

BCC DS
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25/08/2026
APPLICATION REF
A007102707



24 August 2026

The Assessment Manager
Brisbane City Council
GPO Box

Dear Sir/Madam,

Minor Change to Development Approval Over Land at 48 Hampden Street, Ascot (Council Ref: A006417693)

In accordance with *Section 78 and 81* of the *Planning Act 2016* ('Planning Act') and on behalf of *Keyton* ('the **Applicant**'), we wish to seek a Minor Change to a Development Approval over the land at 48 Hampden Street, Ascot ('the Site'). This land is formally described as Lot 951 on SP303686.

The Minor Change is made to the most recent approval over the site, issued by council on 4 April 2025 (Council Ref: A006417693). This Minor Change application is accompanied by, and must be read in conjunction with, the following material:

- **Attachment A** – DA Form 5;
- **Attachment B** – Signed Owners Consent;
- **Attachment C** – Property Title Documentation;
- **Attachment D** – Existing Development Approval;
- **Attachment E** – Updated Architectural Plans prepared by MAP;
- **Attachment F** – Revised Landscape Plans prepared by Urbis;
- **Attachment G** – Traffic Letter prepared by Colliers; and
- **Attachment H** – Fabric Blind Screening Plans, prepared by Keyton; and
- **Attachment I** – Comparison of Approved and Proposed Plans.

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

1 Site Context

The site is located at 48 Hampden Street, Ascot, formally described as Lot 951 on SP303686. The site has a lot size of 18,400m²m² and a frontage length of approximately 160m to Hampden Street. Several easements affect the land along the eastern boundary and within the south-east corner of the site. An aerial photograph of the site is provided below in **Figure 1**.

Figure 1 – Aerial Site View (site outlined in green)



Source: Nearmap (June 2026)

The site is mapped within the SR3 Sport and Recreation (Metropolitan) Zone of the Brisbane City Plan 2014 and is situated within the Racecourse Precinct Neighbourhood Plan in the Racecourses Precinct NPP-002 and Doomben South Sub-Precinct NPP-002e.

2 Existing Approval History

The site is benefited by a number of existing approvals including several minor changes. The original approval for the Bernborough Ascot Retirement Village (A004915175) included a Development Permit for Material Change of Use – Retirement Facility, Outdoor Sport and Recreation and Club which included 300 residential units and 353 car parking spaces in four stages. Subsequent applications include:

- Minor Change (A005400230) approved 15 May 2020;

- Minor Change (A005856219) approved 18 December 2021;
- Minor Change (A006082000) approved 25 October 2022; and
- Minor Change (A006286433) approved 25 August 2023.

The most recent application on the site is an "Other Change" (Council Ref.: A006417693) which included building layout changes and staging amendments. This included splitting Buildings B and C into three separate buildings, affecting stages 3 (Building B) and 4 (Building C), and creating a new Stage 5 (Building E). Additionally, there were changes to the building designs, which amended their footprints and slightly increased building heights. The Other Change was approved on 4 April 2025. As the most recent approval over the site (and the most recent change to the original approval), it is this approval which is sought to be changed by the proposed Minor Change.

3 Proposed Changes

This change application seeks the following amendments to the approved scheme, which have arisen from the detailed design process, resident feedback, constructability considerations and project feasibility:

- Amendments to Staging Lines in Building B basement. There will be a marginal adjustment to staging line Building B Ground to allow for scaffold and safety on the podium level;
- Driveway formed part of Building D Stage of works is proposed to be completed partially, to allow for operational access to the new adjacent Residential Aged Care facility (Lot 951 on SP303686) currently under construction by operator Opal, prior to Practical Completion in circa Q1 2028;
- Architectural changes and refinements to the facades of Buildings B, C, and E;
- Inclusion of optional fabric blind screening to all buildings across the precinct;
- Changes to Building B rooftop level and internal reconfigurations.
- Changes to the rooftop layout and roofline extension (level 8) on Building B;
- Reallocation of visitor and resident car parking across Buildings A, B, C, D and E;
- Amendments to the car parking configuration, MRV relocation and reduction in clearance height of two (2) carparking spaces in Building D; and
- Updates to the landscaping proposed to Stage 3 to 5 to improve safety and better respond to resident needs.

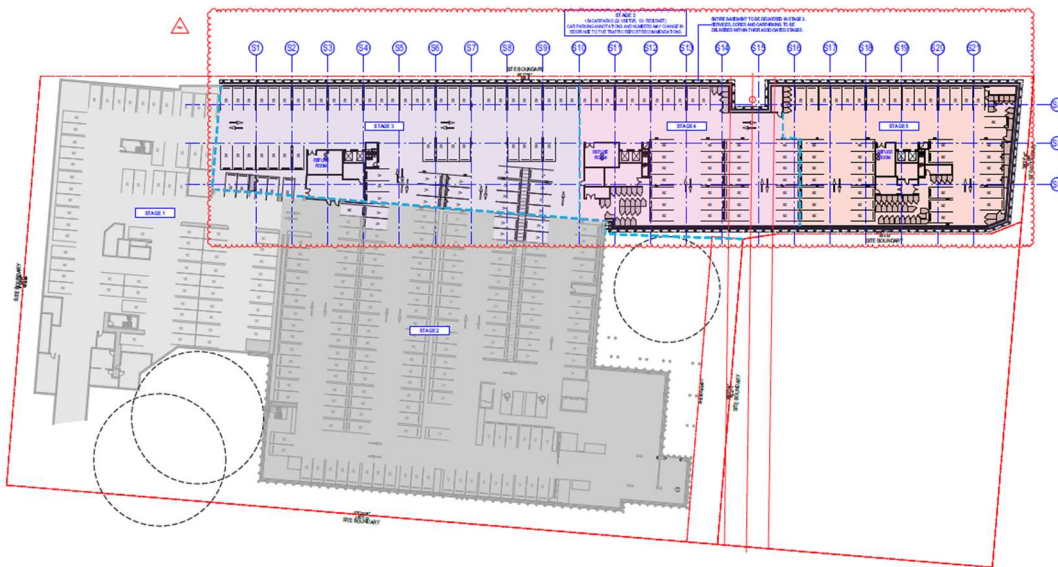
Importantly, no changes have been made to the unit configuration or number of bedrooms in each unit. The above changes are outlined in greater detail below.

3.1 Basement Building B Staging

The proposed minor change includes amendments to the approved staging lines within the Building B basement. A marginal adjustment is proposed to the Building B ground staging line to allow for scaffold and safety requirements on the podium level during construction.

