DELEGATED AUTHORITY REPORT FOR CODE ASSESSMENT DEVELOPMENT APPLICATION FOR COMBINED APPLICATION FOR MATERIAL CHANGE OF USE TO ESTABLISH MULTIPLE DWELLINGS (57 DWELLINGS) AND RECONFIGURING A LOT TO SUBDIVIDE 1 INTO 3 LOTS AT 2 KARINGAL DRIVE, PIMPAMA
COM/2026/92 **DIVISION NO. 3**

1 APPLICATION SUMMARY

Application information	
Address	2 Karingal Drive, PIMPAMA QLD 4209
Lot and plan	Lot 19 RP152380
Site area	24,590 m²
Type of development and proposed use	Combined application for: • Development permit for 1 into 3 lot subdivision • Development permit for material change of use to establish Multiple dwellings (57 dwellings) • Development permit for operational works for vegetation removal
Categories of development and assessment	Code assessment
Properly made date	20 April 2026
Decision due date	28 September 2026
Applicant and Applicant's consultancy team	**Bosform Pty Ltd** – Applicant **Michel Group Services Pty Ltd –** Town Planning **MPS Architects –** Architect **Geleon –** Traffic Engineer **Burchills Consulting –** Engineering and Ecological Assessment **Byrns Lardner –** Landscape Architect **Queensland Bushfire Risk Assessments –** Bushfire Consultant
Owner details	Grocorp Residences Pty Ltd
City Plan version	Version 13
Zone / Precinct	Medium density residential zone code
Overlays	Acid sulfate soils overlay Airport environs overlay Building height overlay (2 storeys / 9 metres) Bushfire hazard overlay Dwelling house overlay Environmental significance overlay Flood overlay

	Industry, community infrastructure and agriculture land interface area overlay State controlled roads, rail corridor and transport noise corridors Water catchments and dual supply system area overlay	
Submissions	**Objections**	**Support**
	Not applicable.	Not applicable.
Key matters raised by submitters	Not applicable.	
Referral agencies	SARA	
Officer's recommendation	Approval (with conditions)	

2 PROPOSAL

The purpose of this report is to assess an application for a development permit for combined development application for development permit for reconfiguring a lot to subdivide 1 into 3 lots and development permit for a material change of use to establish Multiple dwellings (57 dwellings) and development permit for operational works for tree works at 2 Karingal Drive, Pimpama.

The City Plan defines the proposed Multiple dwelling as follows:

> *"A residential use of premises involving three or more dwellings, whether attached or detached, for separate households."*

Table 5.5.2 of the City Plan categorises the land use as subject to code assessment.

Table 5.6.1 of the City Plan categorises the proposed 1 into 3 lot subdivision as code assessment.

Table 5.8.4 of the City Plan categorises the proposed operational works for vegetation removal as code assessment.

2.1 Brief description of proposed development

Reconfiguring a lot

The development will include a 1 into 3 lot subdivision, with 2 of the lots containing the multiple dwelling developments (future lots 191 and 192) and 1 lot servicing as conservation area / park (future lot 901), which will be rehabilitated and dedicated to Council.

Development proposal	
Lot sizes	Lot 191 – 11,929m^2 Lot 192 – 7,439m^2 Lot 901 – 5,227m^2
Water connections	Lot 191 – Connection to the existing 150mm water service located within Karingal Drive is proposed. Lot 192 – Connection to the existing water meter located within Imelda Way is proposed.
Sewer connections	Lot 191 – Connection to the existing sewerage service located on-site, within EMT E SP259689.

	Lot 192 - Connection to the existing sewerage service located on-site, within EMT E SP259689.
Electrical and Telecommunications	Lot 191 – New connections from Karingal Drive infrastructure will be required. Lot 192 – New connections from Imelda Way infrastructure will be required.
Vehicle access	Lot 191 – A new access via Karingal Drive is proposed. Lot 192 – A new vehicle access via Imelda Way is proposed.

Operational works

The development proposes vegetation removal, which will result in the removal of general priority vegetation on site. An Ecological Site Assessment, Rehabilitation Management Plan, Vegetation and Fauna Management Plan and Vegetation Clearing Plan have been submitted to support the proposed development.

Material change of use

57 townhouses are to be constructed across 2 parcels across 4 stages. Each stage has been designed to ensure all essential infrastructure, including roads and visitor parking, is provided in a logical and coordinated manner, in line with the operational needs and timing of the development.

The developments have been annotated into 2 proposals, being 'The Brookfield', which will establish 41 townhouses on the north-western lot (future lot 191) accessed via Karingal Drive, and 'The Fernhurst' which will establish 16 townhouses on the south-eastern lot (future lot 192) accessed from Imelda way via a private road. These are broken down further below:

Development proposal – The Brookfield	
Dwelling Type A	**Ground Level:** Living, kitchen, dining, laundry, powder room, terrace and single garage. **First Level:** 3 bedrooms, 2 bathrooms and multi-purpose room.
Dwelling Type A End	**Ground Level:** Living, kitchen, dining, laundry, powder room, terrace and single garage. **First Level:** 3 bedrooms, 2 bathrooms and multi-purpose room.
Dwelling Type B End	**Ground Level:** Living, kitchen, dining, laundry, powder room, terrace and double garage. **First Level:** 3 bedrooms, 2 bathrooms and multi-purpose room.
Height	Maximum building height of 6.7 m.
Private Open Space	Minimum: 25 m² Maximum: 101 m² Total: 1,310 m² Average: 31.9 m²
Site Coverage	20.69% (5,090 m²) (includes all 57 dwellings over the whole current parcel).
Density	1 dwelling per 431.4 m² (includes all 57 dwellings over the whole current parcel).
Minimum Setbacks	**North Boundary (frontage):** • 1.28 m to patio • 2.0 m to habitable rooms

	South Boundary (rear, border conservation park): • 1.44 m to patio • 2.9 m to habitable rooms The development is non-compliant with the following prescribed setbacks: **Northern (Karinga Drive frontage):** • 1.2 m to 2.3 m to outermost projection (patio) • Minimum 2 m to habitable room
Communal Open Space	Communal open space (COS) is proposed. The communal space includes landscaped areas and communal facilities (pool, entertainment area, barbecue area etc.). The COS size is 390 m². It is also noted: • Each dwelling is proposed to have a surplus of POS (average 31.9 m²). • The communal facility will include open seating areas and be embellished by high amenity features including a pool and barbecue/communal area as shown on the architectural and landscape plans. • Opportunity for social interaction is provided in all areas (i.e. pool and lounge area and barbecue/outdoor dining area). • The COS can be accessed by all residents via the internal driveway. • Casual surveillance of the COS is available from Unit 41, making a safe environment for residents. • The COS provides shaded areas through alfresco areas and evergreen trees.
Bin Location	43 x bulk bins for general waste and 43 x wheelie bins for recyclable waste will be stored at the frontage in a designated area. It is noted that bins are provided for units and the communal facility. For collection, bins will be walked to kerbside within designated areas. The travel path will not have movement/roll impeding elements (i.e. will be free of obstacles).
Car Parking	Per the traffic report (Part 4), 82 resident spaces and 14 visitor spaces are provided for The Brookfield.
Privacy	Windows do not overlook neighbouring properties' private open space. Bathroom windows are to be high-set and windows along side elevations are minimised to obscure views in and out.
Design	The building appearance employs a light and non-intrusive colour scheme using a variety of materials including vertical battens, vertical glazing elements, recessed ground levels and modular styling. The design aligns with modern design aesthetics and is an improvement on the built form of Pimpama.
Landscaping	The landscaping strategy incorporates a diverse mix of planting types to enhance visual amenity, provide shade and support ecological values across the site. The proposed mix includes a combination of evergreen canopy trees to define streetscapes, frame communal areas and provide year-round screening; smaller feature trees and large shrubs to soften built form and reinforce driveway and pedestrian spaces. Groundcovers and low-growing

	species are utilised to stabilise soils, reduce erosion and minimise maintenance requirements.

