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APPLICATION REF
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MINOR CHANGE APPLICATION

1992 Town Planning Consent

43 Scrub Road, Carindale

Carindale Village | CTS 19425

Change to visitor parking requirement in Condition (Ae)

Amend Condition (Ae) to reduce the required number of visitor parking spaces from 90 to 23, with all other provisions of Condition (Ae) and all other conditions of approval remaining unchanged.

Prepared for

Body Corporate for Carindale Village Community Titles Scheme 19425

Prepared by

NorthGroup Consulting

28 October 2026

Contents

Application Summary

1.0 Introduction

2.0 Existing Approval

3.0 Proposed Change

3.1 Overview and background

3.2 Parking supply and traffic engineering verification

3.3 Visitor parking allocation plan

3.4 Conditions of approval

4.0 Minor Change Assessment

4.1 Planning Act 2016

4.2 Development Assessment Rules

5.0 Planning Assessment

5.1 Interaction with Conditions (Ah) and (Ax) and the approved plans

6.0 Conclusion

Attachments

Application Summary

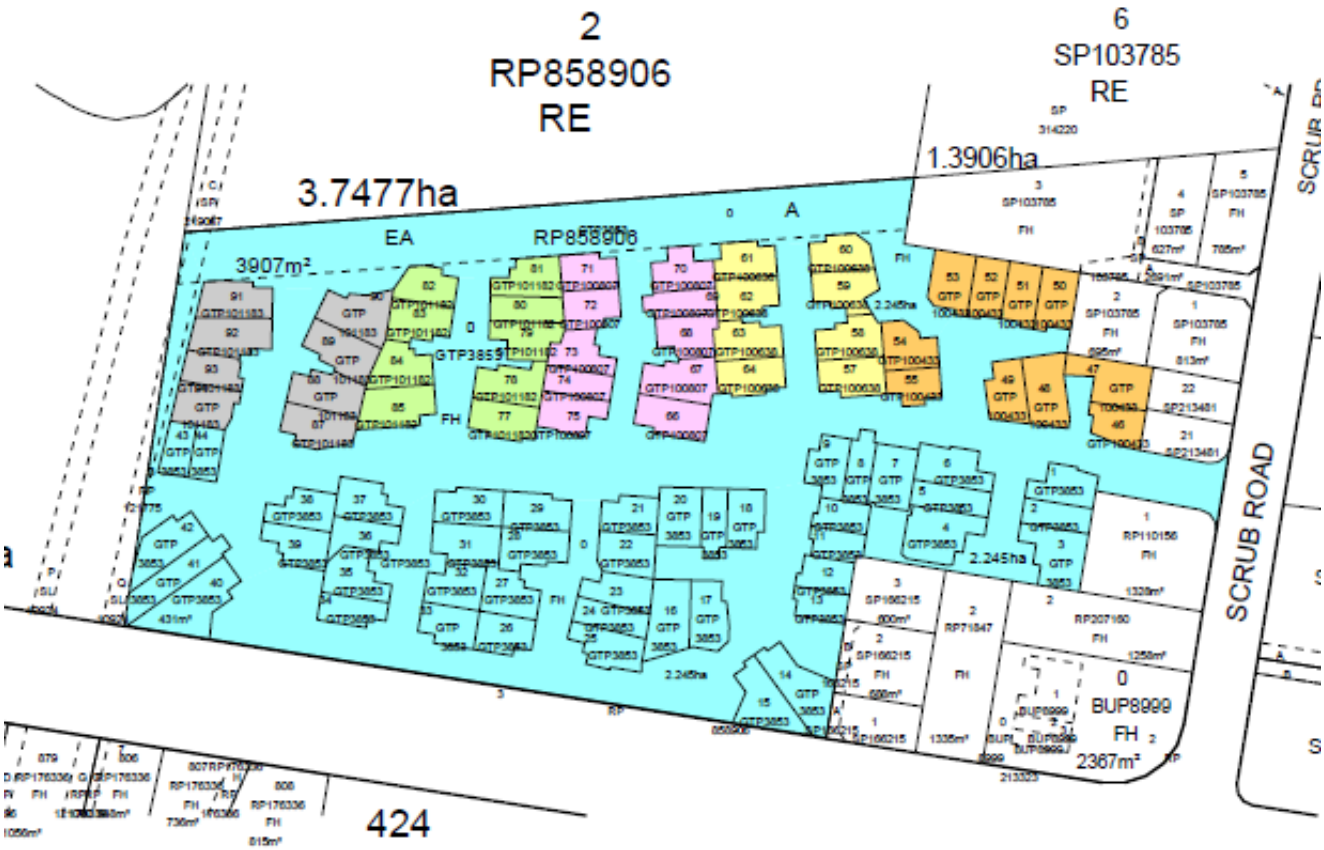
Item	Details
Applicant	Body Corporate for Carindale Village CTS 19425 c/- NorthGroup Consulting
Proposal	Minor change to the 1992 Town Planning Consent, limited to reducing the visitor parking number in Condition (Ae) from 90 to 23. No other wording or condition change is sought.
Site address	43 Scrub Road, Carindale QLD 4152
Current property description	Common property of GTP3853, Title Reference 19303853; Community Titles Scheme 19425
Responsible entity	Brisbane City Council
Existing approval	Town Planning Consent, Permit 642, Council reference 253/31/1-CA36/91 (Council resolution dated 11 February 1992). Relevant approval and issue dates are discussed in Section 2.0.
Existing development	Established residential complex comprising 89 dwellings
Primary change sought	In Condition (Ae), substitute “23” for “90” immediately preceding “visitors’ cars”. All remaining text of Condition (Ae) remains unchanged.
Supporting material	Final Modus Traffic Engineering Letter dated 14 September 2026; Body Corporate Visitor Parking Plan for Approval; original consent; owner’s consent and Body Corporate general meeting resolution extract.
Current Planning Matters	Current Zone is Low Density Residential having regard to the relevant benchmarks of City Plan 2014 v37 dated 18 September 2026.

