

19 June 2026

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

**Attention: Joanna Stavrianos
Planning Services South**

Dear Sir/Madam,

RE: **RESPONSE TO FURTHER ISSUES NOTICE FOR PROPOSED WAREHOUSE AND INDOOR SPORT / RECREATION (EXTENSION BEING A NEW CAR PARK) ON LAND AT 260 MUSGRAVE ROAD, COOPERS PLAINS Q 4108 (COUNCIL FILE REFERENCE A006876448)**

Further to Council's correspondence dated 11 May 2026 regarding the proposed material change of use at the abovementioned site, we hereby submit the following amended drawings and/or documentation:

- Traffic Statement prepared by Q Traffic Consulting Engineers;
- Civil Engineering Advice prepared by Morgans Consulting Engineers; and
- Legal Advice for Works within Easement B prepared by from HWLE Lawyers

The following representations are provided in response to Council's further advice:

Item 1: Waterway Corridor & Flooding

In reference to the concerns raised with respect to new car park prejudicing the the waterway corridor and drainage easement, please refer to the accompanying engineering advice prepared by Morgans Consulting Engineers as well as legal advice prepared by HWSL Lawyers. It is also important to reiterate the representations made in the previous response to Council's information request in that the drainage easement does not exclude works being carried out in this area where the flow of rainwater and drainage is not prejudiced including runoff from the adjoining state controlled road corridor for which SARA has already provided a concurrence response subject to conditions.

The accompanying advice from Morgans Consulting Engineers confirms that the impacts to peak flood levels are restricted to the site itself without requiring compensatory earthworks to be carried out. The works are situated outside of Creek/Waterway Sub-Categories 1,2 and 3 of the *Flood overlay*. The Hydraulic Impact Assessment submitted with the original application confirmed earthworks within the easement do not worsen flood levels external to the site. Consequently, the proposal complies with the *Flood Overlay Code*, does not trigger the requirement for compensatory earthworks and limits the work to be clear of Creek/Waterway Sub-Categories 1, 2 and 3.

In reference to Council's request for RPEQ certification for compliance with PO1, PO6, PO7 and P10 of *Waterway corridors overlay code*, we wish to reiterate the previous representations in response to the information request as well as the original planning report whereby the extent

of works within the corridor will have no impact on the limited biodiversity values along the southern side of the corridor.

The aerial imagery in Figure 1 below clearly shows that the open grassed area has been devoid of any riparian / waterway vegetation which historically has been limited to the northern side of the centreline of the corridor.

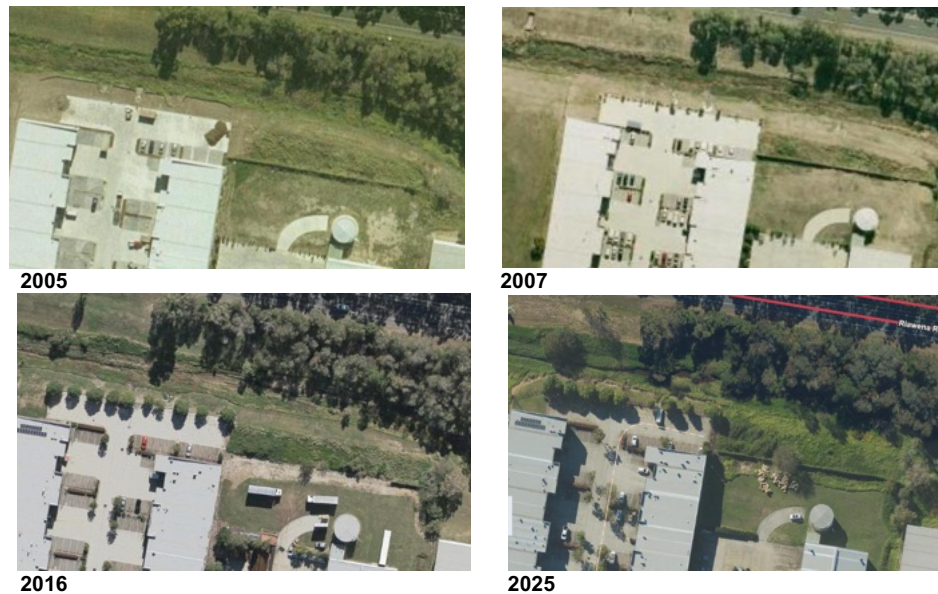


Figure 1: Aerial Imagery of Corridor including development of the adjoining industrial premises to the west.

