

Please Quote Our Ref: 8601

17 February 2026

Brisbane City Council
Development Services
Electronic submission

Attn: The Assessment Manager

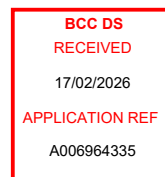
Dear Sir/Madam,

**RE: Minor change application
Proposed extension to multiple dwelling
15 Barter Avenue (1 Lamette Street), Holland Park
Council reference: A006154855**

We are writing in relation to the abovementioned development approval, to request a change to the approval pursuant to section 78 of the *Planning Act 2016* (the Act), in accordance with provisions of section 81 (minor change).

Please find attached the following supporting documents:

Annexure A	Current Approval
Annexure B	Proposed Plans (revised)



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CURRENT APPROVAL

The current approval involves the extension of a single unit of an existing townhouse complex, including a new detached carport.

→ Refer to Annexure A—Current Approval.

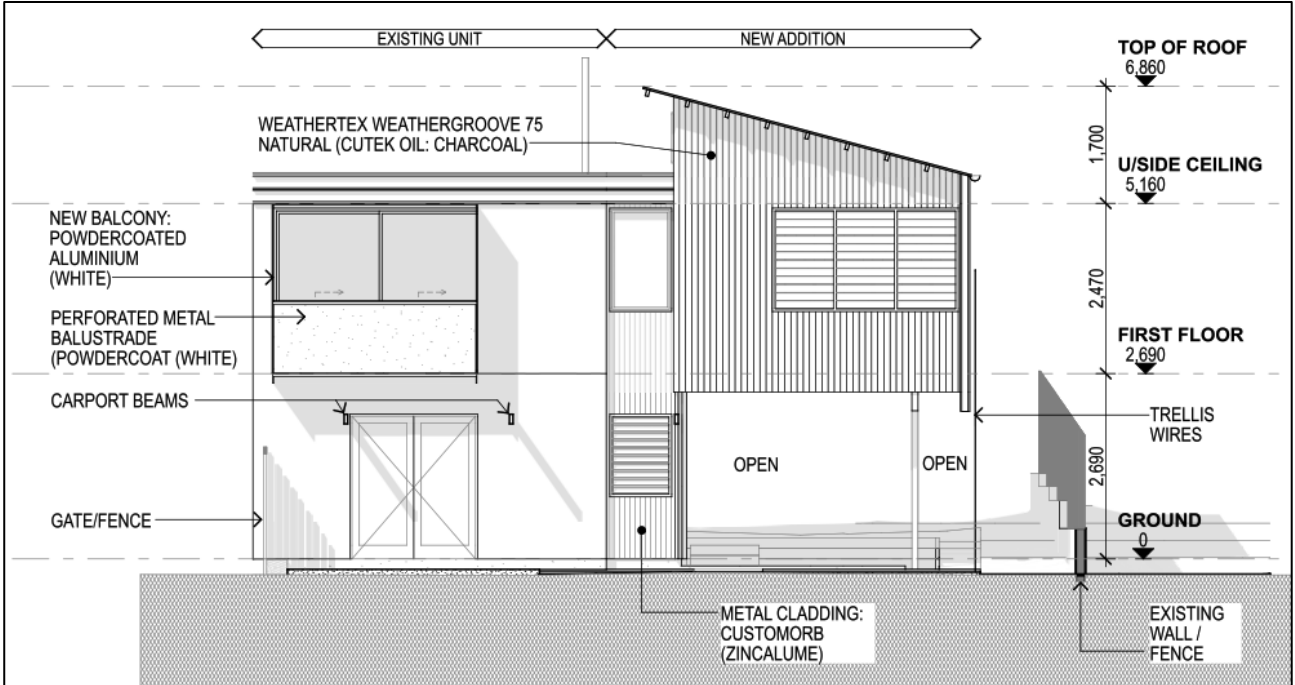


Figure 1. Current approval—west elevation.

