PART 1
SUPPORTING DOCUMENTS

- Information response cover letter
- Copy of information request

INFORMATION RESPONSE – COM/2026/92

2 Karingal Drive, PIMPAMA

JOB – 25218

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14 July 2026 Our Ref. 25218

Chief Executive Officer
Gold Coast City Council
PO Box 5042
Gold Coast MC 9729
Via E-mail – mail@goldcoast.qld.gov.au

ATTN: ZOE LEWIS – COUNCIL REF #: COM/2026/92

Dear Zoe,

RE: RESPONSE TO INFORMATION REQUEST:
COMBINED APPLICATION FOR DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE TO ESTABLISH MULTIPLE DWELLING (57 UNITS), DEVELOPMENT PERMIT FOR RECONFIGURING A LOT TO SUBDIVIDE 1 INTO 3 LOTS, AND DEVELOPMENT PERMIT FOR OPERATIONAL WORKS FOR TREE REMOVAL.
2 KARINGAL DRIVE, PIMPAMA QLD 4209.
LOT 19 RP152380.
COUNCIL REF #: COM/2026/92.

Reference is made to Council's formal information request for the above project dated 27 April 2026. Following is a response to the information request noting that the revised hydraulic impact assessment and Council owners' consent for increased inundation to the downstream park is not yet available however will be provided in coming days.

This correspondence details the overall package of information provided as well as a response to the individual issues raised.

INFORMATION RESPONSE PACKAGE

The information response comprises of 3 parts per Council's standard lodgement requirements with the following documents provided:

PART 1 – SUPPORTING DOCUMENTS

- Information response cover letter
- Copy of information request

PART 2 – PLANS

- Updated architectural plans
- Updated landscape plans

PART 3A – SPECIALIST REPORTS

- Civil engineer response letter
- Updated civil engineering report
- Updated stormwater management plan
- Updated waste management plan

PART 3B – SPECIALIST REPORTS

- Traffic information response

- Updated ecological site assessment
- Updated rehabilitation management plan
- Updated koala habitat values assessment
- Updated vegetation and fauna management plan

It is noted that the various ecological reports were updated to reflect the revised earthworks footprint however remain largely unchanged.

RESPONSE TO INDIVIDUAL ITEMS

For ease of assessment, the Council information request item is shown in the table below followed by the Applicant's response including references to the supporting information provided.

Table 1: Items from Formal Information Request Letter.

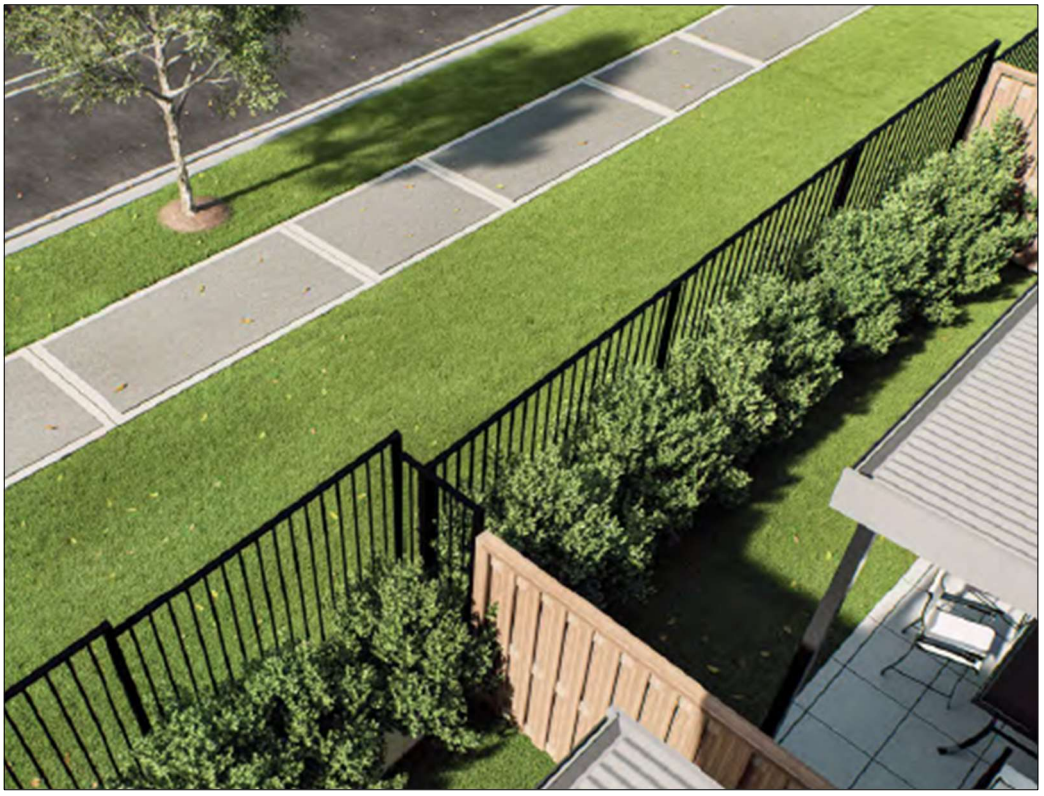
NO	INFORMATION REQUEST
PLANNING ASSESSMENT / CITY ARCHITECTS	
1.	***Streetscape and Façade Treatment – Lots 1 to 10 (North-West Elevations)*** *Officers have reviewed the proposed elevations to Karingal Drive and consider that the current design does not provide an appropriately activated or visually engaging streetscape. The façades present more as a rear interface rather than a primary street-facing frontage, with limited articulation, minimal variation in materials, and little visual interest. Further, perspectives do not demonstrate how the proposal will integrate into the surrounding area.* *To satisfy PO3 and PO4 of the Multiple accommodation code, Officers request the following amendments:* *a) Increase façade articulation and visual differentiation between dwellings to provide streetscape activation to Karingal Drive, particularly at the upper level. This may be achieved through greater variation in materials, colours, finishes, window treatments, and screening elements to create a more dynamic and responsive streetscape presentation.* *b) Provide photo montages/perspectives of the proposed development from Karingal Drive demonstrating how the proposed development will interface with the existing streetscape.*
RESPONSE	
The architectural plan set and landscape intent plan now show an enhanced streetscape and façade treatments for the Karingal Drive frontage. In particular: ▪ Dwelling clusters provide alternative colours and material to add visual interest and individuality to the buildings and structures. ▪ Pool fencing coupled with generous screen planting is proposed along the length of the frontage to soften the built form and improve the street scape amenity. ▪ Retaining wall locations have been chosen to place landscaping at street level (i.e. where the site is lower than the road) or above street level for immediate impact (where the site is higher than the road noting cascading plants will also be used in such areas). ▪ Photo montages have been provided in Part 2 with extracts below.	