Development proposal – The Fernhurst	
Dwelling Type A	**Ground Level:** Living, kitchen, dining, laundry, powder room, terrace and single garage. **First Level:** 3 bedrooms, 2 bathrooms and multi-purpose room.
Dwelling Type A End	**Ground Level:** Living, kitchen, dining, laundry, powder room, terrace and single garage. **First Level:** 3 bedrooms, 2 bathrooms and multi-purpose room.
Dwelling Type B End	**Ground Level:** Living, kitchen, dining, laundry, powder room, terrace and double garage. **First Level:** 3 bedrooms, 2 bathrooms and multi-purpose room.
Height	Maximum building height of 6.7 m.
Private Open Space	Minimum: 50 m² Maximum: 263 m² Total: 1,265 m² Average: 79.0 m²
Site Coverage	20.69% (5,090 m²) (includes all 57 dwellings over the whole current parcel).
Density	1 dwelling per 431.4 m² (includes all 57 dwellings over the whole current parcel).
Communal Open Space	Communal open space (COS) is proposed. The communal space includes landscaped areas and communal facilities (entertainment area, barbecue area etc.). The COS size is 511 m². It is also noted: • Each dwelling is proposed to have a surplus of POS (average 79.0 m²). • The communal facility will include open seating areas and be embellished by high amenity features (such as barbecue/communal area shown on the architectural and landscape plans). • Opportunity for social interaction is provided in all areas (i.e. barbecue/outdoor dining area). • The COS can be accessed by all residents via the internal driveway. • Casual surveillance of the COS is available from Unit 16, making a safe environment for residents. • The COS provides shaded areas through alfresco areas and evergreen trees.
Bin Location	34 x bulk bins for general waste and 34 x wheelie bins for recyclable waste will be stored at the frontage in a designated area. It is noted that bins are provided for units and the communal facility. For collection, bins will be walked to kerbside. The travel path will not have movement/roll impeding elements (i.e. will be free of obstacles).

Car Parking	Per the traffic report (Part 4), 32 resident spaces and six (6) visitor spaces will be provided within The Fernhurst.
Privacy	Windows do not overlook neighbouring properties' private open space. Bathroom windows are to be high-set and windows along side elevations are minimised to obscure views in and out.
Design	The building appearance employs a light and non-intrusive colour scheme using a variety of materials including vertical battens, vertical glazing elements, recessed ground levels and modular styling. The design aligns with modern design aesthetics and is an improvement on the built form of Pimpama.
Landscaping	The landscaping strategy incorporates a simple mix of evergreen canopy trees, feature trees and shrubs, turfed areas and low-growing groundcovers to enhance visual amenity, provide shade and support site functionality. Turf and groundcovers are used within private and communal open spaces to soften built form, stabilise soils and reduce maintenance requirements.

The following drawings, elevations and perspectives identifies the proposed development.

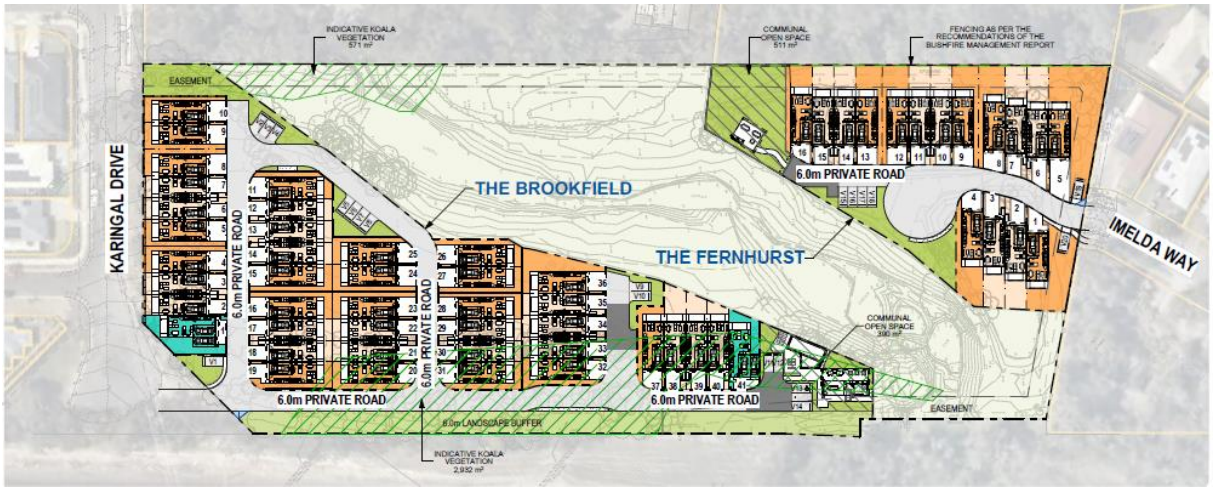


Figure 1 - Site Plan (source: applicant's materials)



Figure 2 - Proposed staging plan (source: applicant's materials)



Figure 3 – Elevations (source: applicant's materials)



Figure 4 – Elevations (source: applicant's materials)



Figure 5 – Elevations (source: applicant's materials)



Figure 6 - View towards cluster 5 v



Figure 7 - View of clusters 2 and 3 (source: applicant's materials)



Figure 8 - View towards cluster 11 (source: applicant's materials)



Figure 9 - View of rear of cluster 12 (source: applicant's materials)



Figure 10 - Render of cluster 15 (source: applicant's materials)



Figure 11 - View from Karingal Drive (source: applicant's materials)



Figure 12 - View from Karingal Drive (source: applicant's materials)



Figure 13 - Communal open space for The Brookfield (source: applicant's materials)

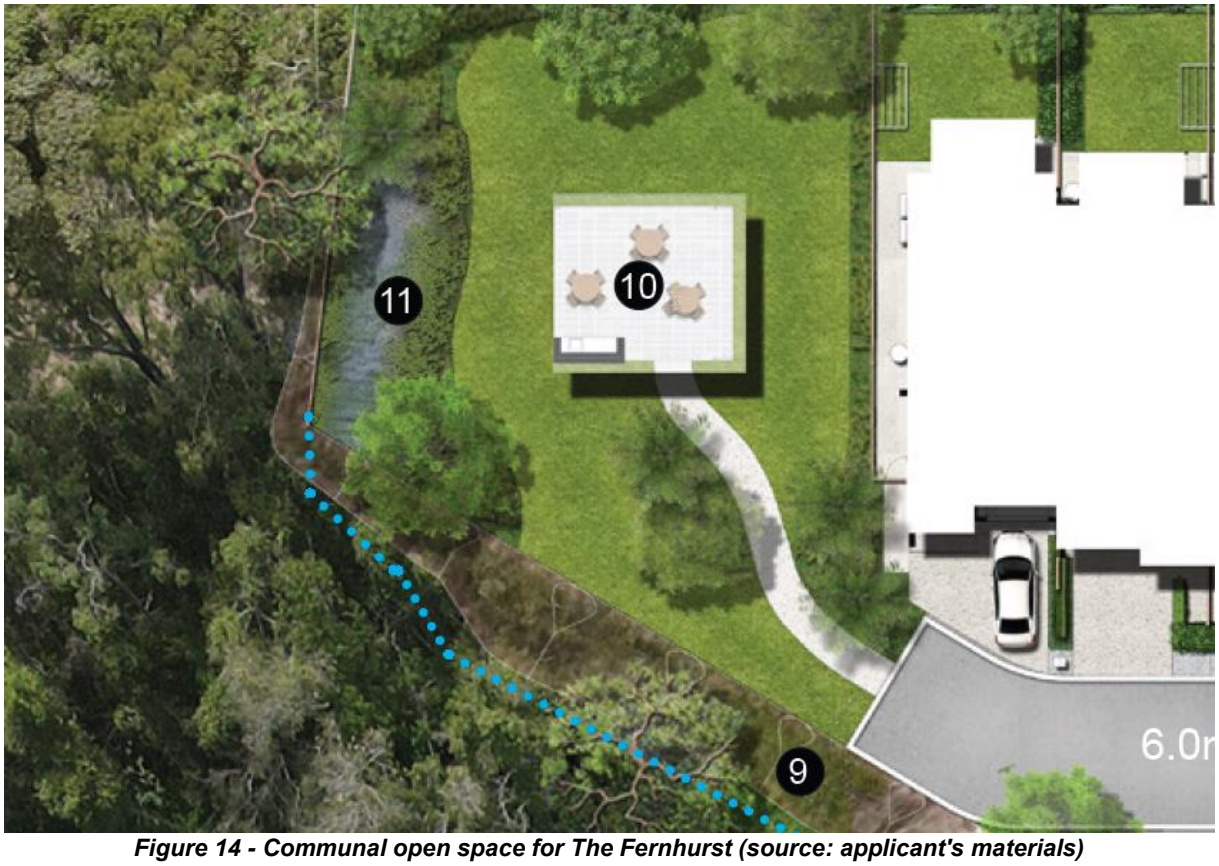


Figure 14 - Communal open space for The Fernhurst (source: applicant's materials)

3 KEY CONSIDERATIONS

The key considerations of the proposal include:

Built Form

The proposed development exhibits a high-quality built form outcome that incorporates a considered level of modulation and articulation to reduce visual bulk and create a varied and attractive built environment. The townhouse clusters utilise a mix of colours, materials and façade treatments, including vertical battens, glazing elements, recessed walls and modular architectural styling, which collectively contribute to building differentiation and visual interest. Additional articulation is achieved through breaks between attached dwellings, preventing long uninterrupted walls of buildings and ensures the development does not present a stark or monotonous appearance. The two (2) storey buildings maintain a low-rise residential scale, with a maximum height of 6.7 metres, and are supported by generous private and communal open space areas that further soften the overall development footprint.

