

Our ref: 10668  
Council ref: A006350223

17 September 2025

Brisbane City Council  
GPO Box 1434  
Brisbane QLD 4000

Dear Council,

**RE: CHANGE APPLICATION (MINOR CHANGE)  
SECTION 81 OF THE *PLANNING ACT 2016*  
6 WELLINGTON RD EAST BRISBANE, 14, 16, 18 WELLINGTON RD, WOOLLOONGABBA  
AND 25 NILE ST WOLLOONGABBA QUEENSLAND 4102 (LOT 1 ON RP123545, LOT 2 ON  
RP123545, LOT 3 ON RP122636, LOT 1 ON RP42898 AND LOT 1 ON RP122636)**

We act on behalf of 25 Nile Pty Ltd, the Applicant, in relation to this Change Application made in accordance with sections 78 & 81 of the *Planning Act 2016* (the Planning Act). We have carried out an assessment of the proposed changes and believe they constitute a 'minor change' in accordance with schedule 2 of the Planning Act.

The current approval (ref: A006350223) was issued by Brisbane City Council on 27 November 2024. The approval reflected BCC's decision to grant a Decision Notice for Development Permit related to the proposed development of the subject site. This existing approval is for the following aspects:

- **Development permit for Material Change of Use** – Multiple Dwelling, Shop, Office, Food and Drink Outlet and Educational Establishment
- **Development permit for Building Work** – Multiple Dwelling, Shop, Office, Food and Drink Outlet and Educational Establishment

Pursuant to section 78 of the Planning Act, we lodge this application to BCC as the responsible entity. This proposed change covers several matters that are outlined in detail within this letter.

This letter includes the following sections:

- Background;
- Proposed Minor Change;
- Amendments to Approval;
- Legislative Assessment; and
- Summary.



In support of our change application, the following documentation is provided:

- Attachment A** Proposal Plans (Stage 1 Only)
- Attachment B** Proposal Plans (Stage 1 and Stage 2)
- Attachment C** Development Statistics and Ground Floor Details Plans
- Attachment D** Landscape Concept Plan
- Attachment E** Engineering Services Report
- Attachment F** Stormwater Management Plan
- Attachment G** Traffic Assessment Report prepared by Bitzios



# 1. Background

The existing development approval relates to land at 6 Wellington Road, East Brisbane, 14-18 Wellington Road, Woolloongabba and 25 Nile Street, Woolloongabba Qld 4102. The land is formally described as Lots 1 & 2 on RP123545, Lot 3 on RP122636, Lot 1 on RP42898 and Lot 1 on RP122636. The site has a total area of 4062 m<sup>2</sup> and a frontage of approximately 88m to Wellington Road and approximately 50m to Nile Street.

By way of summary, the original development approval was received from Brisbane City Council via Decision Notice on 25 October 2022, (Application Ref: A005967381). This approval, provided for a mixed-use development comprising:

- **A005967381** Development Permit for Material Change of Use and Carrying out Building Work – Multiple Dwelling (352 dwelling units), Shop, Office, Food and Drink Outlet.

Subsequently, a change application was lodged with Council on 30 August 2023 (Application Ref: A006350223) on behalf of 25 Nile Pty Ltd, seeking amendments under Section 82 of the Planning Act (an 'other change' application). The application proposed key amendments to original application, including increased building heights (South Tower to 38 storeys, North Tower to 27 storeys), an uplift to 582 dwellings, the addition of a rooftop observatory (Educational Establishment). This approval was for the following aspects:

- **A006350223** Development Permit for Material Change of Use and Carrying Out Building Work - Multiple Dwelling (582 dwelling units), Shop, Office, Food and Drink Outlet and Educational Establishment.

The applicant now seeks to amend the current approval A006350223 to reflect refinements to the staging strategy and internal reconfiguration of units. These amendments do not significantly alter the overall intent or built form of the approved development but instead refine the delivery framework to ensure improved constructability, financial viability, and timely provision of housing to the market. The proposed amendments are considered to represent a minor change under the Planning Act, maintaining compliance with the relevant assessment benchmarks while optimising project delivery outcomes. A detailed description of the proposed changes is provided in the following section.



## 2. Proposed Minor Change

On behalf of 25 Nile Pty Ltd (the Applicant), this minor change seeks to amend the previous approval issued by BCC on 27 November 2024 (Application Ref: A006350223) as follows:

- Two high density towers, transitioning from a single stage to a two-stage delivery, including;
  - **Stage 1** – Nuage North (26 Storeys + Rooftop (excluding plant/services), accommodating 168 dwellings, and
  - **Stage 2** – Nuage South (36 Storeys + Rooftop), accommodating 372 dwellings;
- Decrease in total number of units from 582 units to 540 units;
- Stage 1, designed to operate independently, without basement levels, allowing earlier delivery;
- Redistribution of car and bicycle parking across basements, mezzanine and podium levels, with basements now limited to Stage 2;
- Inclusion of a partial podium parking mezzanine, to increase parking provision (however, no overall increase in podium height/bulk);
- Amendments to car parking and bicycle parking across all basement and podium levels in response to the revised staging and configuration, achieving compliance with Council's TAPS Code requirements;
- Reconfiguration of the ground floor to align with staging, including vehicular access from Nile Street and separate lobby entrances for Nuage North and Nuage South off Wellington Road;
- Change to split the commercial office area into four tenancies with a marginally reduced floor space (648.61m<sup>2</sup> reduced to 549.6m<sup>2</sup>);
- Internal reconfiguration of residential floor plate within the Nuage North (Stage 1) tower from Podium Level 6 to Level 26, reducing dwellings per floor from 10 units to 8 units, removing one-bedroom apartments in this tower and increasing proportion of two- and three-bedroom dwellings;
- Introduction of a new services mezzanine at Level 27 in Nuage North;
- Changes to floor to floor heights;
- Maximum building height marginally increased on the north tower (by 3.4m) without altering the approved built form intent;
- Vehicle crossover/driveway changed to a 7.8m wide Type B2 crossover in lieu of a 6.5m wide B2.

To assist Council's assessment of the changes, the amended proposal plans (**Attachment A** and **Attachment B**) include a red outline on the plans and elevations, denoting the existing approved building mass/bulk. The following sections provide additional detail and justification for the proposed changes, including an analysis of changes at each floor level.

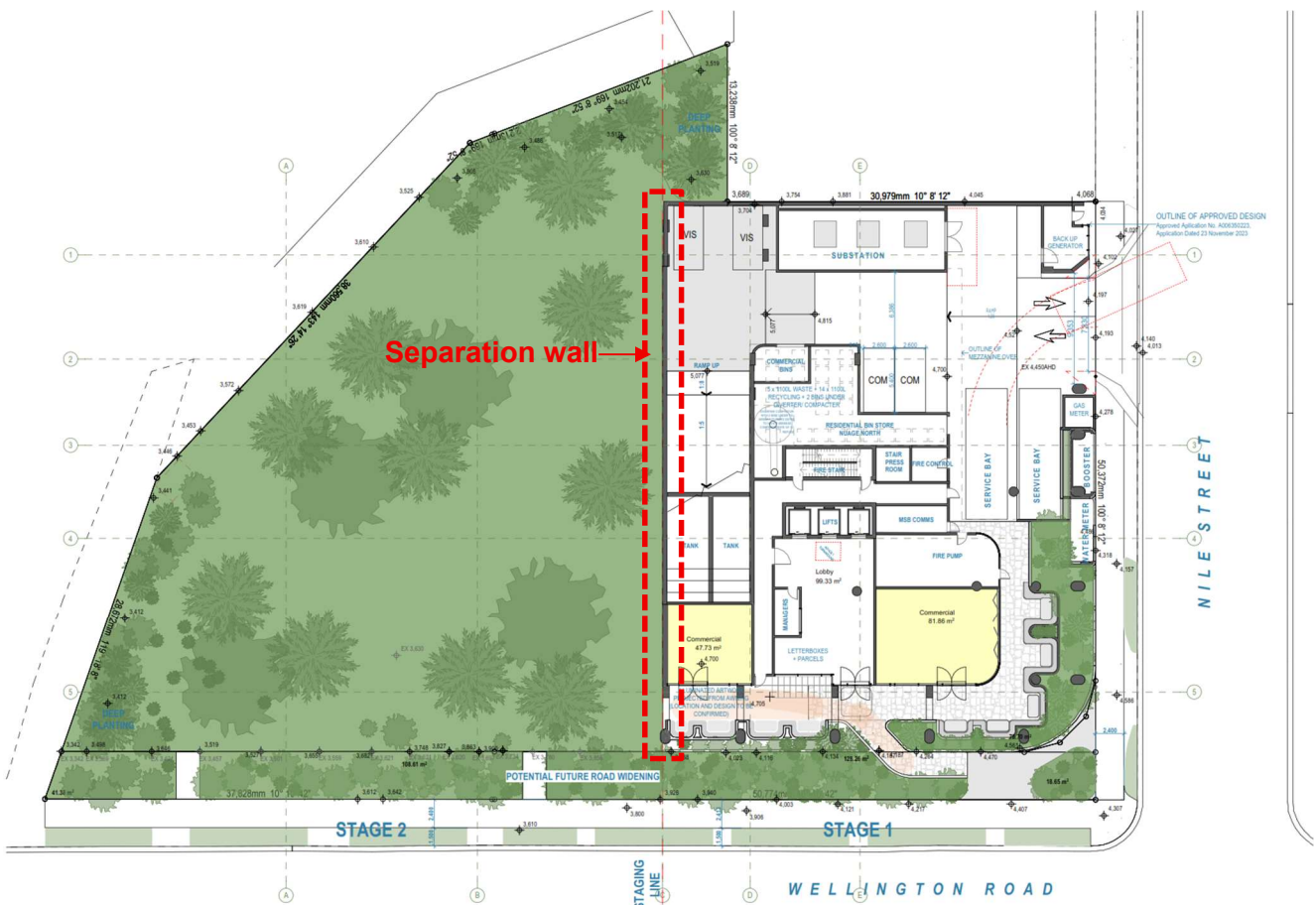


## 2.1. Proposed Staging Strategy

The proposed development remains a two-tower, high-density mixed use development. However, the delivery strategy has been revised from a single-stage to a two-stage construction approach to enable more practical sequencing and improved financial efficiency. The proposal will deliver:

