

8 June 2026

Chief Executive Officer  
Brisbane City Council  
GPO Box 1434  
Brisbane QLD 4001

Sent via email: dalodgement@brisbane.qld.gov.au &  
chris.m.dixon@brisbane.qld.gov.au

Dear Chris,

**RE: Response to Further Advice Letter – Request to Make a Section 82  
‘Other Change’ to a Development Approval – Place of Worship over  
27 McIlwraith St, Everton Park**

We write on behalf of our client, Brisbane Christian Assembly (BCA), in response to Council’s 10 April 2026 Further Advice letter regarding the abovementioned development application.

This written response is accompanied by:

- Revised Acoustic Report and Acoustic Response to Further Advice prepared by Acoustic Works
- Support Letter for DA Amendment Application prepared by Brisbane Christian Assembly

This letter sets out the applicant’s response to each item. The numbering corresponds to the number in Council’s 10 April 2026 request.

We also wish to reiterate the fact that this site has been in continual use as a ‘community meeting place’ since the time of the first church building being erected in 1954, and for the vast majority of that time as a Place of Worship. As set out in the accompanying letter from the Church:

*“We respectfully wish to highlight that the premises at 27 McIlwraith Street were originally constructed and approved as a church in 1954 and were previously owned by the Anglican Diocese. Most surrounding residential developments were established after the church had already commenced operations at this location.*

*According to information provided to us by Brisbane City Council prior to purchase, the property had continuously operated as a “Place of Worship” since 1954, and there were no recorded complaints, compliance notices, or enforcement matters against the property.”*

#### **Planning Assessment - Traffic**

- a. *Provide a detailed strategy, alternative methods or conditioning which is enforceable, demonstrating how the proposal will control overflow parking and avoid disruptions and amenity impacts on the surrounding area in accordance with PO8 and overall outcomes of the Community Facilities Code.*
- b. *Submit a scaled and dimensioned plan showing the existing car parking arrangement on the site. Car spaces 5 and 6 are not dimensioned, and car spaces 3 and 4 are given the same dimension however car space 3 is impacted by the stairs/pedestrian access which does not allow it to have the same dimensions*

#### **Response**

It is understood that car parking in the immediate locality, specifically a high on-street car parking demand, is a concern for a number of submitters. From a review of the submissions and further investigations undertaken, it is noteworthy that this concern is not limited to the car parking associated with the Church. It is apparent that street parking is also because of the high number of units in the immediate area, construction workers, and possibly employees from the nearby commercial area.

Notwithstanding, as part of an ongoing investigation into potential traffic management strategies, the following approaches have been considered:

- Purchase a mini-bus (12 seats) and offer a pick-up / drop-off services for congregation members
- Pay for the installation of time-restricted parking signs along nearby streets to discourage all day parking
- Undertake the physical works for 3 indented parking spaces along the Mcilwraith St frontage
- Provide an ‘action statement’ that will encourage congregation members to carpool

Whilst the option of providing 3 indented parking spaces along the Mcilwraith St frontage was considered, preliminary investigations found this solution to be in the order of \$52,497.50 and therefore cost prohibitive, particularly noting the Church’s status as a not-for-profit registered charitable organisation. We can provide a detailed breakdown of the costs received from a civil engineer if required.

Subsequently, to reduce car parking impact associated with the Church operations, the Church agrees to purchase a 12-seat mini-bus for pick-up / drop-off before and after services.

The Church will also prepare an 'action statement' that will encourage congregation members to carpool, thus further reducing the total car parking demand.

Additionally, recognising that there are currently no restrictions on car parking in the immediate vicinity, it would be possible for the Church to work with Council to install time restrictions on some of the nearby car parking (e.g. 2 hour or 4 hour limit). This would reserve some kerbside car parking for short-term users and deter long-stay staff parking associated with the surrounding commercial uses.

This proposal seeks to address an overall concern with car parking in the area, with the aim to provide a net improvement to the current car parking situation. Council is invited to condition the following:

- Purchase a mini-bus (12 seats) to provide pick-up / drop-off services for congregation members
- Pay for the installation of time-restricted parking signs along nearby streets to discourage all day parking (refer **Note** below)
- Provide an 'action statement' that will encourage congregation members to carpool, thus further reducing the total car parking demand.

**Note:** Should Council be amenable to this solution, it is requested that further discussions are held to determine the equitable cost and appropriate pathway for delivery.

With respect to the dimensions of existing car parking spaces on site, we note this matter was not raised in the Information Request. The existing arrangement depicted within the proposal plans retains the same layout and dimensions as the approved car parking arrangement. The present Other Change application does not seek to alter the existing approved parking spaces, thus amended plans have not been provided as the proposal does not change the layout of these approved spaces.

### **Planning Assessment – Acoustic**

*Provide noise modelling at heights consistent with the anticipated built form in the Low-medium density residential zone, which is up to 9.5m in height.*

### **Response**

As detailed within the accompanying Acoustic Engineering Response to Further Advice prepared by Acoustic Works, noise modelling has been provided up to 9.5m consistent with the anticipated built form in the Low-medium density residential zone. It is noted that the revised modelling did not impact upon the previous findings or recommendations. Thus, compliance with the relevant acoustic requirements is envisaged.

### **Summary**

We trust the above discussion and accompanying information suitably address the items raised within Council' Further Advice letter. However, should clarification or additional information be required please contact our office.

Yours faithfully

**URBAN STRATEGIES PTY LTD**



**Jared Cooper**  
**TOWN PLANNER**