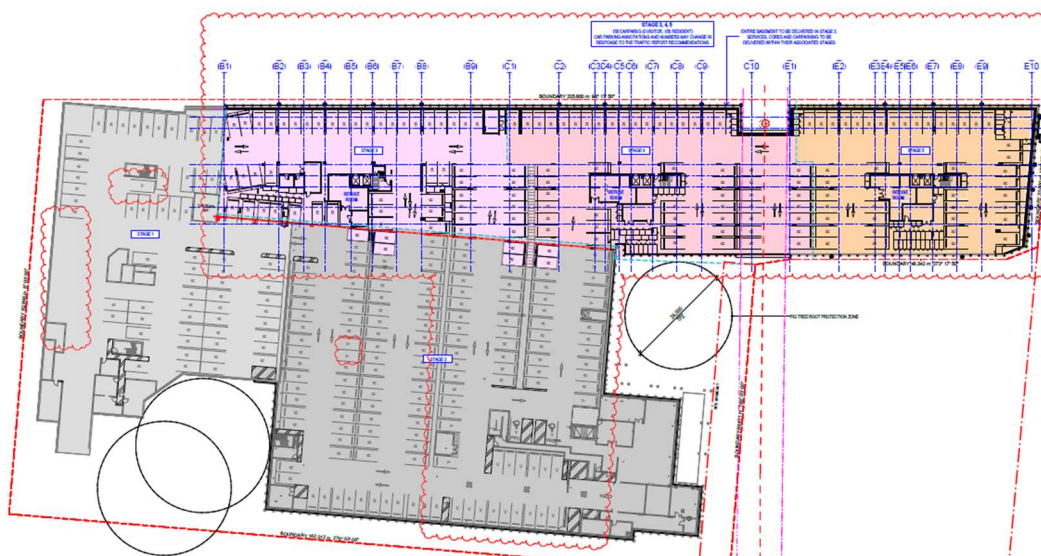
The proposed amendments to the staging arrangement are illustrated in **Figure 2** (Refer to **Attachment E** - Plan S1051 – Staging Plan – Basement). The revised staging layout maintains the intent of the approved development while supporting a safe and coordinated construction process.

Figure 2 – Approved Vs Proposed Building B Basement 1 Staging Plan



Picture 1 – Approved

Source: Cottey Parker



Picture 2 – Proposed

Source: MAP

3.2 Architectural Changes

The architectural design of Buildings B, C and E has been refined in response to resident feedback and detailed design development undertaken prior to construction. While the overall design character is retained, minor modifications are proposed to the screening and façade treatments across the three buildings.

The changes include:

- Basket-weave design development to façade and screening elements;
- Moveable balcony perforated metal panel sun-shading screens to racecourse for resident comfort, privacy and control of solar exposure to Stage 3 (Magnolia House), 4 and 5.;
- Updated screening design and materials, including Level 7 mechanical plant screening;
- Penthouse balcony design and minor extent refinements, including planter bed locations;
- Level 8 rooftop/pergola line, enclosed-space, trees and planting refinements; and
- Level 8 balustrade height increased from 1200mm to 1500mm for protection from wind.

These refinements do not increase perceived building bulk or result in any change to the approved building envelope when viewed from the public realm or adjoining properties. The architectural detailing will remain high-quality and sufficient to provide visual interest and relief to the building bulk and scale.

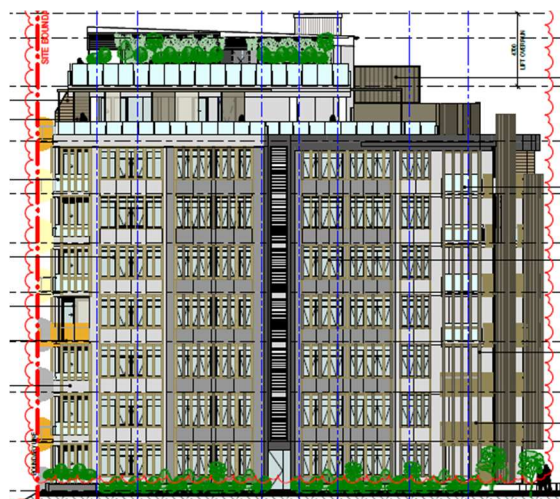
Figure 3 and **Figure 4** illustrate the proposed changes to Building B. Buildings C and E have comparable changes proposed and are shown in **Attachment E**.

Figure 3 – Building B West Elevations



Picture 3 Approved West Elevation

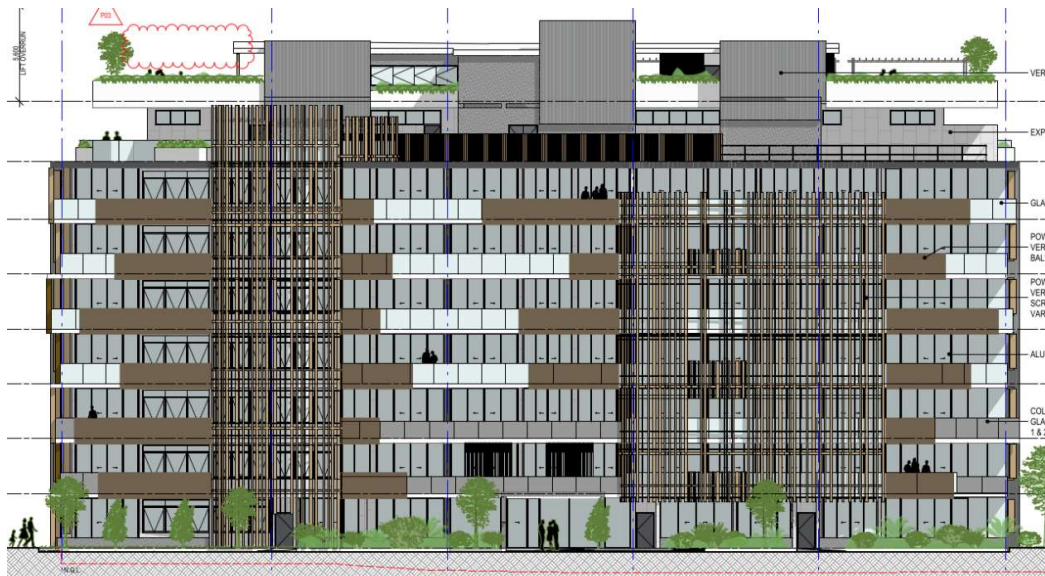
Source: Cottee Parker



Picture 4 Proposed West Elevation

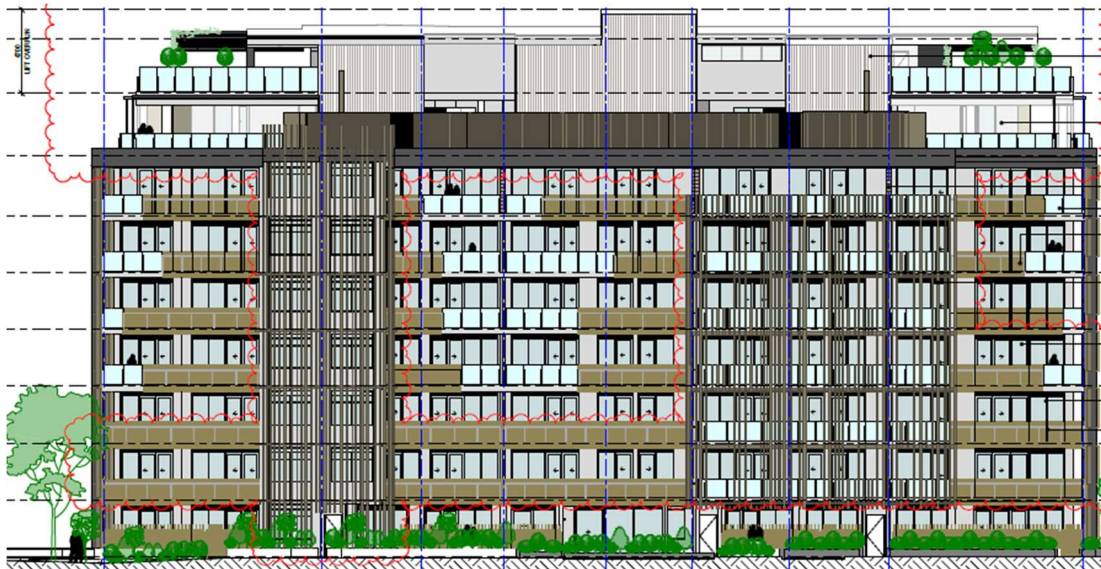
Source: MAP

Figure 4 Building B South Elevations



Picture 5 Approved South Elevation

Source: Cottee Parker



Picture 6 Proposed South Elevation

Source: MAP

3.3 Fabric Blind Screening

The proposed change includes the optional installation of fabric balcony sunshade blinds to selected balconies across the development. This has been proposed in response to resident feedback, in which reduction of glare to increase usability of the balconies has been a primary consideration.

