



11 September 2026

Assessment Manager
Brisbane City Council
GPO Box 1434
Brisbane QLD

Delivery via: BCC Online Lodgement Form

Dear Sir/Madam,

Minor Change to Development Approval at 25 Harcourt Street, New Farm (Council Ref: A006752507)

In accordance with Section 81 of the *Planning Act 2016* ('Planning Act') and on behalf of *Shenfield Property* ('the Applicant'), we wish to make a Minor Change to a Development Approval granted over land at 25 Harcourt Street, New Farm ('the site') or formally described as Lot 3 on RP73570.

The Minor Change is made to the most recent approval over the site issued by Council on 21 November 2025 (Council Ref.: A006752507). This Minor Change Application is accompanied by, and must be read in conjunction with, the following material:

- **Attachment A** – DA Form 5;
- **Attachment B** – Property Title Documentation and Signed Owners Consent;
- **Attachment C** – Existing Approval (Council Ref: A006752507);
- **Attachment D** – Amended Architectural Plans, prepared by *Tim Stewart Architects* ('TSA');
- **Attachment E** – Amended Landscape Concept Plan, prepared by *Urbis Ltd* ('Urbis');
- **Attachment F** – Traffic Engineering Memo, prepared by *Colliers*; and
- **Attachment G** – Waste Engineering Memo, prepared by *Colliers*.

A detailed description of the proposed changes, along with the relevant background information has been detailed in the following sections.

1 Site Context

The site is located within the inner-city suburb of New Farm, which is bordered to the north and west by Fortitude Valley and the Brisbane River to the south and east. The inner-city suburb presents a variety of built form scales and intensities. The subject site is located within 1km of the Brisbane CBD and is surrounded by mid-rise residential developments (see **Figure 1**).

The site is mapped within the Medium Density Residential Zone of the *Brisbane City Plan 2014* ('City Plan') and is situated within the Medium Density Living Precinct (NPP-003) of the New Farm and Teneriffe Hill Neighbourhood Plan.

A summary of the broader site details is outlined within **Table 1**.

Figure 1 – Aerial Context View of Site



Source: Nearmap, 2026 (marked up by Urbis)

Table 1 – Property Information

Category	Description
Site Address	25 Harcourt St, New Farm QLD 4005
Real Property Description	Lot 3 on RP73570
Site Area	642m ²
Landowner	J.J.K Nominees Pty Ltd. (A.C.N. 084 166 487)
Contaminated Land	Nil
Easements	Nil
Existing Land Use	Vacant Land

2 Approval History

On 5 October 2023, Council issued a Decision Notice approving, subject to conditions, a development application over the site (Council Ref: A005773017). The development approval was for a Development Permit for Material Change of Use for Multiple Dwelling (4 units). The original application was subject to impact assessment. Public notification was required as part of the assessment process, with five (5) properly made submissions received. The contents and focus of the submissions generally related to the built form and potential amenity impacts from the proposed development on the adjoining property. The application did not require referral to any concurrence or advice agencies.

The original approval was modified by way of a Minor Change, which was granted by Council on 21 November 2025 (Council Ref: A006752507). The Minor Change sought a series of changes to the built form and internal unit configuration.

The key aspects of the approved development are as follows:

- Establishment of four (4) units within a six (6) storey apartment building, comprising:
 - Three (3) x 3 bedroom units across Levels 1 to 3 (one unit at each level); and
 - A double storey 4 bedroom penthouse across Levels 4 and 5.
- A total of ten (10) car parking spaces within the ground level car parking area, comprising:
 - Nine (9) residential spaces; and
 - One (1) visitor space.

The November 2025 approval represents the current approval subject to this Minor Change Application. The Applicant therefore seeks to make minor changes to the existing development approval (Council Ref: A006752507).

3 Nature of Proposed Changes

In response to ongoing feasibility studies, market demands and further detailed design, the Applicant is seeking to amend the approved development.

Generally, the changes relate to specific alterations to the dwelling yield, provision of a communal rooftop, overall building height, internal and terrace layouts, car parking, servicing locations, landscaping and external facades and finishes. The extent of the changes is contained wholly within the existing built form and minimal, which maintain a bulk, scale and appearance that is generally consistent with the approved development scheme. Importantly, the proposed changes do not alter the overall approved building footprint, by maintaining the approved 6-storeys building height of and minimum building setbacks.

The changes are critical to ensuring the project remains commercially feasible, and can be reasonably delivered in an economic climate in which construction, labour and supply pressures mean the region is experiencing a significant shortfall in housing for the community. This does not mean however that the changes have been made with no regard to the site context, conversely they have been proposed based on a thorough planning analysis and are backed by sound justification which confirms they will not result in unreasonable impacts to adjoining neighbours, the street or surrounding residential area.

The key aspects of the revised development scheme are as follows:

- Establishment of six (6) units within a six (6) storey apartment building, comprising:
 - Two (2) x 2-bedroom units across Level 1; and
 - Four (4) x 3-bedroom units across Levels 2 to 5 (one unit at each level).
- A total of thirteen (13) car parking spaces within the ground level car parking area, comprising:
 - Twelve (12) residential spaces (three double-stacked car spaces); and
 - One (1) visitor space.
- A rooftop garden communal open space.

A summary of the proposed changes is outlined below.

3.1 Revised Dwelling Yield

In response to further detailed design and market demand, the Applicant proposes amendments to the dwelling yield, further contributing to additional housing supply. The residential yield has increased from the previous approved four (4) apartments to six (6) apartments. These amendments are facilitated through internal reconfiguration and contained within the approved building envelope.

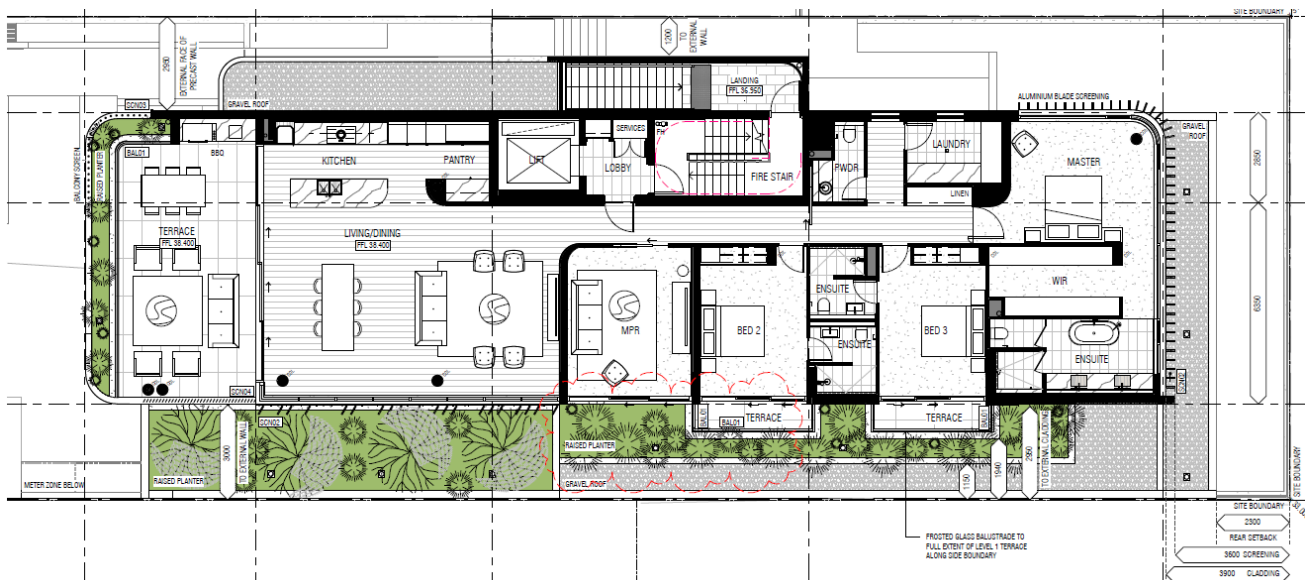
The specific amendments to the dwelling yield are detailed further below.

Level 1

The internal layout of Level 1 has been revised to facilitate the addition of a second apartment unit within the approved floorplate. As illustrated in **Figure 2**, the revised design provides for two (2) separate two-bedroom apartments, arranged on either side of the lift core. The revised layout of Level 1 provides a greater variety in the product mix, enhancing housing choice and diversity for the locality and broader city.

