
Our Ref: 2004_IPL69

16 June 2026

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Attention: Joanna Stavrianos

Application Reference: A006876448
Property Address: 260 Musgrave Road, Coopers Plains
Subject: Traffic Statement – Response to Further Issues

Dear Joanna,

We refer to Council's Further Information Request in relation to the above application dated 11 May 2026. Q Traffic have been engaged to review and respond to the traffic items therein which relate to the additional parking module proposed to the north of the site.

In preparing his response we have reviewed the approval history and discussed the proposal with the applicant's town planner.

It is our understanding that the intent of the additional parking is to provide a higher level of parking supply for the existing approved uses on the site. Importantly, the application does not seek to introduce any additional gross floor area or any new land uses. The proposal simply seeks to provide additional customer parking to better accommodate existing demand associated with the approved Indoor Sport and Recreation and Industrial uses.

The amended plans, included as **Attachment 1**, incorporates a delineated pedestrian pathway connecting the northern parking area with the existing development together with end aisle treatments.

Council's Further Information Request and our response are provided below.

Item 1 – Traffic

A Traffic Impact Assessment by an RPEQ traffic engineer is required to address the traffic generation and attraction resulting from the increase in parking spaces and the impact on the surrounding network in accordance with AO1/PO1, AO13/PO13, PO14.1/PO14 and AO15/PO15.

Additionally, the following details need to be addressed with respect to the car parking layout and design:

- a) Physical end of parking module protection is required against circulation areas in accordance with AS2890.1:2004. This ensures the safety of vehicle occupants accessing vehicles parked next to circulation aisles.***
- b) Submit amended plans to demonstrate an efficient and safe pedestrian path between the proposed new parking and buildings. Specifically, marking for the existing common driveway is required.***

- c) *The proposed car park also impacts on the waterway/flood effected area, therefore flooding impacts need to be addressed as per flood comments provided.*
- d) *The traffic statement must address the traffic generation and attraction resulting from the increase in parking spaces and the impact on the surrounding network. Consideration should be given to the fact that the hours of operation, specifically for indoor sport and recreation, are currently limited.*

Response

As discussed above, the proposal does not seek to intensify the approved uses on the site. Rather, the additional parking is intended to better accommodate existing parking demand associated with those approved uses.

(a) End of Parking Module Protection

The amended plans included as **Attachment 1** show, conceptually, the provision of end aisle protection within the northern parking module. The detail shown is indicative only and can reasonably be conditioned by Council to accord with Figure J of the Transport, Access, Parking and Servicing Planning Scheme Policy.

(b) Pedestrian Connectivity

The amended plans included as **Attachment 1** show, conceptually, a delineated pedestrian pathway through the existing common driveway linking the northern parking area with the southern tenancy.

The detail shown is indicative only. In our opinion, the pedestrian connection can readily be detailed to provide a clear and legible pedestrian route between the additional parking area and the existing development and can reasonably be conditioned by Council.

(c) Flooding

Flooding matters are not a traffic engineering matter and are addressed separately by others.

(d) Traffic Generation and Attraction

It is our understanding that the intent of the additional parking is to provide a higher level of parking supply for the existing approved uses on the site, rather than facilitate any increase in the scale or intensity of development. It is also noted that the Planning Scheme prescribes minimum parking requirements, not maximums.

From a traffic engineering perspective, the underlying traffic demand is generated by the approved land uses, which remain unchanged. The introduction of additional parking spaces does not, in itself, result in additional traffic generation.

Rather, the additional parking is intended to better accommodate existing demand, particularly on competition and event days associated with the approved Indoor Sport and Recreation use, and to ensure that parking associated with that use can be accommodated wholly within the site. This reduces the potential for patrons to park in front of the other industrial tenancies on the site.

It is also noted that the operation of the Indoor Sport and Recreation use remains subject to the existing conditions of approval. In particular, the approval limits the number of courts that may operate during weekday industrial peak periods and also limits the number of competition events that may occur each year.

By way of example, **Condition 7** restricts the operation of the facility to a maximum of five (5) courts between 7:00am and 9:00am and a maximum of four (4) courts between 9:00am and 3:00pm, with competition events limited to no more than ten (10) occasions per year. This restriction is unchanged.

Accordingly, the proposal is not expected to increase day-to-day traffic generation. Rather, it is intended to provide a more practical and orderly parking arrangement for the existing approved activities and ensure that peak parking demands can be accommodated wholly within the site.

Conclusion and Recommendation


We trust the above information satisfactorily responds to the traffic item in Council's Further Issues.

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed development will operate acceptably from a traffic perspective, without any unacceptable impact upon the adjacent road network.

On the basis of the above, it is recommended that the development application be approved from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

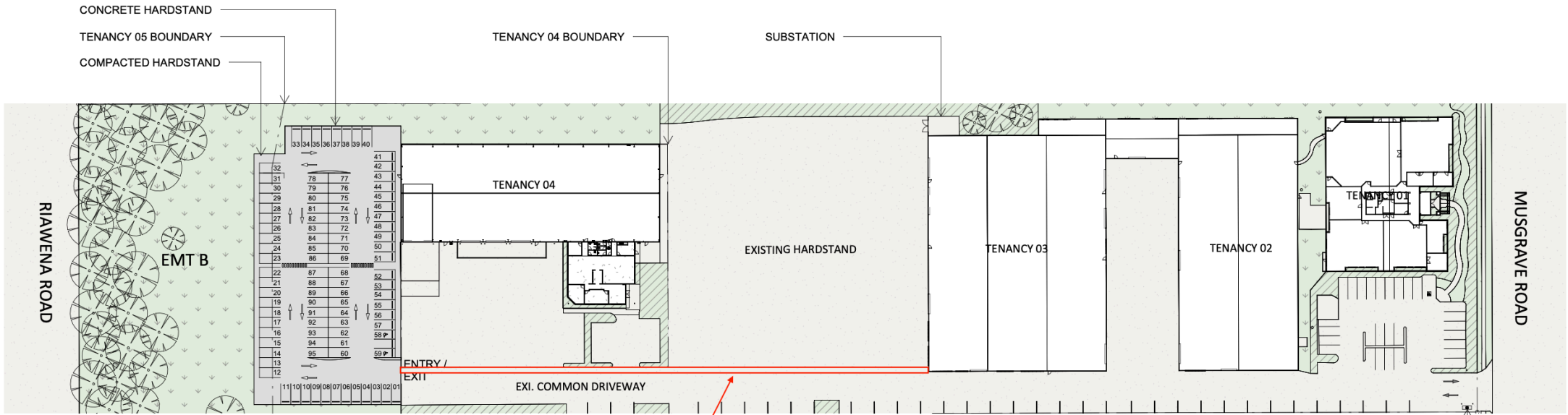
Regards

A handwritten signature in blue ink, appearing to read "Richard Quinn", is placed over a light blue rectangular background.

Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

ATTACHMENT 1

Amended Plans



Existing common driveway to be modified to incorporate new line marking for a pedestrian prioritised pathway

1 SITE PLAN - PROPOSED

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