The blinds are intended to be electric motorised, retractable fabric blinds installed on guide wires, with a consistent appearance across the development.

The blinds are not proposed as a mandatory or uniform built outcome across the development. Rather, they are envisaged as an option for residents, subject to final approval by Keyton. This approach is intended to provide flexibility for resident amenity while maintaining a consistent and orderly building appearance.

Indicative blind locations have been shown in **Figure 5** below and **Attachment H**.

The proposed blinds are lightweight and visually recessive, designed to sit within the balcony zone and not extend beyond the approved building envelope. When retracted, the blinds would be largely concealed, ensuring the underlying architectural expression remains unchanged. When extended, the blinds provide functional shading, assist in reducing heat gain and glare, and improve the usability of private open space for residents. The proposed blind type and shape will be consistent across the development with a specific colour proposed which will remain subordinate to the existing design.

Overall, the proposal is considered to represent a minor change that does not alter building height, bulk or setbacks, and does not result in unacceptable visual or amenity impacts. Instead, it provides a practical and controlled response to solar exposure while retaining the architectural intent of the approved development.

Figure 5 – Proposed Fabric Blind Screening



Picture 7 – Building E South Elevation

Source: Keyton



Picture 8 – Building C South Elevation

Source: Keyton



Picture 9 – Building B South Elevation

Source: Keyton

3.1 Building B Rooftop Level 7

The proposed change includes refinements to the approved Building B rooftop level and associated Level 7 balcony/rooftop areas. This has been proposed in response to detailed design development and resident amenity considerations, with improved functionality and usability of the rooftop spaces being a key consideration.

The approved rooftop level included a curved edge profile and dedicated solar panel area. As part of the proposed amendments, the rooftop footprint has been refined to remove the curved edge treatment and adopt a more regular, squared-off form. The dedicated solar panel area is also proposed to be repurposed as additional private open space, supported by landscaped planter areas and a pergola structure above.

The amendments are intended to provide a more practical and functional rooftop outcome for residents while retaining the approved use and overall design intent of the development. The rooftop amendments are not proposed to alter the approved number of dwellings, building height or overall intensity of the retirement village. Rather, the changes are limited to the rooftop level, associated balcony/rooftop areas and very minor internal Level 7 unit layout refinements.

A comparison of the approved and proposed rooftop footprint is provided in **Figure 6** below.

Figure 6 – Approved and Proposed Building B Rooftop Level 7 Footprint



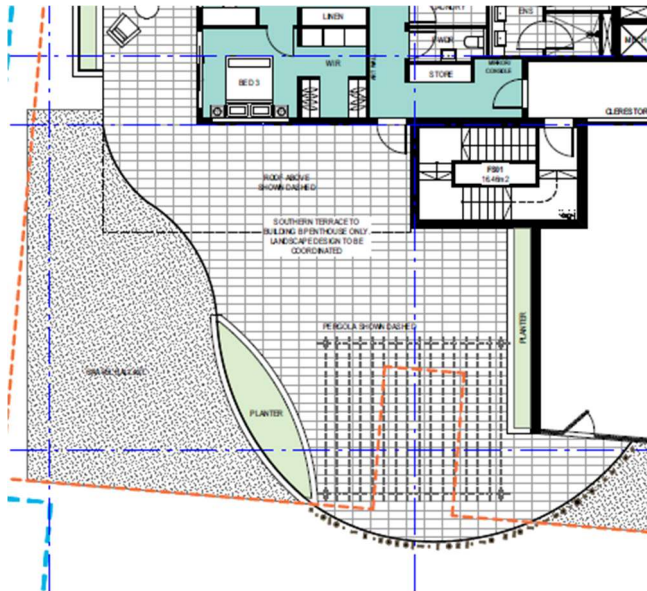
Picture 10 – Approved

Source: CotteeParker



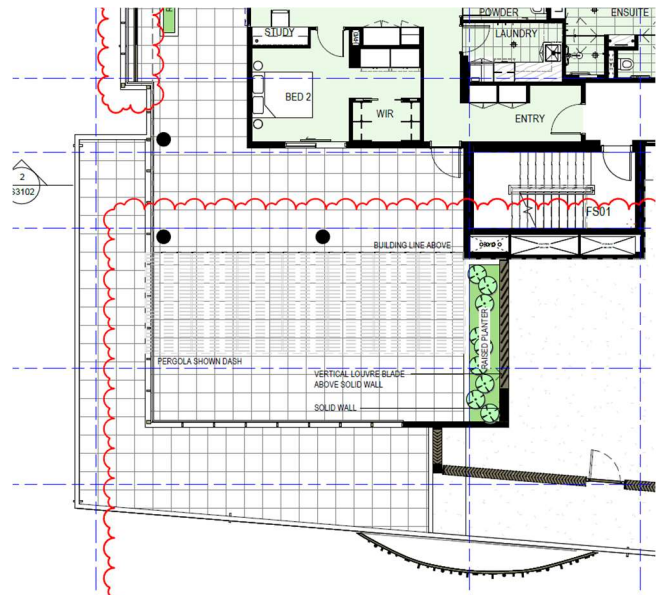
Picture 11 – Proposed

Source: MAP



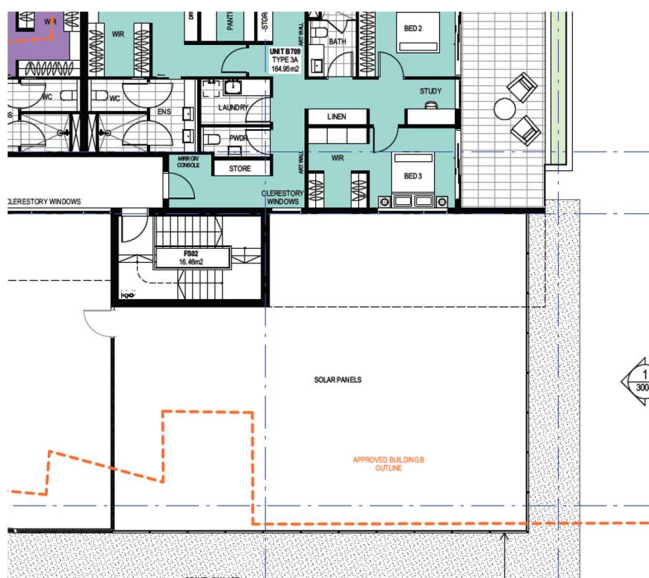
Picture 12 – Approved Rooftop Edge Profile