- Stage 1 – Nuage North (26 Storeys + Rooftop)
- Stage 2 – Nuage South (36 Storeys + Rooftop)

Nuage North is proposed to be delivered in Stage 1, followed by Nuage South. This revised approach allows the project to be delivered in more manageable components. Stage 1 is designed without basement levels enabling more flexibility with construction and a significantly shorter construction timeframe and earlier delivery ahead of Stage 2. The figure below (**Figure 1**) illustrates the staging separation, including the revised ramp and circulation layout that facilitates this strategy.



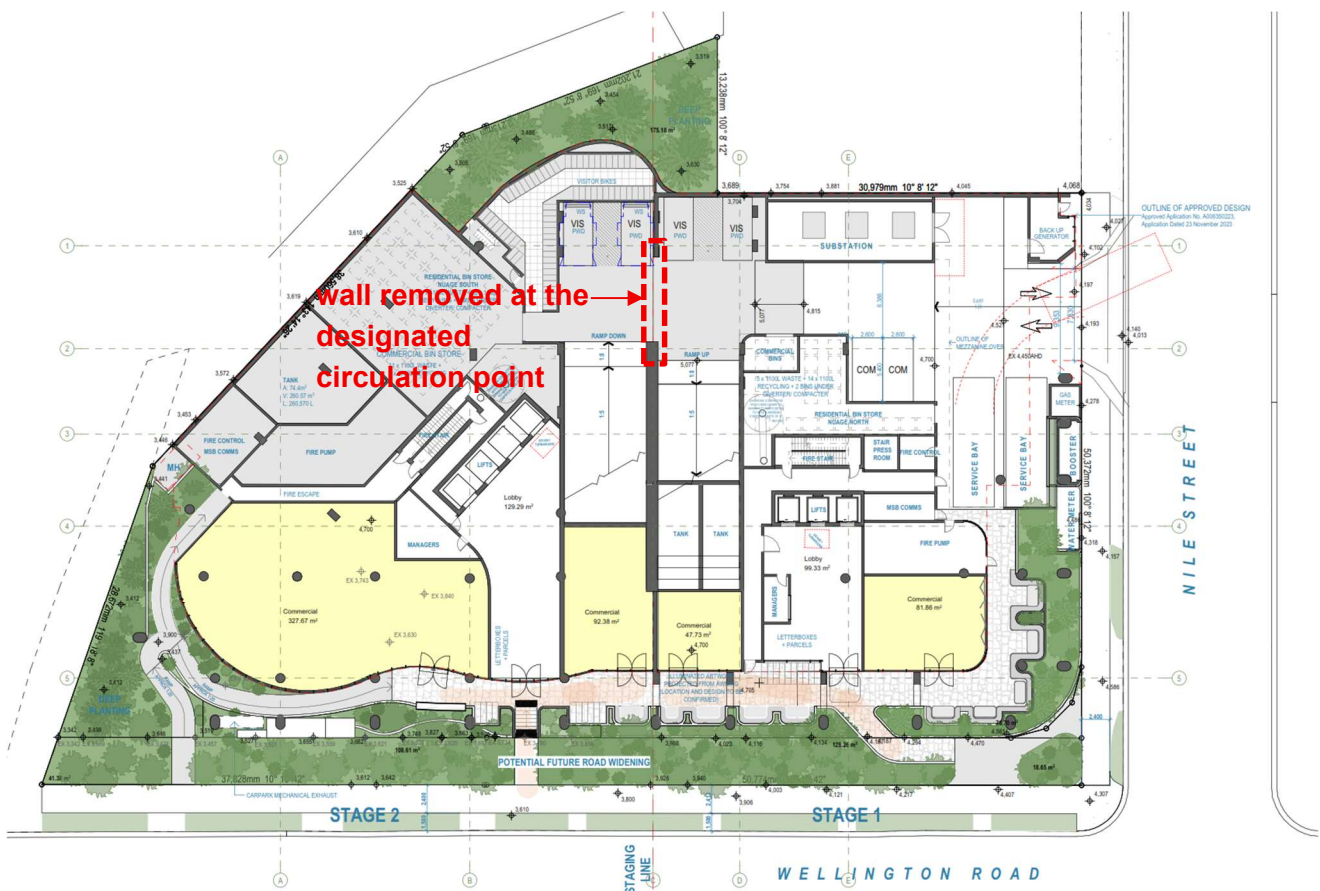
**Figure 1: Proposed Stage 1 Staging Line and Separation Wall**

Stage 1 has been designed to ensure seamless integration with Stage 2 once both towers are completed. The staging arrangement incorporates a separation wall along the staging line (as shown in **Figure 1** and highlighted in red), enabling Stage 1 to operate independently. Upon



commencement of Stage 2, this wall will be partially removed, connecting the building across both Stage 1 and Stage 2. Vehicular access constructed as part of Stage 1 will service the mezzanine and podium levels, while Stage 2 will provide access to the basement levels. This approach ensures coordinated vehicular circulation across both stages, while maintaining full functionality during the interim operation of Stage 1 (refer to **Figure 2**).

Consideration has been given to how Stage 1 will operate and appear in isolation – refer to the Stage 1 proposal plans (**Attachment A**), including treatment of the south podium elevation and landscaping of the Stage 2 area.



**Figure 2: Proposed Circulation layout upon commencement of Stage 2**

On the top of podium, upon construction of Stage 2, the top of podium will be joined with Stage 1 to create the large central communal park (approximately half of which will be provided in Stage 1).

This two-stage strategy supports more efficient construction programming, reduces initial cost burdens and maintains alignment with the approved built form and development outcomes.



## 2.2. Proposed Changes to Parking Provisions

The proposed development introduces refinements to the basement, mezzanine and podium levels to align with the revised staging strategy and the withdrawal of the basement from the Stage 1 area of the site. These changes involve the redistribution of car and bicycle parking, adjustments to circulation, and the reconfiguration of service areas to enable delivery of the project in two stages while maintaining operational functionality.

By way of summary, the changes to parking levels include:

- Modification of the approved basement layout by limiting basement construction to Stage 2 (Nuage South);
- Reposition of the vertical circulation core and access ramp to align with the revised configuration;
- Integration of Stage 1 and Stage 2, with the separation wall to be removed at the circulation point to connect vehicular access, servicing the mezzanine and podium levels in Stage 1 and the basement levels in Stage 2;
- Addition of an additional mezzanine parking area within the podium, which results in a partial 6<sup>th</sup> podium level but does not change the overall height or bulk of the podium structure; and
- Repurpose of the original storage space at Podium Level 5 for deep planting to provide soil depth for planters on Podium Level 6;

Amended proposal plans are provided in **Attachments A & B**. Development details and ground floor details are provided in **Attachment C**.

The below **Table 1** provides a comparison of the proposed development statistics against the existing approval, detailing changes to parking allocations across basement, ground, mezzanine, and podium levels.

**Table 1 – Parking allocation across levels comparing the proposed and existing development**

Development Statistics										
Aspect	Proposed Development					Existing Development				
<b>Basement -3 Floor Plan</b>										
Parking	Res.	T.	Vis.	Com.	B.	Res.	T.	Vis.	Com.	B.
	45	04	-	-	76	96	-	-	-	84
<b>Basement -2 Floor Plan</b>										
Parking	43	04	-	-	79	104	-	-	-	80
<b>Basement -1 Floor Plan</b>										
Parking	22	-	19	-	61	-	-	88	-	146
<b>Ground Floor Plan</b>										



Parking	-	-	04 (incl. 2PWD)	02	83	-	-	-	05	34
Service bay	02					03				
<b>Mezzanine Floor Plan</b>										
Parking	32	07	09	-	20	09	-	-	-	-
<b>Podium Level 2</b>										
Parking	97	06	-	-	101	104	-	-	-	102
<b>Podium Level 3</b>										
Parking	97	06	-	-	101	104	-	-	-	102
<b>Podium Level 4</b>										
Parking	97	06	-	-	101	100	-	-	-	111
<b>Podium Level 5</b>										
Parking	99	06	-	-	101	68	-	-	-	126
<b>Total</b>	532	39	32	02	723	585	-	88	05	785
<b>TOTAL</b>	<b>571 (32 Visitor + 2 Commercial + 723 Bicycle + 2 Service bays)</b>					585 (88 visitor + 5 commercial + 785 Bicycle + 3 Service bays)				

The proposed parking provisions have been assessed against the applicable rates in Council's Transport, Access, Parking and Servicing (TAPS) Code. As detailed in the **Table 2** below.