1.0 Introduction

NorthGroup Consulting has been engaged by the Body Corporate for Carindale Village Community Titles Scheme 19425 to prepare a minor change application concerning the visitor parking requirement imposed by the original 1992 Town Planning Consent for the established residential development at 43 Scrub Road, Carindale.

The development comprises 89 dwellings. The original consent required provision for 90 tenant cars and 90 visitors’ cars, together with loading and unloading arrangements. The Body Corporate seeks to reduce only the numerical visitor parking requirement to 23 spaces. It does not seek any additional dwelling, new use, increase in building scale, change to vehicular access, alteration to loading and unloading, or relaxation of the other operative conditions of approval.

The request is supported by a contemporary traffic engineering review prepared by Modus and a visitor parking allocation plan prepared for the Body Corporate. These materials demonstrate the parking provision and distribution proposed within the existing development.



Existing Tenure (SmartMap)



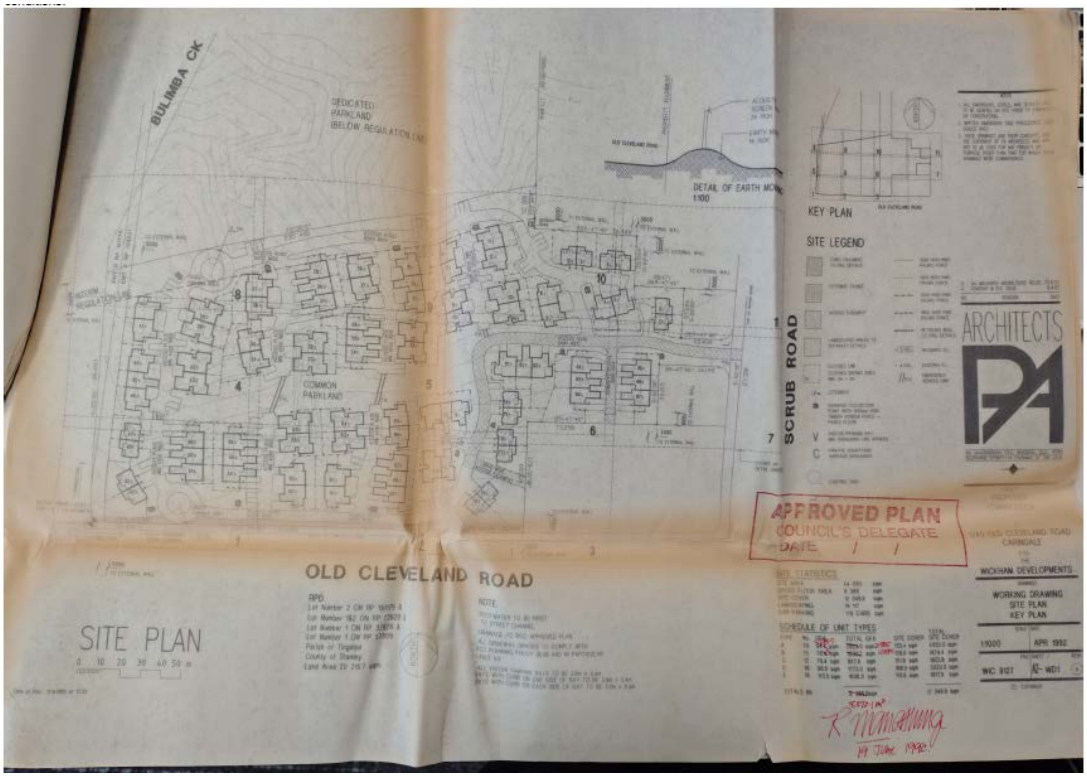
Common property of GTP3853 (BCC)

2.0 Existing Approval

The original Town Planning Consent relates to Council reference 253/31/1-CA36/91 (Permit 642). Council resolved to approve the development on 11 February 1992; the permit bears a date of 14 February 1992, while the available issue notation and Modus material refer to 2 June 1992. These dates are distinguished rather than treated as interchangeable. The original consent described land at 1240–1272 Old Cleveland Road; the established development is now known as Carindale Village, 43 Scrub Road, Carindale, within Community Titles Scheme 19425.

Condition (Ae) requires provision on the site for the parking of 90 tenant cars and 90 visitors' cars and for loading and unloading within the site. It also requires that provision to be in accordance with the approved layout plans and remain to the satisfaction of the relevant Council officer. Conditions (Ah) and (Ax) separately address the delineation and common-property status of visitor spaces.