A key consideration of the proposal is its presentation to Karingal Drive, where enhanced streetscape outcomes have been incorporated to improve the interface with the public realm. The proposal demonstrates articulated façade treatments along the frontage, softened by generous landscaping. Pool fencing has been provided to show the substantial planting to soften views of the built form from the street. Retaining walls have been strategically located to maximise the visual impact of landscaping at street level, while cascading planting is proposed where grade differences occur. The combination of architectural detailing, varied materials, extensive landscaping and active building orientation results in a development that positively addresses Karingal Drive, contributes to the emerging character of the locality and provides an attractive and well-integrated streetscape outcome.

Drainage Channel and Hydraulic Impact

The site is traversed by an existing waterway that conveys floodwaters from upstream catchments beneath the Pacific Motorway/railway corridor, through the subject land, and downstream towards Karingal Drive. A Hydraulic Impact Assessment (HIA) prepared by Burchills Engineering Solutions was submitted to assess the development's impacts on flood storage and conveyance, including TUFLOW modelling of 24 contributing sub-catchments. The assessment demonstrated that the proposed development maintains the mapped flood conveyance corridor, limits building encroachment within the flood-affected area, and achieves flood-free development pads above the 1% AEP flood event with an additional 300 mm freeboard. While the modelling identified no material increase in flood levels external to the site, afflux impacts of up to 14mm were predicted on Council-owned drainage reserve Lot 901 and sections of the adjoining road reserve.

The updated flood modelling using more current survey information reduced the extent of impacts and confirmed that the remaining afflux was largely confined to Council-owned drainage infrastructure. Following discussions between Council's hydraulic officers and relevant stakeholders, the residual 14mm afflux increase was deemed acceptable having regard to the hydraulic function and characteristics of the affected drainage reserve. The proposed splitter pit and additional discharge outlet were also justified as necessary to protect the bioretention system from high-flow events and were incorporated into the revised stormwater modelling.

Stormwater management

The proposed development incorporates stormwater quality and quantity management measures for two development parcels, with runoff ultimately discharging to the existing waterway within the conservation lot (Lot 901), which will be dedicated to Council before entering the downstream Council-owned detention basin (Lot 900). Stormwater quality for Lot 191 will be managed through a proprietary

treatment and detention tank incorporating Atlan filter cartridges and StormSacks, while Lot 192 will utilise a bioretention basin. MUSIC modelling demonstrates that both treatment systems achieve the required water quality objectives and pollutant reduction targets. All stormwater quality devices will be privately owned and maintained, resulting in no additional maintenance burden on Council.

Stormwater quantity has been addressed through a site-wide detention strategy, with a 469m³ detention tank located on Lot 191 designed to service the development. Hydraulic modelling demonstrates that post-development peak discharges do not exceed pre-development runoff rates and that the detention system maintains existing peak flow conditions within the Woongoolba Flood Mitigation Scheme. The development has been designed to avoid encroachment into the existing waterway and preserve the site's overland flow path. Relevant conditions recommended to ensure the stormwater infrastructure is delivered and maintained in accordance with the approved Stormwater Management Plan.

Environmental significance

The subject site is currently heavily vegetated and is mapped as containing State priority species habitat, general and medium priority vegetation, regulated vegetation, a waterway buffer and koala habitat areas. A site inspection undertaken by officers confirmed the site contains a highly degraded waterway corridor characterised by extensive weed infestation within the groundcover and shrub layers, along with barriers to fauna movement resulting from existing fencing and dense weed growth. The site also contains a number of mature native vegetation specimens, including vegetation mapped as general priority vegetation, the majority of which is proposed to be removed. Notwithstanding, the large *Eucalyptus tereticornis* within the Karingal Drive road reserve will be retained, and the existing dams proposed to be filled are artificial in nature and of low ecological value. A fauna spotter-catcher will be conditioned during the drainage of these water bodies to minimise impacts to fauna.

The proposed development does not comply with the Acceptable outcomes of the Environmental significance overlay code, including the provision of a 30 metre waterway buffer, retention of general priority vegetation and minimisation of disturbance within mapped environmental areas. The proposal also does not satisfy Overall outcome 2(d)(i) as disturbance to general priority vegetation has not been minimised. However, the proposal is considered to achieve the relevant overall outcomes and purpose of the code when assessed in their entirety. In particular, the development facilitates the rehabilitation and long-term protection of the waterway corridor through the dedication of a substantial area of land to Council as public open space, with buffers ranging from approximately 12 metres to 58 metres. The rehabilitation works will significantly improve the ecological function of the corridor, provide enhanced habitat connectivity with public open space areas located to the north and south, and facilitate improved fauna movement through the site. A fauna management plan has been submitted to manage vegetation clearing activities, and officers will condition the detailed rehabilitation and contributed asset requirements. On balance, while the proposal necessitates the removal of mapped general priority vegetation, the ecological outcomes associated with the restoration, protection and ongoing management of the waterway corridor provide an overall ecological improvement to the site.

Further conditions have been imposed by SARA to ensure Koala habitat area’s are appropriately rehabilitated and maintained.

Bushfire

The subject site is mapped as containing a medium potential bushfire hazard and is located within a potential bushfire impact buffer area. The bushfire risk associated with the site has been assessed through the submission of a Bushfire Management Plan, which identifies the mitigation measures required to reduce potential impacts on future residents and property. The development has been designed to incorporate appropriate separation distances between the development and bushfire

hazard areas, with bushfire management measures contained wholly within the private lot and not reliant on Council land or assets.

The submitted Bushfire Management Plan demonstrates that bushfire risk can be appropriately managed through the implementation of specific mitigation measures and ongoing site management practices. The proposal also proposes setbacks providing a radiant heat flux of less than 29kW/m² to habitable buildings, thereby ensuring risks to life and property are reduced to acceptable levels. Although some awnings are subject to higher radiant heat exposure, these are Class 10 structures and will be certified by a building certifier to ensure compliance with the relevant construction standards.

4 SITE CONTEXT

4.1 Subject site and immediate context

The subject site is a large allotment with frontages to Karingal Drive and Imelda Way, totalling approximately 135 metres. The land gently slopes towards a central tributary of the Pimpama River before rising towards the south-eastern corner. The site comprises open grassed areas, remnant native vegetation and scattered invasive species. Existing water and sewer infrastructure is available nearby, and stormwater is proposed to discharge to the on-site natural watercourse. The site is burdened by EMT E SP259689 & EMT F SP279637. These easements will be maintained with no change to use or purpose of the easement.



Figure 15 - Subject site (source: ArcGIS mapping)



Figure 16 - Karingal Drive frontage (source: officer's site photos)



Figure 17 - Karingal Drive frontage (source: officer's site photos)

4.2 Local context

The site is located within a established urban area characterised by a mix of medium density residential development. Surrounding land uses include Gainsborough State School and a golf course to the north, medium density residential development and the Pimpama Junction Shopping Centre to the east, medium density residential development to the south, and the railway line and Pacific Motorway to the west. These surrounding uses contribute to the site's urban context and accessibility to local services and infrastructure.



Figure 18 - Surrounding context (source: applicant's materials)

5 PLANNING ASSESSMENT

Section 45(3) of the *Planning Act 2016* identifies:

> *(3) A **code assessment** is an assessment that must be carried out only –*
>
> *(a) against the assessment benchmarks in a categorising instrument for the development; and*
>
> *(b) having regard to any matters prescribed by regulation for this paragraph.*

The proposed development triggers code assessment and has been assessed in accordance with Section 45(3) of the *Planning Act 2016.*

5.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment

State Planning Policy	The City Plan appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards). The proposal does not trigger assessment against any assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards).
South East Queensland Regional Plan	The proposal is consistent with the goals, elements and strategies; and the Southern Sub-regional directions of the South East Queensland Regional Plan 2023 (ShapingSEQ).
Planning Regulation 2017	The proposal triggers assessment against the State development assessment provisions being: - Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 - 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 1, Item 1 - Reconfiguring a lot near a state transport corridor - Schedule 10, Part 10, Division 3, Subdivision 3, Table 1, Item 1 - Development interfering with koala habitat in koala habitat areas outside koala priority areas. The application was referred to SARA who was identified in Schedule 10 to act as a concurrence agency. This is discussed in section 7.2.1 within this planning report.