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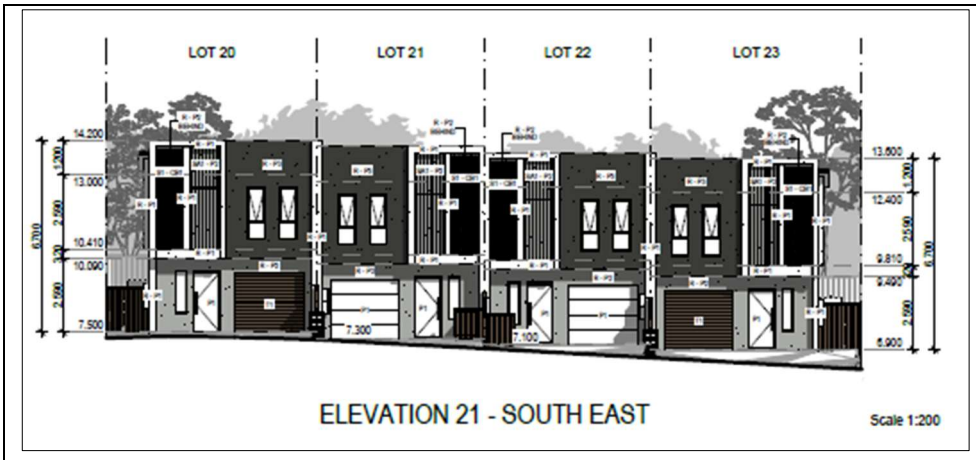
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PLANNING ASSESSMENT / CITY ARCHITECTS	
2.	***Overall interfaces*** *Officers acknowledge that some modulation has been incorporated into the front and side interfaces; however, the overall built form continues to present as stark, austere and block-like. Several side interfaces, particularly those facing external boundaries, provide little to no articulation, resulting in long, visually repetitive façades. While some blocks include recessed sections that create breaks in the built form, others remain flat and unarticulated.* *To improve the overall presentation and ensure the development achieves an appropriate level of visual interest, the following amendments are requested:* *a) Introduce additional breaks within building blocks across Stages 1, 2 and 3. This may be achieved through recessed built forms, upper-level modulation, or the incorporation of balconies to reduce the perceived bulk and create variation along the façades.* *b) Provide a broader palette of colours, materials and finishes to reduce uniformity and enhance visual differentiation between dwellings and building clusters.* *c) Increase articulation to side interfaces facing external boundaries, ensuring these elevations receive a similar level of design consideration as primary frontages.* *d) Demonstrate how the proposed built form improvements respond to PO3 and PO4 of the Multiple Accommodation Code, particularly in relation to reducing building massing, enhancing visual interest, and contributing positively to the surrounding streetscape.*

RESPONSE

It is noted that the project architect has re-visited the design and added increased façade treatments to improve the built form outcome as well as greater variety in the colour palette etc. It is also noted that many blocks have steps between the units which reduce bulk and increase articulation (refer to figures below for examples and also renders above).



Elevations of stage 2 dwellings.



Elevations of stage 1 dwellings.

In terms of PO3 and PO4 of the multiple accommodation code, the following points should be noted:

- The proposal will result in development of a long vacant site using a suitable design and landscape outcome to ensure that the development will contribute to the urban character of the local area.
- The design achieved casual surveillance of road frontages as well as public open space areas.
- The architectural design and landscape will ensure that the development adds visual interest to the streetscape.
- The design incorporates sufficient design features to enable differentiation between buildings.
- The variety of colour, materials and façade treatments ensures that the development does not present a stark or austere appearance.
- Units are oriented to the north where possible.
- Each unit incorporates a suitably sized outdoor living space also noting that the development will provide high amenity communal spaces.
- Adequate privacy is achieved for open space areas.
- Energy efficiency will be addressed as part of building approvals (i.e. ventilation, shading, climate protection etc).

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PLANNING ASSESSMENT / CITY ARCHITECTS	
3.	***Building appearance (material, colours and finishes palette)*** *Officers are concerned that insufficient information has been provided to enable accurate assessment of the proposed building appearances. While the elevations indicate general colour selections, the vertical textured wall cladding shown on multiple elevations is not clearly labelled or annotated. It is assumed this material is Scyon Axon 133 (SA1) in colours P2 Resene Atmosphere or P3 Resene Zeus, however this requires confirmation.* *To allow accurate assessment, the following information is requested:* *a) Confirm the proposed vertical textured wall cladding product and provide full annotations on all elevations where this material is shown.* *b) Identify the proposed roof colours and demonstrate that a range of colours will be used to provide variation between clusters.* *c) Ensure that light-toned roof colours are incorporated where possible to assist in reducing heat absorption.*
RESPONSE	
The amended plans in Part 2 provide clear details on colours and materials and are considered to reflect suitable variety having regard to the nature of the development and need for coherence across the development.	

PLANNING ASSESSMENT / CITY ARCHITECTS	
4.	***Retaining walls*** *The applicant has stipulated in the common materials that retaining walls are proposed within the development, however no drawings, elevations or details have been provided demonstrating these. To enable assessment, Officer's request the applicant provide amended drawings clearly outlining the proposed retaining wall locations, height and finishes.*
RESPONSE	
Refer to the civil engineer's response letter in Part 3A and associated engineering documents. Conditions of approval can also reflect any specific requirements of Council with regard to retaining wall finishes.	

ENVIRONMENTAL	
5.	***Amended Plans*** *The site is mapped as containing a Medium potential bushfire hazard and as being in a potential bushfire impact buffer area. Several of the units within Parcel A and B of the development are exposed to a radiant heat flux of over 29k W / m². To ensure the proposed development meets the Bushfire hazard overlay code, the applicant is requested to amend the submitted plans, titled Architectural drawings, prepared by MPS Architects, dated 27 March 2026. The plans are requested to be amended to ensure that all dwellings are setback to achieve a radiant heat flux exposure of 29k W / m². In Parcel B, this is recommended to be achieved by placing the perimeter internal road facing public open space.*
RESPONSE	
It is noted that the units themselves achieve a BAL29 rating as per the submitted bushfire management plan with only the attached patios located in areas with higher BAL. This has been discussed with the project certifier who has confirmed that the attached class 10 structure can have a higher rating. It is noted that a re-design is unnecessary as compliance has been achieved.	

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ENVIRONMENTAL	
6.	***Amended Bushfire Management Plan*** *To ensure the proposed development meets requirements of the Bushfire Hazard overlay code, the applicant is requested to amend the submitted Bushfire Management Plan, prepared by Queensland Bushfire Risk Assessments, dated 9 March 2026 to include the following:* *a) Remove the reference to a reduction to the rehabilitation area and recalculate the radiant heat flux exposure for the dwellings.* *b) Include the exact maintenance requirements for the future owners and/or body corporate to ensure the radiant heat barrier functions as intended.* *Note: officers acknowledge the referral to the state for koala matters may further impact on the proposed development footprint. This can be explored further as necessary.*

RESPONSE

It is noted that no revision is required to the bushfire management plan as there has been coordination between bushfire outcomes and the development layout in terms of radiation zones, park lot boundaries etc. Conditions of approval can reflect ongoing maintenance requirements if deemed necessary by Council noting same are reflected in the bushfire management plan as lodged.