The approval refers to drawings WIC 9127/SK1B, SK2B, SK3 and SK4. Copies of those nominated drawings have not been identified in the records available for this report. A separate drawing WIC 9127/WD1 (April 1992) bears a Council delegate approved-plan stamp, but is not one of the SK-series drawings expressly identified in the approval. It is not relied upon as a substitute for those nominated plans.



1992 Plan of development

3.0 Proposed Change

3.1 Overview and background

The proposed change is confined to one numerical requirement in the existing approval: the number of visitor parking spaces stipulated in Condition (Ae). The requirement of 90 visitors' cars is proposed to be reduced to 23 visitors' cars. The requirement for 90 tenant cars, provision for loading and unloading, and the remaining wording of Condition (Ae) are not proposed to change.

It is important to distinguish the original approval requirement from the existing physical allocation. Condition (Ae) stipulates 90 visitor spaces; the Modus inventory identifies 43 presently designated visitor spaces. The material reviewed does not establish when or why the difference arose. This application seeks a prospective amendment to

the condition and does not purport to establish historical compliance or retrospectively approve any previous parking reallocation.

3.2 Parking supply and traffic engineering review

The final Modus Traffic Engineering Letter dated 14 September 2026 identifies an existing parking supply comprising 177 resident spaces and 43 designated visitor spaces, representing a total of 220 spaces within the established residential complex. The resident parking inventory includes driveway spaces associated with individual dwellings, as identified on Modus drawing MOD25661QLD-SK01. These spaces are included within, and are not additional to, the identified parking supply.

The Modus assessment applies the contemporary Brisbane City Plan parking rates to the existing development, comprising 26 two-bedroom dwellings and 63 three-bedroom dwellings. This results in a calculated requirement for 165 resident spaces and 23 visitor spaces, based on a visitor parking rate of one space per four dwellings.