Source: CotteyParker



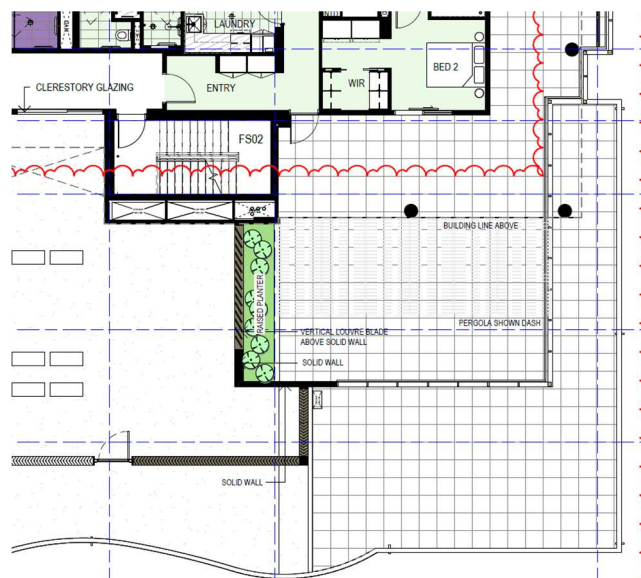
Picture 13 – Proposed Rooftop Edge Profile

Source: MAP



Picture 14 – Approved Solar Panel Area

Source: CotteeParker



Picture 15 – Proposed Rooftop Layout and Communal Open Space

Source: MAP

3.1.1 Building B Roof Terrace

Resident feedback has identified a desire for increased weather protection to communal rooftop spaces. Given the resident demographic, effective sun protection is important to ensure these spaces are well utilised and fit for purpose.

The proposal seeks to amend the approved roof plan of Building B to improve functionality and year-round usability, while retaining the overall design intent of a lightweight structure and building cap. The current approved roof plan comprises a main non-operable roof area and a secondary open pergola structure incorporating non-operable battens. As part of the changes, it is proposed to extend the extent of the main roof area to provide increased all-year weather protection across a greater portion of the roof space.

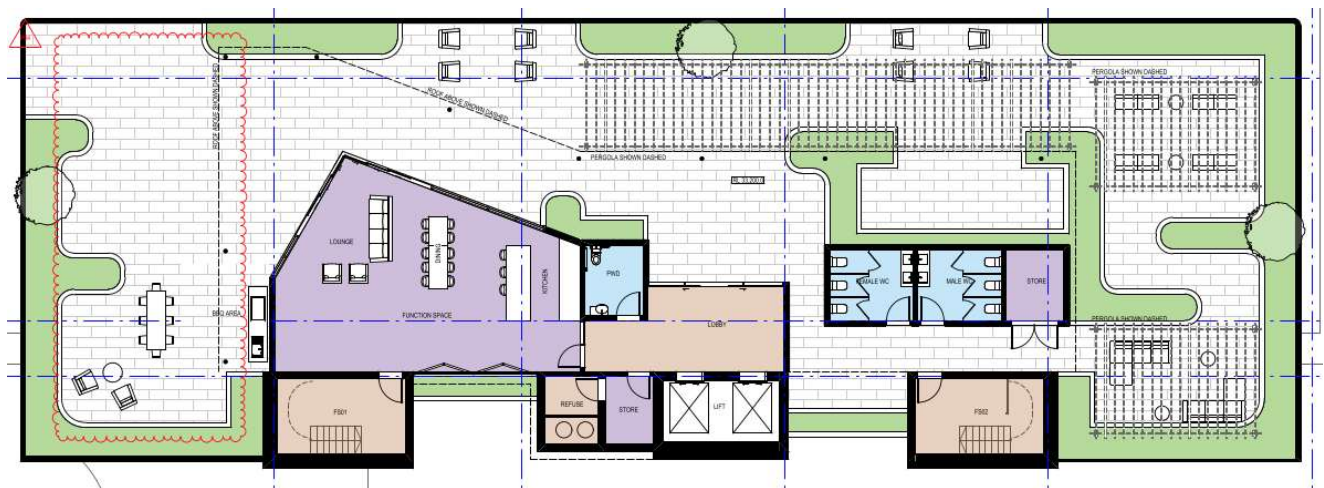
As part of this amendment, the pergola structure will be retained, however its overall extent will be reduced (Refer to **Figure 6**). This refinement balances the provision of sheltered areas with the continued inclusion of open roof elements and does not alter the broader architectural intent of the development.

The rooftop landscaping has also been modified to improve safety and ensure residents are provided with a range of functional communal facilities suited to their needs. While the arrangement of planting and communal spaces has been refined, the rooftop continues to provide a substantial landscaped outcome and maintains the visual softening of the built form when viewed from surrounding areas. The landscaping has been strategically repositioned to facilitate more direct views to the adjoining racecourse while ensuring planting remains a prominent component of the rooftop design. A vertical screen for trellis planting has also been incorporated as part of the rooftop amendments, providing additional greenery, softening the rooftop built form and enhancing the visual prominence of landscaping across the roof level. The proposed

landscape areas will maintain soil volumes of between 500mm and 800mm within upstand planters, supporting the long-term health and longevity of the selected planting. Overall, the proposed amendments continue to deliver a high-quality landscaped rooftop outcome that is consistent with the intent of the approved development, whilst improving resident amenity, safety and functionality.

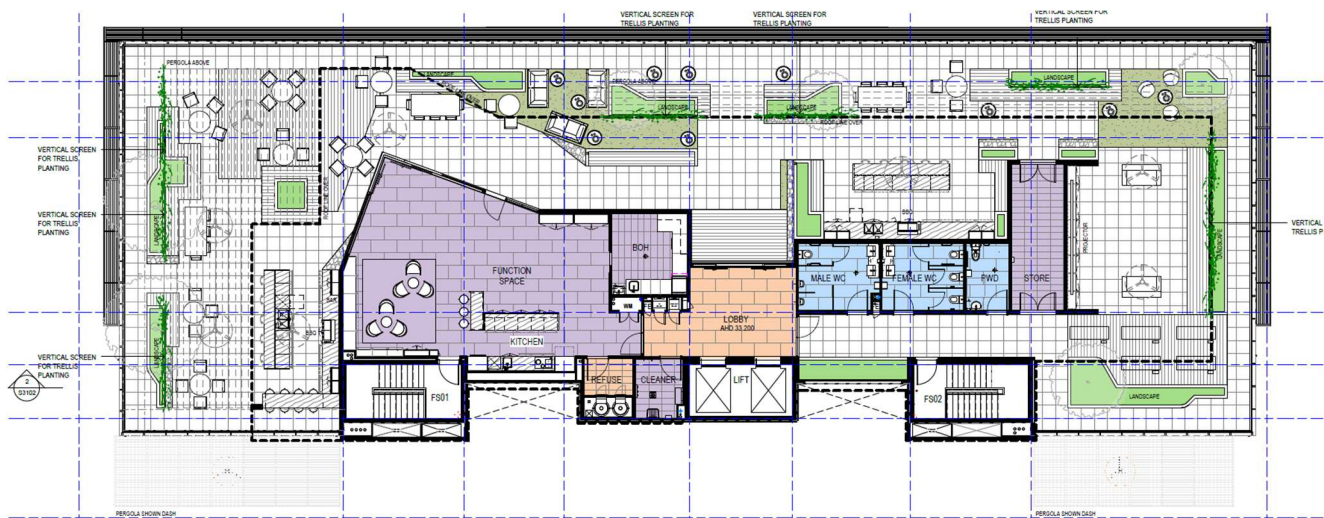
It is noted that due to the underlying zoning of the land, the rooftop was not eligible to be considered a “rooftop garden” and was previously assessed and approved as a storey. The proposed changes do not alter this, and does not result in the building including an additional storey.