**Table 2 – City Core parking requirements and provisions**

Land Use	Type	Quantity	Car Parking Rate	Requirement	Provision
<b>STAGE 1</b>					
Multiple Dwelling	2-bedroom	126 units	1.1 spaces per dwelling	138.6	205
	3-bedroom	42 units	1.3 spaces per unit	54.6	
<b>Total</b>				<b>194</b>	<b>205</b>
Multiple Dwelling	Residential Visitor	168 units	1 visitor per 20 units	9 (min)	<b>11</b>
Commercial (Shop)	Non-Residential	129.59m <sup>2</sup>	Maximum 1 space per 200m <sup>2</sup> GFA	0.6	<b>2</b>
<b>STAGE 1 &amp; 2</b>					
Multiple Dwelling	1-bedroom	186 units	0.9 spaces per dwelling	167.4	571
	2-bedroom	312 units	1.1 spaces per dwelling	343.2	
	3-bedroom	42 units	1.3 spaces per unit	54.6	
<b>Total</b>				<b>566</b>	<b>571</b>



Multiple Dwelling	Residential Visitor	540 units	1 visitor per 20 units	27	<b>32</b>
Commercial (Shop)	Non-Residential	550m <sup>2</sup>	Maximum 1 space per 200m <sup>2</sup> GFA	3	<b>2</b>
<b>Bicycle Parking</b>					
Residential	Resident	540 units	1 space per unit	585	698
	Visitor		1 space per 4 units	138	
<b>Total</b>				<b>723</b>	<b>698</b>

As Council would be aware, changes were recently made to City Plan to include this site (and most of Woolloongabba) within the City Core, under the Transport, Access, Parking and Servicing Code. The site was previously located within the City Frame, in which a minimum car parking rate was applicable; however, with the site now classified as the City Core, the Applicant seeks to adopt a hybrid parking arrangement. On this basis, the proposed development achieves compliance with the relevant TAPS Code requirements, as provisions exceed minimum City Frame parking rates while also achieving the intent of the recent change of the City Core boundaries over the subject site (refer **Table 2** above).

Car parking, servicing and access (including an assessment of traffic impacts) are detailed in the Traffic Assessment Report, prepared by Bitzios and included in (**Attachment G**).

### 2.3. Proposed Changes to Ground Floor Level



The Applicant proposes changes to the Ground Floor Level to align with the staging strategy and enable both stages to operate independently. The layout has therefore been modified to incorporate minor adjustments to the location and configuration of several areas, including:

- Vehicular access from the site frontage along Nile Street, with a separation wall removed at the designated circulation point to connect Stage 2 (as noted in Section 2.1);
- Pedestrian access from Wellington Road only, with separate (and larger) lobby entrances provided for Nuage North (Stage 1) and Nuage South (Stage 2);
- Centrally located ramps and vertical circulation cores in each stage, with Stage 1 ramp providing access to the mezzanine and podium levels, and Stage 2 ramp providing access to the basement parking levels;
- Revised tenancy areas at ground level to align with staging and responding to building servicing requirements;
- Deep planting and landscape areas remain consistent with the existing approval, with some additional planting space incorporated;
- Minor changes to the location and configuration of fire stairs, electrical communications rooms, and parcel collection areas compared to the approved development.

The changes proposed as part of this application are detailed in the table below:



**Table 3 – Summary of changes to ground level**

Proposed Development		Existing Approval
Nuage North - Stage 1	Nuage South - Stage 2	
		
<ul style="list-style-type: none"> <li>▪ Lobby – 99.33 m<sup>2</sup></li> <li>▪ Split Commercial Tenancies – 129.59 m<sup>2</sup></li> <li>▪ Tenancy 1 - 47.73 m<sup>2</sup></li> <li>▪ Tenancy 2 - 81.86 m<sup>2</sup></li> <li>▪ <b>Services include:</b></li> <li>▪ Fire stair with Fire escape towards the eastern side;</li> <li>▪ Stair pressure room, fire control and MSB communications room;</li> <li>▪ Tank;</li> <li>▪ Residential and commercial bin stores;</li> <li>▪ Substation and backup generator along the western boundary;</li> <li>▪ Backup generator has direct access from Nile Street;</li> <li>▪ Substation access door is repositioned to avoid obstructing vehicle ingress/egress;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lobby – 129.29 m<sup>2</sup></li> <li>▪ Split Commercial Tenancies – 420.05 m<sup>2</sup></li> <li>○ Tenancy 3 - 327.67 m<sup>2</sup></li> <li>○ Tenancy 4 – 92.38 m<sup>2</sup></li> <li>▪ <b>Services include:</b></li> <li>▪ Fire stair with Fire escape located to the southern side;</li> <li>▪ Fire Control room;</li> <li>▪ Tank;</li> <li>▪ Fire pump room;</li> <li>▪ Residential and Commercial Bin store;</li> <li>▪ Carpark Mechanical Exhaust, water meter, booster and attack</li> </ul>	<ul style="list-style-type: none"> <li>▪ Vehicular and pedestrian access is provided from the site frontage along Nile Street, with separate entry points for each mode of access;</li> <li>▪ Ramps are located at the southern end of the building, providing access to both the mezzanine and basement parking levels;</li> <li>▪ The centrally located lobby passage provides access to the following rooms/spaces: <ul style="list-style-type: none"> <li>▪ Manager’s Office;</li> <li>▪ Letterbox and Parcel Area;</li> <li>▪ Lobbies (Nuage North &amp; South);</li> <li>▪ Residential and Commercial Bin Stores;</li> </ul> </li> <li>▪ Total Commercial Tenancy – 648.61 <ul style="list-style-type: none"> <li>○ Commercial Tenancy 1 – 183.86 m<sup>2</sup></li> <li>○ Commercial Tenancy 2 – 190.60 m<sup>2</sup></li> <li>○ Commercial Tenancy 3 - 271.15 m<sup>2</sup></li> </ul> </li> <li>▪ Commercial visitor bicycle parking, substation, bicycle service bay, and backup generator spaces are located along the western boundary, with the backup generator having direct access from the Nile Street frontage.</li> <li>▪ The plan also includes an end-of-trip room, toilets, (04) public scooter charging bays and a bicycle repair station.</li> </ul>



<ul style="list-style-type: none"> <li>Gas meter, booster, and water meter located along the Nile Street frontage.</li> </ul>		
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## 2.4. Proposed Changes to Floorplate

The development provides residential apartments from Podium Level 6 with a mix of dwellings delivered across Stage 1 (Nuage North) and Stage 2 (Nuage South). This change application seeks internal modifications to the configuration of residential units within Nuage North (Stage 1). Nuage South (Stage 2) remains consistent with the approved residential unit configuration.



By way of summary, the Nuage North changes include:

- A reduction in the number of dwellings per floor from 10 units to 8 units;
- Removal of one-bedroom apartments and introduction of a revised mix of two- and three-bedroom dwellings;
- Incorporation of larger terraces at podium levels and upper tower floors to enhance residential amenity and reinforce subtropical design outcomes; maintaining a minimum of 10m<sup>2</sup> for one-bedroom dwellings and 12m<sup>2</sup> for two- and three-bedroom dwellings;
- Provision of private balconies or terraces for all the dwellings, meeting or exceeding the minimum standard of 12m<sup>2</sup> for two or more-bedroom dwellings with a minimum dimension of 3m, noting that some two-bedroom units provide 11m<sup>2</sup> balconies, while the majority exceed the standard;
- Introduction of a new mezzanine service level at Level 27 with communal recreation spaces, resulting in the roof terrace being shifted to Level 28 and the rooftop accommodating plant (including chilled water air-conditioning), in place of the previously approved roof terrace at Level 27.



The proposed changes support improved layouts maintaining consistency with the approved development intent and relevant housing diversity outcomes sought by the planning scheme. The table below addresses the changes proposed as part of this application in detail.