LANDSCAPE	
7.	***Karingal Drive interface*** *The applicant is requested to amend all plans including the Architectural Plans and Statement of Landscape Intent to improve the visual amenity of the Karingal Drive interface with the subject site. The proposed retaining walls and associated fence are requested to be wholly setback within the subject site by 600mm to provide for a row of screening shrubs along the continuous frontage of Karingal Drive. In addition to this, five (5) 1.5m wide by 3m long fence indentations are requested to accommodate canopy trees with a clear 3m separation to the outermost projection of the buildings.* *Provide cross-sections of the Karingal Drive interface and development demonstrating showing the requested landscape treatment and retaining wall and fence.*

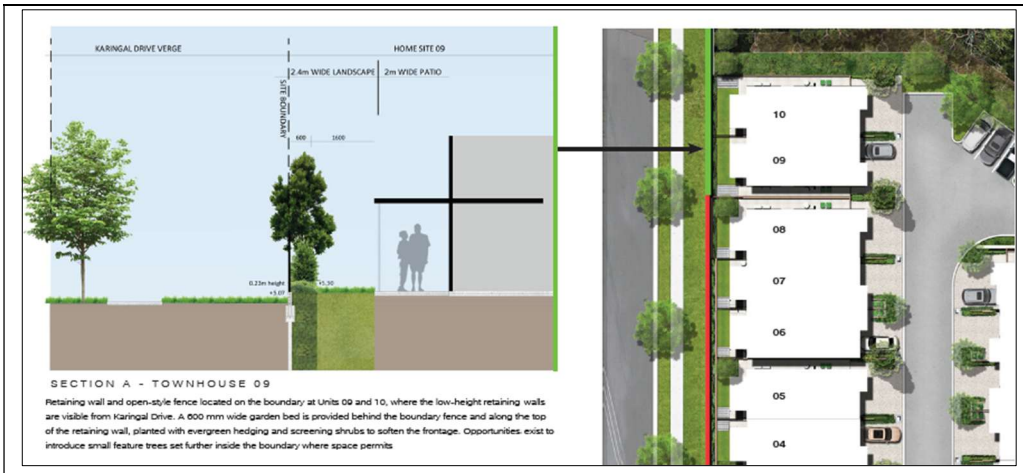
RESPONSE

Firstly, reference should be made to the landscape plans in Part 2 which demonstrate the proposed outcome and that a high standard of visual presentation will be provided to Karingal Drive.

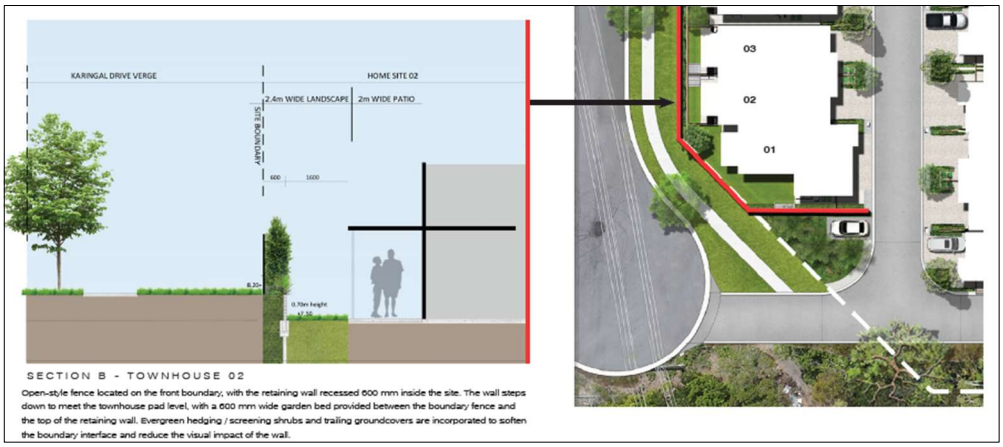
Secondly it should be noted that where the units are below the road level, the retaining walls are setback into the site with landscape on the higher level to achieve screening and visual amenity. Where units are higher than the road the walls are proposed on the boundary to provide improved amenity for residents and also increased impact when viewed from the road. Cascading plants and high amenity wall materials will be used to ensure a high standard of streetscape presentation to Karingal Drive (also refer to renders above).

It is also noted that trees will be incorporated in the unit courtyards where space allows and that street trees will be planted in Karingal Drive per Council standard requirements.

In summary it is argued that the proposal involves a suitable landscape design outcome for the nature of the development. It is also noted that conditions of approval can reflect any specific requirements of Council with regard to landscape design with same to be addressed as part of subsequent landscape OPW applications.



Landscape plan extract – units higher than Karingal Drive.



Landscape plan extract – units lower than Karingal Drive.

LANDSCAPE	
8.	***Flood impacts to adjacent public open space*** *Post development flood impacts appear to impact upon Council Drainage Reserve Lot 900 SP347477. The applicant is requested to demonstrate owners' consent for the acceptance of this increase in flood volume or alternatively amend all plans to mitigate flood impacts within the subject site.*

RESPONSE

Refer to the civil engineer's response letter in Part 3A and associated engineering documents. As noted above, consent from Council is being sought but not available at time of lodgement. We will continue to liaise with the relevant Council departments to resolve this matter however as the area in question is a drainage reserve, we do not envisage any issues.

LANDSCAPE	
9.	***Stormwater outlets*** *Engineering plans detail three (3) stormwater outlets which empty into proposed public open space for conservation purposes. The applicant is requested to review the location of these outlet points to limit the impact of private infrastructure within this area. These outlets could be moved closer to the development footprint or an alternative structure such as a level spreader could be designed at the development footprint interface.*

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RESPONSE
Refer to the civil engineer's response letter in Part 3A and associated engineering documents.

LANDSCAPE	
10.	***Amended Rehabilitation Management Plan*** *The applicant is requested to amend the Rehabilitation Management Plan titled: Rehabilitation Management Plan – 2 Karingal Drive, Pimpama, dated March 2026, prepared by Burchills to include the following:* *a) Amend Establishment and On-maintenance periods to 12 months for each period.* *b) Amend section 4.4 Revegetation to increase the average density of trees to 1 plant per 2.25 square metres (1.5m by 1.5m centres) to ensure quick canopy establishment and closure.* *c) An average density of 1 plant per square metre is to be achieved over the entire rehabilitation area.*

RESPONSE
Refer to the civil engineer's response letter in Part 3A and associated environmental documents in Part 3B. It is also noted that conditions of approval can reflect specific requirements for the rehabilitation works and maintenance periods.

LANDSCAPE	
11.	***Amended Bushfire Management Plan*** *The Bushfire Management Plan titled: Bushfire Risk Assessment and Risk Mitigation Compliance Report, dated 9/03/2026, prepared by Queensland Bushfire Risk Assessments is requested to be amended to include the following:* *a) The BMP proposes Parcel A and Parcel B which seek to reduce the level of rehabilitation within the conservation area through the installation of mown grass within the public open space area. These areas contain 1:2 batters which are to undergo full reconstruction as opposed to proposed bushfire mitigation treatment of mown grass. Any batters steeper than 1:4 cannot be mown and are to undergo reconstruction in accordance with City Plan policy SC6.13 – Landscape Work.* *b) In accordance with AO3.2 of the Bushfire hazard overlay code, the BMP is to be amended to ensure that bushfire radiation zones are contained within the development footprint.*

RESPONSE
As per previous discussions with Council, all of the bushfire management areas are contained in the private lot, not within the Council reserve. These areas can be easily accessed from the common property roadway etc and will be maintained by the body corporate. Conditions of approval can reflect any specific requirements of Council in this regard including ongoing maintenance per the bushfire management plan and also delineation of the private vs public open space.