The proposed arrangement would retain the existing physical supply of 220 parking spaces, comprising 197 resident spaces and 23 designated visitor spaces. This would be achieved through the reallocation of 20 spaces presently identified for visitor parking to resident parking. No additional parking spaces, changes to the existing internal road network, vehicular access arrangements or physical parking layout are proposed.

The traffic engineering assessment therefore provides a contemporary planning basis for reducing the numerical visitor parking requirement in Condition (Ae) from 90 to 23 spaces. While the assessment does not include a specific visitor parking occupancy survey, the proposed provision is consistent with the applicable contemporary parking benchmark and maintains the existing total parking supply for the established development.

3.3 Visitor parking allocation plan

The accompanying Visitor Parking Plan illustrates the proposed indicative distribution of 23 visitor parking spaces throughout the established residential complex. The plan demonstrates that the proposed visitor parking provision can be accommodated within the existing parking layout without changes to the internal road network, vehicular access arrangements or physical parking areas.

Importantly, the original approved layout drawings specifically referenced in the 1992 Town Planning Consent have not been located. Correspondence received from Brisbane City Council dated 3 February 2026 confirms that Council undertook searches of its historical records but was unable to locate the particular approved drawings associated with the original consent. The alternative historical site plan identified by Council does not correspond with the drawing references specified in the approval conditions.

Accordingly, the accompanying Visitor Parking Plan has been prepared to illustrate the proposed contemporary parking allocation and is not intended to reconstruct, replace or amend the original approved layout drawings.

The application seeks Council's approval to amend the numerical visitor parking requirement in Condition (Ae), rather than endorsement of the precise position of individual parking bays. The Body Corporate proposes to retain a minimum of 23 designated visitor spaces, appropriately distributed throughout the complex, with their ongoing identification and management remaining subject to the applicable conditions of approval and Community Management Statement.

3.4 Conditions of approval

The application seeks one textual substitution only: replace “90 visitors’ cars” with “23 visitors’ cars” in Condition (Ae). The balance of Condition (Ae), including its tenant parking, loading and unloading and approved-layout references, is to remain unchanged. Conditions (Ah) and (Ax), including their requirements for signage, delineation and common-property arrangements, are also unchanged.

Item	Existing position	Proposed change
Condition (Ae)	90 tenant cars; 90 visitors' cars; loading/unloading; compliance with approved layout plans and Council satisfaction.	Substitute 23 for 90 in the reference to visitors' cars only. Retain all other text.
Condition (Ah)	Visitor parking spaces shown on approved plans to remain signed and delineated.	No wording change.
Condition (Ax)	Visitor parking spaces on approved plans to form common property.	No wording change.
Approved layout plans	Original historical drawings referenced in the consent.	No amendment to the approved plan schedule sought.
All other conditions	Continue to regulate the established development.	No change proposed.

4.0 Minor Change Assessment

The application is requested to be administered as a minor change under the Planning Act 2016. The change is confined to the numerical visitor parking requirement in Condition (Ae) and does not alter the approved residential development. The following assessment addresses the statutory minor change considerations and the substantially different development criteria in the Development Assessment Rules.

The change application is made under sections 78 and 79 of the Planning Act 2016, with the minor change assessment pathway under section 81 and the Schedule 2 definition of minor change.

4.1 Planning Act 2016

Minor change consideration	Assessment
Would not result in substantially different development.	Complies. The existing 89-dwelling development, built form, access, resident parking and loading/unloading obligations remain unchanged. The sole amendment is the number of visitor spaces required by Condition (Ae), supported by a contemporary traffic engineering assessment.
Would not introduce prohibited development.	Complies. No new land use or development component is introduced. The application concerns parking provision within an existing approved residential development.
Would not cause referral to a new or additional referral agency, or materially change referral matters.	Complies on the information available. The change does not introduce new land, works, access or other State interest triggers. No additional referral matter is identified from the numerical visitor parking amendment.
Would not create a public notification requirement where one did not previously apply.	Complies. The previous 1992 application of the new use required notification. The change does not alter the approved use, dwelling yield or development footprint. It is limited to an existing condition controlling visitor parking numbers.