Figure 6 – Proposed Amendments to the rooftop, including trellis planting screen



Picture 16 – Approved Rooftop

Source: Cottee Parker

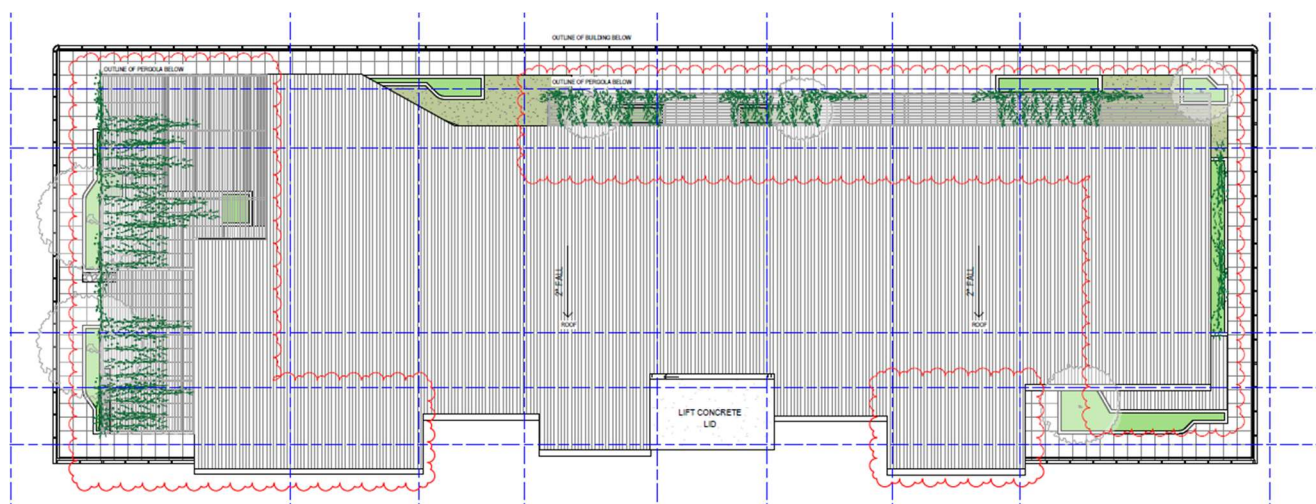


Picture 17 – Proposed Rooftop

Diagram illustrating the cross-section of a building facade and roof terrace area, showing various structural and landscaping elements:

- ROOF
- PERGOLA STRUCTURE
- STEEL COLUMN AT BAYING
- SCREEN / TRELLIS
- GLASS BALUSTRADE
- PLANTER
- BENCH SEATING
- ROOF TERRACE PAVERS ON PEDESTALS
- BALCONY

Source: Cottee Parker



Picture 20 – Building B Proposed Roof Plan

Source: MAP Architects

3.2 Traffic & Car Parking Amendments

A number of changes are proposed to the car parking configuration and function, in response to feedback received from Buildings A and D. These changes include:

- On-site provision for a medium rigid vehicle (MRV) during construction of Buildings B, C, and E.
- Restricted height clearance for two car parking spaces within the Stage 2 basement car parking area.
- Car parking supply; specifically, a change to the quantity of staff and visitors spaces.

These changes are discussed in more detail in the subsequent sections.

3.2.1 On-site MRC Provision During Construction

As part of the delivery of Stages 3, 4 and 5, the approved MRV loading area and the internal driveway along the eastern side of Building D will be required for construction access, vehicle movements and associated works. Consequently, the approved MRV loading arrangement is not safe for resident use and cannot be maintained during the construction period for these future stages.

To ensure the continued provision of on-site service vehicle access during construction, it is proposed that the existing refuse collection loading bay located in the south-western corner of the site, adjacent to Building A, be utilised as a temporary MRV loading and manoeuvring area. This arrangement will apply only for the duration of the construction of Stages 3, 4 and 5.

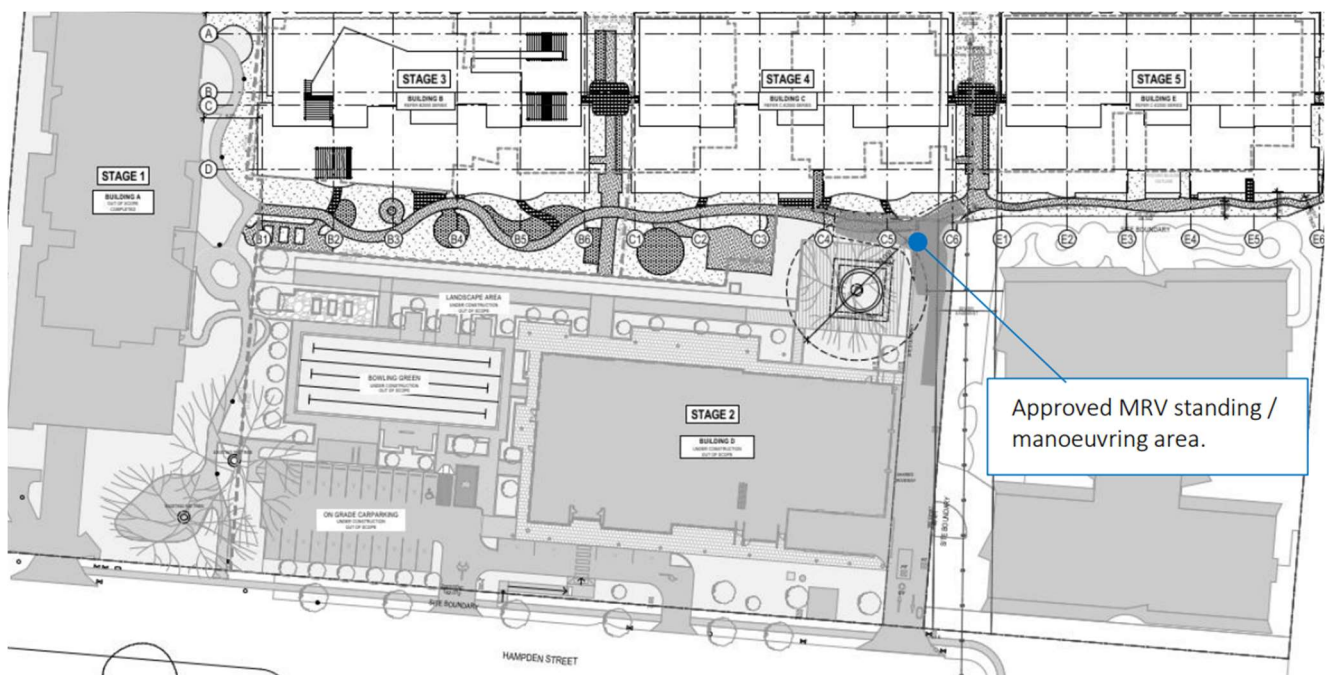
The existing loading bay has been designed to accommodate Council's standard 10.3m rear-loading refuse collection vehicle. This vehicle is larger than, and has a more onerous swept path requirement than, an 8.8m

MRV. Accordingly, the existing loading bay is capable of safely accommodating MRV movements and provides a suitable temporary alternative to the approved loading location.