LANDSCAPE	
12.	***Frontage Landscaping*** *The sewer and water reticulation plans detail sewer and water reticulation within the frontage of the proposed dwellings. Canopy trees are proposed to be installed within the frontage garden beds as shown on the Statement of Landscape Intent. The applicant is requested to demonstrate that proposed landscaping including canopy trees is not adversely impacted upon by the underground infrastructure.*

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RESPONSE
Refer to the civil engineer's response letter in Part 3A and associated engineering documents. It is noted that this can be further coordinated at detailed design stage and conditions of approval can reflect any specific information requirements to be provided at the time of landscape OPW approval.

LANDSCAPE	
13.	***Amended Staging Plan*** *The applicant is requested to amend the Staging Plan titled: Indicative Staging Plan – 2 Karingal Drive and 60 Imelda Way Pimpama to include timing of the proposed public open space.*

RESPONSE
Due to the likely timing associated with the rehabilitation of the public open space, it is proposed that this be handed over and delivered to Council in association with Stage 4 of the development. To be clear the steps for this to occur as follows: ▪ The ROL component of the approval will be acted upon with Stage 1 which will create the management lots for development and Lot 901. ▪ Lot 901 would not be transferred to Council at this stage but held by the owner while rehab and landscape works occur noting the lengthy establishment and on-maintenance periods for these works. ▪ When it comes time to seal the survey plan for Stage 4 we would dedicate Lot 901 at that time and it is hoped that on-maintenance would be achieved by that time. Also refer to amended staging plan in Part 2.

LANDSCAPE	
14.	***Retaining walls*** *It is noted that the submitted plans indicate the presence of retaining walls; in order to facilitate assessment against PO9/AO9 of the General development provisions code, the applicant is requested to provide plans that identify the location, height, type, colours and finishes of the proposed retaining walls. It is requested that where they are proposed adjacent landscape planting areas, wall types are vertical, narrow types with discrete footings (e.g. concrete sleeper) as opposed to boulder walls which occupy significant space (displacing landscaping) and blockwork walls (which have a significant, continuous footing that displaces landscaping). It is also requested that walls which will be visible in the long term are coloured (e.g. charcoal) and textured (e.g. wood pattern or split face).*

RESPONSE
Refer to the civil engineer's response letter in Part 3A and associated engineering documents. Note that narrow high amenity walls have been chosen and that the wall setbacks and locations reflect their height and a coordinated outcome with landscape treatments.

TRANSPORT	
15.	***Road access*** *a. Vehicle access – Karingal Drive* *In the event of development approval being granted, conditions would be applied requiring the upgrade of Karingal Drive (including the provision of a cul-de-sac head). Road upgrades do not appear to have been directly addressed in the Traffic Engineering or Civil Engineering reports. While drawings appended to Burchills' Civil Engineering Report appear to show an upgraded formation of*

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	Karingal Drive (including cul-de-sac head), it's unclear from the drawings to exactly what 'standard' the proposed road upgrade has been designed. *A 'functional layout drawing', in addition to supporting information (including swept paths), shall be submitted, demonstrating that the upgraded formation of Karingal Drive achieves the following:* *i. A 'Residential Access Street' standard, with a pavement width of 7.5m, and demonstrating how the upgrade ties into the existing formation of Karingal Drive (noting that Karingal Drive, immediately east of the subject site, has a pavement width greater than 7.5m).* *ii. Minimum 4.5m wide verges maintained (on all sides).* *iii. A cul-de-sac head suitable to accommodate turn-around by a waste collection vehicle, as demonstrated by a revised swept path (including clearances per AS2890.2 requirements).* *Note - Burchills' swept path (Civil Engineering Report) shows a HRV turning around within the proposed cul-de-sac head; however, the HRV relies on private property (subject site) to turn around. Revised swept paths shall demonstrate the ability for a waste collection vehicle to turn-around within the carriageway (road pavement) of the cul-de-sac head, without reliance on private property..* *iv. Drawings shall clearly demonstrate any land dedication required from the subject site to achieve the required road upgrade. Particular attention shall be paid to the location of existing property boundaries (development side and opposite side of Karingal Drive) where the cul-de-sac head is required (and noting that 4.5m wide verges (minimum) must be maintained).* *In the event of development approval being granted, conditions would also be applied requiring the construction of a 2m wide footpath for the full site frontage to Karingal Drive, and provision of kerb and channel for the extent of the road upgrade works.* *b. Vehicle access – Imelda Way* *Confirm that vehicle access from Imelda Way is proposed by way of a vehicle crossing, rather than an extension of the public road.* *Of note, both the Traffic Engineering report and the Civil Engineering Report indicate that an extension of Imelda Way is proposed for vehicle access to the southern portion of the development; however, development drawings indicate that vehicle access from Imelda Way will be via a vehicle crossing and private roadway (rather than extension of the public road).*
RESPONSE	
Refer to the civil engineer's response letter in Part 3A and associated engineering documents. It should also be noted that we anticipate conditions to reflect upgrade requirements for Karingal Drive and that we confirm that a crossover and private driveway is proposed for access to Imelda Way, not an extension of the public road.	
TRANSPORT	
16.	***Active transport network*** *Demonstrate the location of a footpath, within the southern (Imelda Way) portion of the site, providing connection from the existing public footpath on Imelda Way, into the development site. This path shall be shown on the 'Sited Structure Plan' drawing.*
RESPONSE	
Refer to the traffic engineering response in Part 3B as well as the architectural plans in Part 2 which reflect the various temporary and turn-around arrangements. Conditions of approval can reflect any specific requirements of Council in this regard if deemed necessary.	

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TRANSPORT	
17.	***Ingress and egress*** *With respect to visitor turn-around provision, the following information shall be provided:* *i. Demonstrate (via swept paths) the ability for visitors to turn around in Stage 3 of the development, with respect to the location of visitor car parking spaces V5-V8 (updated development drawings shall be provided, where necessary).* *ii. Delineate (on development drawings) areas intended for visitor turn-around, consistent with swept paths submitted as part of the Traffic Engineering assessment. This is intended to assist drivers (visitors) with identifying the ability to turn-around, to avoid long reversing movements. Delineation of turn-around areas shall consist of pavement markings, including hatching and wording identifying 'turn-around zone' (or similar, as appropriate to the location). Delineation shall be provided at the following locations:* *a. Behind visitor car parking spaces V11-V12.* *b. Adjacent to the landscaping 'build-out', west of visitor car parking spaces V9-V10.* *c. Immediately adjacent visitor car parking space V15.*

RESPONSE

Refer to the traffic engineering response in Part 3B as well as the architectural plans in Part 2 which reflect the various temporary and turn-around arrangements. Conditions of approval can reflect any specific requirements of Council in this regard if deemed necessary.

TRANSPORT	
18.	***General*** *To demonstrate compliance with AO19.1, the following information shall be provided:* *i. Show pedestrian sight triangles, on the departure sides of both access driveways (to Karingal Drive and Imelda Way), in accordance with AS2890.1 requirements (2m wide ×2.5m long, located alongside driveways, and located wholly within the bounds of the site). The following notation shall be included on development drawings: 'Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level'.* *ii. Demonstrate that the driveway of 'dwelling 16' has a minimum length of 5.4m (for a width of 2.4m) in order to accommodate the second parking space required for the dwelling, within the driveway.* *iii. Identify surface gradients for internal roadways, demonstrating compliance with AS2890.2 requirements to accommodate circulation by an 8.8m Medium Rigid Vehicle.*

RESPONSE

Refer to the civil engineer's response letter in Part 3A; traffic engineering response in Part 3B and also architectural plans in Part 2. It is also noted that:

- Conditions of approval can reflect Council's specific requirements with regard to pedestrian sight triangles (item i);
- Sufficient driveway length has been provided for unit 16.
- Surface gradients have been designed by Burchills and again conditions of approval can reflect specific requirements if Council as needed including RPEQ certification prior to commencement of the use.

