

25 March 2026

Council Ref: A006150153
Planning Initiatives Ref: 3809

The Assessment Manager
Brisbane City Council
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OTHER CHANGE APPLICATION PURSUANT TO S78 OF THE PLANNING ACT

**1 – 9 GILLINGHAM ST, WOOLLOONGABBA, 225 – 255 LOGAN RD, WOOLLOONGABBA,
92 – 106 OKEEFE STREET, WOOLLOONGABBA**

1, 3, 5, 7, 8, 9, 11 & 11A GILLINGHAM ST

223G, 225, 227, 227A, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249 & 255 LOGAN RD

92, 94, 96, 98, 100, 102, 104 & 106 OKEEFE ST

188 IPSWICH RD, WOOLLOONGABBA QLD 4102

**L93 on SP.240983, L1 & 2 on SP.321882, L79, 80, 81, 87, 88, 89, 91, 98, 99, 100, 101, 102 & 103 on
RP.12003, L75, 76, 77 & 78 on RP.12010, L4 on RP.12011, L2 on RP.12013, L90 on RP.203012, L1, 2, 3, 94,
95 & 96 on SP.240981, L200 on SP.288110, L97 on SP.240983, L1 on SP246246, L3 on SP312227**

COUNCIL REFERENCE: A006150153

1. INTRODUCTION:

On behalf of Wee Hur (Buranda 2) Pty Ltd (the Applicant), we are seeking development approval for an application under section 78 of the *Planning Act 2016* (The Act) for an Other Change.

This request seeks to make amendments to Development Permit Ref: A006150153, approved 07 June 2024, applying to the above-described land for the following development description.

- Stage 1: Development Permit for Material Change of Use & Building Work for 'Shop and Food and Drink Outlet'; and Preliminary Approval for Carrying out Operational Works (Bulk Earthworks) in the Flood overlay and Potential and actual acid sulfate soils overlay.
- Stage 2: Development Permit for Material Change of Use & Building Work for 'Multiple Dwelling (226 Units), Shop, Food and Drink Outlet'.
- Stage 3: Development Permit for Material Change of Use & Building Work for 'Rooming Accommodation, Shop, Food and Drink Outlet'.
- Stage 4: Development Permit for Material Change of Use & Building Work for 'Office, Shop, Food and Drink Outlet'; and
- Stage 5: Development Permit for Material Change of Use & Building Work for 'Office, Shop, Food and Drink Outlet'

The Other Change also seek a new Reconfiguration of a Lot (29 into 4 lots, new road, access easements) for the management of future independent individual ownership entities.

This letter and associated attachments contain all relevant requirements for a change application under the Planning Act 2016 to enable Council, as the responsible entity, to assess the Other Change in accordance with Section 82 of the Planning Act 2016.

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2. RATIONALE:

The purpose for this Other Change Application to Development Approval for 'Stage 2 - Eastern Precinct' of the Buranda 'TOD' (BCC Ref: A006150153) is to alter the proposed land use mix and development form to better meet the pressing demand for affordable housing, which is been well documented 'crisis' facing Brisbane and requires urgent attention. The proposal is considered to provide a more sustainable and efficient land use outcome which also accords with the City Plan intentions.

Brisbane City Council has identified that by 2046 an additional 210,800 new homes is needed to address rapid population growth driven by interstate and overseas migration as well as natural population increases. This is further exacerbated by a trend towards reduced household sizes, meaning more dwellings (and different sized dwellings) are required for the same amount of people. For example, single persons or couples without children comprise more than half of all Brisbane households, whilst two thirds of all housing stock comprise 3-bedroom plus housing stock.