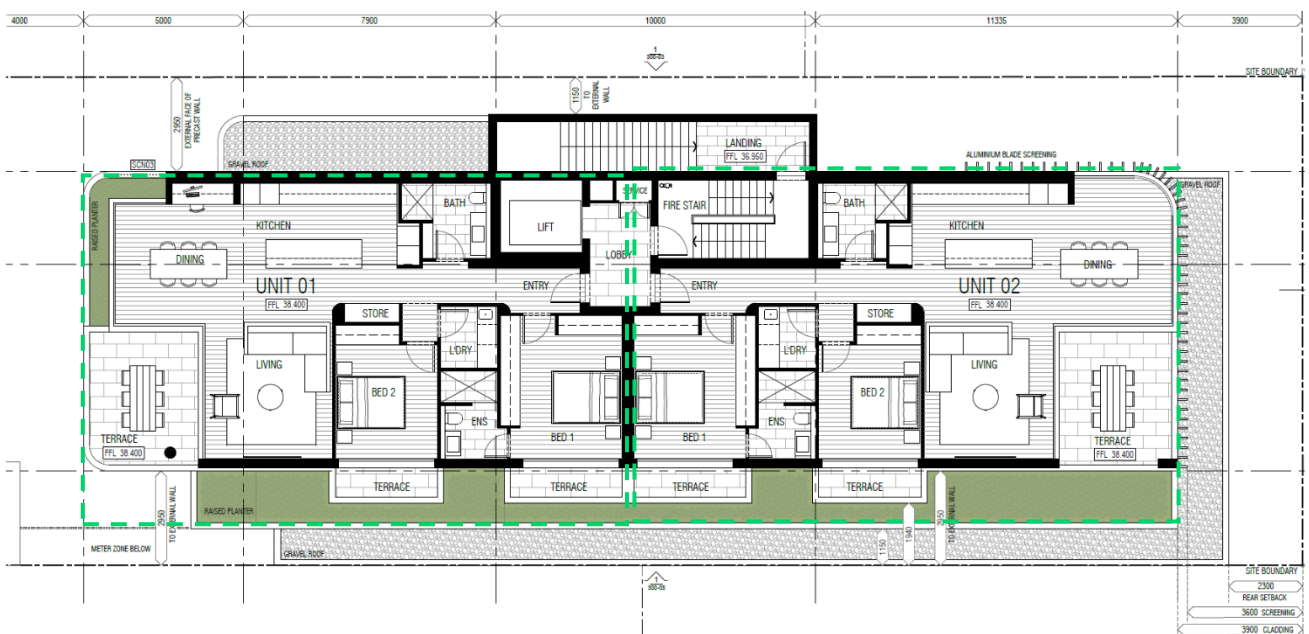
Further to the revised internal layout on Level 1, the proposed development continues to provide compliant private open space and balcony requirements as per the Multiple Dwelling Code (refer to **Figure 2**). Each Level 1 apartment provides a dedicated primary balcony area that exceeds the minimum 12m² area and 3 metres dimension requirements. To supplement the primary balconies, each unit is provided with Juliette balconies that are accessed from each individual bedrooms. As such, the revised development scheme ensures a similar level of residential amenity and functionality of the dwellings are maintained for future residents.

Figure 2 – Comparison of Level 1 Floorplans



Picture 1 – Approved Level 1 Floorplan

Source: TSA, 2025



Picture 2 – Revised Level 1 Floorplan

Source: TSA, 2026

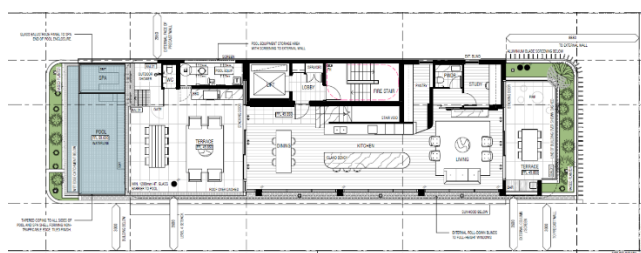
Levels 4 and 5

Additional changes are proposed to the layout of Levels 4 and 5, which involve the conversion of the previously approved double-storey penthouse into two (2) separate three-bedroom apartments across Level 4 and 5 (one unit per level) (refer to **Figure 3**).

The revised design of these levels adopts an apartment layout that replicates the internal unit layouts on Levels 2 and 3. Additionally, the revised unit design and removal of the pool at Level 4 allows for a reduction in the overall floor-to-floor height between Levels 4 and 5, which is further discussed in **Section 3.2** and **Table 3** below. When coupled with the generous landscaping and architectural screening elements, the proposal continues to minimise amenity and privacy impacts, and softens the overall bulk and scale of the development.

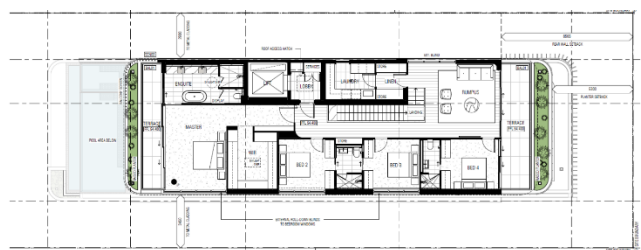
Overall, the amendments are limited to the internal arrangement of the approved development and do not result in significant changes to the approved building envelope, gross floor area or overall building height of the development.

Figure 3 – Comparison of Levels 4 and 5 Floorplans



Picture 3 – Approved Level 4 Floorplan

Source: TSA, 2025



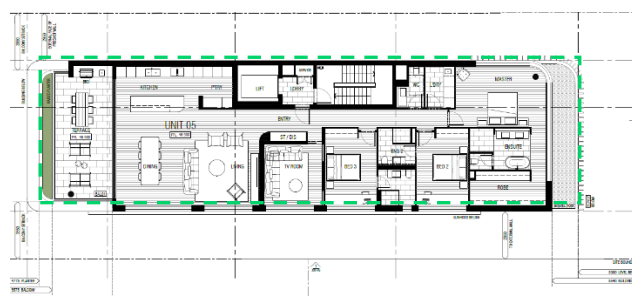
Picture 5 – Approved Level 5 Floorplan

Source: TSA, 2025

Summary

The proposed changes to the layout on Levels 1, 4 and 6 have therefore increased the overall dwelling yield to six (6) units as follows:

Table 2 – Comparison of Dwelling Yield



Picture 4 – Revised Level 4 Floorplan

Source: TSA, 2026



Picture 6 – Revised Level 5 Floorplan

Source: TSA, 2026

Level	Approved (November 2025)	Revised
Level 1	1 x 3 bedroom unit	2 x 2 bedroom units
Level 2	1 x 3 bedroom unit	1 x 3 bedroom unit
Level 3	1 x 3 bedroom unit	1 x 3 bedroom unit
Level 4	1 x 4 bedroom penthouse	1 x 3 bedroom unit
Level 5		1 x 3 bedroom unit
Total	4 units (3 x 3 bedroom units and 1 x 4 bedroom penthouse)	6 units (2 x 2 bedroom units and 4 x 3 bedroom units)

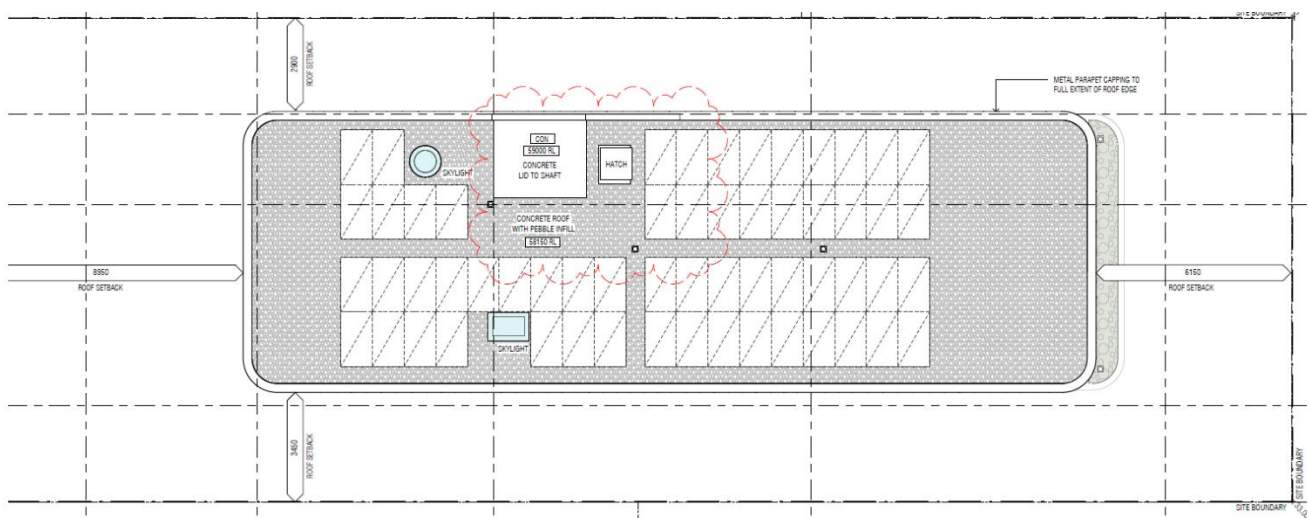
The revised dwelling yield is facilitated internally within the approved building envelope, ensuring no material change is made to the overall scale or appearance of the development.

Subsequential amendments have been made to the car parking and refuse arrangements to accommodate the additional yield, which is detailed in **Sections 3.4** and **3.5** below.

