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1. The development of 115 Hyde Road as a stand-alone application does not gel with or complement the declaration by BCC that the whole of the Light Industrial Zone along Hyde Road is an ‘Area in Transition’ to become a new suburban precinct. For example, there are no provisions for shared access roads or sewage trunks, no provision for public facilities, no planning for retail elements and no mention of social, rental, or affordable housing aspects.
2. If BCC wants a good outcome for this ‘transitional’ area (the whole Light Industrial area along Hyde Road transitioning to a mixed-use suburban precinct) it needs to lead and manage the project to produce a master plan (after extensive consultation with both the community and interested parties). To do this it will need to ditch and discard the ‘developer led’ piecemeal process currently being advocated. The Paint factory DA would be an example of the ‘piece-meal’ approach to planning. Local knowledge of some of the owners and developers of the properties with interests in the Hyde Road Light Industrial precinct makes the idea that these parties will ‘cooperate’ and ‘plan together’ to any serious degree almost unthinkable.
3. The DA does not provide for the m increase of overland flooding and storm water run-off due to decreased absorption on the site. This unmanaged increase will cause more damage to the already minimal drainage channels provided, the low-lying areas of the site, and to the flood plain and riverine environment. Water retention on site for irrigation, better control of storm water in the flood plain, irrigation and water features, and better storm water management overall. The DA assumes that the minimal ditch and channel drainage already on the site will cope with increased run-off.
4. The DA anticipates seven storey (or seven + podium storey) towers across the site. There will be somewhere between 250 and 400 dwelling units with obvious impacts on local infrastructure. None of: car parking space; public open space or facilities; increased local traffic (including scooters and electric cycles) onto Hyde Road and road network for this number of properties are addressed.
5. There doesn’t seem to be a dedicated car parking space for the ‘paint factory art/performance centre’ – is it assumed that parking will be outside the site on Hyde Road or Cansdale St? There are already parking issue there in terms of large footie and soccer games from the sports fields.
6. The anticipated 7+storey development will impact negatively on surrounding open space, parkland, environment, and services. The residential use will conflict with the existing major sporting venues (noise, crowds, traffic, parking), and other wellbeing features caused by crowding on riverside and parkland walks and pathways.
7. There will be negative impacts on the existing residential properties and services along Hyde Road (increased traffic, scooters, noise, overloaded bus services, loss of outlook, overflow parking, ..)
8. Since this DA only applies to the Paint Factory site (rezoning to ‘mixed use’, actually mostly residential’), the residents of the rezoned site are likely to be adversely affected by industrial pollution (noise, air pollution, traffic, …) and heavy goods vehicles originating in the surrounding Light Industrial zone.
9. For the residents of the several 100s of homes proposed for the site, there is no cycle path access to the existing, no proposed cycle path network, no pedestrian access to the development through Goodwin Park (or to the Corso).
10. The artistic ‘mixed use’ aspect of the site plan is scheduled on the master plan of the site (submitted with the DA) to be replaced and reduced in a few years after the project gets underway. Once the site is re-zoned as ‘mixed use’ there will be no further opportunity for residents to comment on this future development or for BCC to control it since the site will become ‘code accessible’. There is nothing to stop the whole area being turned over to housing towers of ever-increasing height (as has happened at the nearby retirement village) ready for the Olympic games.
11. There is no indication of how many employment opportunities will be created by the non-residential aspects of the development. Since the non-residential uses will diminish over time as the ‘Paint Factory’ segment is ‘repurposed’ employment opportunities will quite likely vanish.
12. The existing services (water, power, sewage, rainwater drainage, roads, ….) will not cope with an additional 400 homes - how will these services, and at who’s expense, will the upgraded/new services be supplied?
13. As a medium/high density 7- or possibly 8-or-more- storey housing project for several 100s of residents, there’s nothing concrete about improving or enhancing the environment or habitat on the site or adjoining sites – there are only (unenforceable) ‘opportunities’ mentioned.
14. The DA does not adequately consider the energy footprint of the development - passive cooling, green walls, roof top gardens, community gardens, solar power generation, high specification insulation, shade, solar power, maybe storage batteries, and cooling towers are either not mentioned or mentioned in passing as ‘opportunities’ - not seriously included as part of the design.
15. There are no public facilities (e.g., kids’ playground, basketball half court, shops, community hall/meeting space, local medical centre….) included in the master plan.
16. Recharging outlets for electric vehicles should be hard-wired into the residential and visitor carparks and be available for artists and tradies using the site.
17. No consideration is provided for off-road bus stops, no-parking pullover zones, or cycle and scooter paths.
18. The total height and setbacks for the administration building and other buildings at the front of the site is not specified. There has apparently been serious consideration given to adding a customised shipping container on top of the existing building to become an art gallery.
19. Because of its earlier industrial use, The Paint Factory site will be contaminated. How is this contamination to be contained/remediated and managed in the context of a residential-use open-space area suggesting close bodily contact with green open space areas.
20. Because of the noise and lights from the sports fields, and the extreme noise from the BAC flight paths, all northerly-facing windows and balconies will need to be enclosed and sound proofed.
21. The water recycling plant (sewage farm) at the Corso end of Cansdale Street sometimes causes unpleasant and disturbing odours to affect the area in which 115 Hyde Road is located. With the increase in population of ‘The Paint Factory’ and with the anticipated growth in population of Yeronga itself, this problem is only going to get worse. There are presumably health and wellbeing concerns that may make the proposed residential development unviable.
22. The lower NE and NW corners of the 115 Hyde Road site are clearly marked on the City Plan as flood affected. BCC has said several times it will not permit building or infill on the flood plain. Hyde Road itself floods quite easily. The master plan included with the DA makes no mention of this flood risk. Underground car parks will likely flood across the site. Buildings will need to be built with flood-proof emergency power, and protected from sewage in the event that a serious flood overwhelms the sewage treatment facility. Dedicated permanent evacuation routes will be needed both on the site to ensure residents’ safety.