To support this growth sustainably, Council is delivering these key initiatives:

- Brisbane's Sustainable Growth Strategy
- Brisbane's Inner-City Strategy
- Brisbane's Housing Supply Action Plan
- Brisbane's Housing Supply Incentive Policy
- Brisbane's Build-to-Rent Incentive Policy
- More Homes, Sooner: Low-Medium Density Residential zone review

The current proposed Changes to the Development Approval address this affordable housing crisis through the introduction of two high rise affordable housing towers (300 x 1 or 2 bed units) within existing Stages 4 & 5 of 'Stage 2 -Eastern Precinct' of the approved Buranda TOD replacing the previously approved mid-rise commercial buildings that achieved approximately 12,200sqm of 'office' GFA.

In effect the proposed Changes to the Development Approval build on the Stage 2 Buranda TOD student housing complex to provide a high-density residential node that achieves 1,125 residential units in one of Brisbane's most accessible locations in respect of public transport, road networks, active transport routes, providing immediate access to employment, educational, social, recreational and community services across Brisbane.

The extent of the changes is broadly illustrated below by comparison with the existing development approval

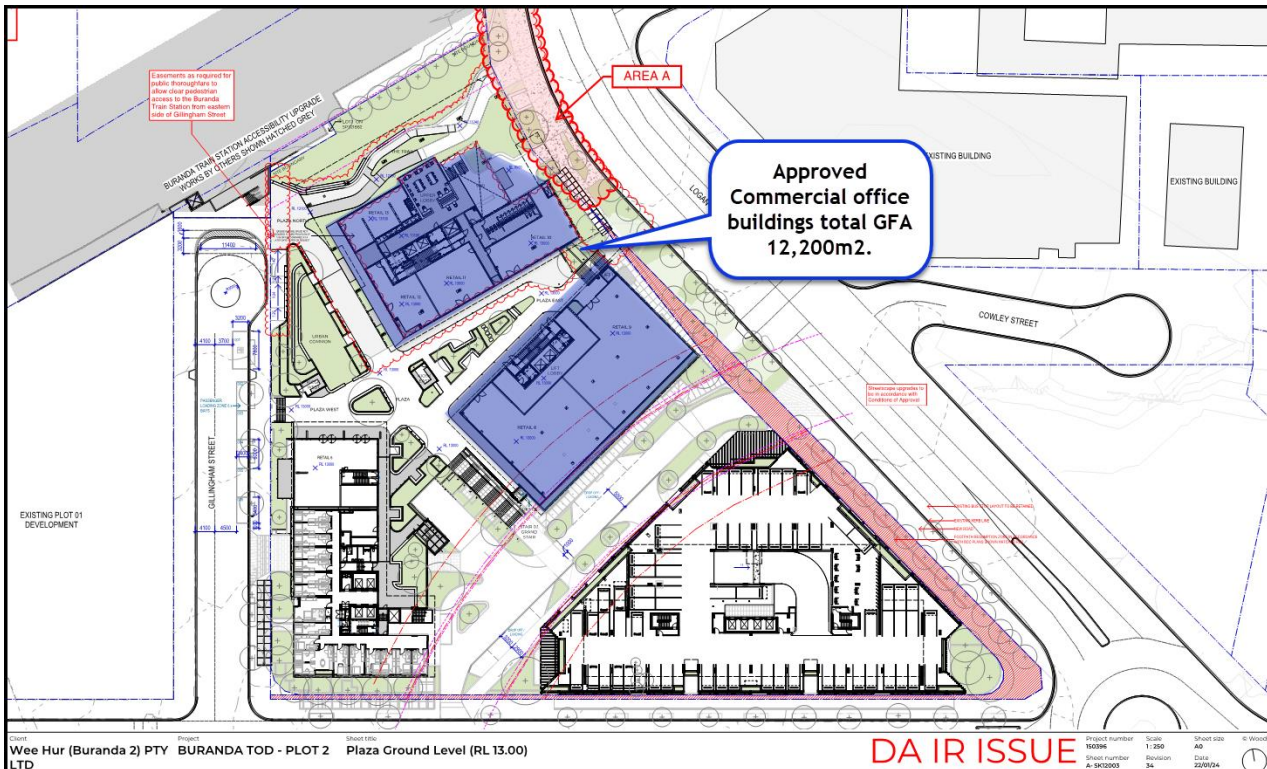


Figure 1.1.1 Approved Site Plan Buranda TOD Stage 2 – Eastern Precinct

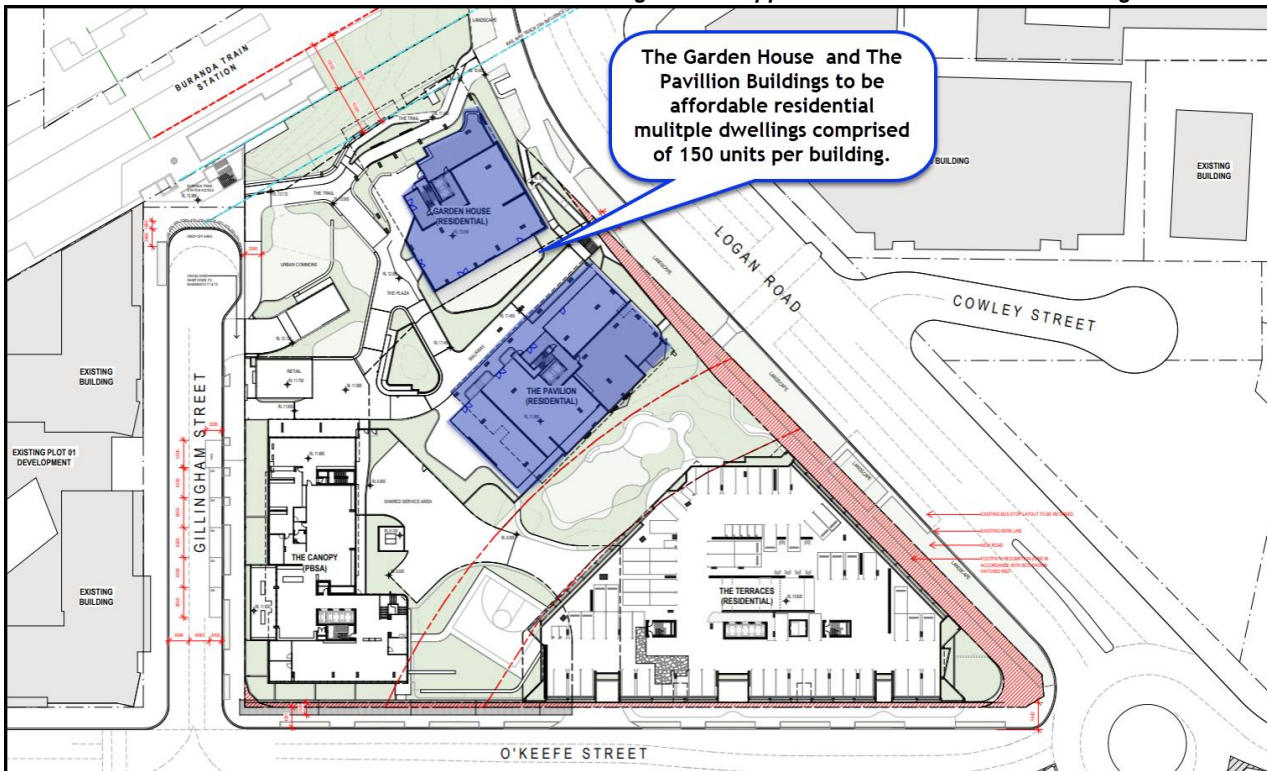


Figure 1.1.2 Proposed Site Plan Buranda TOD Stage 2 – Eastern Precinct

The removal of the commercial office component of the development, reflects the ultimate lack of tenant commitment on the site for a mid-rise commercial office space. This has prevented the commencement of the commercial development at the approved scale as such commercial development is a tenant led delivery model. Wee Hur have advised that whilst ultimately unsuccessful spent extensive time and resources seeking to secure commercial tenants as follows