3.2 Communal Rooftop and Overall Building Height

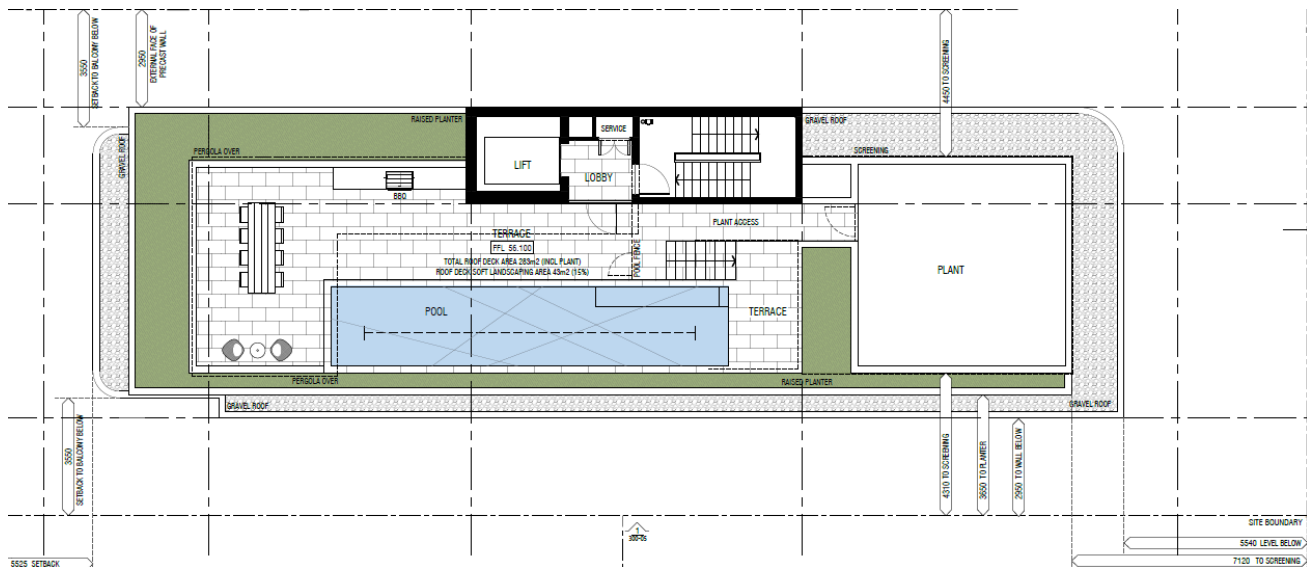
Changes are proposed to the rooftop layout, which seeks to convert the previous unusable rooftop area into a communal rooftop for enjoyment by all future residents (refer to **Figure 4**). The proposed communal rooftop is designed to comply with the provisions of the 'rooftop garden' under the City Plan and thus does not constitute a technical storey. Therefore, the development remains at 6 storeys and does not significantly alter the overall scale or height of the development.

Figure 4 - Comparison of Roof Level Floorplans



Picture 7 – Approved Rooftop Floorplan

Source: TSA, 2025



Picture 8 – Revised Rooftop Floorplan

Source: TSA, 2026

As shown in **Picture 8**, the proposed communal rooftop design includes lift and stair access, a swimming pool and deck, BBQ and dining areas, and shade structures. The range of facilities provided at the rooftop encourages social interaction, relaxation and resident wellbeing. The proposal consolidates mechanical plant towards the rear of the rooftop, which is appropriately screened to minimise visual impacts to the communal open space and from public vantage points.

The proposed rooftop garden incorporates subtropical landscaping around the perimeter, enhancing visual amenity and contributing to shaded and comfortable outdoor spaces. When coupled with the generous private open space delivered across each residential unit, the development provides a high level of amenity and supports the liveability of future residents. Of note, the provision of the communal rooftop represents an improvement to the recreational offering of the development, which in its current approved form does not provide any communal open space for residents.

Overall, the proposed rooftop garden is not considered to result in an overall increase in building height or intensity of the development. Having regard to the definition of a 'rooftop garden' under the City Plan and the site's location within the Medium Density Residential Zone, the proposed communal rooftop and its associated structures are excluded from the calculation of building height and the determination of an additional storey. Accordingly, the proposed amendment maintains consistency with the existing approved building height (in storeys), while enhancing the amenity provided to future residents.

Whilst the number of storeys remains unchanged, the proposed rooftop garden has resulted in subsequent design amendments to the lift overrun arrangements, resulting in a minor increase to the overall maximum height from RL 59.2m to RL 60.5m when measured to the top of the lift overrun. Notwithstanding the

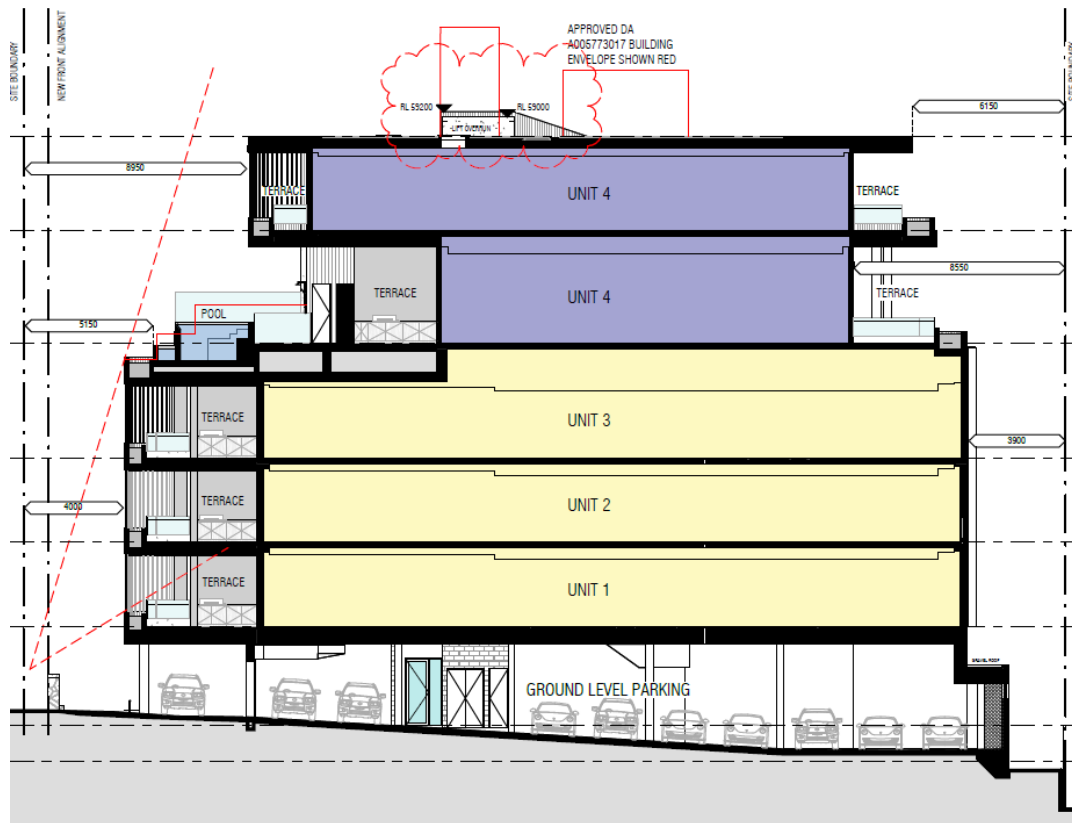
minor increase, the overall maximum height remains well below the RL 62.6m that was originally approved and supported by Council (Council Ref: A005773017).

In response to the design changes to the lifts, the floor-to-floor heights of Levels 1, 3, 4 and 5 have been amended as detailed in **Table 3** and shown in **Figure 5**.

Table 3 – Comparison of Approved vs Revised Floor to Ceiling Heights

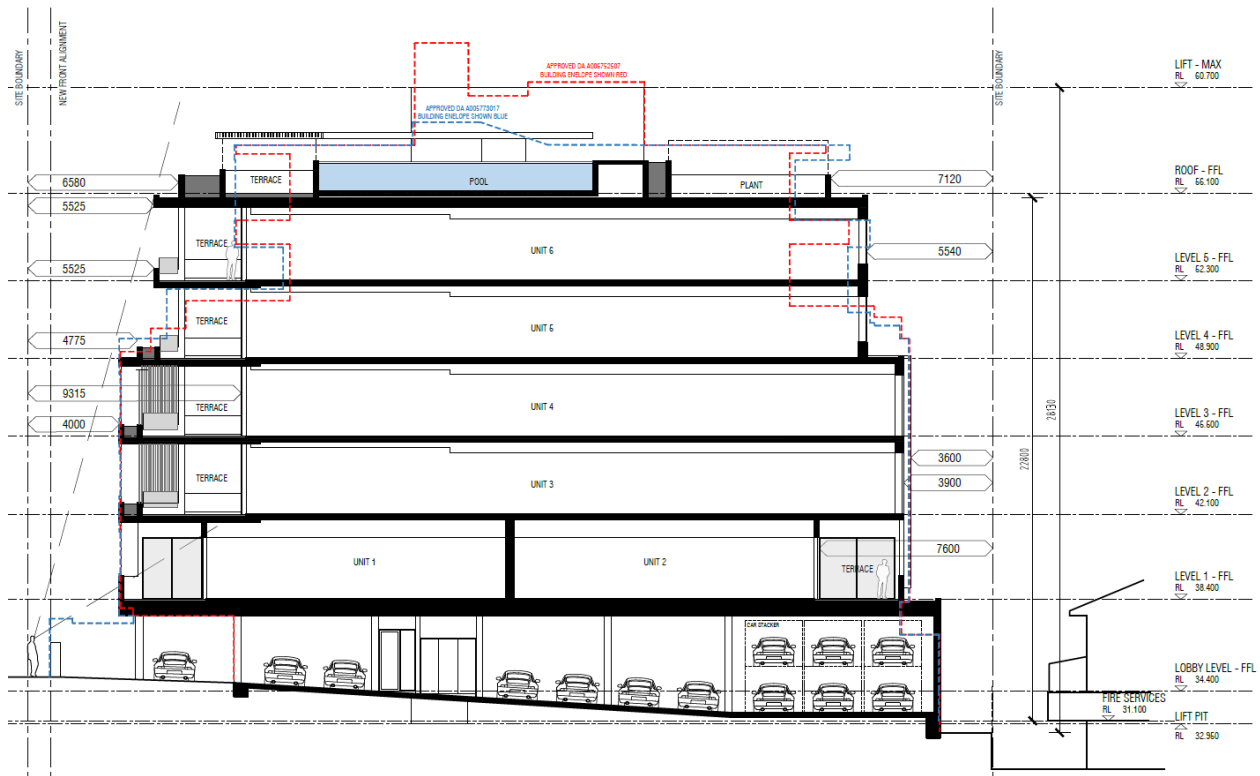
Level	Current (Approved)	Proposed	Change
Ground	4.0m	4.0m	No change
Level 1	3.4m	3.7m	+0.3m
Level 2	3.4m	3.4m	No change
Level 3	4.65m	3.4m	-1.15m
Level 4	4.55m	3.4m	-0.4m
Level 5	3.8m	3.4m	-0.4m

