

Our ref: 11952  
Your ref: A006952466

24 June 2026

**Attention: Justin Lynham**  
Brisbane City Council  
GPO Box 1434,  
Brisbane Qld 4001

Via email: [justin.lynham@brisbane.qld.gov.au](mailto:justin.lynham@brisbane.qld.gov.au)

Dear Justin,

**RE: RESPONSE TO SUBMISSIONS – A006952466  
70 & 78 KRAFT ROAD, PALLARA Q 4110 (LOT 104 & 105 ON RP87803)**

We act on behalf of Lanochy Pty Ltd ATF Lanochy Unit Trust, the Applicant, in relation to a Development Application lodged with Brisbane City Council under the *Planning Act 2016* (the Planning Act) over the above land seeking:

- Development Permit for Reconfiguring a Lot - Subdivision (2 into 48 lots, new road and open space lot)

The document below has been prepared to provide a response to the issues raised within a submission received during the public notification period which ran from 22 May to 12 June 2026, in accordance with section 53 of the *Planning Act 2016*. It is noted that, seven (7) adjoining landowners were provided with 'Notices to Owners' via Registered Post on 21 May 2026. Please find below a response to the planning matters raised.

Matter Raised	Applicant's Response
<p><b>Stormwater</b> <i>The stormwater infrastructure proposed as part of this development should be designed with consideration of future upstream development and future catchment demands.</i></p> <p><i>Where practical, trunk drainage infrastructure, easements, discharge points and drainage corridors should be planned and sized to accommodate future lawful development of surrounding upstream landholdings.</i></p>	<p>The trunk stormwater infrastructure proposed is generally in accordance with the designs provided by Brisbane City Council (extract Appendix J of the SWMP). JFP have undertaken substantial flood modelling which tests:</p> <ul style="list-style-type: none"><li>• pre-development scenario;</li><li>• post-development scenario with the trunk drainage installed;</li><li>• ultimate development scenario assuming surrounding land develops;</li><li>• sensitivity scenario with culvert blockage and increased roughness</li></ul> <p>and conclude that the drainage infrastructure significantly reduces overland flow flooding in the catchment and</p>



*Where trunk infrastructure is required to traverse downstream land, Council is requested to ensure that appropriate easement corridors, reserve widths and infrastructure capacity are preserved to facilitate future lawful connections from upstream properties.*

performs acceptably under the scenarios tested. The final layout, sizing, invert levels and the like will be resolved at the detail design phase.

Having regard to easement corridors, it is noted that the applicant has changed the application to include (and hence control) the downstream land required to deliver the infrastructure themselves. The applicant intends to proceed with the development and delivery of trunk stormwater infrastructure as soon as practical post approval however will accept conditions requiring the dedication of the land as the first stage of development (i.e. prior to the development proceeding on the site).

As the infrastructure will be sized to the developed upstream catchment, capacity is effectively reserved for upstream properties.

***Integrated Precinct Planning***

*I encourage Council to consider the broader precinct context when assessing the proposal.*

The trunk stormwater infrastructure aligns with Council's LGIP. In developing the stormwater drainage strategy as part of the LGIP, Council considered the needs of the wider precinct and has coordinated this with other catchments.

*Stormwater infrastructure delivered through this application should contribute toward an integrated drainage network that supports future urban development throughout the wider Pallara precinct and facilitates efficient infrastructure delivery across multiple landholdings.*

***Efficient Delivery of Trunk Infrastructure***

*Where trunk infrastructure is being delivered through the development, consideration should be given to infrastructure sizing and corridor planning that supports future growth and minimises the need for duplication, relocation or costly retrofitting by future developments.*

The Post-Development Catchment Plan (SK02) prepared by JFP included as Appendix B of the Stormwater Management Plan shows that 120 Laxton Road (Catchment I1) feeds into the proposed stormwater solution.

*I respectfully request Council note on its assessment file that future urban development of 120 Laxton Road is anticipated and that infrastructure delivered through this application should not prejudice reasonable future servicing and development opportunities for that land.*



Should you wish to discuss any of the matters addressed above, please don't hesitate to contact me on 07 3251 9441 or via email: [lewisbold@saundershavill.com](mailto:lewisbold@saundershavill.com)

Yours sincerely,  
**Saunders Havill**

Lewis Bold  
**Senior Town Planner / Associate Partner**