The site photographs in Figure 2 show that the corridor is impacted by noxious weeds. It is intended that as part of the proposed works, the rehabilitation of the corridor will involve the removal of noxious weeds and the establishment of new vegetation on the southern side of the centreline. On this basis, compliance with PO6 of the *Waterway overlays code* is demonstrated in so far that the proposed works:

- Avoid fragmentation of the waterway;
- Will not require compensatory earthworks in accordance with the relevant planning scheme policy given all works are outside Creek / Waterway sub-categories 1, 2 and 3 of the Flood overlay;
- Maintain environmental connectivity along the waterway which to date has been limited to the northern side of the centreline;
- Will maintain natural flow of runoff and drainage whilst protecting the conveyance of water from upstream properties as well as the state controlled road corridor to the north;
- Do not involve new buildings within the waterway with the extent of works limited to open hardstand with new landscaping to the southern side of the centreline to establish riparian / waterway vegetation;
- Will be setback further from the centreline of the corridor compared to the established development on either side of the subject site; and
- Do not require dedication of land for recreation purposes as the land is not identified for trunk infrastructure (i.e. stormwater and open space) under the current infrastructure plan.

Whilst an ecological impact assessment would normally be provided, the extent of works is contained in an area completely devoid of any vegetation or evidence of fauna habitat given the primary function of the corridor is for the conveyance of rainwater and drainage. Consequently, a condition of development should include a rehabilitation of the corridor in conjunction with a landscape and site works plan to establish new waterway corridor vegetation

on the southern side of the centreline.

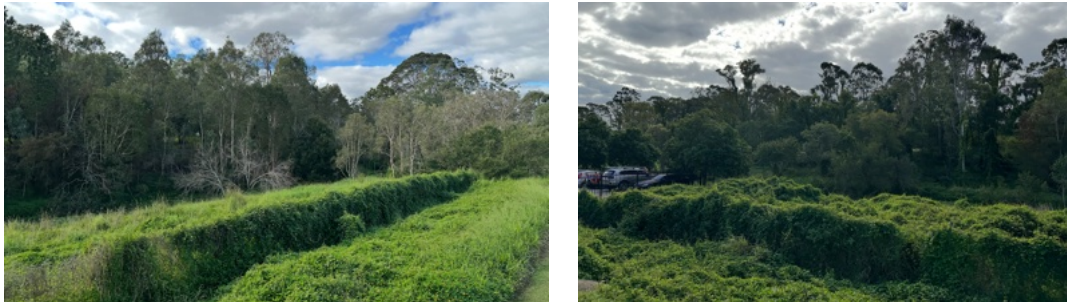


Figure 2: View of existing open area to the southern side of the centreline of the waterway corridor including the adjoining car park to the west which is forward of the proposed car park by approximately 6m

Item 2: Waterway Corridor & Flooding

In reference to the depth of flooding in a Creek 1% AEP, as previously mentioned the peak height of any flooding across the rear of the proposed car park is no greater than 260mm with the majority of the car park being less than 150mm as highlighted in Figure 3 below.