5.2 Local categorising instruments

The application has been assessed against the following instruments:

Local categorising instrument	Comment
Temporary Local Planning Instrument	The proposal does not trigger assessment against any temporary local planning instruments.
Variation approval	The proposal does not trigger assessment against a variation approval.
City Plan (Version 13)	The proposal is within the City Plan area of the City of Gold Coast. This is discussed in section 5.3 below. <u>Local Government Infrastructure Plan</u> There is no new trunk infrastructure required as part of this development.

5.3 City Plan

The following is an assessment of the application against the City Plan.

5.3.1 Assessment against the Strategic framework

The proposal is code assessment and does not trigger assessment against the strategic framework.

The *Planning Act 2016* requires codes assessable development (bounded assessment) to be carried out only against the assessment benchmarks stated in the categorising instrument (City Plan) and have regard to matters prescribed by the regulation.

Section 43 (2) (c) of the *Planning Act 2016* states for code assessment, a strategic outcome (strategic framework) is not an assessment benchmark.

5.3.2 Zone

The site is located within the Medium density residential zone. The purpose of the Medium density residential zone code is to:

> *.. provide for a range and mix of dwelling types including Dwelling houses and Multiple dwellings supported by Community uses and small-scale services and facilities that cater for local residents."*

The proposal is for a combined application for a 1 into 3 lot subdivision, multiple dwellings and vegetation clearing. Subject to meeting the outcomes of the zone code, is an envisaged development for the zone.

5.3.3 Assessment against the codes

Under the City Plan, compliance with a code can be achieved by either compliance with the purpose and overall outcomes of the code, or, compliance with either the performance outcomes or acceptable outcomes. Acceptable outcomes are generally quantifiable provisions, with the performance and overall outcomes generally qualitative and performance based.

The following assessment benchmarks identified in the City Plan for the site are listed below.

Zone code	Overlay / Overlay codes	Development codes
• Medium density residential zone code	• Acid sulfate soils overlay code • Airport environs overlay code • Bushfire hazard overlay code • Environmental significance overlay code • Flood overlay code • Industry, community infrastructure and agriculture land interface area overlay code	• Multiple accommodation code • Reconfiguring a lot code • Driveways and vehicular crossings code • Fire services in developments accessed by common private title code • General development provisions code • Healthy waters code

Zone code	Overlay / Overlay codes	Development codes
	• Water resource catchment overlay code	• Solid waste management code • Transport code • Vegetation management code

This is a 'report by exception' and only discusses issues where the development does not meet the relevant acceptable outcomes or where a relevant performance outcome does not have a stated corresponding acceptable outcome. This is outlined in the table below:

Code	Acceptable / Performance Outcome	Subject matter
Medium density residential zone code	AO1/PO1	Setbacks
Acid sulfates soils overlay code	AO1/PO1	Acid sulfate soil
	AO2/PO2	
Bushfire hazard overlay code	AO1/PO1	Bushfire hazard
	AO3/PO3	Development design and lot layout
Environmental significance overlay code	AO5/PO5	Wetlands and waterways
	AO11/PO11	Vegetation management
	AO12/PO12	
	AO22/PO22	Fauna management
	AO26/PO26	Rehabilitation
Industry, community infrastructure and agriculture land interface area overlay code	AO1/PO1	Sensitive land use
	AO2/PO2	
Regional infrastructure overlay code	AO7/PO7	Protection from road traffic and rail noise
Multiple accommodation code	AO3/PO3	Design and appearance
	AO4/PO4	
	AO7.1/PO7	Privacy
	AO10/PO10	Additional design and appearance requirements for multiple dwellings comprising

Code	Acceptable / Performance Outcome	Subject matter
		townhouses
	AO15/PO15	Housing need and choice
General development provisions code	AO1/PO1	Amenity protection
	AO2/PO2	
	AO6/PO6	Casual surveillance and lighting
	AO10/PO10	Stormwater drainage
Healthy waters code	AO5/PO5	Stormwater quality control
	AO6/PO6	Lawful point of discharge
	AO7/PO7	Overland flow paths
	AO8/PO8	Whole life costs
Reconfiguring a lot code	AO3/PO3	Road access
	AO16/PO16	Circulation and street access design
Transport code	AO7/PO7	Active transport network

5.3.3.1 Assessment against the Medium density residential zone codes

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Medium density residential zone code – Setbacks

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome

<table>
<tr>
<td>PO1
Setbacks:
(a) assist in the protection of adjacent amenity;
(b) allow for access around the building;
(c) contribute to the streetscape character; and
(d) allow for on-site car parking.</td>
<td>AO1
Setbacks are as follows:
<table>
<tr><th rowspan="2">Setback</th><th colspan="2">Minimum distances measured in metres (m)</th></tr>
<tr><th>Height</th><th>Setback</th></tr>
<tr><td>Front for covered car parking (excluding a basement)</td><td>all</td><td>6m</td></tr>
<tr><td rowspan="2">Front (excluding covered car parking)</td><td>up to 23m</td><td>4m</td></tr>
<tr><td>for that part exceeding 23m</td><td>6m</td></tr>
<tr><td rowspan="3">Side and rear</td><td>up to 4.5m</td><td>1.5m</td></tr>
<tr><td>for that part between 4.5m – 7.5m</td><td>2m</td></tr>
<tr><td>for that part exceeding 7.5m</td><td>an extra 0.5m is added for every 3m in height or part thereof over 7.5m.</td></tr>
<tr><td>Between on site habitable buildings (where not attached)</td><td colspan="2">Double the applicable side setback.</td></tr>
</table></td>
</tr>
</table>

Officer's comment

The development proposes alternative setbacks as highlighted in **bold** below:

	North-west (Karingal Drive)	North-east	South-east	South-west
Ground	**1.2 metres to 2.3 metres to OMP** 4.35 metres to 6.85 metres to wall	6.6 metres to 10 metres to OMP 9.6 metres to 12 metres to wall	6.07 metres to 6.1 metres to wall	13.5 metres to 16.8 metres to wall
Level 1	4.3 metres to OMP 4.5 metres to 6.85 to wall	6.6 metres to 10 metres to OMP 9.6 metres to 12 metres to wall	6.07 metres to 6.1 metres to wall	13.5 metres to 16.8 metres to wall

The development generally complies with the prescribed setback requirements, with variations limited to the northern frontage adjoining Karingal Drive, where patios encroach within the required setback and are located between 1.2 metres and 2.3 metres from the frontage boundary. Habitable room walls remain setback a minimum of 4.3 metres from the frontage boundary, with the exception of 1 dwelling located on the corner at a pinch point.

Notwithstanding the frontage setback variation, the proposal is considered to achieve PO1 of the Medium density residential zone code as follows:

(a) assist in the protection of adjacent amenity;

The setbacks assist in the protection of adjacent amenity. The variation relates only to non-habitable patio projections, while habitable rooms maintain separation from adjoining land. The development is two storeys in height and incorporates private open space, boundary landscaping along with pool fencing and street tree planting along Karingal Drive, which softens the built form, reduces visual bulk and assists in maintaining privacy and residential amenity.

(b) allow for access around the building;

The setbacks allow for access around the buildings. Side and rear setbacks ranging between approximately 6.0 m and 16.8 m provide adequate separation between built form and site boundaries, allowing for maintenance access, landscaping, service connections and pedestrian movement around the development.

(c) contribute to the streetscape character; and

The setbacks contribute positively to the streetscape character. The development presents as a contemporary townhouse form consistent with the planned medium density character of the locality. The reduced patio setbacks and window openings provide passive surveillance and activation of Karingal Drive while maintaining landscaped frontage areas and street tree planting, resulting in a well-articulated built form that integrates with the streetscape.

(d) allow for on-site car parking.

The setbacks allow for on-site car parking. All resident and visitor parking is accommodated on-site in accordance with the Transport code. The frontage setback variation does not compromise vehicle access, manoeuvring areas or the provision of parking spaces.

Based on the above assessment it is considered the development complies with Performance outcome 1 of the Medium density residential zone code.