To avoid any operational conflict between waste collection activities and furniture delivery or removal vehicles, use of the loading bay for resident-related MRV access will be managed by the retirement village operator. Furniture deliveries and removals will be scheduled by on-site management in consultation with Council's Waste Services branch to ensure the loading bay remains available for refuse collection when required.

Overall, the proposed temporary relocation of the MRV loading area maintains the ability for service vehicles to access and operate within the site during construction, without adversely affecting the operation of the retirement village or Council waste collection services. The arrangement is considered an appropriate interim solution that preserves the intent of the approved servicing requirements while facilitating the efficient delivery of the remaining development stages.

Figure 8 – Approved and Proposed MRV Occasional Access Vehicle Arrangement



Picture 21 – Approved

Source: Colliers

Source: Colliers

It is proposed to increase the quantity of resident spaces, while reducing the quantity of staff/visitor spaces for Stages 3, 4 and 5. The proposed car parking supplies are detailed in **Attachment G – Traffic Letter**.

- Stages 1 to 3 – 24 cars;
- Stages 1 to 4 – 33 cars; and
- Stages 1 to 5 – 41 cars.

Performance Outcome PO13 of Council's Transport, Access, Parking and Servicing Code requires development to provide on-site car parking spaces to accommodate the design peak parking demand without overflow to an adjacent premises or adjacent street. The associated Acceptable Outcome AO13 requires parking for a

Retirement Facility to be provided at a rate of 0.7 spaces per dwelling for residents/tenants and 0.3 spaces per dwelling for visitors and staff.

The proposed staff/visitor parking rates equate to 0.211, 0.154 and 0.121 spaces per dwelling for Stages 3, 4 and 5 respectively. While these rates are below the acceptable outcome requirement of 0.3 spaces per dwelling, the Colliers assessment confirms that the proposed supply is sufficient to accommodate the estimated design peak parking demand. On this basis, the proposal satisfies Performance Outcome PO13 of the Transport, Access, Parking and Servicing Code.

Overall, the proposed car parking supply, including the revised allocation between resident/tenant and staff/visitor spaces, is considered appropriate and satisfies Council's planning scheme requirements. The relevant conditions of approval are proposed to be amended to reflect the revised car parking supply.

3.2.3 Stage 2 Basement Car Parking

Following the construction of Building D, the applicant has identified an area of inconsistency with Condition 118 of the approval which requires a minimum 2.3m height clearance in all undercover parking areas. The Stage 2 car parking area meets this requirement except for a 1m wide zone between two (2) parking spaces, where the clearance is reduced to 2.16m beneath a service pipe, as shown in **Figure 9**.

The two (2) identified car parking spaces will be allocated as 'small parking spaces' and remain compliant as per Section 7.7.1 of the Council's Transport, Access, Parking and Servicing Planning Scheme Policy, which requires a minimum headroom of 2.1m in areas with reduced height clearance.

Figure 9 – Car Parking Clearance – Small Car Parking Spaces



Source: Colliers

A letter from Colliers has been provided to demonstrate that the change is suitable from a traffic perspective, and is included in **Attachment G**.

3.3 Landscaping Amendments

The proposal seeks to amend the elements of the approved landscape design to improve access, safety and ongoing maintenance efficiency, while retaining the overall landscape intent and quality. Importantly, these amendments do not reduce the visual quality of landscaped areas as experienced from public vantage points and do not diminish the approved recreational or communal offerings. The proposed landscaping amendments are summarised as follows:

- **Pedestrian Pathway and Track Access:** The area between the edge of the slab and the Brisbane Racing Club (BRC) boundary will be a landscaped strip, likely to be implemented following the completion of Buildings C and E. This area accommodates level changes between the slab and the natural ground and is intended to operate as a grassed maintenance accessway for BRC vehicles. While stair access may be provided in the future, this would be for maintenance purposes only. Resident access to this BRC area is not proposed (Refer to **Figure 10**).

Figure 10 – Proposed Landscaping Amendments



Picture 23 – Approved Landscape Concept Plan

Source: Urbis Ltd

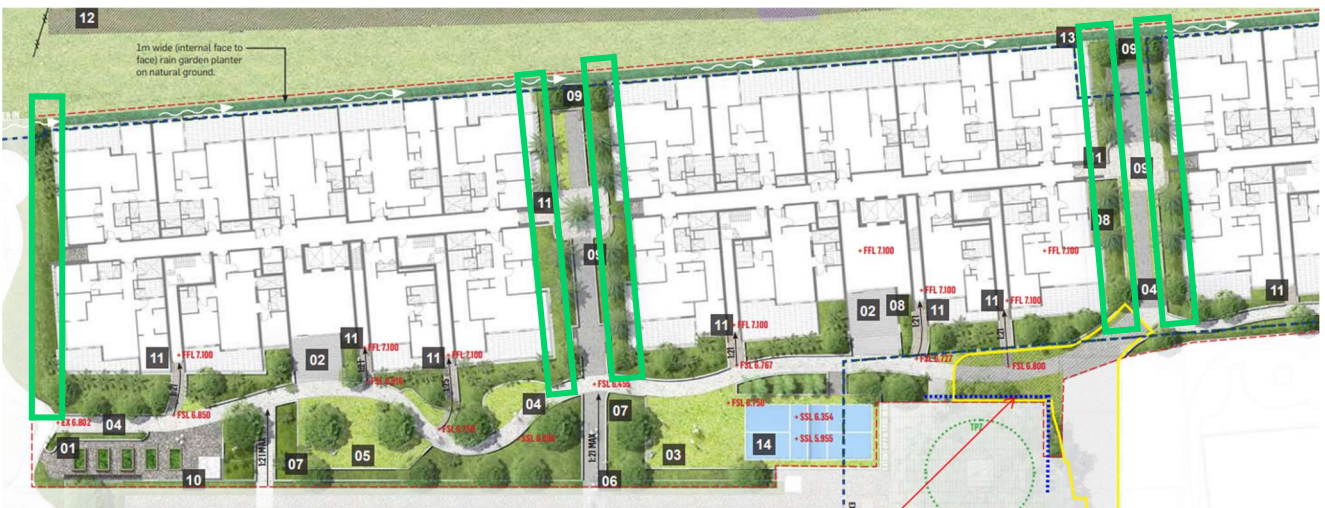


Picture 24 – Proposed Landscape Concept Plan

Source: Urbis Ltd

- **Maintenance Access for Building Washdown:** Maintenance access is proposed around the buildings to facilitate routine building washdown and ongoing maintenance. While the extent of some podium level garden beds has been reduced to facilitate this. The landscape outcome is still consistent with the approved development (Refer to **Figure 11**).