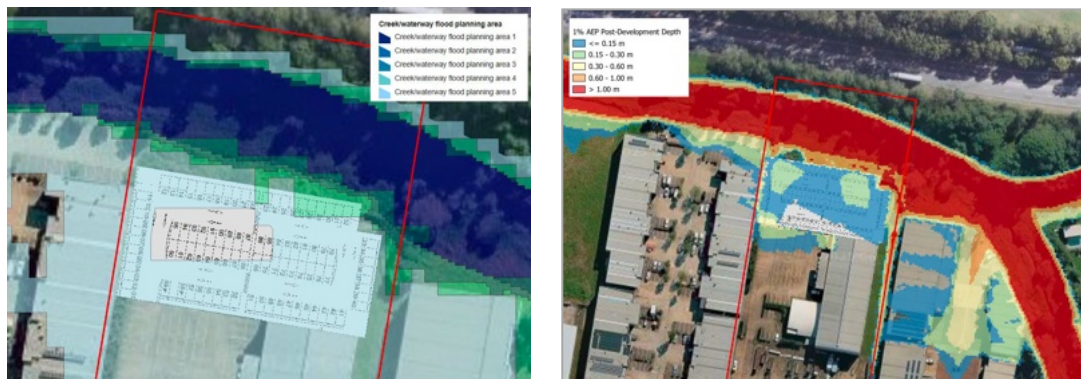


Figure 3: Carpark Location in BCC Flood overlay & Extent of Post-Development Flood Depth for 1% AEP.

During a 1% Annual Exceedance Probability flood event, the area will remain trafficable. Appropriate flood warning signage can be installed noting the minor flood impacts across the rear of the site and as such can be conditioned accordingly. Consequently the Hydraulic Impact Assessment prepared by Biome Water and Environmental Consulting demonstrates that the proposal complies with the *Flood overlay code* in so far that it:

- minimises the risk to people from flood hazard on the site;
- minimises flood damage to the development and contents of buildings up to the defined flood event; and
- provides suitable amenity.

As noted in the accompanying response prepared by Morgans Consulting Engineers, the previous stormwater management plan and flood modelling has demonstrated compliance with the *Flood overlay code*.

Item 3: Traffic

In reference to the traffic impacts associated with the proposed car park, please find attached a Traffic Statement prepared by Q Traffic Consulting noting that based on the extent of works and no increase in gross floor area, the existing conditions of approval relating to the use of the rear tenancy for Indoor Sport and Recreation, limits the number of competitions / tournaments per annum as well as the use of courts at certain times. The reference to PO1, PO13, PO14 and PO15 is not relevant in this instance as the original code compliance statement and the accompanying traffic response demonstrates compliance with all acceptable outcomes of the

Code.

Consequently, there is no increase traffic generation on a day to day basis rather the car park will provide additional parking for both existing industrial tenants as well as for tournaments / competitions associated with the approved indoor sport and recreation use. As such, the proposed development complies with all acceptable outcomes of the Code.

Item 4: Landscaping

In reference to Council's request for a landscape concept plan, it is noted that assessment against PO57 the *Centre and Mixed Use Code* is not applicable in this instance. Therefore compliance with PO13 of the *Industry Code* is relevant. As shown in the aerial imagery above, the proposed car park is to the rear of existing premises and therefore cannot be viewed from Musgrave Road being the primary frontage and vantage point. The established vegetation on the northern alignment of the centreline to the waterway corridor substantially screens the existing hardstand area as well as the proposed car park from Riawena Road.

On this basis, the request for internal landscape garden beds, including a minimum 2m width garden beds and tree planting for every 6 car parks relates to the acceptable outcomes. Under PO13, development provides landscaping '*in locations where planting will ameliorate the view of the development from major public vantage points and to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form*'.

Given the car park provides overflow parking for the limited number of competitions / tournaments per annum as well as for employees within the existing industrial tenancies, the setting of the car park remains visually unobtrusive from all external vantage points. It is intended that as part of the rehabilitation of the grassed area to remove noxious weeds, additional tree planting around the perimeter of the car park will be provided which is consistent with the rear car park to the adjoining industrial premises to the west (refer to Figure 1 above). Any further requirements for rehabilitation and landscape planting can be conditioned accordingly.

We have responded in full to Council's further advice notice and request that Council proceeds with finalising the application.

If you have any further questions regarding the abovementioned please do not hesitate to contact me on 0407-291-104.

Yours faithfully,

iPLAN TOWN PLANNING PTY LTD



**Ben Battist
DIRECTOR**

Enc