5.3.3.2 Assessment against the overlay codes

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Acid sulfate soil overlay code – Acid sulfate soils

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 The extent and severity of the acid sulfate soils risk is accurately characterised.	**AO1** Acid sulfate soils are identified through an acid sulfate soils investigation, carried out in accordance with **SC6.2 City Plan policy – Acid sulfate soils management**.
PO2 The natural environment, built environment and/or infrastructure is protected by ensuring that soil disturbance or development of land does not result in the release of acid and metal contaminants.	**AO2** Development does not: (a) excavate or otherwise remove soil or sediment identified as containing acid sulfate soils; (b) permanently or temporarily extract groundwater resulting in aeration of previously saturated acid sulfate soils; or (c) fill land (where at or below 5m AHD) that results in:

	actual acid sulfate soils being moved below the watertable; or previously saturated potential acid sulfate soils being aerated. OR Where acid sulfate soils are disturbed, building design, infrastructure and filling/excavation works are managed in accordance with an acid sulfate soils management plan to: (a) protect the natural environment, buildings and infrastructure; and (b) neutralise existing acidity and ensure the release of acid and metal contaminants does not occur. The Acid sulfate soils management plan is to be prepared in accordance with **SC6.2 City Plan policy – Acid sulfate soils management**. **Note: A condition will be included on any approval requiring certification from a suitably qualified and experienced professional. This certification must be submitted to Council confirming that the management of the acid sulfate soils has complied with the approved management plan.**

Officer's comment

The proposed development does not comply with AO1 or AO2 of the Acid sulfate soils overlay code, as an Acid Sulfate Soil Investigation and Management Plan has not been submitted with the application. Notwithstanding, the proposal is considered capable of complying with PO1 and PO2 through the imposition of appropriate conditions requiring the preparation and implementation of an Acid Sulfate Soil Investigation and Management Plan prior to any works involving soil disturbance.

Bushfire hazard overlay code – Bushfire hazard and Development design and lot layout

Performance outcome	Acceptable outcome
PO1 In a bushfire hazard area, the fire mitigation measures used at the site are adequate for the bushfire hazard of the individual site, having regard to: (a) vegetation type; (b) slope; (c) aspect; (d) bushfire history; (e) conservation values of the site; (f) ecological restoration, including forest succession; (g) ongoing maintenance; (h) climate change; and (i) on site and off-site1 fire hazard implications. **Note This includes potential hazard from land up to 10kms away from the site. For example, how might large tracts of forest away from the site impact on the bushland that surrounds the site.**	**AO1** A written assessment by a suitably qualified and experienced bushfire management consultant confirms that the site is not in a bushfire hazard area. OR The development complies with an approved Bushfire management plan prepared in accordance with SC6.3 City Plan policy – Bushfire management plans. OR The development complies with an existing approved Bushfire management plan as referenced within the approved reconfiguration of a lot. **Note Prior to:** **(a) plan sealing for a Reconfiguration of a lot; or** **(b) the issue of a Building final or Certificate of classification for Building work; or** **(c) the commencement of use where building work is not proposed.** **Whichever comes first, the applicant must submit to**

	Council, certification from an appropriately qualified and experienced person that the development has been completed in accordance with, and complies with the approved Bushfire management plan and that all risk treatments are functioning in accordance with the approved plan.
PO3 In a bushfire hazard area, developments, including lot layout are designed to avoid bushfire hazard and provide safe sites for people, property and buildings. **Editor's note – The development should be located:** **(a) away from the most likely direction of a fire front (refer Figure 8.2.3-1: Preferred house site location in bushfire hazard areas); and** **(b) so that elements of the development least susceptible to fire are sited closest to the bushfire hazard.**	**AO3.1** Development, Lots and/or building envelopes are not located within bushfire hazard areas. OR The development is located in accordance with the approved Bushfire management plan as referenced within the approved reconfiguration of a lot. OR The development is designed to adequately demonstrate that the risk to life and property is minimised to achieve acceptable levels and ensure ongoing site management.
	AO3.2 The development design incorporates bushfire radiation zone/s that: (a) use existing or natural fire breaks & minimise the need to clear native vegetation; (b) do not impact matters of environmental significance; (c) are located entirely within the boundaries of the private property of the development site; and (d) incorporates landscaping species that are less likely to exacerbate a bushfire event.

Officer's comment

The proposed development does not comply with AO1 and AO3.1 of the Bushfire hazard overlay code as the site is located within a bushfire hazard area and does not achieve compliance through an approved bushfire management plan. Notwithstanding, the proposal is considered to satisfy PO1 and PO3.

A Bushfire Management Plan has been prepared and submitted in support of the application. The plan demonstrates that the development has been designed to minimise bushfire risk to life and property through a combination of building separation, defendable space, asset protection measures and ongoing site management requirements. The management measures are contained wholly within the development site and do not rely on land outside the subject site or future management obligations by Council. Accordingly, the proposal appropriately responds to the identified bushfire hazard and achieves an acceptable level of risk for future residents.

In respect to PO3, the Bushfire Management Plan demonstrates that the development incorporates adequate setbacks and separation distances to reduce bushfire impacts and achieve an appropriate radiant heat exposure level for habitable buildings. While some awnings and ancillary Class 10 structures are located within areas subject to a higher radiant heat flux, these structures are minor in nature and will be required to be designed and certified to an appropriate construction standard by the building certifier. Consequently, the development is capable of achieving a suitable level of bushfire resilience and ensuring that risk to people and property is minimised to an acceptable level.

Based on the above assessment, it is considered the development complies with Performance outcome 1 and Performance outcome 3 of the Bushfire hazard overlay code.

Environmental significance overlay code – Ecological site assessment

Performance outcome	Acceptable outcome
PO1 All matters of environmental significance on and adjacent to the development site are identified and protected. **Note - An Ecological Site Assessment prepared in accordance with SC6.7 City Plan policy – Ecological site assessments, is Council's preferred method for addressing this performance outcome.**	**AO1** Proposed works do not impact on: (a) areas identified on **Environmental significance – vegetation management overlay map**; (b) buffers to wetlands and waterways being: (i) 100m from the mapped boundary of a State significant aquatic area, as identified on **Environmental significance – wetlands and waterways overlay map**; 100m from the outer landward boundary of a State significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**; 100m from the outer landward boundary of a Local significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**; 60m from the outer bank of a Major Waterway identified on **Environmental significance – wetlands and waterways overlay map**; or 30m from the outer bank of a Waterway identified on **Environmental significance – wetlands and waterways overlay map**; and (c) individual trees within areas mapped on the **Environmental significance – priority species overlay map**.

Environmental significance overlay code – Wetlands and waterways

Performance outcome	Acceptable outcome
PO5 Buffers are provided to wetlands and waterways identified on the **Environmental significance – wetlands and waterways overlay map** to ensure the: (a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna along the waterway; (c) water quality is maintained; (d) bank stability; and (e) protection of property and infrastructure. **Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental**	**AO5.1** Buffers at least 100m wide are provided between the development and the mapped boundary of a State significant aquatic area, as identified on **Environmental significance – wetlands and waterways overlay map**. **AO5.2** Buffers at least 100m wide are provided between the development and the outer landward boundary of a State significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**. **AO5.3** Buffers at least 100m wide are provided between the development and the outer landward boundary of a Local significant wetland as identified on the **Environmental significance – wetlands and waterways overlay map**.

significance – wetlands and waterways overlay map. **Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) is Council's preferred method for determining alternative buffer widths.** **Note Artificial waterways are to be addressed through the Coastal erosion hazard overlay code and map. Where a waterbody contains both natural and artificial banks, the natural banks are to be assessed in accordance with this performance outcome.**	**AO5.4** Buffers at least 60m wide are provided between the development and the outer bank of a Major Waterway as identified on the **Environmental significance – wetlands and waterways overlay map**. **AO5.5** Buffers at least 30m wide are provided between the development and the outer bank of a waterway as identified on the **Environmental significance – wetlands and waterways overlay map**.

Environmental significance overlay code – Vegetation management

Performance outcome	Acceptable outcome
PO11 Disturbance to vegetation is minimised when it is: (a) identified as General priority vegetation on the **Environmental significance – vegetation management overlay map**; and (b) located outside the **Environmental significance – biodiversity areas overlay map**.	**AO11** Development avoids impacts on general priority vegetation. Any damage is minimised to the greatest extent possible.
Overall outcome 2(d)(i)	
i. Disturbance to regulated and general priority vegetation is minimised	

Environmental significance overlay code – Vegetation management

Performance outcome	Acceptable outcome
PO12 Buffers are provided that protect the long term viability of high priority and regulated vegetation located on or adjacent to the site.	**AO12** Buffers at least 30m wide are provided between the development and any retained vegetation identified as high priority or regulated vegetation on the **Environmental significance – vegetation management overlay map** on or adjacent to the site.

Environmental significance overlay code – Fauna management

Performance outcome	Acceptable outcome
PO22 Where fauna habitat is proposed to be damaged, management strategies must be implemented to ensure:	**AO22** No acceptable outcome provided.