**Table 4 – Summary of changes to tower levels**

Aspect	Proposed Development	Existing Approval																																				
<b>Podium Level 6</b>																																						
<p><b>Layout</b></p>	 <p>The development comprises two high-density residential towers delivered in stages:</p> <ul style="list-style-type: none"> <li>▪ Stage 1- Nuage North; and</li> <li>▪ Stage 2- Nuage South;</li> </ul> <p>With the following dwelling mix as shown below.</p>	 <p>The development comprises two high-density residential towers – Nuage North and Nuage South, with the following dwelling mix as shown below.</p>																																				
<p><b>Stage 1</b></p>	<p>Includes <b>08</b> dwelling units, including a mix of two and three-bedroom apartments across 08 typologies.</p> <table border="1" data-bbox="300 1189 855 1832"> <tr><td>Type 01</td><td>2Bed/2Bath/MPR</td></tr> <tr><td>Type 02</td><td>3Bed/2Bath/MPR</td></tr> <tr><td>Type 03</td><td>2Bed/2Bath</td></tr> <tr><td>Type 04</td><td>2Bed/2Bath</td></tr> <tr><td>Type 05</td><td>3Bed/2Bath</td></tr> <tr><td>Type 06</td><td>2Bed/2Bath/ MPR</td></tr> <tr><td>Type 07</td><td>2Bed/1Bath</td></tr> <tr><td>Type 08</td><td>2Bed/2Bath</td></tr> </table>	Type 01	2Bed/2Bath/MPR	Type 02	3Bed/2Bath/MPR	Type 03	2Bed/2Bath	Type 04	2Bed/2Bath	Type 05	3Bed/2Bath	Type 06	2Bed/2Bath/ MPR	Type 07	2Bed/1Bath	Type 08	2Bed/2Bath	<p>Includes 10 dwelling units, comprising a mix of one and two-bedroom apartments across 10 typologies.</p> <table border="1" data-bbox="887 1189 1442 1630"> <tr><td>Type 01</td><td>1Bed/1Bath</td></tr> <tr><td>Type 02</td><td>2Bed/ 2Bath</td></tr> <tr><td>Type 03</td><td>1Bed/1Bath</td></tr> <tr><td>Type 04</td><td>2Bed/2Bath</td></tr> <tr><td>Type 05</td><td>2Bed/2Bath</td></tr> <tr><td>Type 06</td><td>2Bed/ 2Bath</td></tr> <tr><td>Type 07</td><td>2Bed/2Bath</td></tr> <tr><td>Type 08</td><td>2Bed/2Bath</td></tr> <tr><td>Type 09</td><td>1Bed/1Bath</td></tr> <tr><td>Type 10</td><td>2Bed/2Bath</td></tr> </table>	Type 01	1Bed/1Bath	Type 02	2Bed/ 2Bath	Type 03	1Bed/1Bath	Type 04	2Bed/2Bath	Type 05	2Bed/2Bath	Type 06	2Bed/ 2Bath	Type 07	2Bed/2Bath	Type 08	2Bed/2Bath	Type 09	1Bed/1Bath	Type 10	2Bed/2Bath
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Type 10	2Bed/2Bath																																					
<p><b>Stage 2</b></p>	<p>Consistent with the approved design and dwelling configuration.</p>	<p>12 dwelling units, comprising a mix of one- and two-bedroom apartments across 12 typologies.</p>																																				




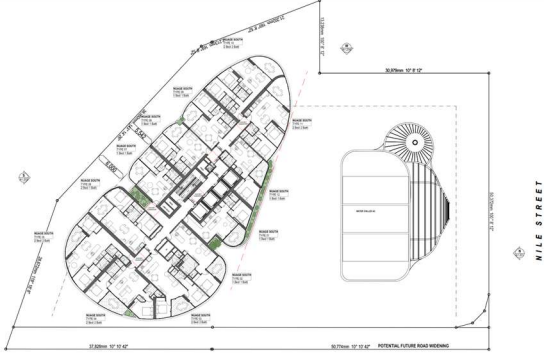


Aspect	Proposed Development				Existing Approval	
	Type 01	1Bed/1Bath		Type 01	1Bed/1Bath	
	Type 02	1Bed/1Bath		Type 02	1Bed/1Bath	
	Type 03	2Bed/2Bath		Type 03	2Bed/2Bath	
	Type 04	2Bed/2Bath		Type 04	2Bed/2Bath	
	Type 05	2Bed/2Bath		Type 05	2Bed/2Bath	
	Type 06	2Bed/1Bath		Type 06	2Bed/1Bath	
	Type 07	1Bed/1Bath		Type 07	1Bed/1Bath	
	Type 08	1Bed/1Bath		Type 08	1Bed/1Bath	
	Type 09	1Bed/1Bath		Type 09	1Bed/1Bath	
	Type 10	2Bed/2Bath		Type 10	2Bed/2Bath	
	Type 11	2Bed/2Bath		Type 11	2Bed/2Bath	
	Type 12	1Bed/1Bath		Type 12	1Bed/1Bath	
	Podium level units include private terraces and adjoin a central communal open space.				Podium level units include private terraces and adjoin a central communal open space.	
<b>Proposed Level 7 – 26</b>						
<b>Layout</b>						
<b>Stage 1</b>	Includes <b>08</b> dwelling units, including a mix of two and three-bedroom apartments across 08 typologies.				Includes 10 dwelling units, comprising a mix of one and two-bedroom apartments across 10 typologies.	
	Type	Type details	Size (m <sup>2</sup> )	Bal. size (m <sup>2</sup> )	Type 01	1Bed/1Bath
	Type 01	2Bed/2Bath/MPR	81.91	12.24	Type 02	2Bed/ 2Bath
	Type 02	3Bed/2Bath/MPR	121.33	12.11	Type 03	1Bed/1Bath
	Type 03	2Bed/2Bath	85.58	14.57	Type 04	2Bed/2Bath
	Type 04	2Bed/2Bath	82.78	12.81	Type 05	2Bed/2Bath
					Type 06	2Bed/ 2Bath
					Type 07	2Bed/2Bath
					Type 08	2Bed/2Bath
					Type 09	1Bed/1Bath
					Type 10	2Bed/2Bath







Aspect	Proposed Development				Existing Approval	
	Type 05	3Bed/2Bath	104.79	12.54		
	Type 06	2Bed/2Bath/MPR	88.52	11.84		
	Type 07	2Bed/1Bath	64.39			
	Type 08	2Bed/2Bath	82.50	12.03		
<b>Stage 2</b>	Consistent with the approved design and dwelling configuration.				Includes 12 dwelling units, comprising a mix of one- and two-bedroom apartments across 12 typologies.	
	Type	Type details	Size (m <sup>2</sup> )	Bal. size (m <sup>2</sup> )	Type	Type details
	Type 01	1Bed/1Bath	59.90	10.03	Type 01	1Bed/1Bath
	Type 02	1Bed/1Bath	62.88	10.10	Type 02	1Bed/1Bath
	Type 03	2Bed/2Bath	77.65	10.35	Type 03	2Bed/2Bath
	Type 04	2Bed/2Bath	80.33	11.88	Type 04	2Bed/2Bath
	Type 05	2Bed/2Bath	84.16	10.93	Type 05	2Bed/2Bath
	Type 06	2Bed/1Bath	73.29	10.77	Type 06	2Bed/1Bath
	Type 07	1Bed/1Bath	51.01	10.02	Type 07	1Bed/1Bath
	Type 08	1Bed/1Bath	50.21	10.06	Type 08	1Bed/1Bath
	Type 09	1Bed/1Bath	50.29	10.04	Type 09	1Bed/1Bath
	Type 10	2Bed/2Bath	74.32	13.59	Type 10	2Bed/2Bath
	Type 11	2Bed/2Bath	71.94	15.86	Type 11	2Bed/2Bath
	Type 12	1Bed/1Bath	51.12	10.00	Type 12	1Bed/1Bath
<b>Proposed Level 27</b>						



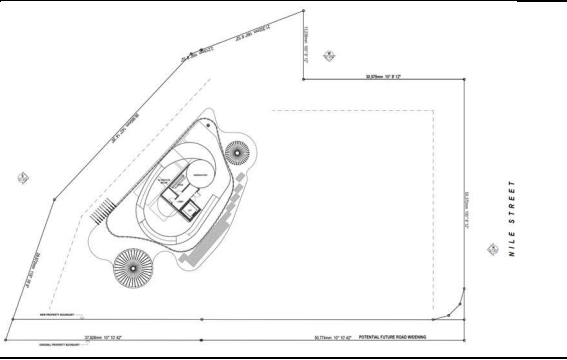
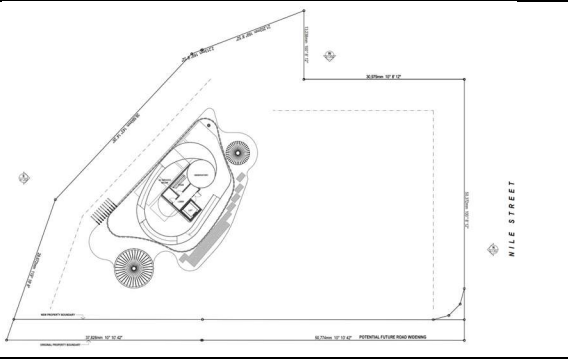


Aspect	Proposed Development	Existing Approval
<b>Layout</b>		
<b>Stage 1</b>	<ul style="list-style-type: none"> <li>▪ <b>Service Mezzanine (Plant)</b>– 348.03 m<sup>2</sup></li> <li>▪ Pool (depth)</li> <li>▪ <b>Communal Open Space</b></li> <li>▪ Fire Pit</li> <li>▪ Seating nooks</li> <li>▪ Day beds</li> <li>▪ Yoga Lawn</li> </ul> <p>Inclusion of a new services mezzanine floor, which was not part of the approved package.</p>	<ul style="list-style-type: none"> <li>▪ <b>Services Mezzanine include:</b></li> <li>▪ Tank – 143.99 m<sup>2</sup></li> <li>▪ 02 Press rooms</li> <li>▪ 02 Lift shafts</li> <li>▪ Staircase</li> <li>▪ <b>Terrace Communal Recreation</b></li> <li>▪ BBQ (Kitchen/Dining)</li> <li>▪ 01 Dining Booth</li> <li>▪ 04 Cabanas</li> <li>▪ Infinity Pool</li> <li>▪ Communal Recreation</li> <li>▪ Gym</li> </ul>
<b>Stage 2</b>	No change	Same as level below.
<b>Proposed Level 28</b>		
<b>Layout</b>		
<b>Stage 1</b>	<ul style="list-style-type: none"> <li>▪ <b>Communal Open Space</b></li> <li>▪ Pool</li> <li>▪ (02) PWD</li> <li>▪ (02) Private Dining</li> <li>▪ BBQ</li> <li>▪ Gym</li> <li>▪ Sauna</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Roof Top</b></li> </ul>
<b>Stage 2</b>	No change	Same as level below.