Figure 5 – Comparison of Approved and Revised Section



Picture 9 – Approved Section

Source: TSA, 2026



Picture 10 - Revised Section

Source: TSA, 2026

It should be noted that whilst the revisions made throughout the development do result in a minor increase in the overall height in metres, the increase is limited to the lift overrun and awning structures associated with the proposed communal rooftop. The overall revised height of the development does not exceed the original approved height of RL 62.6m. As such, it is considered that the proposed revisions to the development do not result in a significant increase to the scale and intensity of the development, with the overall maximum height of the building remaining below the original approved height.

3.3 Setbacks

The proposed changes to the unit layouts and introduction of a communal rooftop as detailed in **Sections 3.1** and **3.2** above result in minor amendments to the setback distances to the front and rear boundaries. The proposed setback changes are summarised in **Table 4**. It is relevant to note that no changes are proposed to the side boundary setbacks.

Table 4 – Comparison of Approved vs Revised Building Setbacks

Level	Setback	As Approved (Council ref: A006752507)	Amended Design	Change
Ground	Front Boundary	8m	8m	No change
	Rear Boundary	2.3m	2.3m	No change
1	Front Boundary	4m to planter 9.4m to building line	4m to planter 4.6m to building line	- No change to planter -4.8m to building line
	Rear Boundary	2.3m to planter 3.6m to screening 3.9m to building line	2.3m to planter 3.6m to screening 3.9m to building line	No change
2	Front Boundary	4m to planter 9.4m to building line	4m to planter 9.3m to building line	- No change to planter -0.1m to building line
	Rear Boundary	3.6m to screening 3.9m to building line	3.6m to screening 3.9m to building line	No change
3	Front Boundary	4m to planter 9.4m to building line	4m to planter 9.3m to building line	- No change to planter -0.1m to building line
	Rear Boundary	3.6m to screening 3.9m to building line	3.6m to screening 3.9m to building line	No change
4	Front Boundary	4m to planter 16.88m to building line	4.78m to planter 9.32m to building line	+0.78m to planter -7.56m to building line

	Rear Boundary	3.9m to planter 8.55m to building line	3.9m to slab edge 5.54m to building line	- No change to outermost point -3.01m to building line
5	Front Boundary	9.05m to planter 11.42m to building line	5.53m to balcony 9.32m to building line	-3.52m to outermost point -2.1m to building line
	Rear Boundary	5.3m to planter 8.57m to building line	5.54m to building line	+0.24m to outermost point / -3.03m to building line
Communal Rooftop	Front Boundary	N/A	5.53m to slab edge 6.58m to planter	N/A
	Rear Boundary	N/A	5.54m to slab edge 7.12m to screening	N/A

Consistent with the current approved scheme, deliberate efforts have been made to retain the tapering form at the upper two levels. Accordingly, the amended building design continues to present a step in of the built form at the upper levels to appropriately manage the impacts of bulk, scale and intensity, ensuring the overall built form is not materially increased (refer to **Figure 6**).

The revised setbacks result in a varied redistribution of the built form across the site, albeit within the approved building envelope. The most notable changes are the reduced setback distances at Levels 1, 4 and 5 and the rooftop. Notwithstanding, the revised design at these levels adopts a consistent architectural language and approach as the balance levels, which include the provision of landscaped planters and architectural façade elements such as aluminium screens towards the front and rear boundaries. These treatments offer appropriate screening to protect the privacy and amenity of residents within the building and adjoining premises, ensuring adequate access to natural light and ventilation is maintained.

The colour palette has also been amended to incorporate light tones and natural hues (refer to **Figure 6**). Coupled with the elements outlined above, it contributes to the visual softening of the built form, while the design and arrangement of individual apartment balconies introduce depth, variation and rhythm to the façade. Collectively, the architectural design elements, landscaping design, colour palette and provision of balconies reduce the perceived bulk and massing of the building.

Figure 6 – Comparison of Approved and Revised Elevations



Picture 11 – Approved Eastern Elevation

Source: TSA, 2025



Picture 13 – Approved Western Elevation

Source: TSA, 2025



Picture 12 – Revised Eastern Elevation

Source: TSA, 2026



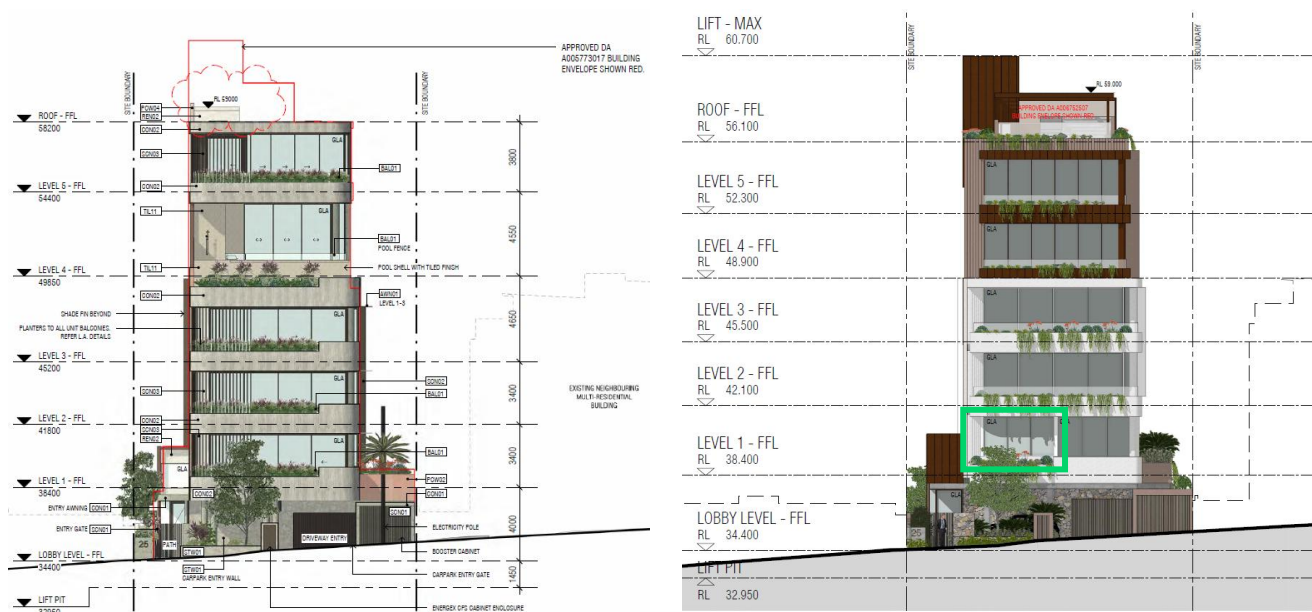
Picture 14 – Revised Western Elevation

Source: TSA, 2026

Developments on adjoining sites are well separated and oriented to minimise direct overlooking, and thus the revised setbacks will not result in worsening of privacy impacts for adjoining residents. Specifically, development on 19 Harcourt Street is located closer to the river and is slightly offset from the subject development. The development at 19 Harcourt Street comprises 5 storeys with a maximum height to the roof peak of RL49.7m. Given a majority of Level 4 of the proposed development sits above the neighbouring building at RL48.9m, only Ground Level to Level 3 of the proposed development interfaces the adjoining development.

The front and rear setbacks at the lower four (4) levels remain generally consistent with the approved development, with only limited changes proposed to the front setback distances at Levels 1 to 3. At Level 1, while the setback to the building line is reduced from 9.4 metres to 4.6 metres, this reduction applies only to a discrete portion of the frontage. The southernmost portion of the Level 1 frontage continues to comprise a terrace, with the main building line recessed behind, thereby maintaining visual relief and articulation when viewed from the street and adjoining properties (refer to **Figure 7**). In addition, the outermost point of Level 1 remains setback 4 metres to the planter, which is consistent with the approved scheme.