4.2 Development Assessment Rules

The change is not considered to result in substantially different development for the following reasons:

Criterion	Response
Involves a new use	No. The existing residential use and 89-dwelling yield are unchanged.
Applies the approval to a new parcel of land	No. The application relates only to the land already subject to the 1992 consent.
Dramatically changes built form in scale, bulk or appearance	No. No building works or changes to height, scale, bulk or appearance are proposed.
Changes the ability of the development to operate as intended	No. The residential complex will continue to operate as approved. A minimum of 23 visitor spaces will be retained and distributed throughout the complex.
Removes a component integral to operation	No. Visitor parking remains an integral component and is retained. The application reduces its stipulated quantum in accordance with the traffic engineering assessment.
Significantly impacts traffic flow or the transport network	No. The proposal does not increase dwelling numbers, alter vehicular access arrangements or introduce additional traffic-generating development. The proposed visitor parking provision is consistent with the contemporary numerical benchmark identified in the Modus traffic engineering assessment.
Introduces new impacts or increases the severity of known impacts	No significant new planning impacts are anticipated. The proposal retains the existing overall supply of 220 parking spaces, including 23 designated visitor spaces distributed throughout the development. The proposed provision is consistent with the contemporary parking benchmark identified by Modus.
Removes an incentive or offset balancing a negative impact	No. No incentive, offset or separate mitigation measure is proposed to be removed.
Impacts infrastructure provisions	No. Access, servicing, loading/unloading, drainage and other infrastructure provisions remain unchanged.

5.0 Planning Assessment

The proposed change is confined to the numerical visitor parking requirement imposed under Condition (Ae) of the original 1992 Town Planning Consent. The established development comprises 89 dwellings and the application does not seek to increase the number of dwellings, alter the approved residential use, change the built form, modify vehicular access arrangements or undertake physical works to the existing parking areas.

The original approval required provision for 90 tenant vehicles and 90 visitor vehicles. The contemporary parking assessment undertaken by Modus identifies a requirement for 165 resident spaces and 23 visitor spaces, having regard to the existing dwelling composition and relevant provisions of Brisbane City Plan 2014.

While the original planning approval remains the applicable development authorisation, contemporary parking provisions provide a relevant basis for reconsidering the numerical visitor parking requirement. The proposed amendment does not seek to displace the original approval conditions through the application of current planning standards, but rather relies upon those standards as supporting evidence that a reduced visitor parking provision is appropriate for the established development.

The existing complex contains 220 identified parking spaces, of which 43 are currently designated for visitors. The proposal would retain the entire physical parking supply while allowing 20 of those spaces to be managed for resident parking, resulting in 197 resident spaces and 23 visitor spaces.

The original approved layout drawings identified in the 1992 consent have not been located within Council's historical records. Consequently, the precise original allocation of individual visitor parking bays cannot be conclusively established from the available documentation. This limitation is acknowledged, and the application does not seek to establish historical compliance with the original parking allocation or retrospectively authorise any previous changes to parking arrangements.

Nevertheless, the absence of those historical drawings does not prevent consideration of the substantive planning question, namely whether the existing development can continue to operate satisfactorily with a reduced numerical visitor parking requirement.

The supporting Modus assessment establishes that the proposed 23-space visitor provision is consistent with contemporary Council parking requirements. Although the assessment is based upon current parking standards rather than an empirical visitor occupancy survey, the unchanged dwelling yield, existing total parking supply and absence of additional traffic-generating development provide relevant support for the proposed amendment.

The indicative visitor parking allocation plan further demonstrates that the proposed provision can be distributed throughout the complex, maintaining opportunities for visitor parking within the established development.

The Body Corporate has considered and supported the proposed parking arrangement at a general meeting, with 34 votes in favour, 9 against and 1 abstention. The management and allocation of parking spaces will remain subject to the Community Management Statement, applicable by-laws and relevant approval conditions.