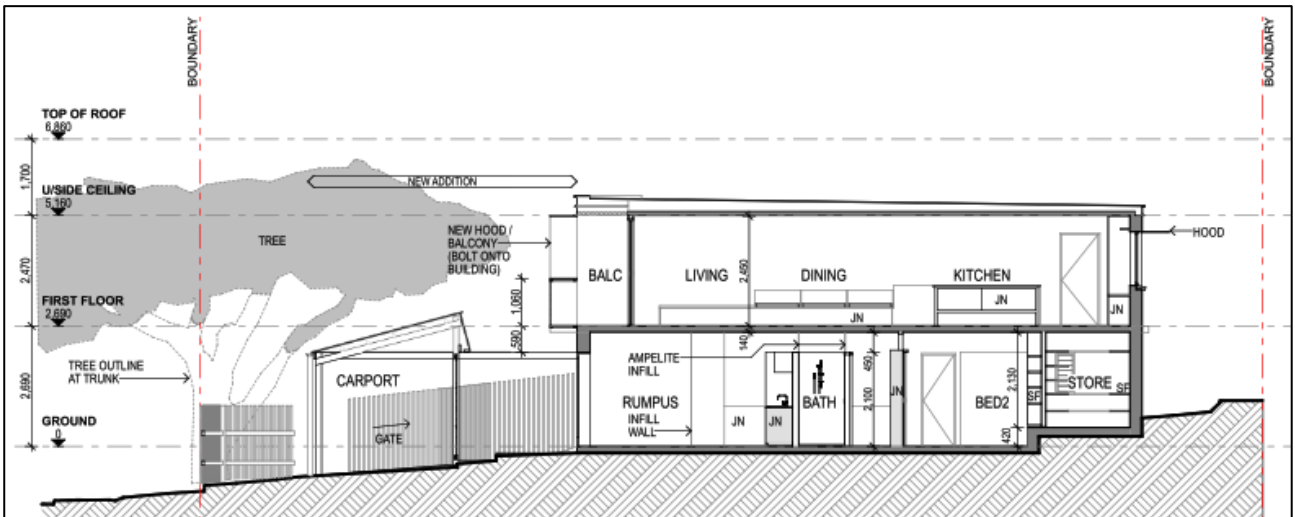


Figure 2. Current approval—section.

PROPOSED CHANGE

The proposed change includes widening the proposed carport to accommodate two cars. The open construction and skillion roof form of the approved design are maintained.

→ Refer to Annexure B—Proposed Plans (revised).

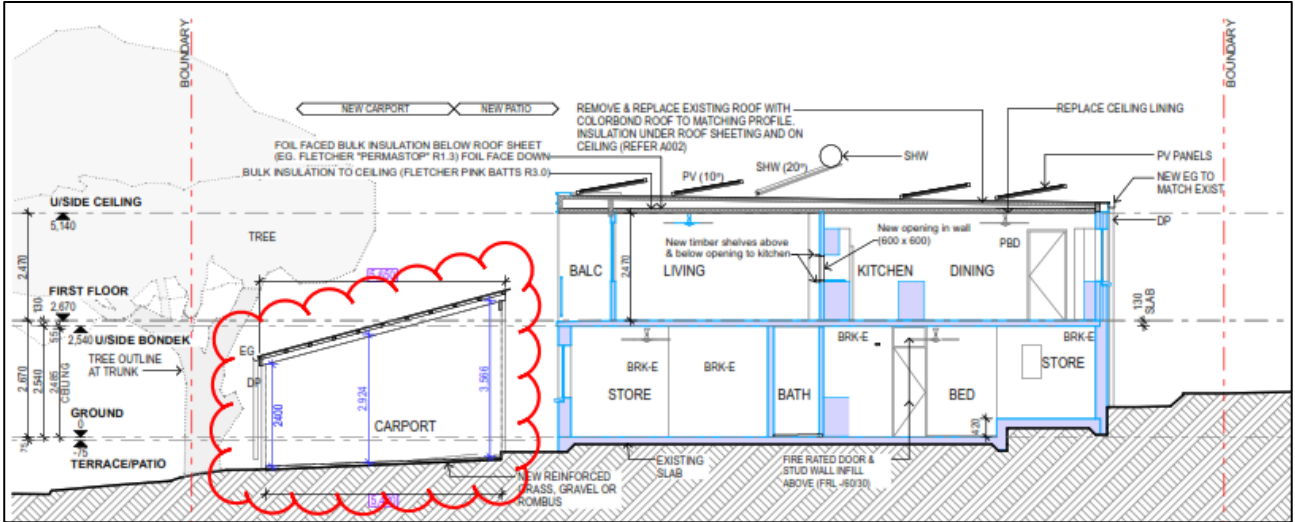


Figure 3. Proposed section showing revised carport.



Figure 4. Perspective view of proposed carport.

Planning Scheme Compliance

The proposed change does not result in any new performance outcomes under the relevant codes. The following assessment benchmarks are considered relevant to the change:

Table 1. Relevant assessment benchmarks and compliance comments.