(a) the native fauna is safely relocated to an area of similar habitat; (b) the sequence of habitat disturbance ensures that fauna is not isolated from adjoining areas of habitat; (c) fauna relocation occurs immediately prior to habitat disturbance; (d) accredited and experienced spotter catchers, licensed by the Queensland Parks and Wildlife Service, are to be present on the site to direct and undertake the removal and relocation of fauna; and (e) where possible, damaged habitat and nesting sites are rehabilitated outside of development areas. **Note: A Fauna Management Plan prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.**	

Rehabilitation – Environmental significance overlay code

Performance outcome	Acceptable outcome
PO26 Disturbed, cleared or modified areas are rehabilitated where they form part of: (a) an ecological corridor; or (b) matters of environmental significance and associated buffers; or (c) areas identified within an Ecological Site Assessment as requiring rehabilitation. **Note: A Rehabilitation Management Plan prepared in accordance with the *South East Queensland Ecological Restoration Framework* and SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.**	**AO26** No acceptable outcome provided.

Officer's comment

The proposed development does not fully comply with a number of the Acceptable outcomes of the Environmental significance overlay code, including the provision of a 30 metre waterway buffer, retention of general priority vegetation, minimisation of disturbance within mapped environmental areas and the avoidance of impacts on environmental values. The proposal also does not satisfy Overall outcome 2(d)(i) as disturbance to general priority vegetation has not been minimised, with the majority of the mapped general priority vegetation proposed to be removed to facilitate the development footprint. Notwithstanding, officers are satisfied the proposed development footprint appropriate.

While the development necessitates the removal of mapped vegetation, the proposal delivers significant environmental improvements through the rehabilitation, protection and long-term management of the waterway corridor traversing the site. The existing waterway corridor is currently in

a degraded condition, characterised by extensive weed infestation, limited ecological function and barriers to fauna movement. The proposal will rehabilitate the corridor and dedicate a substantial portion of land to Council as public open space, resulting in a protected environmental corridor with buffers ranging from approximately 12 metres at the narrowest point to 58 metres at the widest point. These works will improve habitat values, enhance fauna movement and ecological connectivity between public open space areas to the north and south, and provide a long-term conservation outcome that exceeds the current environmental condition of the site.



Figure 19 - General priority vegetation to be removed



Figure 20 - Large Eucalyptus tereticornis to be retained within road reserve



Figure 21 - Degraded waterway



Figure 22 - Dam to be filled in



Figure 23 - Dam to be filled in

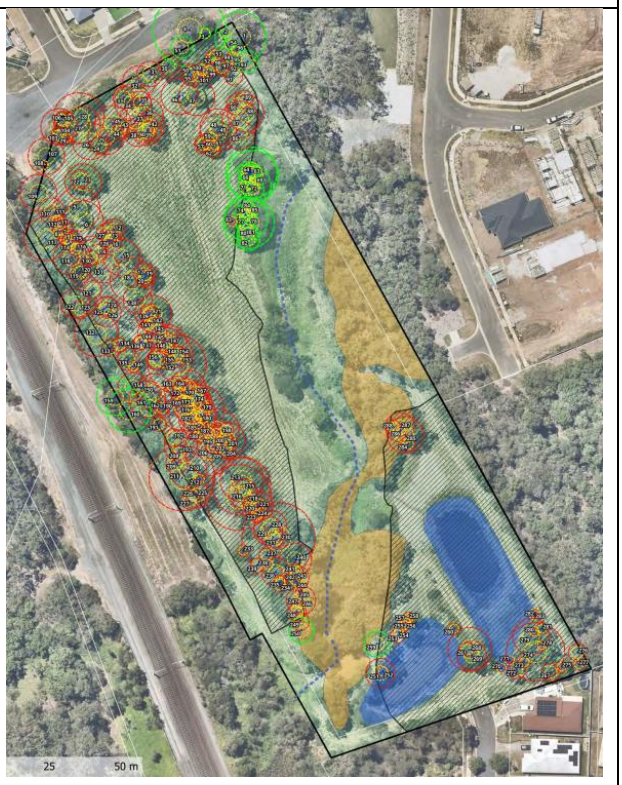


Figure 24 - Site development plan for tree works

A Fauna Management Plan has been submitted to manage vegetation clearing and minimise impacts to native wildlife during construction, while further conditions will require the detailed rehabilitation of the waterway corridor and the delivery of associated contributed assets. In addition, conditions

imposed by SARA will ensure koala habitat areas are appropriately rehabilitated and maintained. Although the proposal results in the removal of a significant proportion of the site's general priority vegetation and does not achieve all prescribed environmental buffers, the ecological benefits associated with the restoration, protection and ongoing management of the rehabilitated waterway corridor are considered to provide an overall positive environmental outcome. On balance, the proposal is considered to achieve the purpose and relevant Performance outcomes of the Environmental significance overlay code.

Industry, community infrastructure and agriculture land interface area overlay code – Sensitive land use development

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 Development for a sensitive land use (including a Dwelling house) within the Industry interface area as shown on the **Industry, community infrastructure and agriculture land interface area overlay map** is designed to mitigate the amenity and health and safety impacts of existing and potential industrial development.	**AO1** No acceptable outcome provided.
PO2 Development for a sensitive land use (excluding a Dwelling house or Dual occupancy) within the Agriculture land interface area, as shown on the **Industry, community infrastructure and agriculture land interface area overlay map**, includes buffers and other design features that mitigate the risk to amenity and health and safety that may arise from existing and future agricultural uses as a result of: noise; odour; dust, smoke and ash; or chemical spray drift.	**AO2** No acceptable outcome provided.

Protection from road traffic and rail noise – Regional infrastructure overlay code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome

PO7 Development mitigates noise intrusion to provide acceptable levels of amenity for occupants of the development.	**AO7** All sensitive land uses (excluding Office, Relocatable home park, Short-term accommodation and Tourist park) comply with the Design level – road and rail noise criteria identified in **Table 8.2.14-3: Design level – road and rail noise criteria** through the implementation of 1 or more of the following noise attenuation measures: the use of earth mounds and noise barrier fences, between the noise source and the sensitive land use; and/or the use of appropriate buffer distances between the noise source and the sensitive land use.

Officer's comment

Odour and air quality impacts will not be a concern as the subject site is surrounded by residential developments to the north, east and south.

The applicant submitted a rail noise impact assessment prepared by Acoustic Works dated 13 March 2026.

As the proposed development includes an accommodation activity within 25 metres of a heavy rail corridor, the application requires referral to the State Assessment and Referral Agency (SARA) for assessment against State Code 2: Development in a railway environment. Assessment of rail noise impacts remains under SARA's jurisdiction.

The report has been reviewed and is considered to adequately address rail noise impacts on external outdoor areas for all proposed lots. It provides preliminary Queensland Development Code (QDC MP4.4) categories, which inform the required building façade treatments to achieve compliance with internal noise criteria. Final acoustic treatments will be determined at the building approval stage.

The report recommends the provision of alternative ventilation to enable windows and doors to remain closed. Accordingly, a condition will be imposed requiring certification that the development has been designed and constructed in accordance with these recommendations.

Based on the above assessment it is considered the development complies with Performance outcome 1and 2 of the Industry, community infrastructure and agriculture land interface area overlay code and Performance outcome 7 of the Regional infrastructure overlay code.

5.3.3.3 Assessment against development codes

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

Multiple accommodation code – Design and appearance and Additional design and appearance requirements for townhouses

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO3 All buildings and ancillary structures are designed to:	**AO3.1** All development is oriented so as to address public streets, public open space and public areas.

(a) contribute to the envisaged urban character of the local area; (b) promote casual surveillance of public streets, public open space and public areas; (c) add visual interest to the streetscape; (d) enable differentiation between buildings; and (e) avoid stark or austere appearance.	**AO3.2** Buildings located on a street corner are to address both street frontages. **AO3.3** All visible walls are articulated, or otherwise architecturally treated, to create visual interest and to avoid a broad expanse of featureless wall. **AO3.4** The building design and materials visually integrate with the prevailing or intended character of the area. **AO3.5** The degree of reflection (both heat and light) of any reflective glass does not exceed 20%. **Note: this provision does not apply to class 1A and class 10A buildings.**
PO4 Building form, orientation and articulation promotes sub-tropical design excellence and innovation, through: (a) optimising orientation to the north; (b) incorporation of generous outdoor living spaces; (c) privacy and utility of open space; building articulation and ventilation; and shading and climate protection.	**AO4** No acceptable outcome is provided.
PO10 Multiple dwellings comprising townhouses are designed to visually integrate with the desired built form of the area as expressed by the zone and provide differentiation between buildings by means of articulation.	**AO10.1** No more than two adjacent dwellings have external walls in the same horizontal plane, unless they are offset by at least 1m. **AO10.2** The number of dwellings in the one continuous building does not exceed four.

Officer's comment

While the development proposes blocks of 4 to 5 townhouses in a row with no offsetting of built form occurring in certain instances, the proposed development achieves a high-quality architectural outcome that contributes positively to the envisaged urban character of the locality.