Figure 7 – Comparison of Approved and Revised Front Setback at Level 1 (Emphasis Outlined in Green)



Picture 15 – Approved Northern Elevation

Picture 16 – Revised Northern Elevation

Source: TSA, 2025

Source: TSA, 2026

At Levels 2 and 3, the reduction in the front setback from 9.4 metres to 9.3 metres is negligible and would not be readily discernible in the context of the overall building elevation. On this basis, the proposed setback changes do not materially alter the approved built form, presentation or relationship to adjoining development. The approved screening elements remain appropriately located and continue to adequately mitigate oblique views to and from adjoining premises, ensuring that the privacy and amenity outcomes contemplated under the existing approval are maintained.

Given Levels 4 and 5 of the proposed development are located above the development at 19 Harcourt Street, the amended setback distances at these levels do not worsen overlooking opportunities as they do not offer direct horizontal views that overlook habitable areas of the adjoining building. Importantly, the front setbacks to the planter at Level 4 increases by 0.78m from the approved scheme, which further enhances the tapering form of the upper levels.

Importantly, the minimum setback distances to the front and rear boundaries remain at 4 metres and 2.3 metres respectively, consistent with the approved development. The proposed changes are therefore wholly contained within the existing approved building envelope and maintain setback outcomes that align with the existing approval, established community expectations and prevailing streetscape character.

The amended setbacks arise from the reconfiguration of the unit layouts to deliver additional dwellings, responding to the critical need for housing supply in Brisbane and the wider region. The setback changes are therefore a consequential and considered design response to achieving increased dwelling yield, while ensuring that the proposal maintains a high level of amenity when viewed from the street and adjoining sites.

Overall, the proposed setback changes maintain the approved building envelope, do not introduce new or additional impacts, and support the delivery of additional housing in a manner that remains consistent with the intent of the existing approval and the established streetscape character (refer to **Figure 8**). The development therefore continues to present as a refined and visually responsive built form that positively contributes to the streetscape.

Figure 8 – Street level view of the proposed development

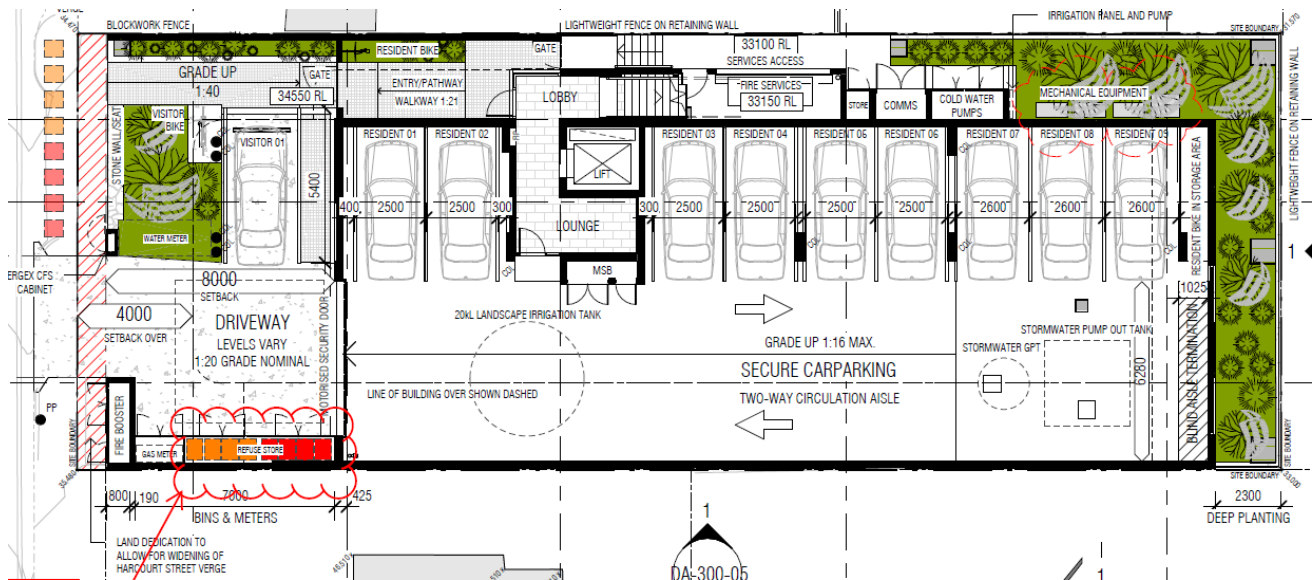


Source: TSA, 2026

3.4 Car Parking Changes

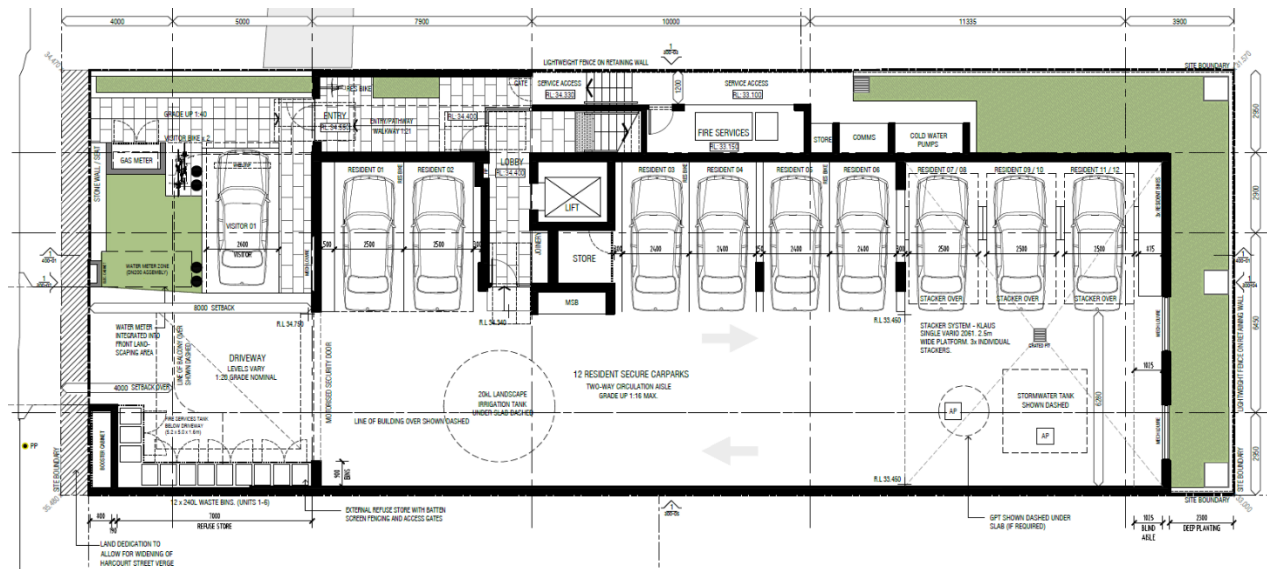
In response to the revised dwelling yield, amendments are proposed to the car parking numbers to facilitate an additional three (3) residential car parking spaces. These additional spaces are accommodated within a car stacker arrangement proposed over the existing three (3) rearmost spaces at the Ground Level (refer to **Figure 9**). Therefore, the provision of the additional spaces is wholly contained within the existing footprint of the Ground Level.

Figure 9 – Comparison of Approved and Revised Car Parking Arrangements



Picture 17 – Approved Ground Carparking Arrangements

Source: TSA, 2026



Picture 18 – Revised Carparking Arrangements

Source: TSA, 2026

Whilst it is acknowledged the revised car parking arrangements provide alternative parking rates that exceed the maximum requirements for a Multiple Dwelling within the city core area under version 35 of the City Plan,

consideration should be given to the City Plan that was in effect at the time the development application for the original approval was properly made¹.

The original application was assessed against version 20 of the City Plan, which identifies the site within the city frame area and is subject to minimum parking rates. Having regard to the requirements under version 20 of the City Plan, the 13 resident spaces comply with the required minimum of 12 spaces.

In relation to visitor parking, the revised scheme requires a minimum of two (2) visitor parking spaces in accordance with the TAPS PSP under version 20 of the City Plan. The proposal retains one (1) visitor space, consistent with the existing approval, which represents a minor shortfall of one (1) space. Notwithstanding, the site is located within proximity to high-frequency public transport services along Brunswick Street, providing convenient access to the site and reducing reliance on private vehicle travel for visitors. Therefore, the provision of one visitor parking space is considered acceptable in this instance, having regard to the minor nature of the shortfall, the site's inner-city location, and the availability of alternative transport options within walking distance of the site.

Colliers has prepared a Traffic Engineering Memo that details the revised parking arrangements. For further information, please refer to **Attachment F – Traffic Engineering Memo**.

3.5 Refuse and Servicing Changes

To appropriately respond to the changes throughout the development, the Applicant has made some minor amendments to the servicing arrangements of the development. The extent of these changes are predominantly to the Ground Floor, with some minor changes to the servicing and plant infrastructure on the roof level.