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CIVIL ENGINEERING	
19.	***Stormwater tank detail and maintenance*** *Council officers acknowledge the Conceptual Stormwater Management Plan (CSMP) prepared by Burchills Engineering Solutions (dated 13 March 2026), which includes a conceptual stormwater layout indicating a proposed 400 m² detention tank. However, the level of detail provided for the tank is insufficient to demonstrate compliance with the Healthy Waters Code. The applicant is requested to provide the following:* *a) Provide cross-sectional and site plan details for the detention tank, clearly identifying the location of the filter cartridge bay containing 8 × ATLAN filter cartridges. Ensure the treatment area of the tank is not included in the detention volume calculations and Atlan filters are positioned before the detention component.* *b) Demonstrate maintenance access to the detention tank for both quality and quantity (i.e. two maintenance access points).* *c) Update the Operational Control Plan showing location of Stormsacks.* *d) Provide erosion protection measures to outlets.* *e) Provide long sections of the proposed stormwater drainage systems (e.g., pits, pipes, bioretention basin, tank, outlets) demonstrating invert level, grade, cover, connection and discharge.*
RESPONSE	
Refer to the civil engineer's response letter in Part 3A and associated engineering documents. It is also noted that conditions of approval can reflect any specific requirements of Council with regard to stormwater management and subsequent OPW approvals.	
CIVIL ENGINEERING	
20.	***Unjustified Additional Discharge Outlet for proposed Lot 192 (The Fernhurst development)*** *The provided drawings number C3000 and C3002 of the Conceptual Stormwater Management Plan (CSMP) prepared by Burchills Engineering Solutions (dated 13 March 2026) are inconsistent with the details in the report. The drawings indicate a discharge outlet located upstream of the bioretention basin; however, this outlet is not referenced or described within the report. The applicant is required to:* *a) Provide justification for the purpose and function of the additional discharge outlet; and* *b) Ensure that all modelling and reporting details are consistent with the corresponding stormwater layout drawings.*
RESPONSE	
Refer to the civil engineer's response letter in Part 3A and associated engineering documents.	
CIVIL ENGINEERING	
21.	***Hydraulics Impact Assessment – neighbouring lots affected*** *Council officers acknowledge the Hydraulics Impact Assessment (HIA) prepared by Burchills Engineering Solutions (dated 19 March 2026). The report indicates that post-development conditions result in afflux impacts on neighbouring lots immediately to the east during the 1% and 2% AEP flood events.* *Compliance with PO6 requires that afflux impacts remain within the limits prescribed in the Council's Flood Model Noise Practice Note. Specifically:* ▪ *For open space, designated drainage areas, road reserves/corridors, and council parks, the tolerable afflux must not exceed 10 mm.* ▪ *For ancillary areas (outside a building footprint) of residential properties in an urban setting, the tolerable afflux must not exceed 5 mm.*

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	Based on the submitted modelling, the afflux impact on neighbouring lots ranges between 0.02–0.03 m (noting that the legend incorrectly identifies units as millimetres rather than metres). Accordingly, the development does not comply with PO6 of the Flood Overlay Code. The applicant is requested to provide one of the following: *a) Remodel the post-development scenario to mitigate impacts on neighbouring lots ensuring consistency with the outcomes of the above practice note and provide amended HIA report and plans; or* *b) Provide written consent from all affected property owners.*

RESPONSE

Firstly, it is noted that the revised hydraulic impact assessment and Council owners' consent for increased inundation to the downstream park is not yet available however will be provided in coming days.

Secondly, reference should be made to the civil engineer's response letter in Part 3A and associated engineering documents. The following points have been extracted and are relevant when considering a response to this item:

The updated Hydraulic Impact Assessment prepared by Burchills demonstrate that water level increases over Drainage Reserve Lot 900 SP347477 have been reduced from what was originally reported on in HIA-01 as a result of updated survey data being included in the hydraulic modelling. Original hydraulic modelling used LIDAR which reflected a pre-development state.

The post-development flood model has been updated to incorporate the latest survey information, including recently constructed infrastructure. The revised modelling results are presented in the updated Hydraulic Impact Assessment (HIA). The modelled outcomes still results in some areas with water level increases of greater than 10mm however Burchills have began communications with council to obtain owners consent for the water level increases over Drainage Reserve Lot 900 SP347477.

CIVIL ENGINEERING

22.	***Amend waste collection vehicle swept paths*** *The applicant is required to resubmit swept path drawings related to the refuse collection vehicle that are signed and certified by an RPEQ-qualified professional.*

RESPONSE

Refer to the civil engineer's response letter in Part 3A and associated engineering documents as well as the traffic engineering response in Part 3B.

CIVIL ENGINEERING

23.	***Inconsistency with proposed bin quantity*** *The applicant is required to ensure consistency between the Waste Management Plan dated 11 March 2026 (prepared by Michel Group Services) and the architectural drawings in relation to the number of bins provided for the site. Currently, the Waste Management Plan specifies 61 bins, while the architectural drawings indicate 63 bins. These documents must be updated to reflect a consistent bin quantity.*

RESPONSE

The waste management plan has been updated to better reflect the bins shown in the architectural plan set. It is noted that conditions of approval can reflect any specific requirements of Council with regard to waste management however it is intended that each unit be provided with the general and recyclable bins as well as general and recyclable bins being provided at the communal facilities.

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WAY FORWARD

The application will enter the decision stage of the assessment process upon receipt of this correspondence by Council. As noted above, the revised hydraulic impact assessment and Council owners' consent for increased inundation to the downstream park is not yet available however will be provided in coming days. It is hoped that assessment of remaining issues can proceed.

Should you have any questions or wish to discuss further please don't hesitate to contact us.

Yours Faithfully
Michel Group Services Pty Ltd



Tim Riches

Cc.: Bosform Pty Ltd

CITY OF GOLDCOAST.

Date: 27 April 2026
Contact: Zoe Lewis
Location: City Development
Telephone: 5582 8866
Your reference: 25218
Our reference: COM/2026/92

Bosform Pty Ltd
C/- Michel Group Services Pty Ltd
PO BOX 2695
NERANG BC QLD 4211

Dear Sir/Madam

Confirmation Notice and Information Request – Assessment Manager
(Confirmation Notice given under section 3.6 and Information Request given under section 12 of the Development Assessment Rules)

I refer to the development application lodged by:

Applicant name:	Bosform Pty Ltd
Applicant contact details:	C/- Michel Group Services Pty Ltd PO BOX 2695 NERANG DC QLD 4211

in relation to development of land/premises described as:

Street address:	2 Karingal Drive, PIMPAMA QLD 4209
Real property description:	Lot 19 RP152380

CONFIRMATION NOTICE

The development application described below was properly made to the Council of the City of Gold Coast (Council) on 1 April 2026

Application number: COM/2026/92

Approval(s) sought: Combined application for:

- Development permit for Material change of use to establish Multiple dwelling (57 units)
- Development permit for Reconfiguring a lot to subdivide 1 into 3 lots
- Development permit for Operational works for tree removal

This development application is not a development application to carry out a development under a superseded planning scheme.