Aspect	Proposed Development	Existing Approval																								
<b>Proposed Level 29</b>																										
<b>Layout</b>																										
<b>Stage 1</b>	<b>Rooftop</b> (water chilled AC)	-																								
<b>Stage 2</b>	No change	Same as level below.																								
<b>Proposed Level 30 – 36</b>																										
<b>Layout</b>																										
<b>Stage 2</b>	No change	Includes 12 dwelling units, comprising a mix of one- and two-bedroom apartments across 12 typologies.																								
		<table border="1"> <thead> <tr> <th data-bbox="887 1352 1043 1480">Type</th> <th data-bbox="1043 1352 1445 1480">Type details</th> </tr> </thead> <tbody> <tr> <td data-bbox="887 1480 1043 1525">Type 01</td> <td data-bbox="1043 1480 1445 1525">1Bed/1Bath</td> </tr> <tr> <td data-bbox="887 1525 1043 1570">Type 02</td> <td data-bbox="1043 1525 1445 1570">1Bed/1Bath</td> </tr> <tr> <td data-bbox="887 1570 1043 1615">Type 03</td> <td data-bbox="1043 1570 1445 1615">2Bed/2Bath</td> </tr> <tr> <td data-bbox="887 1615 1043 1659">Type 04</td> <td data-bbox="1043 1615 1445 1659">2Bed/2Bath</td> </tr> <tr> <td data-bbox="887 1659 1043 1704">Type 05</td> <td data-bbox="1043 1659 1445 1704">2Bed/2Bath</td> </tr> <tr> <td data-bbox="887 1704 1043 1749">Type 06</td> <td data-bbox="1043 1704 1445 1749">2Bed/1Bath</td> </tr> <tr> <td data-bbox="887 1749 1043 1794">Type 07</td> <td data-bbox="1043 1749 1445 1794">1Bed/1Bath</td> </tr> <tr> <td data-bbox="887 1794 1043 1839">Type 08</td> <td data-bbox="1043 1794 1445 1839">1Bed/1Bath</td> </tr> <tr> <td data-bbox="887 1839 1043 1883">Type 09</td> <td data-bbox="1043 1839 1445 1883">1Bed/1Bath</td> </tr> <tr> <td data-bbox="887 1883 1043 1928">Type 10</td> <td data-bbox="1043 1883 1445 1928">2Bed/2Bath</td> </tr> <tr> <td data-bbox="887 1928 1043 1962">Type 11</td> <td data-bbox="1043 1928 1445 1962">2Bed/2Bath</td> </tr> </tbody> </table>	Type	Type details	Type 01	1Bed/1Bath	Type 02	1Bed/1Bath	Type 03	2Bed/2Bath	Type 04	2Bed/2Bath	Type 05	2Bed/2Bath	Type 06	2Bed/1Bath	Type 07	1Bed/1Bath	Type 08	1Bed/1Bath	Type 09	1Bed/1Bath	Type 10	2Bed/2Bath	Type 11	2Bed/2Bath
Type	Type details																									
Type 01	1Bed/1Bath																									
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Type 04	2Bed/2Bath																									
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Type 06	2Bed/1Bath																									
Type 07	1Bed/1Bath																									
Type 08	1Bed/1Bath																									
Type 09	1Bed/1Bath																									
Type 10	2Bed/2Bath																									
Type 11	2Bed/2Bath																									



Aspect	Proposed Development	Existing Approval	
		Type 12	1Bed/1Bath
<b>Proposed Level 37 – Roof Terrace</b>			
<b>Layout</b>			
<b>Stage 2</b>	No change	<ul style="list-style-type: none"> <li>▪ Vertical Circulation (04 Lift shafts + Stairs)</li> <li>▪ Plant (+ Press room)</li> </ul> <b>Roof Terrace Communal Recreation</b> <ul style="list-style-type: none"> <li>▪ Steam Room</li> <li>▪ Sauna</li> <li>▪ PWD</li> <li>▪ Yoga Studio</li> <li>▪ Gym</li> <li>▪ Kitchen/Dining Room</li> <li>▪ Spa</li> <li>▪ Pool</li> </ul>	
<b>Proposed Roof</b>			
<b>Layout</b>			
<b>Stage 2</b>	No change	<ul style="list-style-type: none"> <li>▪ <b>Roof top</b></li> <li>▪ Ramp to Observatory</li> <li>▪ Observatory</li> </ul>	

Only minor amendments have been made compared to the current approval, involving modifications to apartment layouts and balcony sizes as outlined in the table above. An additional services level (Level 27) has been introduced, utilised as the mechanical

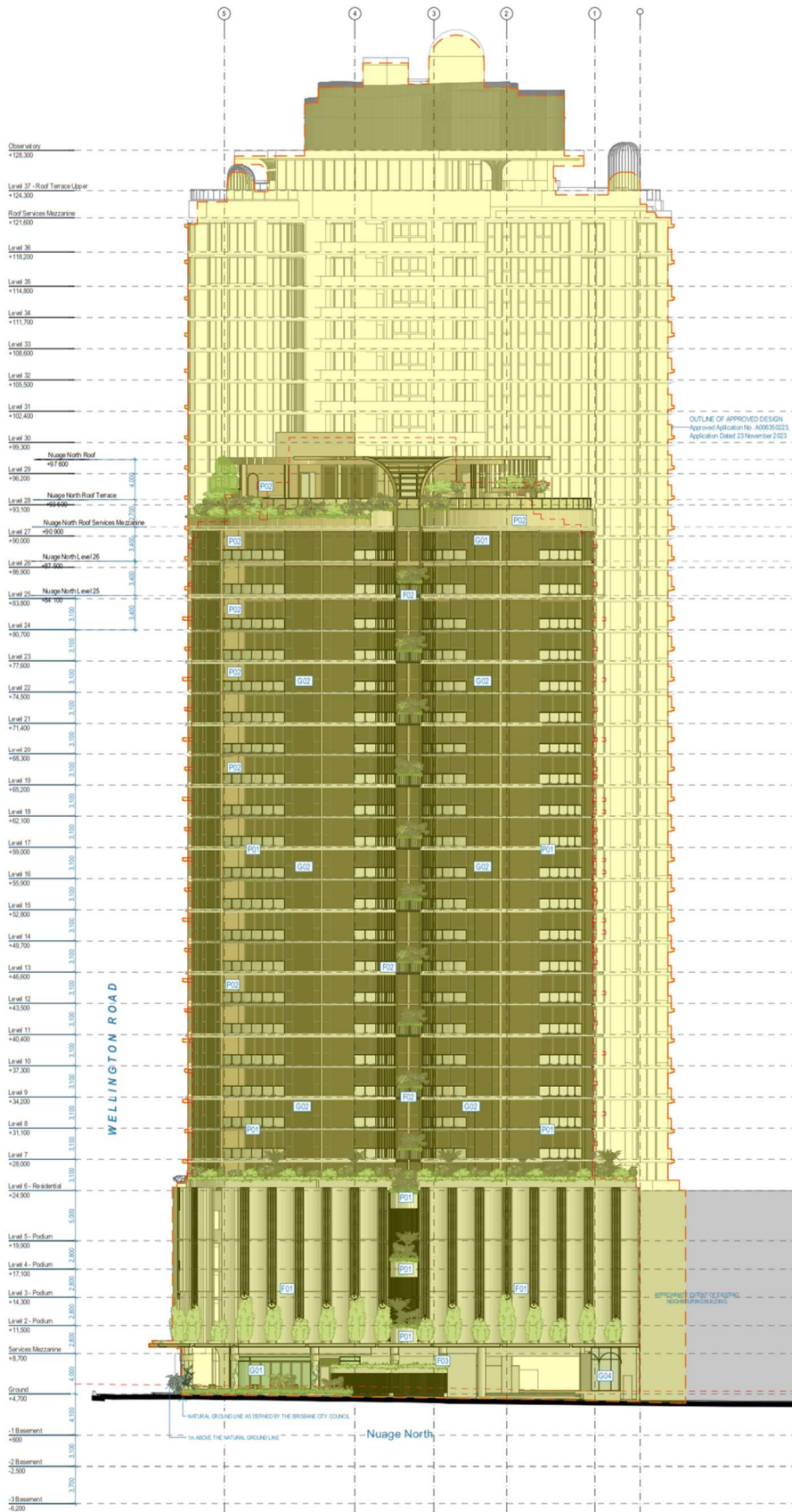


plant/mezzanine servicing area. Although a new services level is proposed, the overall number of storeys remains unchanged.

The overall height and podium height has not changed (Nuage North top of podium remains RL24.9m and tower remains RL100.3m). Floor to floor heights within the building have been marginally modified, as noted on the proposed elevations.

**Figure 3** below illustrates the south elevation, with the red outline denoting the previously approved building mass and bulk. For further details, refer to **Attachments A & B**.





## 2.5. Proposed Changes to Vehicle Access & Servicing

Please refer to the attached Traffic Assessment Report prepared by Bitzios (**Attachment G**), for a summary of changes to vehicular access and servicing. There have been several changes at ground level to building servicing to accommodate the staging configuration, the most notable being the two smaller servicing bays and one larger bay being replaced by two large service bays.