The development is oriented towards Karingal Drive and Imelda Way, with building entries, habitable room windows, patios and landscaped frontage areas addressing the public realm and providing opportunities for passive surveillance. The built form incorporates a contemporary architectural style characterised by articulated building facades, recessed wall planes, projections, feature windows, covered patios and varied roof forms, which enhance visual interest and avoid the appearance of large unbroken wall surfaces. A cohesive palette of neutral colours, rendered finishes, Scyon Axon cladding, weatherboard cladding and decorative screening elements further assists in visually integrating the development with the intended residential character of the area, while providing clear differentiation

between building elements. Landscaping is integrated throughout the development, including along street frontages and around buildings, contributing positively to the streetscape character and softening the built form. In response to the Information Request, amendments have been made to further improve the appearance of the southern elevation through the inclusion of window hoods and face brick vertical blade elements, reducing visual bulk and avoiding a stark or austere appearance.

The development also incorporates generous private open space areas, covered outdoor living spaces and building articulation that maximises access to natural light and ventilation. The orientation of dwellings and arrangement of windows promotes opportunities for natural cross-ventilation, while maintaining an appropriate balance between privacy and outlook. Shading and climate-responsive design measures, including roof overhangs, recessed elements and window hoods, are incorporated throughout the development to reduce solar heat gain and improve occupant comfort. Collectively, these design elements establish a well-articulated and functional residential environment that promotes subtropical living and contributes positively to the surrounding neighbourhood character.

Based on the above assessment it is considered the development complies with Performance 3 Performance outcome 4 of the Multiple accommodation code.

Multiple accommodation code – Privacy

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO7 The building is designed to achieve an acceptable level of privacy for the occupants of the dwelling and neighbouring dwellings.	**AO7.1** Habitable room windows do not directly face: (a) a habitable room window of another building within 10m; and (b) an access way, footpath or communal open space area within 3m. OR Habitable room windows: (a) Have a fixed obscure glazing in any part of the window below 1.5m above floor level; (b) Have privacy screens that cover a minimum of 50% window view. Note: ‘directly face’ means an angle within 45° either horizontally or vertically.

Officer’s comment

The proposal incorporates setbacks of a minimum of 8.6 m between upper-level bedroom windows at the rear and 16 m between opposing upper-level bedroom windows overlooking the internal driveway network. These separation distances provide an appropriate level of privacy for future occupants by limiting opportunities for direct overlooking between dwellings and reducing visual intrusion into private living areas and bedrooms. The generous separation also assists in maintaining residential amenity for adjoining properties by ensuring that views are predominantly directed towards internal circulation areas and landscaped spaces rather than neighbouring private open space areas. Accordingly, the development is considered to provide an appropriate balance between passive surveillance, outlook and privacy, consistent with the expectations of a medium density residential development.

Based on the above assessment it is considered the development complies with Performance outcome 7 of the Multiple accommodation code.

Multiple accommodation code – Housing need and choice

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO15 Development provides a mix of housing sizes and affordability outcomes to meet housing needs.	**AO15** No acceptable outcome.

Officer's comment

The proposed development consists of 57 dwellings, which are spread across 15 clusters, and offer 3 different dwelling typologies.

The proposed development is designed to deliver a diverse mix of housing forms, addressing the locality's current and future housing needs. The mix of 3-bedroom dwellings caters to a variety of housing needs and diversifies the housing stock beyond detached homes. The proposal provides homeownership options ideal for families due to proximity to nearby schools, shops, services and recreational opportunities aligning with the intent of the High density residential zone and supporting the needs of a growing population.

Based on the above assessment it is considered the development complies with Performance outcome 15 of the Multiple accommodation code.

General development provisions code – Amenity protection

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	**AO1** No acceptable outcome provided.
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy;	**AO2** No acceptable outcome provided.

(h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	

Officer's comment

As no Acceptable outcome is provided, assessment is required against Performance outcome PO1 and PO2. As the proposal is for residential development in a residential zone, assessment is only considered necessary for hours of operation, traffic, visual amenity, privacy and safety. All other considerations are not considered to be applicable in this instance. Assessment against these provisions is below:

(a) Noise

The applicant submitted a rail noise impact assessment prepared by Acoustic Works dated 13 March 2026.

As the proposed development includes an accommodation activity within 25 metres of a heavy rail corridor, the application requires referral to the State Assessment and Referral Agency (SARA) for assessment against State Code 2: Development in a railway environment. Assessment of rail noise impacts remains under SARA's jurisdiction.

The report has been reviewed in accordance with internal assessment processes and is considered to adequately address rail noise impacts on external outdoor areas for all proposed lots. It provides preliminary Queensland Development Code (QDC MP4.4) categories, which inform the required building façade treatments to achieve compliance with internal noise criteria. Final acoustic treatments will be determined at the building approval stage.

The report recommends the provision of alternative ventilation to enable windows and doors to remain closed. Accordingly, a condition will be imposed requiring certification that the development has been designed and constructed in accordance with these recommendations.

(b) Hours of operation

To mitigate amenity and noise impacts from recreational activities on residents, activities within the communal open space area and loading and unloading will be restricted to between the hours of 7:00 am and 10:00 pm only.

(c) Traffic

Geleon's Traffic and Transport Assessment identifies that the proposed development would be expected to generate in the order of 24 vehicle trips during the morning peak hour, and 35 vehicle trips during the afternoon peak hour (based on standard trip generation rates). The volume of traffic generated by the development would not be expected to have an impact on road network operation (and noting that the two development 'lots' would result in traffic being further dissipated within the wider road network, reducing volumes at any one location).

(e) Visual amenity

The proposal ensures strong visual amenity by achieving an interesting architectural design that aligns with the desired urban character. The townhouses use modulated forms, projecting elements, and varied materials and colours to create visual interest. Orientation is optimised for solar access and subtropical design is integrated, providing generous, shaded outdoor living spaces that enhance building articulation and climate protection.

(g) Privacy

The townhouses are all attached, and therefore, there is no cross-window overlooking. Windows overlooking private roads and driveways provide sufficient setbacks to protect amenity and provide opportunities for casual surveillance.

(l) Safety

The driveway crossover locations are positioned to provide adequate sight distance for approaching vehicles in both directions. A condition requiring construction of 'connecting' pathways, within the verges of Karingal Drive and Imelda Way, has been recommended, to connect the new and existing public footpaths to the development's pedestrian access points (at the property boundaries). Of note, the existing Imelda Way footpath does not quite meet the property boundary, so a small section of 'connecting' footpath will be required.

Based on the above assessment, it is considered that the proposed development complies with Performance outcome PO1 and PO2 of the General development provisions code.

General development provisions code – Casual surveillance and lighting

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	**AO6** No acceptable outcome provided.

Officer's comment

As no acceptable outcome is provided, assessment is undertaken against the corresponding Performance outcome.

Living areas and habitable rooms are orientated towards private and public roads, as well as communal open space areas to provide casual surveillance of public areas. Conditions of approval have been recommended to ensure communal open space areas are operated between the hours of 6am to 10pm, as well as ensure appropriate lighting is provided to discourage antisocial behaviour.

Based on the above assessment it is considered the development complies with Performance outcome 6 of the General development provisions code.

General development provisions code – Lawful point of discharge

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	**AO10** All development incorporates stormwater drainage works to comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.

Officer's comment

For Lot 191, all roof and hardstand runoff is directed via private pipework to the detention tank and then to the lawful point of discharge which the is the waterway in Lot 901, discharging to the neighbouring Lot 900. Lot 192, all internal sites drainage is directed to the private bioretention basin before released to Lot 901, discharging to the neighbouring Lot 900. The applicant has provided a justification for the third outlet and amended the report to include in the modelling. As the detention for the entire site occurs only in Lot 191, the additional outlet is required to ensure the bioretention basin system is not overwhelmed with flows greater than it will be designed to handle.

Based on the above assessment it is considered the development complies with Performance outcome 10 of the General development provisions code.

Healthy waters code – Stormwater quality control, Lawful point of discharge, Overland flow paths and Whole of life costs

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO5 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	**AO5** The following is achieved external to the development site: (a) no increase in peak flood flow rate from the development site for all events up to and including the 1% AEP; (b) no increase in peak flood velocities from the development site for all events up to and including the 1% AEP; (c) no increase in peak flood level from the development site for all events up to and including the 1% AEP; and (d) stormwater outfalls or discharge is located to avoid conflict with existing usage of downstream land or impacts on existing watercourse or drainage.
PO6 Development ensures the stormwater systems are designed to not cause actionable nuisance that would adversely affect adjoining (upstream or downstream) properties.	**AO6** A lawful point of discharge must be identified and demonstrated that all discharge point/s from the development are in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.
PO7 Development must not obstruct free open surface flow of stormwater through a site.	**AO7** Overland flowing stormwater is allowed free open surface flow between the street and any waterway at the rear or sides of a property, in accordance with the provisions of the *building code of australia.*
PO8 Stormwater infrastructure is designed and constructed to:	**AO8** No acceptable outcome provided.

remain fit for purpose for the life of the development and maintains full functionality in the design flood event; (e) be cost effective to maintain; and ensure no structural damage to existing stormwater infrastructure.	