Council's Project Team

The assessment of this application will be undertaken by the following Council project team.

Assessment Manager Zoe Lewis Planner 5582 8607 zlewis@goldcoast.qld.gov.au	**Planning Coordinator** Adam Morris Coordinator Planning Assessment North 5667 3856 ASMORRIS@goldcoast.qld.gov.au	**Civil Engineering** Kendall PARKER Civil Engineer 5582 8866 kmparker@goldcoast.qld.gov.au
Architecture Barry Kitson Senior Architect 5581 6422 BKITSON@goldcoast.qld.gov.au	**Environmental and Bushfire Assessment** Amelia Cook Environmental Assessment Officer 5581 5204 ACOOK@goldcoast.qld.gov.au	**Landscape and Open Space** Karl Cvelbar Senior Landscape Planner 5582 8697 KCVELBAR@goldcoast.qld.gov.au
Transport Planning Melinda Plank Transport Engineer 5582 9364 MPLANK@goldcoast.qld.gov.au		

Referral Agencies

There are referral agencies identified for this development application.

Assessable development—development interfering with koala habitat in koala habitat areas outside koala priority areas – Schedule 10, Part 10, Division 3 (1) Development is assessable development to the extent the development involves interfering with koala habitat in an area that— (a) is a koala habitat area; but (b) is not a koala priority area. (2) However, subsection (1) does not apply to the extent the development— (a) is exempted development; or (b) is assessable development under section 16C; or (c) is in an identified koala broad-hectare area and is— (i) accepted development, or assessable development, under a local categorising instrument, other than development that is for an extractive industry and is not assessable development under section 16C; or (ii) reconfiguring a lot that is assessable development under part 14, division 1, section 21; or (d) is carried out under a development permit given for an application that was properly made before 7 February 2020; or (e) is consistent with a development approval— (i) in effect for the premises on which the development is carried	Department of State Development, Infrastructure and Planning PO Box 3290, Australia Fair SOUTHPORT QLD 4215

out; and (ii) given for an application that was properly made before 7 February 2020.	
Reconfiguring a lot near a State transport corridor- Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure.	Department of State Development, Infrastructure and Planning PO Box 3290, Australia Fair SOUTHPORT QLD 4215
Material change of use of premises near a State transport corridor or that is a future State transport corridor - Schedule 10, Part 9, division 4 Subdivision 2, Table 4, Item 1 Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorisation instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and **(ii)** within 100m of the intersection.	Department of State Development, Infrastructure and Planning PO Box 3290, Australia Fair SOUTHPORT QLD 4215

The development application must be referred to all relevant referral agencies within 10 business days starting the day after receiving this notice, or a further period agreed with the assessment manager; otherwise the application will lapse under section 31 of the Development Assessment Rules. The applicant is required to give written notice to the City as assessment manager, that the application has been referred.

Information Request

You have stated on the approved form that you agree to accept an information request in accordance with Part 3 of the Development Assessment Rules.

Public Notification

Public Notification is not required for this development application.

Development Infrastructure

Non trunk development infrastructure
This development application has not identified proposed trunk infrastructure. The proposal will be assessed on the basis that you are not proposing trunk infrastructure for the networks listed below:

- Transport
- Recreation Facilities
- Stormwater
- Water Supply
- Wastewater

INFORMATION REQUEST
Council has reviewed your development application for the premises previously described and determined that the following additional information is needed to assess the application:

Planning Assessment/City Architects

1. **Streetscape and Façade Treatment – Lots 1 to 10 (North-West Elevations)**
   Officers have reviewed the proposed elevations to Karingal Drive and consider that the current design does not provide an appropriately activated or visually engaging streetscape. The façades present more as a rear interface rather than a primary street-facing frontage, with limited articulation, minimal variation in materials, and little visual interest. Further, perspectives do not demonstrate how the proposal will integrate into the surrounding area.

   To satisfy PO3 and PO4 of the Multiple accommodation code, Officers request the following amendments:

   a) Increase façade articulation and visual differentiation between dwellings to provide streetscape activation to Karingal Drive, particularly at the upper level. This may be achieved through greater variation in materials, colours, finishes, window treatments, and screening elements to create a more dynamic and responsive streetscape presentation.

   b) Provide photo montages/perspectives of the proposed development from Karingal Drive demonstrating how the proposed development will interface with the existing streetscape.

2. **Overall interfaces**
   Officers acknowledge that some modulation has been incorporated into the front and side interfaces; however, the overall built form continues to present as stark, austere and block-like. Several side interfaces, particularly those facing external boundaries, provide little to no articulation, resulting in long, visually repetitive façades. While some blocks include recessed sections that create breaks in the built form, others remain flat and unarticulated.

   To improve the overall presentation and ensure the development achieves an appropriate level of visual interest, the following amendments are requested:

   a) Introduce additional breaks within building blocks across Stages 1, 2 and 3. This may be achieved through recessed built forms, upper-level modulation, or the incorporation of balconies to reduce the perceived bulk and create variation along the façades.

   b) Provide a broader palette of colours, materials and finishes to reduce uniformity and enhance visual differentiation between dwellings and building clusters.

   c) Increase articulation to side interfaces facing external boundaries, ensuring these elevations receive a similar level of design consideration as primary frontages.

d) Demonstrate how the proposed built form improvements respond to PO3 and PO4 of the Multiple Accommodation Code, particularly in relation to reducing building massing, enhancing visual interest, and contributing positively to the surrounding streetscape.

3. Building appearance (material, colours and finishes palette)

Officers are concerned that insufficient information has been provided to enable accurate assessment of the proposed building appearances. While the elevations indicate general colour selections, the vertical textured wall cladding shown on multiple elevations is not clearly labelled or annotated. It is assumed this material is Scyon Axon 133 (SA1) in colours P2 Resene Atmosphere or P3 Resene Zeus, however this requires confirmation.

To allow accurate assessment, the following information is requested:

a) Confirm the proposed vertical textured wall cladding product and provide full annotations on all elevations where this material is shown.

b) Identify the proposed roof colours and demonstrate that a range of colours will be used to provide variation between clusters.

c) Ensure that light-toned roof colours are incorporated where possible to assist in reducing heat absorption.

4. Retaining walls

The applicant has stipulated in the common materials that retaining walls are proposed within the development, however no drawings, elevations or details have been provided demonstrating these. To enable assessment, Officer's request the applicant provide amended drawings clearly outlining the proposed retaining wall locations, height and finishes.

Environmental

5. Amended Plans

The site is mapped as containing a Medium potential bushfire hazard and as being located in a potential bushfire impact buffer area. Several of the units within Parcel A and B of the development are exposed to a radiant heat flux of over 29kW/m2. To ensure the proposed development meets the Bushfire hazard overlay code, the applicant is requested to amend the submitted plans, titled Architectural drawings, prepared by MPS Architects, dated 27 March 2026. The plans are requested to be amended to ensure that all dwellings are setback to achieve a radiant heat flux exposure of 29kW/m2. In Parcel B, this is recommended to be achieved by placing the perimeter internal road facing public open space.