Assessment benchmark	Comments
Multiple dwelling code	
<p>PO6</p> <p>Development provides a front boundary setback that:</p> <ol style="list-style-type: none"> defines the street edge; creates a clear threshold and transition from public to private space; assists in achieving visual privacy to ground-floor dwellings from the street; supports the location of balconies for casual surveillance of the street and modulation of the facade; allows for built form and facade articulation that contributes to the streetscape character and landscape; is consistent with the intended streetscape and setback pattern; facilitates landscaping appropriate to soften and screen the built form of the development from the street. 	<p><i>The proposed change includes reduction of the front setback to the carport.</i></p> <p><i>The proposed carport remains unenclosed and surrounded by landscaping, including a large established tree.</i></p> <p><i>The carport setback is consistent with the carports of other dwellings located nearby in Barter Avenue.</i></p> <p>✓ Performance Outcome satisfied.</p>
<p>AO33.3</p> <p>Development, where above-ground or partially above-ground car parking, is located so that:</p> <ol style="list-style-type: none"> the facade design and materials selection is extended to the car park entry and car park areas on all frontages and boundaries; building services, pipes and ducts within the car park are not visible from the street and other public spaces or adjoining properties and are screened and landscaped. <p>Refer to Figure v.</p>	<p><i>No changes to the carport materials are proposed; the design and materiality match the proposed building extension.</i></p> <p><i>The carport does not include services, pipes, or ducts.</i></p> <p>✓ Acceptable Outcome satisfied.</p>
<p>PO34</p> <p>Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is sited and of a bulk and form that:</p> <ol style="list-style-type: none"> does not dominate the street frontage of the development; does not impact on the safety and efficiency of the road networks; does not detract from the quality of adjoining streetscape or public spaces; is safe and convenient for residents, visitors and service providers; does not negatively impact on the amenity of adjoining residents by way of noise, odour or light having regard to: <ol style="list-style-type: none"> the proximity of dwelling houses or existing multiple dwellings on adjoining sites; the scale and detail of any parking structure walls when viewed from the street and adjoining properties; 	<p><i>The length of the proposed carport is unchanged. As such, its proportions in relation to the street frontage are maintained.</i></p> <p><i>The carport change does not result in any new amenity impacts.</i></p> <p>✓ Performance Outcome satisfied.</p>

<ul style="list-style-type: none"> iii. setback distances to mitigate impacts; iv. the location of active frontages and public spaces. <p>Note—Where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the Centre or mixed use code apply.</p>	
<p>AO35.5</p> <p>Development of ground level or other above ground car parking, where not in a zone in the centre zones category or the Mixed use zone, provides densely planted setbacks.</p> <p>Note—Front boundary setbacks must be treated to address streetscape interface issues and be in accordance with the streetscape interface performance outcomes and acceptable outcomes.</p>	<p><i>The reduced carport setback maintains the existing, densely planted garden along the site frontage.</i></p> <p>✓ Acceptable Outcome satisfied.</p>
<p>Traditional building character (design) overlay code</p>	
<p>PO1</p> <p>Development retains buildings constructed in 1946 or earlier in its original setting and complements nearby buildings in the street built in 1946 or earlier.</p>	<p><i>The proposed carport change (including reduced front setback) remains consistent with the carports of existing dwellings nearby in Barter Avenue.</i></p> <p>✓ Performance Outcome satisfied.</p>
<p>AO7.1</p> <p>Development provides roof forms which are one or more of a combination of pyramids, hips or gables of similar pitch and proportions to those of dwelling houses constructed in 1946 or earlier nearby in the street.</p>	<p><i>The proposal maintains the approved skillion roof form of the carport. The larger roof area remains consistent with the scale of nearby pre-1947 dwellings in Barter Avenue.</i></p> <p>✓ Acceptable Outcome satisfied.</p>
<p>Transport, access, parking and servicing code</p>	
<p>AO13</p> <p>Development outside of the City core and City frame as identified in Figure a:</p> <ul style="list-style-type: none"> a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. <p>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p><i>The proposed change increases car parking provision.</i></p> <p>✓ Acceptable Outcome satisfied.</p>

Conditions

The proposed change affects only the approved plans and has no impact on the conditions of approval.

Infrastructure Charges

No infrastructure charges were levied in association with the current approval. The proposed change has no impact on infrastructure charges.

Minor Change Criteria

The proposed change constitutes a *minor change* as defined in Schedule 2 of the Act, as follows:

minor change means a change that—

...

- (b) for a development approval—
 - (i) does 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, 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
 - (E) public notification if public notification was not required for the development application.

The change does not result in *substantially different development* as defined in Schedule 1 of the *Development Assessment Rules* as the proposed change:

- does not involve a new use
- does not result in the application applying to a new parcel of land
- does not dramatically change the built form in terms of scale, bulk and appearance
- does not change the ability of the proposed development to operate as intended
- maintains all components that are integral to the operation of the development
- has no impact on traffic flow or the transport network
- does not introduce new impacts or increase the severity of known impacts
- does not remove any incentive or offset component that would balance a negative impact of the development
- does not impact on infrastructure provisions.

As the application involves a minor change, it is subject to the provisions in sections 81 and 81A of the Act. The application does not involve any referral agencies.

SUMMARY AND CONCLUSION

The proposed minor change improves functionality of the approved development by increasing on-site car parking provision for residents, whilst maintaining compliance with the relevant assessment benchmarks in the Multiple dwelling code, Traditional building character (design) overlay code, and Transport, access, parking and servicing code with respect to siting, design, and car parking.

With these considerations, the proposed change should be approved by Council without further amendments.

Please do not hesitate to contact the undersigned should you have any queries in relation to this application.

Yours faithfully,

GATEWAY SURVEY & PLANNING



Brett Cronin
Senior Town Planner