Figure 11 – Proposed Maintenance Access for Building Washdown (emphasis in green)



Picture 25 – Approved Landscape Concept Plan

Source: Urbis Ltd



Picture 26 – Proposed Maintenance Access for Building Washdown

Source: Urbis Ltd

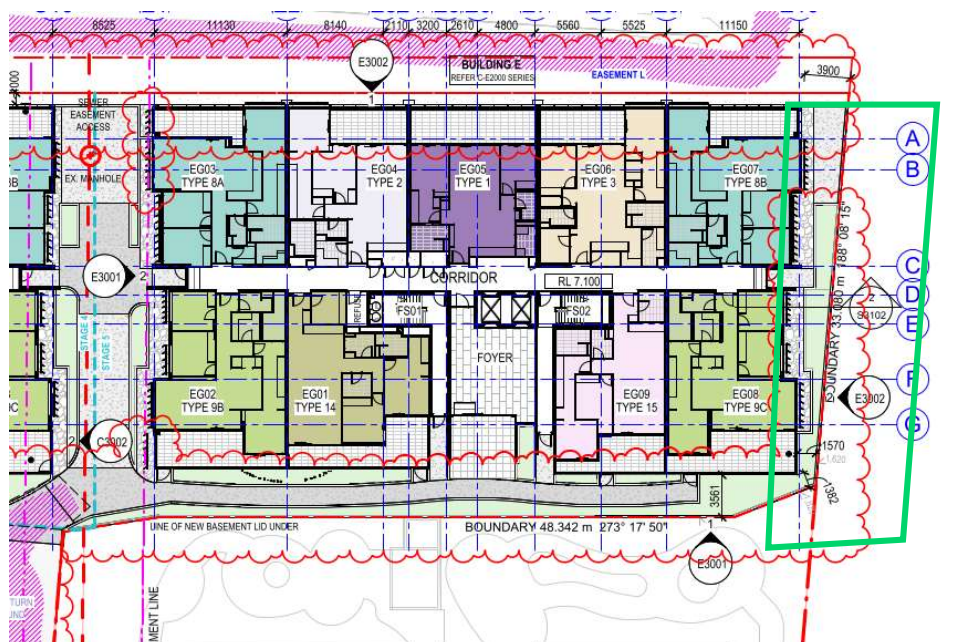
- **Pedestrian Pathway:** The extent of the pedestrian pathway along the eastern edge of Building E has been revised to better reflect the likely travel movements of residents, and remove unnecessary access to improve the privacy of the ground floor unit. The space previously occupied by a pathway will instead be used for additional landscaping.

Figure 12 – Proposed Maintenance Access for Building Washdown (emphasis in green)



Picture 27 – Approved Landscape Concept Plan

Source: Urbis Ltd



Picture 28 – Proposed Maintenance Access for Building Washdown

Source: Urbis Ltd

Notwithstanding the above amendments, the primary components of the landscape plan remain unchanged. The pickleball court, family lawn and overall planting design are retained and will be delivered to the same standard and quality as previously approved.

4 Summary of Proposed Changes

The following section outlines the proposed changes to the approval package. Specifically, ~~text struck through in red~~ indicates wording to be deleted and blue and underlined indicates proposed changes.

4.1 Changes to Approved Plans and Documents

The proposed minor change to the development approval will necessitate updated approval plans and revisions to some of the approved supporting documents. These include:

- Landscape Plans, prepared by Urbis Ltd;
- Architectural Plans, prepared by MAP Architects;
- Traffic Letter; prepared by Colliers;

The table below sets out the amendments required to the list of approved plans and specifications to reflect the proposed changes and to ensure the resultant approval issued acknowledges the correct plans.

Plans or Document	Number	Plan Date
BLD B Floor Plan – Level 00	B2002 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD B Floor Plan – Level 01-06	B2003 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD B Floor Plan – Level 07 (Penthouse)	B2009 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD B Floor Plan – Level 08 (Roof Terrace)	B2010 Issue P04 Issue P05	20-NOV-2024 (Received) July 2026
BLD B Floor Plan – Roof	B2011 Issue P04 Issue P05	20-NOV-2024 (Received) July 2026
BLD B Elevations	B3001 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD B Elevations	B3002 Issue P04 Issue P05	20-NOV-2024 (Received) July 2026
BLD C Elevations	C3001 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD C Elevations	C3002 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD C Floor Plan – Level 00	C-E2002 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD C Floor Plan – Level 01-06	C-E2003 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD C Floor Plan – Level 07 (Penthouse)	C-E2009 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD C Floor Plan – Roof	C-E2010 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
BLD E Elevations	E3001 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026

BLD E Elevations	E3002 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Title Sheet	S0001 P05	July 2026
Town Planning Summary	S0602 P05	July 2026
Diagrams	S0603 Issue P02 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Existing Site Plan	S1001 Issue P03 Issue P05	20-NOV-2024 (Received) Aug 2026
Stage 3 Proposed Site Plan	S1002 Issue P03 Issue P05	20-NOV-2024 (Received) Aug 2026
Staging Plan - Basement	S1051 Issue P04 Issue P05	20-NOV-2024 (Received) July 2026
Staging Plan - Ground	S1052 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Floor Plan - Basement 01	S2001 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Floor Plan - Ground	S2002 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Floor Plan - Level 01-06	S2003 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Floor Plan - Level 07 (Penthouse)	S2009 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Floor Plan - Level 08 (Roof Terrace)	S2010 Issue P04 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Floor Plan - Roof	S2011 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Elevations	S3001 Issue P03	July 2026

Stage 3 Sections	S3101 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Stage 3 Sections	S3102 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Detail Plans & Sections	S3201 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Detail Plans & Sections	S3202 Issue P03 Issue P05	20-NOV-2024 (Received) July 2026
Detail Plans & Sections	S3202a P01	July 2026
Building North Facade Perspectives	S3203 P02	July 2026
Landscape Concept Report DA Minor Change	B21181-Rev-B-Rev-A Rev C	4-December-2024 (Received) 27-May-2026

4.2 Changes to Approved Conditions

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

Condition	Proposed Change	Rationale
118	Access, Grades, Manoeuvring, Carparks, Signs and Line Marking <i>Construct 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:</i> i. <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.</i> ii. <i>Manoeuvring on site for a MRV for the loading and unloading of vehicle(s)</i> iii. <i>Ultimately for Stage 3 (Building B), provide a minimum of 207 293 car parking spaces and the loading and unloading of vehicles within the site, including:</i>	The amendment reflects the revised allocation of resident, staff and visitor car parking across Stage 3,4 and 5, which is supported by the parking demand survey at Attachment G.

- A minimum ~~183~~ 268 spaces within the basement of which ~~136~~ 240 resident/tenant spaces and ~~46~~ 28 staff/visitor spaces are provided for the stages 1, 2 and 3 Retirement Facility. Any surplus spaces can be allocated to residents/tenants or visitors and staff within stages 1, 2, 3, 4 and 5. Two of the staff/visitor spaces are to be allocated for people with disabilities.
- 25 spaces within a permanent ground level car parking area, including 12 spaces allocated to the Bowling Club Facility and 13 spaces for visitors and staff associated with the Retirement Facility. 1 of these spaces is to be allocated for people with disabilities.

In the interim, provide temporary carparking and servicing on site as required at ground level to address any shortfall of TAPS PSP requirements.

- A minimum of 2.3 metres height clearance to all undercover parking areas and a minimum of 2.5 metres above parking spaces for people with disabilities, other than the two designated small car parking spaces identified in the Colliers letter dated 19 August 2026. The minimum clear height must be measured to the lowest protrusion from the ceiling (e.g. fire sprinklers, services, lighting fixtures, signs, etc).
- 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.
- An appropriate area for the storage and collection of refuse, including recyclables, in a position which is accessible to service vehicles on the site.
- The internal paved areas must be signed and delineated in accordance with the approved drawings and Manual of Uniform Traffic Control Devices – Queensland Department of Transport and Main Roads – Transport Operations (Road Use Management) Act 1995.