6. Amended Bushfire Management Plan

To ensure the proposed development meets requirements of the Bushfire Hazard overlay code, the applicant is requested to amend the submitted Bushfire Management Plan, prepared by Queensland Bushfire Risk Assessments, dated 9 March 2026 to include the following:

a) Remove the reference to a reduction to the rehabilitation area and recalculate the radiant heat flux exposure for the dwellings.

b) Include the exact maintenance requirements for the future owners and/or body corporate to ensure the radiant heat barrier functions as intended.

Note: officers acknowledge the referral to the state for koala matters may further impact on the proposed development footprint. This can be explored further as necessary.

Landscape

7. **Karingal Drive interface**
   The applicant is requested to amend all plans including the Architectural Plans and Statement of Landscape Intent to improve the visual amenity of the Karingal Drive interface with the subject site. The proposed retaining walls and associated fence are requested to be wholly setback within the subject site by 600mm to provide for a row of screening shrubs along the continuous frontage of Karingal Drive. In addition to this, five (5) 1.5m wide by 3m long fence indentations are requested to accommodate canopy trees with a clear 3m separation to the outermost projection of the buildings.

   Provide cross-sections of the Karingal Drive interface and development demonstrating showing the requested landscape treatment and retaining wall and fence.

8. **Flood impacts to adjacent public open space**
   Post development flood impacts appear to impact upon Council Drainage Reserve Lot 900 SP347477. The applicant is requested to demonstrate owners' consent for the acceptance of this increase in flood volume or alternatively amend all plans to mitigate flood impacts within the subject site.

9. **Stormwater outlets**
   Engineering plans detail three (3) stormwater outlets which empty into proposed public open space for conservation purposes. The applicant is requested to review the location of these outlet points to limit the impact of private infrastructure within this area. These outlets could be moved closer to the development footprint or an alternative structure such as a level spreader could be designed at the development footprint interface.

10. **Amended Rehabilitation Management Plan**
    The applicant is requested to amend the Rehabilitation Management Plan titled: Rehabilitation Management Plan – 2 Karingal Drive, Pimpama, dated March 2026, prepared by Burchills to include the following:

    a) Amend Establishment and On-maintenance periods to 12 months for each period.

    b) Amend section 4.4 Revegetation to increase the average density of trees to 1 plant per 2.25 square metres (1.5m by 1.5m centres) to ensure quick canopy establishment and closure.

    c) An average density of 1 plant per square metre is to be achieved over the entire rehabilitation area.

11. **Amended Bushfire Management Plan**
    The Bushfire Management Plan titled: Bushfire Risk Assessment and Risk Mitigation Compliance Report, dated 9/03/2026, prepared by Queensland Bushfire Risk Assessments is requested to be amended to include the following:

    a) The BMP proposes Parcel A and Parcel B which seek to reduce the level of rehabilitation within the conservation area through the installation of mown grass within the public open space area. These areas contain 1:2 batters which are to undergo full reconstruction as opposed to proposed bushfire mitigation treatment of mown grass. Any batters steeper than 1:4 cannot be mown and are to undergo reconstruction in accordance with City Plan policy SC6.13 – Landscape Work.

    b) In accordance with AO3.2 of the Bushfire hazard overlay code, the BMP is to be amended to ensure that bushfire radiation zones are contained within the development footprint.

12. Frontage Landscaping

The sewer and water reticulation plans detail sewer and water reticulation within the frontage of the proposed dwellings. Canopy trees are proposed to be installed within the frontage garden beds as shown on the Statement of Landscape Intent. The applicant is requested to demonstrate that proposed landscaping including canopy trees is not adversely impacted upon by the underground infrastructure.

13. Amended Staging Plan

The applicant is requested to amend the Staging Plan titled: Indicative Staging Plan – 2 Karingal Drive and 60 Imelda Way Pimpama to include timing of the proposed public open space.

14. Retaining walls

It is noted that the submitted plans indicate the presence of retaining walls; in order to facilitate assessment against PO9/AO9 of the General development provisions code, the applicant is requested to provide plans that identify the location, height, type, colours and finishes of the proposed retaining walls. It is requested that where they are proposed adjacent landscape planting areas, wall types are vertical, narrow types with discrete footings (e.g. concrete sleeper) as opposed to boulder walls which occupy significant space (displacing landscaping) and blockwork walls (which have a significant, continuous footing that displaces landscaping). It is also requested that walls which will be visible in the long term are coloured (e.g. charcoal) and textured (e.g. wood pattern or split face).

Transport

15. Road access

a. Vehicle access – Karingal Drive

In the event of development approval being granted, conditions would be applied requiring the upgrade of Karingal Drive (including the provision of a cul-de-sac head). Road upgrades do not appear to have been directly addressed in the Traffic Engineering or Civil Engineering reports. While drawings appended to Burchills' Civil Engineering Report appear to show an upgraded formation of Karingal Drive (including cul-de-sac head), it's unclear from the drawings to exactly what 'standard' the proposed road upgrade has been designed.

A 'functional layout drawing', in addition to supporting information (including swept paths), shall be submitted, demonstrating that the upgraded formation of Karingal Drive achieves the following:

i. A 'Residential Access Street' standard, with a pavement width of 7.5m, and demonstrating how the upgrade ties into the existing formation of Karingal Drive (noting that Karingal Drive, immediately east of the subject site, has a pavement width greater than 7.5m).

ii. Minimum 4.5m wide verges maintained (on all sides).

iii. A cul-de-sac head suitable to accommodate turn-around by a waste collection vehicle, as demonstrated by a revised swept path (including clearances per AS2890.2 requirements).

Note - Burchills' swept path (Civil Engineering Report) shows a HRV turning around within the proposed cul-de-sac head; however, the HRV relies on private property (subject site) to turn around. Revised swept paths shall demonstrate the ability for a waste collection vehicle to turn-around within the carriageway (road pavement) of the cul-de-sac head, without reliance on private property.

iv. Drawings shall clearly demonstrate any land dedication required from the subject site to achieve the required road upgrade. Particular attention shall be paid to the location of existing property boundaries (development side and opposite side of Karingal Drive) where the cul-de-sac head is required (and noting that 4.5m wide verges (minimum) must be maintained).

In the event of development approval being granted, conditions would also be applied requiring the construction of a 2m wide footpath for the full site frontage to Karingal Drive, and provision of kerb and channel for the extent of the road upgrade works.

b. Vehicle access – Imelda Way

Confirm that vehicle access from Imelda Way is proposed by way of a vehicle crossing, rather than an extension of the public road.

Of note, both the Traffic Engineering report and the Civil Engineering Report indicate that an extension of Imelda Way is proposed for vehicle access to the southern portion of the development; however, development drawings indicate that vehicle access from Imelda Way will be via a vehicle crossing and private roadway (rather than extension of the public road).

16. Active transport network

Demonstrate the location of a footpath, within the southern (Imelda Way) portion of the site, providing connection from the existing public footpath on Imelda Way, into the development site. This path shall be shown on the 'Sited Structure Plan' drawing.

