

Our Ref: 25-203
21 July 2026

BCC DS
RECEIVED
20/07/2026
APPLICATION REF
A006949522

Chief Executive Officer
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4000

Dear Alex,

**RESPONSE TO INFORMATION REQUEST – A006949522
200 BRADMAN ST SUNNYBANK HILLS QLD 4109**

We refer to Council's Information Request dated 9 March 2026 and respond to the issues raised as follows.

Needs Assessment

- (1) *The site is located within the Low impact industry zone under the Brisbane City Plan 2014. As the total Gross floor area (GFA) of the proposed development is 1,702m², the scale does not meet overall outcome 2.i.i. within Low impact industry zone code, overall outcome 2.i.ii. within the Industry code or performance outcome PO26 within the Industry code. The submitted Town planning assessment report includes a section on planning need, however this assessment does not adequately demonstrate there is a need for an Indoor sport and recreation use in the locality. Further assessment is required to ensure that Industrial uses are adequately catered for in the locality.*
- (a) *Provide a needs assessment prepared by a suitably qualified person that adequately demonstrates there is a need for an Indoor sport and recreation use in the locality. Additionally, the needs assessment must consider the scale of the development and demonstrate that Industrial uses are adequately catered for in the locality. (Note: There is an additional assessment fee for the review of a needs assessment. Refer to Brisbane City Council's Schedule of Fees and Charges 2025-2026 for details).*

RESPONSE:

In response to Council's request please refer to the Economics Needs Assessment prepared by Econisis. The Economic Needs Assessment demonstrates the gymnastic centre is the only venue within the catchment that provides a comprehensive, multi-disciplinary and multi-use competitive gymnastics club. Other gymnastic centres within the catchment provide more targeted classes or represent toddler and child recreation based offerings such as a kindy-gym. In addition to this, the subject site is separated from existing larger industrial centres within the locality. Considering the site is zoned as low impact industry it acts as a buffer to the nearby residential uses from other industrial uses opposite the site. The proposal does not hinder the sites ability to be developed for low-scale industrial land uses that would be supported in the Low Industry Zone such as a Warehouse or Low Impact

Industry. The proposed development does not seek to alter the industrial building on site which ultimately maintains the built form of an industrial building.

The proposal does not compromise the long-term industrial functions of the Low Impact Industry Zone and is considered to comply with the intent and Overall Outcomes of the zone.

Indoor sport and recreation in the Industry zone

- (2) *Further demonstration is required to ensure that there is adequate separation distance from existing industrial uses.*
- (a) *Provide details that the proposed use complies with the separation distances outlined in AO27/PO27 of the Industry code.*

RESPONSE:

In response to Council's request, please refer to the Information Request Response Letter prepared by Astute Environmental Consulting.

The subject site is not identified in the Industrial Amenity Investigation Area of the Industrial Amenity Overlay nor does it involve a sensitive land use. Considering the use of the site would be infrequent and conducted wholly within an existing premises there would be no adverse risk to health and wellbeing in terms of air quality. The proposed land use is of a sufficient separation to existing Medium Impact Industry A, B, High Impact Industry and Special Industry land uses and will not compromise the functions of these uses.

The proposal is considered to comply with PO27 of the Industry Code on this basis.

Traffic and Queuing

- (3) *The submitted Traffic Engineering Report notes that a maximum of 100 children will be present on-site at once, where the majority of parents do not stay on-site (i.e only conduct drop-off / pick-up trips). This would mean that each child generates two movements (in/out) at drop-off and two at pick-up. With 100 children, that is a high-frequency turnover that can lead to queuing on public roads. In order to demonstrate compliance with PO1 and PO15 of the Transport, access, parking and servicing (TAPS) code, the following is required:*
- (a) *Provide a detailed car parking layout plan which clearly shows all line marking, numbered car parking spaces for ease of reference, and all relevant dimensions, including bay widths, lengths, aisle widths, and turning areas.*
- (b) *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.*
- (c) *Provide information confirming that the car park will be fitted with adequate lighting to maintain safety and usability during night time and low light conditions.*

RESPONSE:

In response to Council's request, please refer to the Traffic Engineering Letter prepared by Modus.

As demonstrated, traffic surveys were undertaken on site and it was determined the maximum car parking demand within a 15 minute period was 71 spaces and the maximum number of inbound vehicles was 39. On average, this is approximately 1 inbound vehicle ever 23 seconds (during peak demand). Pursuant to the Transport, Access, Parking and Servicing Planning Scheme Policy, a minimum queuing space of 18m is required to accommodate parking between 51 to 75 spaces. The proposal plans allow for the compliant 18m queuing space which is appropriate to accommodate inbound vehicles during the peak carparking demand period at 71 spaces.