## 2.6. Pedestrian Entry and Lobby

The changes noted in Section 2.5 above have resulted in the need to reconfigure pedestrian entry and lobby areas. Two separate lobby areas are now proposed, one for each tower. Both occupy larger areas and have their own individual access points to the Wellington Road frontage. The Nile Street pedestrian entry has been removed and now this street only provides for vehicular access. We consider this change responds appropriately to Council's request during assessment of the original proposal for a larger lobby area and access.



### 3. Existing approved vs Proposed

For ease of reference, a summary of changes has been provided in **Table 5** below to identify aspects that are retained from the existing approval or are proposed to be changed.

**Table 5 – Summary of changes**

<b>Aspect</b>	<b>Existing Approval (Council reference A006350223)</b>	<b>Proposed Development</b>	<b>Comment/ degree of change</b>
<b>Land part of application</b>	6 Wellington Road, East Brisbane; 14 – 18 Wellington Road, Woolloongabba; and 25 Nile Street, Woolloongabba Qld 4102	6 Wellington Road, East Brisbane; 14 – 18 Wellington Road, Woolloongabba; and 25 Nile Street, Woolloongabba Qld 4102	No Change
<b>Aspects of development</b>	MCU and Building Works	MCU and Building Works	No change
<b>Uses</b>	<ul style="list-style-type: none"> <li>▪ Multiple dwelling</li> <li>▪ Shop</li> <li>▪ Office</li> <li>▪ Food and drink outlet</li> <li>▪ Education establishment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Multiple dwelling</li> <li>▪ Shop</li> <li>▪ Office</li> <li>▪ Food and drink outlet</li> <li>▪ Education establishment</li> </ul>	No Change
<b>Proposed development</b>	<ul style="list-style-type: none"> <li>▪ Two – high density residential towers</li> <li>▪ Nuage north – 26 storeys + Roof Terrace</li> <li>▪ Nuage south – 36 storeys + Roof Terrace</li> </ul>	<ul style="list-style-type: none"> <li>▪ Stage 1 – Nuage North 26 storeys + Services Mezzanine + Rood Terrace</li> <li>▪ Stage 2 – Nuage South 36 storeys + Roof Terrace</li> </ul>	Separates delivery into two stages.
<b>Tower Height</b>	<ul style="list-style-type: none"> <li>▪ Nuage North – Overall height RL +100.3</li> <li>▪ Nuage South – Roof Terrace RL +124.1m</li> <li>▪ Observatory RL +128.3m</li> </ul>	<ul style="list-style-type: none"> <li>▪ Nuage North – Overall height RL +100.3</li> <li>▪ Nuage South – Roof Terrace RL + 122.3m</li> <li>▪ Observatory RL + 128.3m</li> </ul>	Changes to floor to floor heights but no changes to overall height



<b>Aspect</b>	<b>Existing Approval (Council reference A006350223)</b>	<b>Proposed Development</b>	<b>Comment/ degree of change</b>
<b>Setbacks</b>	Podium built to boundary Average of 6.0m to Nile St, west and south boundaries and various to Wellington St. 4.0m potential future road widening to Wellington St.	Podium built to boundary Average of 6.0m to Nile St, west and south boundaries and various to Wellington St. 4.0m potential future road widening to Wellington St.	No change
<b>Tower separation</b>	Min 10.0 m	The curvilinear tower form provides varied setbacks, with approximately 13m to the west, a minimum of 10m at the centre, and up to 15m to the east.	No change
<b>Overall Site Area</b>	4059.7 m <sup>2</sup>		
<b>Road Widening area</b>	359.7 m <sup>2</sup>	359.7 m <sup>2</sup> (Area - 52518.8 m <sup>2</sup> )	No Change
<b>Road Widening Planting</b>	305.3 m <sup>2</sup>	295.23 m <sup>2</sup>	Minor increase
<b>No. of Storeys</b>	<ul style="list-style-type: none"> <li>▪ 3 Basement Floors</li> <li>▪ Ground Floor</li> <li>▪ Mezzanine Floor (Services)</li> <li>▪ 6 Podium levels</li> <li>▪ Level 7 – 26 Nuage North</li> <li>▪ Level 7 – 36 Nuage South</li> <li>▪ Rooftop Communal Recreation (Level 27 &amp; Level 37)</li> </ul>	<p><b>Stage 1</b></p> <ul style="list-style-type: none"> <li>▪ Ground Floor</li> <li>▪ Mezzanine Floor (Parking + Services)</li> <li>▪ 6 Podium Levels</li> <li>▪ Level 7 – 26 (typical floor plate)</li> <li>▪ Level 27 (Services Mezzanine)</li> <li>▪ Roof Top (Communal Recreation space)</li> </ul> <p><b>Stage 2</b></p> <ul style="list-style-type: none"> <li>▪ 3 Basement Levels</li> <li>▪ Ground Floor</li> <li>▪ Mezzanine Floor (Parking + Services)</li> </ul>	Introduces staged delivery with basement levels limited to stage 2.



<b>Aspect</b>	<b>Existing Approval (Council reference A006350223)</b>	<b>Proposed Development</b>	<b>Comment/ degree of change</b>
		<ul style="list-style-type: none"> <li>▪ 6 Podium Levels</li> <li>▪ Level 7 – 36 (typical floor plate)</li> <li>▪ Rooftop + Obsevatory (Communal Recreation space)</li> </ul>	
<b>Total number of apartments</b>	Nuage North – 210 Nuage South – 372 Total - 582	Nuage North - 168 Nuage South - 372 Total – 540	Total decrease of 42 units in Nuage North (Nuage South unchanged)
<b>Total number of accessible Housing</b>	62 units in Nuage south	62 units in Nuage south	No change
<b>Commercial GFA</b>	648.61 m2	549.6 m <sup>2</sup>	Marginally reduced GFA
<b>Car and Bike Parking</b>	585 (88 visitor + 5 commercial + 785 Bicycle + 3 Service bays)	571 (32 Visitor + 2 Commercial + 723 Bicycle + 2 Service bays)	Decrease in total no. of cars however complies with Council's TAPS Code requirements
<b>Private Open Space</b>	Podium units – Terraces Tower units – balconies min. 10m <sup>2</sup> for 1 brm units, increasing to approx. 14m <sup>2</sup> for 2 brm units (12m <sup>2</sup> typical)	Podium units – Terraces Tower units – balconies min. 10m <sup>2</sup> for 1 brm units, increasing to approx. 14m <sup>2</sup> for 2 brm units (12m <sup>2</sup> typical), noting some two-bedroom units provide 10m <sup>2</sup> balconies, while the majority exceed the standard.	The internal reconfiguration of units, results in minor adjustments to balcony sizes, while the majority exceed the standard.



<b>Aspect</b>	<b>Existing Approval (Council reference A006350223)</b>	<b>Proposed Development</b>	<b>Comment/ degree of change</b>
<b>Communal Open Space</b>	1657m <sup>2</sup>	1830.1 m <sup>2</sup> (49.5%)	Marginal increase in communal open space.
<b>Additional Planting</b>	1980.1m <sup>2</sup> (53.5%)	2161.5 (58.4%)	Increased by 4.9% including podium, rec areas, terraces and vertical planting.
<b>Green plot ratio</b>	2271.6m <sup>2</sup> (61.4%)	2428.3 m <sup>2</sup> (65.6%)	Increased by 4.2%.
<b>Deep Planting</b>	291.5m <sup>2</sup> (7.9%)	265.8m <sup>2</sup> (7.2%) + 295.23m <sup>2</sup> (8%) potential future road widening planting	Remains compliant



# 4. Amendments to Approval

To facilitate the requested changes, a review of the current approval A006350223 has been undertaken. The application processes to make the following changes to the approval package:

## Approved Plans and Documents

Plan No.	Rev.	Plan Name	Date
A1.002	<del>Issue BB</del>	Site Plan	<del>23 Nov 2023 (Received)</del>
A1.101	<del>Issue BB</del> Issue DD	Basement -3 Floor Plan	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.102	Issue BB Issue DD	Basement -2 Floor Plan	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.103	Issue BB Issue DD	Basement -1 Floor Plan	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.104	Issue BB Issue DD	Ground Floor Plan	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.105	Issue BB Issue DD	Mezzanine Floor Plan	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.106	Issue BB Issue DD	Level 2 – Podium	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.107	Issue BB Issue DD	Level 3 – Podium	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.108	Issue BB Issue DD	Level 4 – Podium	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.109	Issue BB Issue DD	Level 5 – Podium	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.110	Issue BB Issue DD	Level 6 – Residential	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.111	Issue BB Issue DD	Levels 7 – 26	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.112	Issue BB Issue DD	Level 27	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.113	Issue BB Issue DD	Level 28	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.114	Issue BB Issue DD	Level 29 – 36	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.115	Issue BB Issue DD	Level 37 – Nuage South Roof Terrace	<del>23 Nov 2023 (Received)</del> 29 August 2025