17. Ingress and egress

With respect to visitor turn-around provision, the following information shall be provided:

i. Demonstrate (via swept paths) the ability for visitors to turn around in Stage 3 of the development, with respect to the location of visitor car parking spaces V5-V8 (updated development drawings shall be provided, where necessary).

ii. Delineate (on development drawings) areas intended for visitor turn-around, consistent with swept paths submitted as part of the Traffic Engineering assessment. This is intended to assist drivers (visitors) with identifying the ability to turn-around, to avoid long reversing movements. Delineation of turn-around areas shall consist of pavement markings, including hatching and wording identifying 'turn-around zone' (or similar, as appropriate to the location). Delineation shall be provided at the following locations:

a. Behind visitor car parking spaces V11-V12.

b. Adjacent to the landscaping 'build-out', west of visitor car parking spaces V9-V10.

c. Immediately adjacent visitor car parking space V15.

18. General

To demonstrate compliance with AO19.1, the following information shall be provided:

i. Show pedestrian sight triangles, on the departure sides of both access driveways (to Karingal Drive and Imelda Way), in accordance with AS2890.1 requirements (2m wide ×2.5m long, located alongside driveways, and located wholly within the bounds of the site). The following notation shall be included on development drawings: *'Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level'*.

ii. Demonstrate that the driveway of 'dwelling 16' has a minimum length of 5.4m (for a width of 2.4m) tin order to accommodate the second parking space required for the dwelling, within the driveway.

iii. Identify surface gradients for internal roadways, demonstrating compliance with AS2890.2 requirements to accommodate circulation by an 8.8m Medium Rigid Vehicle.

Civil Engineering

19. Stormwater tank detail and maintenance

Council officers acknowledge the Conceptual Stormwater Management Plan (CSMP) prepared by Burchills Engineering Solutions (dated 13 March 2026), which includes a conceptual stormwater layout indicating a proposed 400 m² detention tank. However, the level of detail provided for the tank is insufficient to demonstrate compliance with the Healthy Waters Code. The applicant is requested to provide the following:

a) Provide cross-sectional and site plan details for the detention tank, clearly identifying the location of the filter cartridge bay containing 8 × ATLAN filter cartridges. Ensure the treatment area of the tank is not included in the detention volume calculations and Atlan filters are positioned before the detention component.

b) Demonstrate maintenance access to the detention tank for both quality and quantity (i.e. two maintenance access points).

c) Update the Operational Control Plan showing location of Stormsacks.

d) Provide erosion protection measures to outlets.

e) Provide long sections of the proposed stormwater drainage systems (e.g., pits, pipes, bioretention basin, tank, outlets) demonstrating invert level, grade, cover, connection and discharge.

20. Unjustified Additional Discharge Outlet for proposed Lot 192 (The Fernihurst development)

The provided drawings number C3000 and C3002 of the Conceptual Stormwater Management Plan (CSMP) prepared by Burchills Engineering Solutions (dated 13 March 2026) are inconsistent with the details in the report. The drawings indicate a discharge outlet located upstream of the bioretention basin; however, this outlet is not referenced or described within the report. The applicant is required to:

a) Provide justification for the purpose and function of the additional discharge outlet; and

b) Ensure that all modelling and reporting details are consistent with the corresponding stormwater layout drawings.

21. Hydraulics Impact Assessment – neighbouring lots affected

Council officers acknowledge the Hydraulics Impact Assessment (HIA) prepared by Burchills Engineering Solutions (dated 19 March 2026). The report indicates that post-development conditions result in afflux impacts on neighbouring lots immediately to the east during the 1% and 2% AEP flood events.

Compliance with PO6 requires that afflux impacts remain within the limits prescribed in the Council's Flood Model Noise Practice Note. Specifically:

- For open space, designated drainage areas, road reserves/corridors, and council parks, the tolerable afflux must not exceed 10 mm.

- For ancillary areas (outside a building footprint) of residential properties in an urban setting, the tolerable afflux must not exceed 5 mm.

Based on the submitted modelling, the afflux impact on neighbouring lots ranges between 0.02–0.03 m (noting that the legend incorrectly identifies units as millimetres rather than metres). Accordingly, the development does not comply with PO6 of the Flood Overlay Code. The applicant is requested to provide one of the following:

a) Remodel the post-development scenario to mitigate impacts on neighbouring lots ensuring consistency with the outcomes of the above practice note and provide amended HIA report and plans; or

b) Provide written consent from all affected property owners.

22. Amend waste collection vehicle swept paths
The applicant is required to resubmit swept path drawings related to the refuse collection vehicle that are signed and certified by an RPEQ-qualified professional.

23. Inconsistency with proposed bin quantity
The applicant is required to ensure consistency between the Waste Management Plan dated 11 March 2026 (prepared by Michel Group Services) and the architectural drawings in relation to the number of bins provided for the site. Currently, the Waste Management Plan specifies 61 bins, while the architectural drawings indicate 63 bins. These documents must be updated to reflect a consistent bin quantity.

Response Due Date
The due date for providing the requested information is 27 July 2026.

To assist Council with finalising the assessment of this development application, can you please advise whether you intend to:

a) Provide all of the information requested;
b) Provide part of the information requested; or
c) Not provide any of the information requested.

Notwithstanding the above, as Council's assessment of this development application will be based on the information provided, it is recommended that you provide all of the information requested. If Council has not received a response to the information requested from you on or before the above due date (or a further agreed period), it will be taken as if you have decided not to respond to the information request and Council will continue with the assessment of your application without the information requested.

Advice Note
The applicant is advised that should Council give further advice about the application (in accordance with s35 of the DA Rules) to resolve outstanding items not adequately addressed within the information request response, the applicant will be requested to complete a 'Notice to Stop the Current Period' for the above-mentioned application until the items within the further advice are adequately addressed. Alternatively, the applicant may choose to provide a reasonable extension to the Decision period, as advised by the Assessment manager. If the applicant does not stop the Current Period or provide a reasonable extension to the Decision period, Council officers will proceed with assessing and deciding the application based on the information provided in the

information request response, which could result in an unfavourable recommendation by Council officers.

Notice to Stop the Current Period Form:
https://dsdmipprd.blob.core.windows.net/general/Applicanttemplate9.0-Noticeaboutstoppingthecurrentperiod.doc

DA Rules extract:

s35.1 An assessment manager or concurrence agency for the application may, at any time before the application is decided, give further advice about the application to the applicant.

s35.2 Further advice may include advice about how the applicant may change the application.

Response format
As this application was lodged electronically, please direct all future correspondence regarding this application in the required PDF format i.e.:

- **Supporting documents** (separate the supporting documents into individual PDF appendices)
- **Plans** (combine as one single PDF)
- **Specialist reports** (separate each specialist report into individual PDF appendices)

Do not password protect the PDF.

The electronic response should be forwarded to mail@goldcoast.qld.gov.au with the Assessment Manager Zoe Lewis copied into the email zlewis@goldcoast.qld.gov.au.

Please note all development applications are publicly viewable on the Council's City of Gold Coast's PD Online: cityofgoldcoast.com.au/pdonline.

Contacting us
Should you wish to clarify any issues contained in this letter, please do not hesitate to contact Planning Assessment on 07 5582 8866.
Yours faithfully



Adam Morris
Coordinator Planning North
For the Chief Executive Officer
Council of the City of Gold Coast