The amended plans prepared by Clements Clarke Architects includes a detailed plan identifying the hardstand carpark from the permeable carparking. The plans detail the carparking layout and all relevant dimensions including bay widths, lengths, aisle widths and turning areas.

Based on the above, the development is capable of providing an efficient queuing area within the site. The proposal will not impact the external road network and it is on this basis that the development is considered to comply with PO1 and PO15 of the Transport, access, parking and servicing Code.

Car parking

(4) In accordance with the standards in Table 14 of the TAPS planning scheme policy (PSP), the proposal requires 171 car parking spaces. The proposed plans show a total of 89 car parking spaces with 36 dedicated on-site car parking spaces (including 1 x disabled space) and 53 unmarked car parking spaces. The 82 space shortfall is considered to be a significant car parking shortfall. To assist in demonstrating compliance with PO7 of the Industry code, and PO1, PO13 and PO15 of the TAPS code, updated car parking documentation is required.

- (a) Provide a detailed car parking layout plan which clearly shows all line marking numbered car parking spaces for ease of reference, and all relevant dimensions including bay widths, lengths, aisle widths, and turning areas.*
- (b) 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.*
- (c) Provide information confirming that the car park will be fitted with adequate lighting to maintain safety and usability during night time and low light conditions.*

Response:

In response to Council's request, please refer to the Traffic Engineering Letter prepared by Modus. As above, the peak demand for car parking is for 71 spaces which has been reflected on the Architectural Plans prepared by Clements Clarke Architects and will be in accordance with the relevant Australian Standards. The existing hardstand and permeable

carparking areas provides for the safe and efficient access and egress of vehicles within the site. The proposal is considered to comply with PO7 of the Industry code and PO1, PO13 and PO15 of the Transport, access, parking and servicing Code on this basis.

Refuse collection

- (5) *Further information is required to satisfactorily address the relevant assessment benchmarks related to refuse. In accordance with PO16/AO16 of the Industry code and PO1/AO1.5 of the Indoor sport and recreation code, provide amended plans and supporting documents which address the following requirements:*
- (a) *Clearly demonstrate the location and size (dimensions and area) of the refuse storage area. The refuse storage area is to be a minimum size of 5.25m² (3,500mm x 1,500mm).*
 - (b) *The refuse storage area is to be housed either within a building or roofed and screened enclosure. Where screening is utilised to form part or all of a refuse storage area, the screening is to have a maximum of 25% openings, with a maximum opening dimension of 50mm, and are to be permanently fixed, durable and maintainable.*

RESPONSE:

In response to Council's request please refer to the Architectural Plans prepared by Clements Clarke Architects.

As demonstrated in the amended plans, a refuse storage area is proposed next to carpark 19 and is 5.25m² with a dimension of 3.5m x 1.5m. The refuse storage area will be screened in accordance with item (b) of Council's request and is requested this is conditioned appropriately.

Landscaping

- (6) *The submitted Assessment Report states that there is no significant vegetation within the site. While the site is not identified to be within the Natural Assets Local Law (NALL) mapping, or Significant landscape tree (SLT) overlay, a desktop analysis indicates a number of trees that meet one or more criteria for "Significant Vegetation" as described in the Vegetation planning scheme policy.*
- It is also noted that the vegetation within the site is protected by the Conditions of Approval of A001617129, which includes the requirement for a Vegetation Management Plan (Condition 21) and an approved Detailed Landscape Plan (Condition 24).*
- (a) *In order for this application to demonstrate compliance against AO13.1-AO13.5/PO13 of the Industry code, a Detailed Landscape Plan is required noting the retention of existing trees.*

RESPONSE:

In response to Council's request, the approval granted over the site A001617129 was for a Material Change of Use (Development permit) for the purpose of an Industry land use. This approval was issued by Council on 1 May 2008 and was never enacted and therefore it has

lapsed. As such, the proposed development is not required to provide a Landscape Plan in accordance with Condition 21 of the development approval.

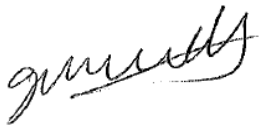
In any case, no vegetation is proposed to be cleared within the subject site and as such, the large mature trees that bound the site will be maintained as existing. These trees will continue to provide a vegetative screen to nearby sensitive uses and users of the site from nearby industrial uses.

This letter represents a full response to Council's Information Request in accordance with the Development Assessment Rules and the end of the applicant's response period.

The Applicant will now commence the Public Notification period.

Should you require any further clarification or additional information please do not hesitate in contacting the undersigned.

Yours faithfully,
Plan A Town Planning Pty Ltd



Garrett McVilly
Town Planner