The proposed changes are outlined as follows:

- Rearrangement of the bin storage area along the south-western corner of the site to appropriately service the revised dwelling yield, which accommodates 12 x 240L waste bins (previously 8 x 240L waste bins);
- Relocation of gas meter infrastructure to the front entry way to accommodate the revised refuse storage arrangements;
- Relocation of airconditioning units from the deep planting area at the north-eastern corner of the Ground Level to the dedicated plant room at the Roof Level;
- Minor amendments to the plant infrastructure on the roof level responding to updated engineering demands from the residential apartments of the development (see **Figure 4**).

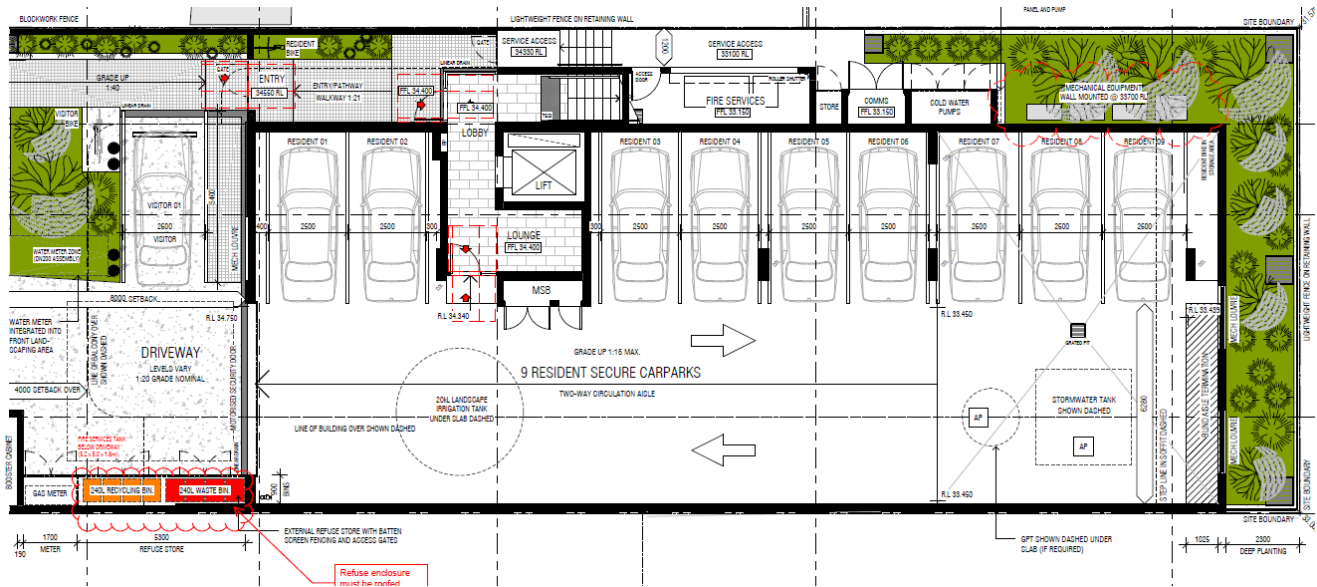
A comparison of the approved and proposed layout over the Ground Level is provided in **Figure 10** below.

It is noted the revised mechanical plant arrangements at the Ground Level results in a minor amendment to the landscaping design, which increases the total extent of unobstructed deep planting area.

¹ Section 81(4) of the Planning Act provides that the responsible entity must consider the statutory instrument that was in effect when the development application for the development approval was properly made when assessing change applications for minor changes.

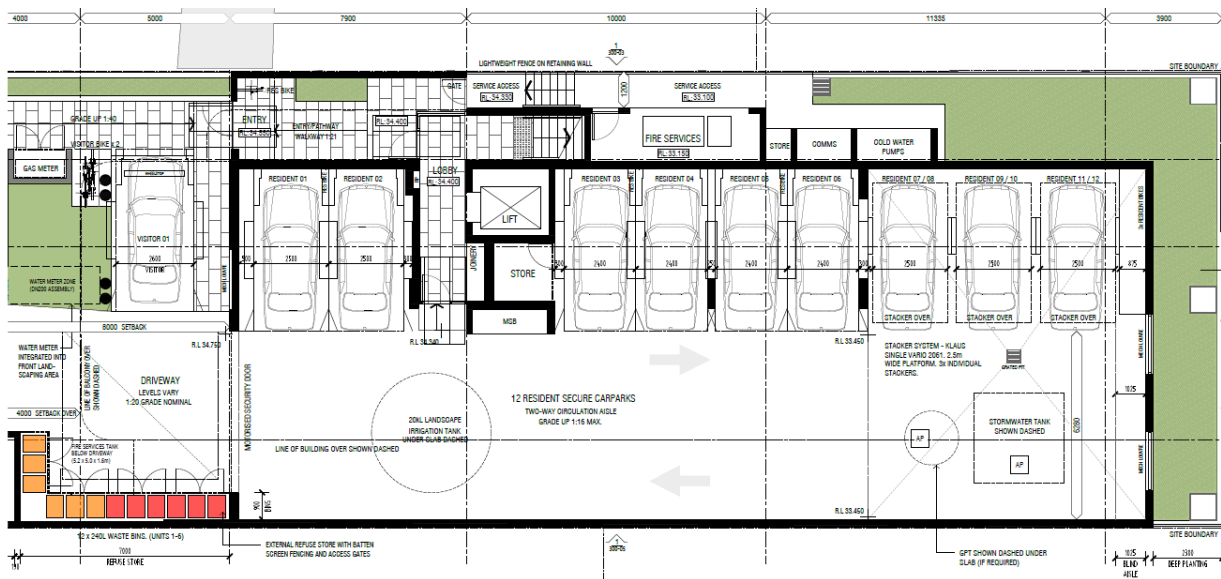
For further information on the revised refuse arrangements, please refer to **Attachment G – Refuse Engineering Memo** prepared by **Colliers**.

Figure 10 – Comparison of Ground Level Floorplans



Picture 19 – Approved Ground Level Floorplan

Source: TSA, 2026



Picture 20 – Revised Ground Level Floorplan

Source: TSA, 2026

3.6 Minor Layout Changes

Additional minor layout changes are also sought in response to detailed design. These administrative changes are detailed below.

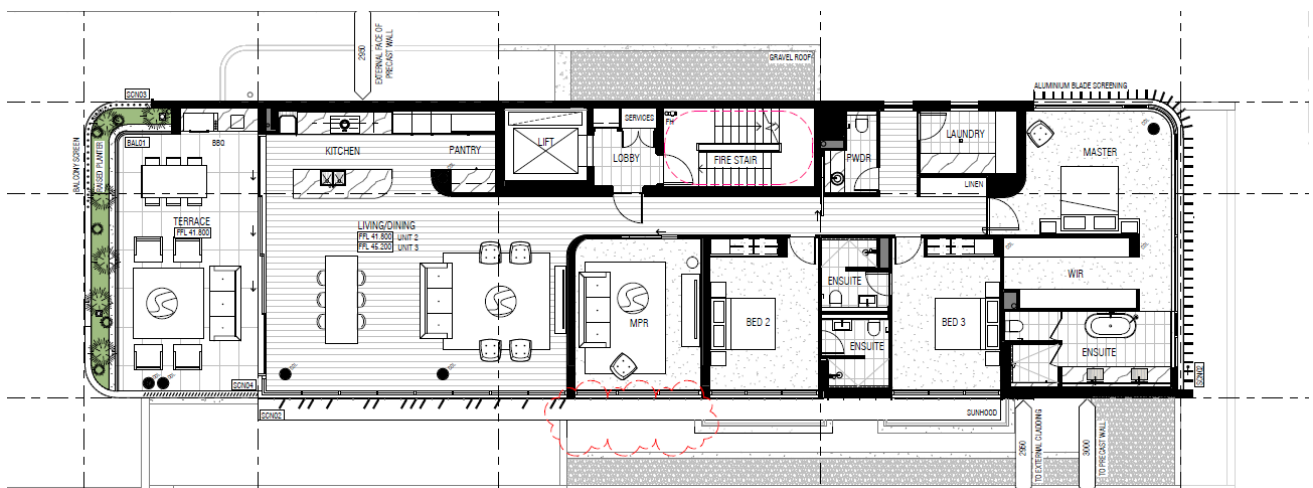
Levels 2 and 3

The proposed changes to Levels 2 and 3 involve various minor improvements to the internal layout as follows:

- Refinement to the master suite bedroom, walk-in robe and ensuite configuration located in the eastern portion of the apartment to enhance functionality and efficiency of the space;
- Refinement of the multi-purpose room layout with the addition of hallway storage cupboards; and
- Rearrangement of the powder room and laundry configuration.

