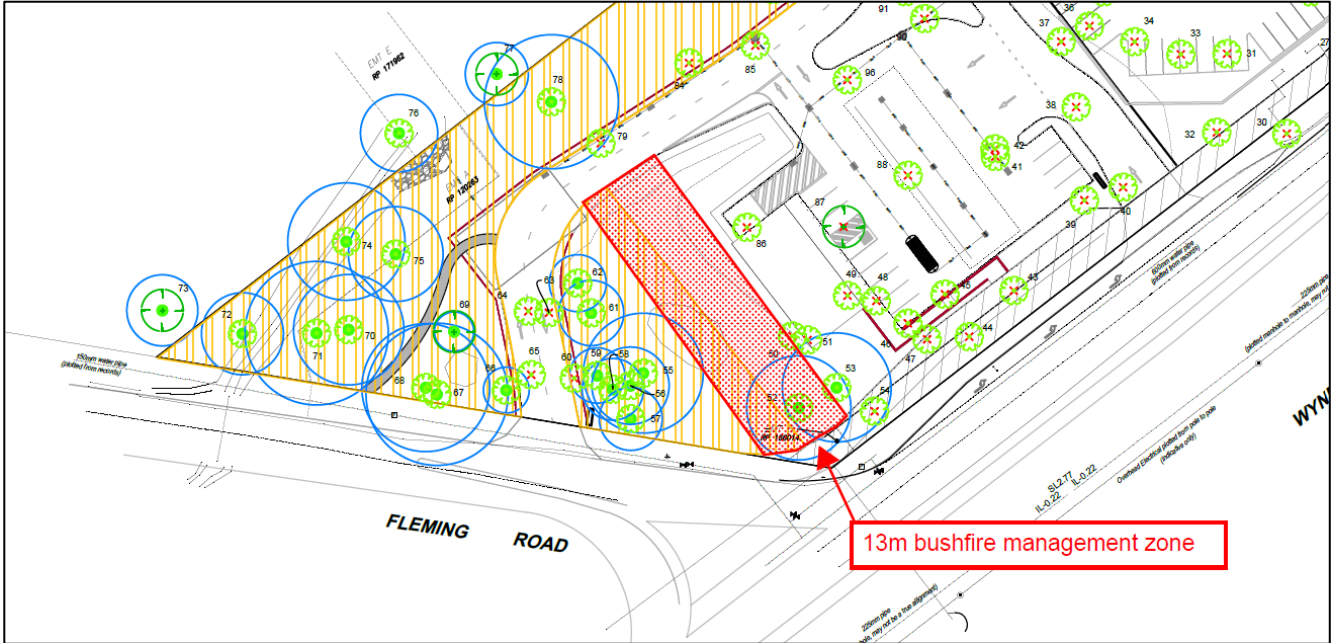


Figure 11 – Previous Approved Vegetation Management Plan – S5 Environmental

Attachment A – Architectural Plans has incorporated the Bushfire Management Zone (13m) area.



Refuse Storage

13. *The proximity of the proposed refuse storage area to the licensed outdoor area for 'Building 1' is not supported. In accordance with AO2/PO2 and AO63.1 and AO63.2/PO63 of the Centre or mixed use code provide amended plans which address the following:*
- a) *Demonstrate the refuse storage areas for 'Building 1' and 'Building 2' housed either within a building or roofed and wholly screened enclosure and located away from areas where food will be consumed. Where screening is utilised to form all or part of a refuse storage area, the screening is to have a maximum of 25% openings, with a maximum opening dimension of 50mm, and are to be permanently fixed, durable and maintainable.*
 - b) *Demonstrate 'Building 1' and 'Building 2' refuse storage areas being of sufficient size to house 3,000L of refuse and 1,500L of recycling. Note dimensions and area to be clearly demonstrated on the proposal plans.*

Response:

Please see the refuse areas located within the Architectural Plans in **Attachment A**. We draw your attention to DA-1100 and DA-1101 Building 1 and 2 Floor Plan which show the refuse locations. The enclosure of the refuse area is an item that can be conditioned and amended in red on the appropriate plan.

Summary

We offer this as a response to all of the information requested in Council's Information Request. As required by Section 14.1 (a) of the DA Rules, we advise that Council is to proceed with its assessment of the application.

In fulfilment of our obligations under Part 4 of the DA Rules, we will now arrange for public notification to be carried out for a period of 15 business days.

Should any clarification be required, please contact me on 0407 145 391 or email at michaelrush@saundershavill.com.

Yours sincerely
Saunders Havill Group



Michael Rush
Senior Town Planner