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Access, Grades, Manoeuvring, Carparks, Signs and Line Marking

Construct access, parking and manoeuvring for vehicles on site in accordance with the relevant Brisbane Planning Scheme Codes, as indicated on the approved DRAWINGS AND

The amendment reflects the revised allocation of resident, staff and visitor car parking across Stage 3,4 and 5, which is supported by the parking

DOCUMENTS, including the following:

demand survey at
Attachment G.

- 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.
- ii. Manoeuvring on site for a MRV for the loading and unloading of vehicle(s)
- iii. For stage 4 (Building C), provide a minimum 279 car parking spaces and the loading and unloading of vehicles within the site, including:
 - A minimum of ~~254~~ 322 spaces within the basement of which ~~187~~ 294 resident/tenant spaces and ~~67~~ 13 staff/visitor spaces are provided for the stages 1, 2, 3 and 4 Retirement Facility. Any surplus spaces can be allocated to residents/tenants or bona fide visitors and staff within stages 1, 2, 3, 4 and 5. Two of the staff/visitor spaces are to be allocated for people with disabilities.

25 spaces within a permanent ground level car parking areas, including 12 spaces allocated to the Bowling Club Facility and 13 spaces for visitors and staff associated with the Retirement Facility. 1 of these spaces is to be allocated for people with disabilities.

- iv. A minimum of 2.3 metres height clearance to all undercover parking 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).
- v. 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.
- vi. An appropriate area for the storage and collection of refuse, including recyclables, in a position which is accessible to service vehicles on the site.
- vi. The internal paved areas must be signed and delineated in accordance with the approved drawings and Manual of Uniform Traffic Control Devices – Queensland Department of Transport and Main Roads – Transport Operations (Road Use Management) Act 1995.

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Access, Grades, Manoeuvring, Carparks, Signs and Line Marking

Construct 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:

- 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.
- ii. *Manoeuvring on site for a MRV for the loading and unloading of vehicle(s)*
- Ultimately for Stage 5 (building E), provide a minimum of 351 car parking spaces and the loading and unloading of vehicles within the site, including:
- A minimum ~~326~~ 364 spaces within the basement of which ~~237~~ 294 resident/tenant spaces and ~~89~~ 13 staff/visitor spaces are provided for the stages 1, 2, 3, 4 and 5 Retirement Facility. Any surplus spaces can be allocated to residents/tenants or visitors and staff within stages 1, 2, 3, 4 and 5. Two of the staff/visitor spaces are to be allocated for people with disabilities.
- 25 spaces within a permanent ground level car parking area, including 12 spaces allocated to the Bowling Club Facility and 13 spaces for visitors and staff associated with the Retirement Facility. 1 of these spaces is to be allocated for people with disabilities.
- iii. In the interim, provide temporary carparking and servicing on site as required at ground level to address any shortfall of TAPS PSP requirements.
- iv. A minimum of 2.3 metres height clearance to all undercover parking 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).
- v. 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.
- vi. An appropriate area for the storage and

The amendment reflects the revised allocation of resident, staff and visitor car parking across Stage 3,4 and 5, which is supported by the parking demand survey at **Attachment G.**

collection of refuse, including recyclables, in a position which is accessible to service vehicles on the site.

vii. The internal paved areas must be signed and delineated in accordance with the approved drawings and Manual of Uniform Traffic Control Devices – Queensland Department of Transport and Main Roads – Transport Operations (Road Use Management) Act 1995.

5 Assessment of Minor Change

Consideration has been given to the relevant matters for assessment of a minor change in the *Planning Act*, having regard to the definition of a minor change in Schedule 2 and the assessment criteria 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 2016* defines a minor change for a development approval. The relevant part of the minor change definition is stated as follows:

“Minor change means a change 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 regard to, when the application was made; or*
 - E. public notification if public notification was not required for the development application.”*

The proposed changes satisfy each of the criteria stated in this definition as the development:

- does not result in substantially different development (see assessment below);
- does not include prohibited development;
- does not trigger referral to a referral agency; and

- does not increase the level of assessment for the Development Application or trigger the requirement for Public Notification.

The following assessment further demonstrates that the proposed changes will not result in substantially different development.

5.1.1 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 Schedule 1 of the Development Assessment Rules which sets out the substantially different development 'tests'. An assessment of the proposed changes against the substantially different criteria in the Development Assessment Rules is included in the table below.

Guideline Criteria	Response
Involves a new use.	There is no new use proposed with this change application
Results in the application applying to a new parcel of land.	The proposed minor change does not involve a new parcel of land.
Dramatically changes the built form in terms of scale, bulk and appearance.	The proposal does not result in a dramatic change to the scale, bulk or appearance of the approved development. The amendments comprise architectural refinements to Buildings B, C and E, rooftop design modifications, additional screening elements and landscape updates. The approved building heights, setbacks, building footprints and overall development intensity remain substantially consistent with the existing approval.
Changes the ability of the proposed development to operate as intended.	The proposed minor changes do not alter the development's ability to operate as intended. The approved retirement village will continue to function in the same manner as previously approved, with the amendments seeking to improve resident amenity, weather protection, operational efficiency, accessibility and long-term management outcomes.
Removes a component that is integral to the operation of the development.	No integral component is removed as part of the proposal.
Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site.	The proposed changes do not generate additional traffic or increase the intensity of development approved on the site. No additional residential units or floor area are proposed and the changes are limited to parking reallocation. As demonstrated in the Traffic Letter provided at Attachment G , the proposed parking and servicing arrangements continue to

	function appropriately and do not result in adverse impacts on the surrounding transport network.
Introduces new impacts or increases the severity of known impacts.	The proposed amendments do not introduce any new planning impacts or increase the severity of impacts previously assessed. The changes relate primarily to detailed design refinements, resident amenity improvements, operational requirements and landscape updates. The approved development envelope and overall development intensity remain substantially unchanged and therefore the nature and extent of impacts remain consistent with those previously assessed and approved.
Removes an incentive or offset component that would have balanced a negative impact of the development.	The proposed development does not involve the removal of an incentive or offset component that balances the negative impact of the development.
Impacts on infrastructure provision.	There are no impacts on the provision of infrastructure associated with this change application

5.1.2 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.

5.1.3 Referral

There will be no new or additional referral agencies as a result of the change.

5.1.4 Category of Assessment

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.

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

5.1.5 Notifying Affected Entities

There are no affected entities associated with this Minor Change.

6 Application Fee

In accordance with Brisbane City Council's Schedule of Fees and Charges for 2026/2027, a request to change a development approval via a Minor Change requires a fee of \$3,600. This will be paid upon notification of the receipt from council.

7 Conclusion

In summary, we consider that the above assessment demonstrates that the proposed changes can be considered a minor change to the Development Approval under the Planning Act. The changes do not result in a substantially different development, do not significantly alter the external built form and does not increase potential adverse impacts from the development.

If you have any questions, please do not hesitate to contact **Natalia Grodek (Consultant)**, **Rachael Greene (Associate Director)** or the undersigned on (07) 3007 3800.

Yours sincerely,

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

Sophie Lam
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