A1.116	Issue BB Issue DD	Nuage South Roof	<del>23 Nov 2023 (Received)</del> 29 August 2025
A1.117	Issue DD	Nuage North Roof	29 August 2025
A1.118	Issue DD	Stage 1 – Ground Floor Plan	29 August 2025
A1.119	Issue DD	Stage 1 – Mezzanine Floor Plan	29 August 2025
A1.120	Issue DD	Stage 1 – Level 2 - Podium	29 August 2025
A1.121	Issue DD	Stage 1 – Level 3 - Podium	29 August 2025
A1.122	Issue DD	Stage 1 – Level 4 - Podium	29 August 2025
A1.123	Issue DD	Stage 1 – Level 5 - Podium	29 August 2025
A1.124	Issue DD	Stage 1 – Level 6 - Residential	29 August 2025
A1.205	Issue DD	Stage 1 – South Elevation	29 August 2025
A1.206	Issue DD	Stage 1 – East Elevation	29 August 2025
A2.411	<del>Issue CC</del> Issue DD	Ground Floor Detail Plan Detail Part A	<del>23 NOV 2023 (Received)</del> 29 August 2025
A2.412	<del>Issue CC</del> Issue DD	Ground Floor Detail Plan Detail Part B	<del>23 NOV 2023 (Received)</del> 29 August 2025
A2.413	<del>Issue CC</del> Issue DD	Ground Floor Detail Plan Detail Part C	<del>23 NOV 2023 (Received)</del> 29 August 2025
A2.415	Issue DD	Typical Northern Tower Detail Part A	29 August 2025
A2.416	Issue DD	Typical Northern Tower Detail Part B	29 August 2025
A2.417	Issue DD	Typical Southern Tower Detail Part A	29 August 2025
A2.418	Issue DD	Typical Southern Tower Detail Part B	29 August 2025
A2.419	Issue DD	Typical Southern Tower Detail Part C	29 August 2025
A1.201	<del>Issue BB</del> Issue DD	North Elevation	<del>23 NOV 2023 (Received)</del> 29 August 2025
A1.202	<del>Issue BB</del> Issue DD	South Elevation	<del>23 NOV 2023 (Received)</del> 29 August 2025
A1.203	<del>Issue BB</del> Issue DD	East Elevation	<del>23 NOV 2023 (Received)</del> 29 August 2025
A1.203 A1.04	<del>Issue BB</del> Issue DD	West Elevation	<del>23 NOV 2023 (Received)</del> 29 August 2025
A1.301	<del>Issue BB</del> Issue DD	Section A	<del>23 NOV 2023 (Received)</del> 29 August 2025
A1.302	<del>Issue BB</del> Issue DD	Section B	<del>23 NOV 2023 (Received)</del> 29 August 2025
A1.303	Issue BB	Section C	<del>23 NOV 2023 (Received)</del>



	Issue DD		29 August 2025
A1.304	<del>Issue BB</del> Issue DD	Section D	<del>23-NOV-2023 (Received)</del> 29 August 2025
A2.421	Issue CC	Detail Section A	23-NOV-2024 (Received)
A2.422	Issue CC	Detail Section B	23-NOV-2023 (Received)
A2.423	Issue CC	Detail Section C	23-NOV-2023 (Received)
A2.424	Issue CC	Detail Section D	23-NOV-2023 (Received)
A2.428	Issue CC	Screening Details 01	23-NOV-2023 (Received)
A2.429	Issue CC	Screening Details 02	23-NOV-2023 (Received)
A2.4211	Issue CC	Awning Diagram	23-NOV-2023 (Received)
A2.4212	Issue CC	Awning Detail Sections	23-NOV-2023 (Received)
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<del>Page 16 – 21157- LC-01</del> Page 15 – 21157- LC-01	<del>Issue K</del> Issue N	Typical Levels 7-26 Plan	<del>23-NOV-2023 (Received)</del> 12 September 2025
<del>Page 17 – 21157- LC-01</del> Page 16 – 21157- LC-01	<del>Issue K</del> Issue N	Level 27 Plan	<del>23-NOV-2023 (Received)</del> 12 September 2025
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Page 29 – 21157- LC-01	Issue N	Open Space Diagrams – Level 28-36, Level 37	12 September 2025
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Page 36 - 21157 LC-01	Issue N	Planting	12 September 2025
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Page 38 - 21157 LC-01	Issue N	Landscape Care	12 September 2025
Page 39 - 21157 LC-01	Issue N	Compliance - BCC Landscape Code	12 September 2025
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CDA031	<del>P6</del> P8	Stormwater Management Plan	<del>23 NOV 2023 (Received)</del> 05 September 2025
CDA401	<del>P5</del> P8	Services Connection Plan	<del>23 NOV 2023 (Received)</del> 05 September 2025
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## Conditions of Approval

Current Approval Condition	Proposed Change
<p><b>45) Stormwater Quality (Implement Management Plan)</b></p> <p>Manage stormwater quality in accordance with this condition.</p> <p><b>45(a) Implement Management Plan</b> Implement the Stormwater Management Plan (CDA031, P6, prepared by EDGE Consulting Engineers) (consisting of at least 1 x SPEL Stormsack filter baskets and 8 x SPEL Filter cartridges), received 04/07/2024.</p> <p>Timing: Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first.</p> <p><b>45(b) Certification</b> Submit to Development Services certification from a relevant professional that all treatments and measures recommended in the Stormwater Management Plan (CDA031, P6, prepared by EDGE Consulting Engineers) (consisting of at least 1 x SPEL Stormsack filter baskets and 8 x SPEL Filter cartridges), received 04/07/2024, have been implemented.</p> <p>A copy of the as-constructed site based stormwater quality measures must accompany the Certification.</p> <p>Timing: Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first.</p>	<p><b>Stormwater Quality (Implement Management Plan)</b></p> <p>Manage stormwater quality in accordance with this condition.</p> <p><b>45(a) Implement Management Plan</b> Implement the Stormwater Management Plan (CDA031, <b>P8</b>, prepared by EDGE Consulting Engineers <b>dated 5 September 2025</b>) (consisting of at least 1 x SPEL Stormsack filter baskets and 8 x SPEL Filter cartridges), <b>received ***</b>.</p> <p>Timing: Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first.</p> <p><b>45(b) Certification</b> Submit to Development Services certification from a relevant professional that all treatments and measures recommended in the Stormwater Management Plan (CDA031, <b>P8</b>, prepared by EDGE Consulting Engineers <b>dated 5 September 2025</b>) (consisting of at least 1 x SPEL Stormsack filter baskets and 8 x SPEL Filter cartridges), <b>received ***, have been implemented</b>.</p> <p>A copy of the as-constructed site based stormwater quality measures must accompany the Certification.</p> <p>Timing: Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first.</p> <p><b>45(c) Maintain Management Plan</b></p>



<p><b>45(c) Maintain Management Plan</b>  Maintain the Stormwater Management Plan (CDA031, P6, prepared by EDGE Consulting Engineers) (consisting of at least 1 x SPEL Stormsack filter baskets and 8 x SPEL Filter cartridges), received 04/07/2024.</p>	<p>Maintain the Stormwater Management Plan (CDA031, <b>P8</b>, prepared by EDGE Consulting Engineers <b>dated 5 September 2025</b>) (consisting of at least 1 x SPEL Stormsack filter baskets and 8 x SPEL Filter cartridges), <b>received ***</b>.</p>
<p><b>54) Access, Grades, Manoeuvring, Carparks, Signs and Line Marking</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>ii. Suspended concrete parking areas, aisles and driveways are to be designed and certified by an RPEQ to accommodate the required design vehicles/s identified in this condition.</li> <li>iii. Manoeuvring on site for a RCV and for the loading and unloading of vehicle(s);</li> <li>iv. Parking on the site for a maximum of 591 resident/tenant cars, a maximum of 87 visitor cars inclusive of 4 parking spaces for people with disabilities and for the loading and unloading of vehicle(s) within the site.</li> <li>v. Provide and maintain a minimum of 528 secure bicycle parking spaces for residents/tenants, and 146 securable bicycle parking spaces for visitors.</li> <li>vi. A minimum of 2.3 metres height clearance to all undercover parking areas and a minimum of 2.5 metres</li> </ul>	<p><b>54) Access, Grades, Manoeuvring, Carparks, Signs and Line Marking</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>ii. Suspended concrete parking areas, aisles and driveways are to be designed and certified by an RPEQ to accommodate the required design vehicles/s identified in this condition.</li> <li>iii. Manoeuvring on site for a RCV and for the loading and unloading of vehicle(s);</li> <li>iv. Parking on the site for a maximum of <b>571</b> resident/tenant cars, a maximum of <b>32</b> visitor cars inclusive of 4 parking spaces for people with disabilities and for the loading and unloading of vehicle(s) within the site.</li> <li>v. Provide and maintain a minimum of <b>585</b> secure bicycle parking spaces for residents/tenants, and <b>138</b> securable bicycle parking spaces for visitors.</li> <li>vi. A minimum of 2.3 metres height clearance to all undercover parking</li> </ul>