Accordingly, the proposed amendment is not anticipated to result in a material change to the operation of the established development or introduce significant additional traffic, access, parking or amenity impacts. The proposal represents a reasonable adjustment to the numerical parking requirement of a longstanding residential development, supported by contemporary traffic engineering advice.

5.1 Interaction with Conditions (Ah) and (Ax) and the approved plans

Condition (Ae) establishes the numerical requirements for resident and visitor parking, together with associated loading and unloading arrangements. Conditions (Ah) and (Ax) separately address the identification, delineation and common-property status of visitor parking spaces associated with the approved development.

The original Town Planning Consent refers to approved layout drawings WIC 9127/SK1B, SK2B, SK3 and SK4. Despite investigations undertaken by the applicant and Brisbane City Council, copies of those particular approved drawings have not been located. Council's correspondence dated 3 February 2026 confirms the outcome of its historical records search.

The applicant acknowledges that the original approved plans remain relevant to the existing development approval, notwithstanding their present unavailability. However, the absence of those drawings means that the historical designation of individual visitor parking bays cannot be reliably reconstructed or verified against the existing physical arrangement.

Importantly, the application does not seek approval for a new parking layout, the removal or construction of parking spaces, or changes to existing access and circulation arrangements. Rather, the proposed amendment relates specifically to the numerical visitor parking obligation contained in Condition (Ae).

Conditions (Ah) and (Ax) do not independently specify a numerical requirement for visitor parking spaces. Their continuing purpose is to regulate the identification, delineation and common-property arrangements associated with visitor parking, and no amendment to their wording is proposed.

The accompanying Visitor Parking Plan provides contemporary evidence of how 23 visitor spaces can be retained and distributed throughout the existing complex. It is submitted as supporting information for the proposed numerical amendment and is not intended to substitute for the unavailable historical approved layout drawings.

The applicant considers that Council can reasonably assess the proposed reduction in the numerical visitor parking requirement having regard to the established nature of the development, the existing parking supply, the contemporary traffic engineering assessment and the absence of proposed physical changes.

Council is therefore respectfully requested to consider the amendment to Condition (Ae) on its planning merits, recognising that the original nominated layout drawings are unavailable and that the applicant is not seeking to alter the remaining approval conditions or retrospectively validate historical parking arrangements.

6.0 Conclusion

This application seeks a minor change to the 1992 Town Planning Consent for Carindale Village, Council reference 253/31/1-CA36/91 (Permit 642), limited to reducing the numerical visitor parking requirement in Condition (Ae) from 90 to 23 spaces.

The application is supported by the final Modus Traffic Engineering Letter dated 14 September 2026, which identifies a contemporary requirement for 23 visitor parking spaces for the established 89-dwelling residential complex. The proposed arrangement retains the existing physical supply of 220 parking spaces, without additional development, changes to vehicular access or alteration of the existing internal parking layout.

While the original approved layout drawings referenced in the 1992 consent have not been located within Council's records, the proposed amendment is confined to reconsideration of the numerical visitor parking obligation. The application does not seek to replace the historical approved plans, amend the remaining approval conditions or establish retrospective compliance with the original parking requirements.

Having regard to the established residential development, the unchanged dwelling yield and physical parking supply, and the supporting contemporary traffic engineering assessment, the proposed amendment is considered to represent a reasonable adjustment to the existing approval without resulting in substantially different development.

Brisbane City Council is therefore respectfully requested to approve the minor change application and amend Condition (Ae) by substituting "23 visitors' cars" for "90 visitors' cars", with the remaining provisions of Condition (Ae) and all other conditions of approval unchanged.

Attachments

Attachment	Document
A	Original 1992 Town Planning Consent, 14 February 1992
B	Indicative Visitor Parking Allocation Plan (Body Corporate identification of 23 visitor spaces)
C	Final Modus Traffic Engineering Letter, 14 September 2026
D	Owner’s Consent and Body Corporate general meeting resolution extract
E	Title search dated 17 July 2026 – Title Reference 19303853
F	Community Management Statement – CTS 19425
G	Development Application History Request
H	Existing Development Plan