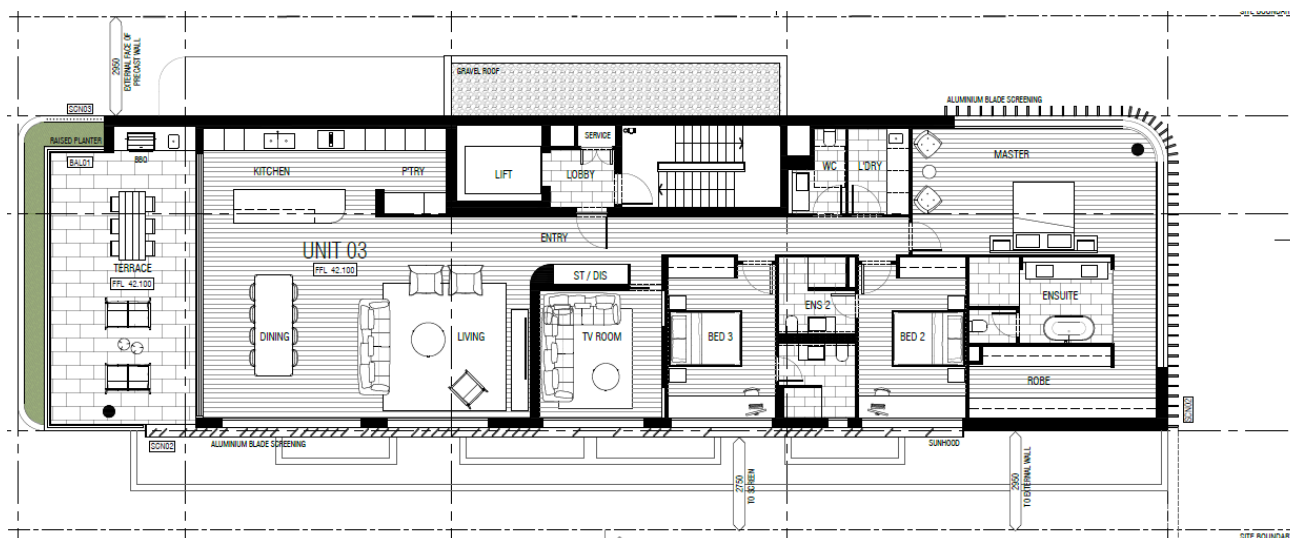
A comparison of the approved and proposed layout over Levels 2 and 3 is provided in **Figure 11** below.

Figure 11 – Comparison of Levels 2 and 3 Floorplans



Picture 21 – Approved Level 2 and 3 Floorplan

Source: TSA, 2026



Picture 22 – Revised Level 2 and 3 Floorplan

Source: TSA, 2026

Landscaping

As a result of the revised unit layouts and addition of the communal rooftop, the revised scheme provides an increased total landscaping area of across the development. The increased landscaping provision assists to further soften the overall bulk and scale of the development.

4 Proposed Changes to Development Approval

The following section outlines the proposed changes required to the approval package as a result of the minor change. Specifically, ~~red and strikethrough~~ indicate wording to be deleted, and green and underlined indicates proposed amendments.

4.1 Drawings and Documents

Table 5 summarises the proposed changes to the list of approved drawings and documents to reflect the proposed changes and ensure any approval issued acknowledges the correct and most up-to-date plans contained in **Attachment D**. Any existing approved drawings listed below with no proposed amendments are to be retained as currently referenced.

Table 5 – Amendments to Approved Drawings and Documents

Drawing Name	Reference Number	Plan Date
Site Arrangement	<u>100-00 Issue F</u>	<u>09-09-2026</u>
Ground/Carpark Level	DA-100-01, Rev 9 (Amended in Red 18-NOV-2025)	31-OCT-2025 (Received)

Site Arrangement Level 1	100-02 Issue T DA-100-02, Rev 8	09-09-2026 31-OCT-2025 (Received)
General Arrangement Ground/Carpark Level	200-00 Issue F DA-200-00, Rev 10 (Amended In Red 18-NOV-2025)	09-09-2026 31-OCT-2025 (Received)
General Arrangement Level 1	200-01 Issue E DA-200-01, Rev 9	09-09-2026 31-OCT-2025 (Received)
General Arrangement Level 2 General Arrangement Level 2 + 3	200-02 Issue F DA-200-02, Rev 8	09-09-2026 31-OCT-2025 (Received)
General Arrangement Level 3 General Arrangement Level 2 + 3	200-03 Issue F DA-200-02, Rev 8	09-09-2026 31-OCT-2025 (Received)
General Arrangement Level 4	200-04 Issue F DA-200-05, Rev 6	09-09-2026 31-OCT-2025 (Received)
General Arrangement Level 5	200-05 Issue F DA-200-06, Rev 6	09-09-2026 31-OCT-2025 (Received)
General Arrangement Roof Level	200-06 Issue F DA-200-10, Rev 8	09-09-2026 31-OCT-2025 (Received)
General Arrangement Roof Level	200-07 Issue F	09-09-2026
Proposed Elevations Harcourt Streetscape	300-01 Issue R DA-300-01, Rev 8	09-09-2026 31-OCT-2025 (Received)
Proposed Elevations North Elevation	300-02 Issue T DA-300-02, Rev 8	09-09-2026 31-OCT-2025 (Received)
Proposed Elevations East Elevation	300-03 Issue T DA-300-03, Rev 8	09-09-2026 31-OCT-2025 (Received)
Proposed Elevations South Elevation	300-04 Issue T DA-300-04, Rev 8	09-09-2026 31-OCT-2025 (Received)
Proposed Elevations West Elevation	300-05 Issue T DA-300-05, Rev 8	09-09-2026 31-OCT-2025 (Received)

Proposed Sections	400-01 Issue F	09-09-2026
	DA-400-01, Rev 8	31-OCT-2025 (Received)
Proposed Sections	400-02 Issue F	09-09-2026
	DA-400-02, Rev 3	31-OCT-2025 (Received)
Proposed Section Comparison	500-01 Issue R	09-09-2026
Proposed Elevation Comparison	500-02 Issue R	09-09-2026
Proposed Elevation Comparison	500-03 Issue R	09-09-2026
Ground Floor Masterplan	Page 14	08-09-2026
		31-OCT-2025 (Received)
Level One Masterplan	Page 15	08-09-2026
		31-OCT-2025 (Received)
Level Two Masterplan	Page 16	08-09-2026
	Level Two-Three Masterplan	31-OCT-2025 (Received)
Level Three Masterplan	Page 17	08-09-2026
	Level Two-Three Masterplan	31-OCT-2025 (Received)
Level Four Masterplan	Page 18	08-09-2026
	Page 17	31-OCT-2025 (Received)
Level Five Masterplan	Page 19	08-09-2026
	Page 18	31-OCT-2025 (Received)
Level Six Masterplan	Page 20	08-09-2026
		31-OCT-2025 (Received)
Structure Diagrams – Groundfloor	Page 21	08-09-2026
	Page 19	31-OCT-2025 (Received)
Structure Diagrams – Basement/Groundfloor	Page 22	08-09-2026
	Page 20	31-OCT-2025 (Received)
Structure Diagrams – Level One	Page 23	08-09-2026

	Page 21	31-OCT-2025 (Received)
Structure Diagrams – Level Two	Page 24	08-09-2026
Level Two-Three Masterplan	Page 22	31-OCT-2025 (Received)
Structure Diagrams – Level Three	Page 25	08-09-2026
Structure Diagrams – Level Four	Page 26	08-09-2026
	Page 24	31-OCT-2025 (Received)
Structure Diagrams – Level Five	Page 25	31-OCT-2025 (Received)
Structure Diagrams – Rooftop	Page 27	08-09-2026
Structure Diagrams – Rooftop	Page 28	08-09-2026
Structure Diagrams – Level Five	Page 25	31-OCT-2025 (Received)
Section 01 – Green Building	Page 30	08-09-2026
	Page 27	31-OCT-2025 (Received)
Section 02 – Pool Deck	Page 31	08-09-2026
	Page 28	31-OCT-2025 (Received)
Section 03 – Balconies and Streetscape	Page 32	08-09-2026
	Page 29	31-OCT-2025 (Received)
Section 04 – Level Four and Five Planting	Page 30	31-OCT-2025 (Received)
Section 05 – Ground Level Screen Planting	Page 33	08-09-2026
	Page 31	31-OCT-2025 (Received)
Section 06 – Podium Planting	Page 34	08-09-2026
	Page 32	31-OCT-2025 (Received)
Section 07 – Detailed Podium Planting	Page 35	08-09-2026
	Page 33	31-OCT-2025 (Received)
Materials and Finishes	Page 38	08-09-2026
	Page 36	31-OCT-2025 (Received)
Planting Palette	Page 39	08-09-2026

	Page 37	31-OCT-2025 (Received)
Planting Palette	<u>Page 40</u> Page 38	<u>08-09-2026</u> 31-OCT-2025 (Received)
Podium Planting Strategy	Page 39	31-OCT-2025 (Received)
Irrigation Strategy	<u>Page 41</u> Page 40	<u>08-09-2026</u> 31-OCT-2025 (Received)
Irrigation Strategy	<u>Page 42</u> Page 41	<u>08-09-2026</u> 31-OCT-2025 (Received)
Planter Detail	<u>Page 43</u> Page 42	<u>08-09-2026</u> 31-OCT-2025 (Received)

4.2 Approval Conditions

Changes are also requested to the conditions of approval as a result of the proposed changes, which are outlined in **Table 5** below.