Officer's comment

The proposed development has been assessed against PO5 to PO8 of the Healthy waters code. The submitted Stormwater Management Plan demonstrates that post-development discharge rates are less than pre-development discharge rates for storm events from Q2 to Q100 through the use of on-site detention infrastructure within Lot 191. While revised hydraulic modelling identifies a maximum afflux increase of approximately 14mm within Lot 900 and a portion of the adjoining road reserve during the 1% AEP event, Council's civil engineers have reviewed the impact and consider it acceptable having regard to the hydraulic function and characteristics of the affected land.

The pre-development lawful point of discharge is the existing waterway traversing the site. Post-development, runoff from Lots 191 and 192 will continue to discharge to this receiving system via proposed detention and water quality treatment infrastructure. Information Request Item 20 sought clarification regarding an additional outlet shown on the drainage plans for Lot 192. The applicant demonstrated that the outlet forms part of a splitter pit arrangement, whereby minor flows are directed through the bioretention basin for treatment and major flows bypass the basin and discharge directly to the existing creek. The revised modelling confirms the arrangement operates within the design capacity of the treatment system and maintains the established lawful point of discharge without creating a nuisance to adjoining properties. The site's primary overland flow path, associated with the existing waterway, is retained and continues to convey stormwater through the site, with the development not resulting in any significant obstruction to overland flows.

The proposed stormwater infrastructure, including the bioretention basin, detention tank and SQIDEP-approved treatment devices, is located within accessible areas and will remain under private ownership and maintenance. The infrastructure has been designed to remain functional for the life of the development, maintain performance during design storm events, and avoid creating an ongoing maintenance burden for the City. On this basis, the development is considered to comply with Performance outcome 5, 6, 7 and 8 of the Healthy waters code.

Reconfiguring a lot code – Road access

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO3 Lot configuration provides safe and efficient access for vehicles and pedestrians to a constructed public road.	**AO3** All lots have direct legal access to a constructed public road in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.
PO16 The function and capacity of the road network is maintained, and does not compromise or impact on the safety and operation of the existing and planned road network.	**AO16** No acceptable outcome provided.

Note: A Traffic Impact Assessment is Council's preferred method of addressing the above outcome, particularly for the following instances: **(a) site access is from a road identified on the Functional road hierarchy (indicated on the Zone maps in Schedule 2); or** **(b) site access is from a road identified on the Pacific motorway service road types overlay map; or** **(c) site access is within 100m of a signalised intersection; or** **(d) site access is within 50m of a roundabout; or** **(e) a new intersection is proposed; or** **(f) density outcomes in a zone code are exceeded; or** **(g) development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.**	

Officer's comment

The northern portion of the subject site proposes vehicle access from Karingal Drive. Karingal Drive, fronting the site, does not meet a 'Residential Access Street' standard per Council's *Land development guidelines*, and the termination of Karingal Drive (adjacent to the site) does not provide a formal cul-de-sac head. To comply with AO3 and PO16, conditions have been recommended requiring upgrades to Karingal Drive, as follows:

- Upgrade of Karingal Drive (fronting the site) to a 'Residential Access Street' standard.
- Construction of a cul-de-sac head at the 'western' termination of Karingal Drive, with a minimum diameter of 18m.

Burchills submitted a 'functional layout drawing' demonstrating that upgrade of Karingal Drive (including cul-de-sac head) can be undertaken without land dedication being required from the subject site. Burchills also submitted a swept path demonstrating the ability for the 'design' vehicle (10.5m long front-lift waste truck) to turn-around within the proposed cul-de-sac head. While Burchills drawing indicates a cul-de-sac head diameter of around 21m, conditions recommend provision of an 18m diameter (minimum) cul-de-sac head; Burchills' swept path is conservative, as a larger design vehicle has been used (front-lift, rather than side-lift, waste truck), and the vehicle undertakes turn-around in a single manoeuvre (multi-point turn permitted).

Access to the southern portion of the development site is proposed from Imelda Way; Imelda way is constructed to a 'Residential Access Street' standard, with no upgrades required.

Of note, a 'Residential Access Street' standard will remain appropriate in terms of daily capacity for both Karingal Drive and Imelda Way with the addition of proposed development traffic. The development is expected to generate an additional 150 vehicles per day on Karingal Drive, and 60 vehicles per day on Imelda Way, with 'Residential Access Streets' having a design capacity for up to 750 vehicles per day.

Based on the above assessment, it is considered compliance is achieved with Acceptable outcome 3 and Performance outcome 16 of the Reconfiguring a lot code.

Transport code – Active transport network

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PO7 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage active transport and are: (a) designed to meet the needs and volumes of pedestrians and cyclists; and (b) located in safe, convenient and highly accessible areas. **Note: This PO does not apply to the following uses:** • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings)**	**AO7.1** Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**. **AO7.2** Location of off-street, end-of-trip facilities are: (a) within 50m to off-street bicycle parking; and (b) clearly signed off-street bicycle parking areas. **AO7.3** Signage indicating location of off-street bicycle parking is: (a) clearly identifiable within the site; (b) at ground level, external to buildings; and (c) in accordance with *AS2890.3:Parking facilities Part 3: Bicycle parking*. **AO7.4** Off-street bicycle parking areas are: (a) clear of pedestrian movement paths; (b) visible from the street to allow casual surveillance; (c) located clear of vehicle movement; (d) well lit; (e) protected from the weather; (f) connected from the road via direct pathways/ramps; and (g) in accordance with the cycling aspects of Austroads and *AS2890.3: Parking facilities Part 3: Bicycle parking.*

Officer's comment

To comply with AO7.1 and AO7.4, the development requires 57 secure bicycle parking spaces for residents and 5 freely accessible bicycle spaces for visitors. Drawings show a total of 6 visitor bicycle spaces (4 on the Karingal Drive lot, 2 on the Imelda Way lot), achieving compliance with AO7.1 for visitors; however, formal bicycle parking provision is not proposed for residents; therefore, compliance with AO7.1 is not achieved.

The applicant instead proposes that residents will store bikes within garages. Garages exceed minimal dimensional requirements and therefore offer provision for secure bike storage. This arrangement is consistent with outcomes typically accepted for developments of this nature (townhouse-style dwellings with garages).

Based on the above assessment it is considered the development complies with Performance outcome 7 of the Transport code.

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge for the material change of use for Multiple dwellings is $2,168,732.01.

The final estimated infrastructure charge for the reconfiguring a lot for 1 into 3 lot subdivision is $38,047.93

7 REFERRALS

7.1 External referrals

The application was referred to the following external agency(s):

7.2.1 Concurrence agency(s)

- **SARA**
    - The application was referred to SARA on the 30 April 2026. SARA provided a referral response on the 7 August 2026 requiring a number of conditions pertaining to the impacts on Koala habitat and dedication of future lot 901 to Council.

7.2.2 PUBLIC NOTIFICATION

No part of the application required public notification.

9 CONCLUSION

Council is in receipt of an application for a development permit for a material change of use to establish Multiple dwellings (57 dwellings) and reconfiguring a lot to subdivide 1 into 3 lots and operational works for vegetation clearing at 2 Karingal Drive, Pimpama.

After a detailed assessment, it has been determined the proposal meets the purpose of the Medium density residential zone and applicable overlay and development codes.

It is recommended the application be approved, subject to conditions.

10 NOTIFICATIONS

The following property notifications will be applied:

- Bushfire management
- Stormwater

11 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager Planning Assessment approves (with conditions) the issue of a combined development permit for a reconfiguring a lot to subdivide 1 into 3 lots, development permit for a material change of use to establish 57 townhouses and operational works for vegetation removal, in accordance with the Attachment entitled: Decision notice – Approval (with conditions)

DELEGATED AUTHORITY REPORT FOR CODE ASSESSMENT DEVELOPMENT APPLICATION FOR COMBINED APPLICATION FOR MATERIAL CHANGE OF USE TO ESTABLISH MULTIPLE DWELLINGS (57 DWELLINGS) AND RECONFIGURING A LOT TO SUBDIVIDE 1 INTO 3 LOTS AT 2 KARINGAL DRIVE, PIMPAMA
COM/2026/92 **DIVISION NO. 3**

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September 2026

Authorised by:

Roger Sharpe

Manager Planning Assessment