<p>above parking spaces for people with disabilities. The minimum clear height must be measured to the lowest protrusion from the ceiling (e.g. fire sprinklers, services, lighting fixtures, signs, etc).</p> <p>vii. A height clearance sign located at the entrance(s) to undercover car parking areas and a directional visitor parking sign clearly visible from the vehicle entrance to the site.</p> <p>viii. Prepare and implement signs and line markings drawings that show the internal paved areas signed and delineated in accordance with the approved drawings and documents. The drawings must be prepared and certified by a Registered Professional Engineer Queensland in accordance with the relevant Brisbane Planning Scheme Codes and the Manual of Uniform Traffic Control Devices.</p> <p><i>PROOF OF FULFILMENT</i>  Certification from a Registered Professional Engineer Queensland, that the above requirements have been implemented in accordance with this condition. Timing: Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first.</p>	<p>areas and a minimum of 2.5 metres above parking spaces for people with disabilities. The minimum clear height must be measured to the lowest protrusion from the ceiling (e.g. fire sprinklers, services, lighting fixtures, signs, etc).</p> <p>vii. A height clearance sign located at the entrance(s) to undercover car parking areas and a directional visitor parking sign clearly visible from the vehicle entrance to the site.</p> <p>viii. Prepare and implement signs and line markings drawings that show the internal paved areas signed and delineated in accordance with the approved drawings and documents. The drawings must be prepared and certified by a Registered Professional Engineer Queensland in accordance with the relevant Brisbane Planning Scheme Codes and the Manual of Uniform Traffic Control Devices.</p> <p><i>PROOF OF FULFILMENT</i>  Certification from a Registered Professional Engineer Queensland, that the above requirements have been implemented in accordance with this condition. Timing: Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first.</p>
<p><b>71) Permanent Driveway Crossover</b></p> <p>Provide a 6.50 metre wide modified Type B2 permanent driveway crossover to the Nile Street frontage of the site in accordance with the relevant Brisbane Planning Scheme Codes and located as shown on the approved DRAWINGS AND DOCUMENTS</p>	<p><b>71) Permanent Driveway Crossover</b></p> <p>Provide a <b>7.8</b> metre wide modified Type B2 permanent driveway crossover to the Nile Street frontage of the site in accordance with the relevant Brisbane Planning Scheme Codes and located as shown on the approved DRAWINGS AND DOCUMENTS</p>



<p>Written consent must be obtained from BCC</p> <ul style="list-style-type: none"><li>- Field Services, Program Planning and Integration Arborist prior to any works occurring that will either impact on or require removal of a street tree (this includes pruning and excavation within the root zone/canopy of the tree)</li></ul> <p>At all times during construction of the crossover, safe pedestrian access along the site frontage must be maintained.</p> <p>Note: No further driveway permit is required however additional footway permits or lane closure permits may be required for footpath/verge closures and/or lane closures. These permits must be obtained prior to construction of the crossover.</p>	<p>Written consent must be obtained from BCC</p> <ul style="list-style-type: none"><li>- Field Services, Program Planning and Integration Arborist prior to any works occurring that will either impact on or require removal of a street tree (this includes pruning and excavation within the root zone/canopy of the tree)</li></ul> <p>At all times during construction of the crossover, safe pedestrian access along the site frontage must be maintained.</p> <p>Note: No further driveway permit is required however additional footway permits or lane closure permits may be required for footpath/verge closures and/or lane closures. These permits must be obtained prior to construction of the crossover.</p>
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# 5. Legislative Assessment

Schedule 2 of the *Planning Act 2016* establishes the criteria of a minor change to a development approval by way of its definition. To support this application, we have undertaken an assessment against each element of these criteria below:

Minor Change	Response
<i>(b) for a development approval –</i>	
<i>(i) Would not result in substantially different development; and</i>	The application would not result in a substantially different development.
<i>(ii) If a development application for the development, including the change, were made when the change application is made would not cause--</i>	
<i>(A) the inclusion of prohibited development in the application; or</i>	The proposed changes do not introduce prohibited development.
<i>(B) referral to a referral agency, other than to the chief executive, if there were no referral agencies for the development application; or</i>	The original development application required referral to the chief executive (SARA) as it triggered Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 of the Planning Regulation 2017 (State transport matters).
<i>(C) referral to extra referral agencies, other than to the chief executive; or</i>	The proposed change does not trigger referral to any new referral agencies.
<i>(D) a referral agency, in assessing the application under section 55(2), to assess the application against, or have regard to, a matter, other than a matter the referral agency must have assessed the application against, or had regard to, when the application was made; or</i>	The proposed change does not trigger referral to any new referral agencies.
<i>(E) public notification if public notification was not required for the development application.</i>	Public notification was required for the original development approval.



Guidance as to what constitutes substantially different development is provided within Schedule 1 of the *Development Assessment Rules* (DA Rules). A response to each of these elements is in the criteria below:

<b>Substantially different development:</b>	<b>Response</b>
<i>(a) Involves a new use; or</i>	No new uses are proposed.
<i>(b) Results in the application applying to a new parcel of land; or</i>	The application will not apply to a new parcel of land.
<i>(c) Dramatically changes the built form in terms of scale, bulk and appearance; or</i>	The proposed minor change does not dramatically alter the built form in terms of scale, bulk, or appearance. While the RL levels marginally increase floor to floor, the overall height of podium and buildings remains the same, as does the overall number of storeys. The built form continues to sit essentially wholly within the approved mass and envelope as demonstrated in the submitted elevations. The amendments primarily involve internal unit reconfigurations and minor adjustments to balconies and terraces, which enhance residential amenity without materially impacting the overall scale of the development; and changes to the sequence of development in order that the development can be undertaken in stages.
<i>(d) Changes the ability of the proposed development to operate as intended; or</i>	The proposed changes will not affect the ability of the development to operate as a multiple dwelling, office, shop and food and drink outlet and education establishment. (i.e. a mixed-use development). Staging changes merely alter the sequence of development in order that the development can be undertaken in stages.
<i>(e) Removes a component that is integral to the operation of the development; or</i>	The proposed change will not remove a component that is integral to the operation of the development.



<b>Substantially different development:</b>	<b>Response</b>
<i>(f) Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site; or</i>	The proposed change will not have significant impacts on traffic flow, or the transport network as detailed in the Traffic Assessment Report prepared by Bitzios in <b>Attachment G</b> .
<i>(g) Introduces new impacts or increases the severity of known impacts; or</i>	The proposed change will not introduce new impacts or increase the severity of known impacts. While the change results in a marginal increase in RL levels due to the floor-to-floor height amendments and internal reconfiguration of residential units these changes do not significantly alter the maximum height of buildings or podium. As such, these changes will not be readily perceptible from street level and will not generate any additional overshadowing or amenity impacts to surrounding properties. Changes to allow the development to be completed in stages do not introduce new impacts.
<i>(h) Removes an incentive or offset component that would have balanced a negative impact of the development; or</i>	The proposed change will not remove an incentive or offset component that would have balanced a negative impact of the development.
<i>(i) Impacts on infrastructure provisions.</i>	The proposed changes do not impact infrastructure provisions, with all services, access, and stormwater arrangements as detailed in technical reports. For further details refer Stormwater Management Plan ( <b>Attachment F</b> ) and Engineering Services Report ( <b>Attachment E</b> ).

## 5.1. Decision Matters Assessment

In addition, we have also carried out an assessment against section 81 of the *Planning Act 2016* which outlines the matters an assessment manager must assess against when deciding a minor change application below:

- (1) This section applies to a change application for a minor change to a development approval.**



**(2) When assessing the change application, the responsible entity must consider—  
(a) the information the applicant included with the application; and**

The information supporting this application is included within this letter.

**(b) if the responsible entity is the assessment manager—any properly made submissions about the development application or another change application that was approved; and**

We have had regard to the relatively small number of submissions received on the original development application (3) and note that the issues raised within the submissions primarily related to building height (beyond the 20 storeys permitted as code assessable under City Plan) and density. The proposed changes do not significantly change building height and reduce the proposed density.

**(c) any pre-request response notice or response notice given in relation to the change application; and**

Not applicable – this minor change application does not require referral to SARA or any other referral agencies and therefore a pre-request response notice has not been obtained.

**(d) if the responsible entity is, under section 78A(3) the Minister—all matters the Minister would or may assess against or have regard to, if the change application were a development application called in by the Minister; and**

Not applicable, the responsible entity for the application is not the Minister.

**(da) if paragraph (d) does not apply—all matters the responsible entity would or may assess against or have regard to, if the change application were a development application; and**

Please refer to the response to Item 3 below.

**(e) another matter that the responsible entity considers relevant.**

We believe the proposed changes are appropriate given the circumstances and there are no other relevant matters that need to be considered.

**(3) For subsection (2)(d) and (da), the responsible entity—**

**(a) must assess against, or have regard to, the matters that applied when the development application was made; and**



***(b) may assess against, or have regard to, the matters that applied when the change application was made.***

We have carried out an assessment against the planning instruments and believe that the proposed changes are generally in comply with the relevant requirements of *City Plan 2014*, including compliance with the Strategic Framework and other relevant matters.

In summary, we believe that the proposed changes have adequately considered the matters within section 81 of the *Planning Act 2016*.



## 6. Summary

In summary we are of the view that the proposed amendment satisfies the minor change criteria, and we therefore request Council amend the development approval as set out within this letter; and include reference to the attached proposed plans and updated technical reports (where applicable) within the approval document.

Upon receipt of Council's assessment fee, we will coordinate payment at earliest opportunity.

Should you wish to discuss the above matters further, please do not hesitate to contact me on 0431 566 735 or email at [nickchristofis@saundershavill.com](mailto:nickchristofis@saundershavill.com).

Yours sincerely  
**Saunders Havill Group**



Nick Christofis  
**Regional Manager, Springfield / Associate Partner**