Table 6 - Amendments to Approval Conditions

Condition and Requested Amendments	Comments
28) Access, Grades, Manoeuvring, Carparks, Signs and Line Marking Construct and maintain access, parking and manoeuvring for vehicles on site in accordance with the relevant Brisbane Planning Scheme Codes, as indicated on the approved DRAWINGS AND DOCUMENTS, including the following: - A pavement of minimum Local Road standard or equivalent surface material (including associated drainage) to the area on which motor vehicles will be driven and/or parked. - Provide a convex mirror within the site's ground floor car parking exit side in order to achieve adequate Pedestrian Sight Splays for exiting vehicles. - Manoeuvring on site for a Car and for the loading and unloading of vehicle(s). - Parking on the site for total ten (10) <u>13</u> cars comprising nine (9) <u>12</u> resident car parking spaces and one (1) visitor parking space and for the loading and unloading of vehicle(s) within the site.	Condition 28(iv) is requested to be amended to reflect the revised number of vehicle parking provisions. For further information, please refer to Attachment D – Amended Architectural Plans.

- v. Provide and maintain total eight (8) secure bicycle spaces comprising six (6) resident bicycle parking spaces and two (2) visitor bicycle parking spaces....

32) Land for Transport Network – Road (Non-trunk)

Dedicate as road land shown as new road (non-trunk) on the Approved Site Arrangement Ground/ Car Park Level Plan Reference 100-00 [Issue F \(as amended in 9 September 2026\)](#)

including the following:

- i. A 1.0 metre widening (approximately) along the full length of the Harcourt Street frontage of the site to achieve 2.5m wide verge.

Note: This condition is imposed under section 145 of the Planning Act 2016.

...

An administrative amendment is requested to Condition 32 to ensure the correct plan is referenced.

5 Assessment of Minor Change

Consideration has been given to the relevant matters for assessing a Minor Change in the Planning Act, having regard to the definition of a Minor Change in Schedule 2 and the assessment criteria set out in Section 81, as well as the 'substantially different development' test prescribed in the *Development Assessment Rules*.

5.1 Schedule 2 Assessment Criteria

Schedule 2 of the Planning Act, outlines the definition of a minor change for a development approval (see below).

Schedule 2 – minor change means that –...

b. for a development approval—

- i. *would not result in substantially different development; and*
- ii. *if a development application for the development, including the change, were made when the change application is made would not cause—*
 - A. *the inclusion of prohibited development in the application; or*
 - B. *referral to a referral agency, other than to the chief executive, if there were no referral agencies for the development application; or*
 - C. *referral to extra referral agencies, other than to the chief executive; or*
 - D. *a referral agency to assess the application against, or have regard to, matters prescribed by regulation under section 55(2), other than matters the referral agency must have assessed the application against, or have had regard to, when the application was made; or*
 - E. *public notification if public notification was not required for the development application.*

The proposed changes as outlined above have been assessed against the criteria contained within the definition, as set out in the following sections.

5.2 Substantially Different Development

In respect to part (b)(i) of the definition of 'Minor Change' and what constitutes a substantially different development, it is appropriate to have regard to the *Development Assessment Rules*, Schedule 1, which sets out the substantially different development 'test'. An assessment of the proposed changes against the substantially different development criteria in the *Development Assessment Rules* is included in the **Table 6** below.

Table 7 – Substantially Different Criteria and Response

Criteria	Response
Involves a new use.	The proposed development does not involve the introduction of a new or additional land use. Although the proposal includes amendments to the rooftop design to facilitate a rooftop garden, these works do not result in a material change of use. Instead, they comprise a design enhancement to the approved development and are considered consistent with the scope of a minor change.
Results in the application applying to a new parcel of land.	The proposed changes do not result in an additional application to a new land parcel.
Dramatically changes the built form in terms of scale, bulk and appearance.	The proposed changes do not dramatically alter the built form in terms of scale, bulk or appearance. Whilst it is acknowledged unit layout changes are introduced revised front and rear setback distances, these are facilitated within the existing approved building envelope and do not result in changes to the approved minimum setbacks. Of note, the revised design at these levels adopts the approved architectural approach at the balance levels to maintain a consistent architectural language. This includes landscaped edges and aluminium screens where interfacing the front and rear boundaries, which not only serves to protect the privacy and amenity of residents, but also softens the overall bulk and scale of the building having regard to the revised setback distances at these levels. The proposed change seeks to introduce a useable communal roof terrace at the rooftop, which

	complies with the 'rooftop garden' provisions of the City Plan. While minor amendments are made to the lift arrangements and results in a revised overall building height of RL 60.5m to the top of the lift overrun, the height remains lower than the original approved height of RL 62.6m. Further, given the proposed rooftop complies with the 'rooftop garden' definition, it does not constitute a technical storey and the development maintains the 6 storey building height. Therefore, the proposal continues to provide an outcome consistent with the approved development scheme, with the overall height, scale, bulk or appearance being changed. The balance of proposed changes remains very minor in nature, including changes to car parking and refuse arrangements. These changes do not dramatically change the appearance of the built form and the development presents in a similar manner to the approved form.
Changes the ability of the proposed development to operate as intended. For example, reducing the size of a retail complex may reduce the capacity of the complex to service the intended catchment.	The proposed amendments do not affect the ability of the development to operate in accordance with the approved development approval. All servicing requirements associated with the development, including parking, access, waste management, and other operational components, remain capable of being accommodated within the approved development footprint. While the proposal increases the dwelling yield from four to six apartments, this change does not result in any material operational impacts. The development continues to be serviced within the existing approved building envelope and associated infrastructure, with no major changes required to the approved access arrangements, servicing areas, or overall development footprint. Accordingly, the proposed amendments do not alter the intended operation or functionality of the approved development.
Removes a component that is integral to the operation of the development.	The proposed development does not remove any component that is integral to the operation of the development. All changes made to the development can be accommodated within the current servicing design.

Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site.	The proposed development retains approved vehicular access arrangements. It is noted minor reconfiguration of the car parking layout is proposed to facilitate an additional three (3) resident parking spaces. The proposed spaces continue to provide compliant resident parking rates outlined within the TAPS PSP under version 20 of the City Plan (relevant statutory instrument in effect at the time the development application was properly made for the original approval). Whilst the provision of one (1) visitor parking space represents a shortfall from the minimum two (2) required, the site is located in a highly accessible location within proximity to public transport. The proposed reconfiguration of the car parking layout ensures compliant swept path movements are achieved. Overall, the changes to the parking layout do not result in significant alterations to the layout, aisle width or manoeuvring of the parking area. The parking area at the ground level remains functional and fit-for-purpose. Further, the addition of three car spaces would not result in any significant or notable increase in traffic movements to and from the site. For further detail on the proposed car parking changes, please refer to Attachment F – Traffic Engineering Memo.
Introduces new impacts or increases the severity of known impacts.	The proposed development does not introduce any new impacts over the site or increase the severity of known impacts.
Removes an incentive or offset component that would have balanced a negative impact of the development.	The approved development did not rely on any incentive or offset component to balance negative impacts. Accordingly, the proposed Minor Change does not remove any such component.
Impacts on infrastructure provision.	The proposed change does not adversely impact infrastructure provision. Infrastructure demand remains consistent with the approved development, and any necessary adjustments to infrastructure charges will be addressed in accordance with

5.3 Prohibited Development

In respect to part (b)(ii)(A) of the definition of Minor Change, the proposed Minor Change will not introduce or involve any prohibited development as identified in Schedule 10 of the *Planning Regulation 2017*.

5.4 Referral Agencies

In respect to parts (b)(ii)(B), (C) and (D) of the definition of Minor Change, the original application did not require referral to the State Assessment and Referral Agency ('SARA').

If the development application, including the changes, were to be made now, the development application would not require referral to any referral agencies. The changes would not trigger a need for any referral agency to have regard to any additional referral matters.

The above demonstrates that the proposed changes comply with the criteria stated in parts (b)(ii)(B), (C) and (D) of the minor change definition.

5.5 Category of Assessment and Public Notification

In respect to parts (b)(ii)(E) of the definition of Minor Change, the original application was subject to Impact Assessment. The application if remade with the proposed changes, would also be subject to Impact assessment, and thus does not trigger new public notification requirements.

In this respect, the proposed changes do not change the level of assessment of the original application.

6 Pre-request Response Notices

There is not pre-request notices associated with this change application.

7 Notifying Affected Agencies

Section 80(2)(c) of the Planning Act confirms that the following are affected entities for a development approval decided by the Minister:

"...the assessment manager, and any referral agencies for the development application, other than the chief executive."

There were no affected entities other than the chief executive associated with the original development application. Further, the changes do not trigger the need for referral to affected entities.

8 Application Fee

In accordance with Brisbane City Council's Schedule of Fees and Charges 2026/2027, a Minor Change application for Multiple Dwellings attracts a fee of **\$4,800**. The fee will be paid following issue and receipt of Council's fee quote.

9 Conclusion

As outlined in this letter, the proposed changes fulfill the criteria of a Minor Change and would not result in 'substantially different development' as described by the Planning Act and *Development Assessment Rules*.

The development, including the proposed changes, comply with the outcomes sought by the relevant planning instruments and associated assessment benchmarks. Therefore, the proposed amendments do not impact on the overall function of the use or result in dramatic changes to the approved built form.

We trust the supplied documentation is sufficient for Council to undertake an assessment of this proposal. If you have any questions, please don't hesitate to contact **Will Graham (Consultant)**, **Sirena Kwok (Senior Consultant)** or the undersigned on (07) 3007 3800.

Kind regards,

A handwritten signature in black ink, appearing to read "Sophie Lam".

Sophie Lam
Director
+61 7 3007 3857
slam@urbis.com.au