DELIVERING FOR QUEENSLAND | Queensland Government

Department of
State Development,
Infrastructure and Planning

SARA reference: 2602-50822 SRA
Council reference: A006949522
Applicant reference: 25-203

23 March 2026

BCD Constructions
C/- Plan A Town Planning Pty Ltd
PO Box 13
FORTITUDE VALLEY QLD 40-06
planning@planatp.com.au

Attention: Emily Hutchinson

Dear Emily,

SARA information request— 200 Bradman Street, Sunnybank Hills

(Given under section 12 of the Development Assessment Rules)

The State Assessment and Referral Agency (SARA) has undertaken a review of the material provided in support of the above referenced application which was deemed properly referred on 9 March 2026.

From this review, SARA has identified matters relating to State code 2: Development in a railway environment (State code 2) of the State Development Assessment Provisions (SDAP) that it wishes to draw to your attention.

1. Stormwater impacts on the railway corridor

SARA has identified that a portion of carparking for the proposed development is currently located on a permeable surface.

With reference to the Information Request issued by Brisbane City Council (Council) on 9 March 2026, SARA understands that the Council has requested the following:

'The detailed car parking layout plan is to demonstrate that all car parking areas will be sealed with an appropriate hard surface. Provide details of the proposed surface drainage system, including locations and sizes of pits, pipes, and any other stormwater collection or conveyance infrastructure required to ensure adequate drainage.'

With the existing permeable carpark covering an area of approximately 2,000 m^2, sealing this area with a hard surface is likely to materially increase the impervious area of the site and therefore also peak stormwater discharge, which may impact the railway corridor.

Response requested:

Please provide clarification whether the proposed development will include additional sealed car parking area. In the instance that the permeable carpark area is sealed with a hard surface, a Stormwater Management Plan (SMP) will need to be provided to demonstrate that the stormwater impacts of the

Development Advisory and Referral Team (DART)
Level 13, 1 William Street, Brisbane
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proposed development will not adversely impact on the railway corridor in accordance with Performance Outcomes (PO) 12 to PO14 and PO16 of State Code 2 of the SDAP.

The SMP should demonstrate that the management of stormwater post-development will not materially worsen stormwater impacts in the railway corridor, including rail transport infrastructure, caused by peak discharges, flow velocities, water quality, sedimentation and scour effects. This should be evidenced in modelling of the following flood and stormwater events 63.2%, 50%, 20%, 10%, 5%, 2% and 1% Annual Exceedance Probability (AEP), plus climate change (Note: apply the SSP2-4.5 for a design year of 2090 in accordance with Australian Rainfall & Runoff 2019).

In particular, the following should be addressed in the SMP:

(a) **Site Detail and Contour Survey** – Provide a site detail and contour survey, prepared by a registered surveyor, to verify the existing drainage characteristics of the site, particularly in relation to the railway corridor. All legal points of discharge for the development site should be identified.

(b) **Earthworks Plan** – Clarify whether any earthworks are proposed and if so, provide an earthworks plan and any required supporting technical details clearly showing the location and extent of proposed excavation and filling. The difference between existing site levels and finished/design levels should be clearly shown.

(c) **Catchment Analysis** – Provide pre-development and post-development catchment plans that clearly identify the following:

- all internal catchments on the site
- external catchments draining into the site
- the flow paths (direction of flow) within each catchment
- the size of each catchment and the legal point of discharge for each catchment.

(d) **Water Quantity Assessment** – Clarify the pre-development and post-development impervious area of the site (including any increase in impervious area caused by sealing and/or extending the car parking areas on site). Demonstrate that consideration has been given to the detention basin requirements of the Queensland Urban Drainage Manual, Fourth Edition (available at: https://www.business.qld.gov.au/industries/mining-energy-water/water/industry-infrastructure/supply-planning/urban-stormwater-drainage).

The peak discharge analysis should report all pre-development, post-development and, where relevant, mitigated flows from the site for each legal point of discharge (including flow types). The design flood peak discharges should be shown for the mitigated case to demonstrate there is no worsening impact on the railway corridor.

(e) **Conceptual Drainage Layout** – Provide a conceptual stormwater drainage layout plan showing the proposed internal stormwater network on the site, including roof water connections, pit and pipe network, field inlets and any detention basins/tanks. It will need to be demonstrated how all roof and surface water flows will be collected and conveyed to the legal points of discharge.

If any swales, diversion drains or stormwater basin area proposed, provide conceptual designs and supporting hydraulic/hydrological analysis and calculations to demonstrate the infrastructure will be adequately sized/have sufficient capacity for all relevant design events. This should include a layout/design plan, sections, cross sections, elevations and outlet design.

(f) **Capacity Analysis** – In the event the development is not proposing to mitigate peak discharge, clarification of where site flows will be conveyed, up to a 1% AEP and including any capacity limitations of receiving stormwater infrastructure, and whether stormwater will be discharged to the railway corridor. Any capacity analysis should be based on a fully developed catchment as per Council's Planning Scheme.

(g) **Mitigation Measure**s – Provide details of the mitigation measures proposed to address any potential stormwater impacts of the proposed development. Mitigation measures must be located outside the railway corridor.

How to respond

In accordance with section 13 of the Development Assessment Rules (DA Rules), you have three months to respond to this Information Request. The due date of a response to SARA is **23 June 2026**.

You can choose to respond to all, some, or none of the matters raised in this notice.

If you decide not to respond to the matters raised, SARA will finalise its assessment on the material provided to date in support of the application.

It would be appreciated if you would provide your response to SARA using the 'manage documents' function in MyDAS2.

If you require further information or have any questions about the above, please contact Sahil Gill, Senior Planner, on 07 3243 1639 or via email DARTsupport@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Soraya Torrens
A/Principal Planner

cc Brisbane City Council, dalodgement@brisbane.qld.gov.au