'Wee Hur had engaged with commercial agents to assist with the leasing of the commercial towers. A non-exhaustive list of Commercial EOIs that we have responded to in the past, both prior to and following DA approval, includes:

- *Australian Federal Police*
- *Medibank*
- *Northwest Healthcare*
- *Santos*
- *Private Hospital*
- *IWG - co working space*
- *White and Partners - real estate*
- *Conoco Phillips*
- *KNG Healthcare*

As discussed below, since the Covid-19 pandemic there has been a shift towards working from home with hybrid employment now a permanent feature of most workplaces. In this context demand for commercial office space has declined which provides some basis for the lack of tenant interest.

It is considered that the Change Applications focus on high-density housing, with a focus on diversity and housing mix combining student accommodation, affordable housing and standard dwelling units, is an equivalently appropriate use of the Buranda Transit-Oriented Development site for the following reasons:

2.1. SUSTAINABLE DEVELOPMENT OBJECTIVES:

The intent of TOD's is to facilitate high density development to maximize public transport usage and reduce car dependency and associated environmental impacts. The proposed focus on primarily high-density residential development within the Buranda TOD, places more people within direct walking distance (within 200m) of transit, directly supporting increase public / active transport patronage and therefore wider sustainability goals within Brisbane.

Whilst Commercial offices often generate more potential for peak-hour public transit use, the effectiveness of this approach is entirely dependent on whether the residential location of the individual workers housing is within walking distance of a public transit station, otherwise private vehicle trips will be required to either access the closest public transit station or to drive to either the Buranda TOD or close by to park then walk to the commercial office, increasing peak hour car traffic.

As such the proposed High-Density Residential focus of the Buranda TOD, represented in the Change Application will better sustain a consistent high frequency of 24-hour public and active transit use than the previously proposed commercial office component.

2.2. MAXIMISE LAND USE EFFICIENCY:

Buranda TOD like most TOD sites is located near high-value transit nodes where land is scarce and expensive. In this case the Buranda TOD, it is one of Brisbane's most accessible locations (in terms car, public transport and active transport) outside the CBD.

The nature of the High-Density residential housing now proposed, provides for a more continuous 24-hour demand for local public and active transport infrastructure in the immediate locality as well as local services and amenities, when compared to the originally proposed office spaces which are generally underutilized outside business hours.

The provision of ground level retail, commercial and community tenancies within the Buranda TOD changed development as now proposed will provide sufficient mixed-use outcomes to support the primary focus on High- Density housing to ensure 24/7 vibrancy of the TOD.

The site is currently well supported by non-residential activity with a range of retail, commercial services and community services with many within walkable distances of the TOD.

2.3. SOCIAL AND ECONOMIC BENEFITS:

The proposal to increase the number and nature of high-density housing at this location will provide a range of community and social benefits. Significant increase in the supply of High-density housing units in high demand locations, such as the Buranda TOD (due to proximity to high frequency public and public transport routes as well as the arterial road network) reduces housing affordability pressures by increasing supply in desirable, well-connected areas resulting in reduced home purchase or rental costs.

In addition, an increased number of High-density housing residents will be able to reside in the Buranda TOD and therefore benefit from a lower cost of living as a result of lower public / active transportation costs as well as being centrally located in a walkable neighbourhood to access shopping, employment, recreational, personal services, community and health services etc.

The scale of high-density residential development now proposed in the Buranda TOD combined with the mix of household types that can be accommodated (student housing, affordable housing and standard multiple dwellings) will support provision of inclusive communities, enabling diverse demographics to access jobs, education and services without needing a car.

The proposal offers improved equity in the provision of housing with high levels of accessibility to transport and a wide range of services and facilities.

2.4. MARKET TRENDS & RESILIENCE:

Ongoing advances in technology have created greater possibilities for working from home or remotely from the central office. This movement to remote working accelerated as a necessity during the Covid 19 Pandemic and Post-pandemic attitudes have maintained this greater acceptance of home, remote

and hybrid work, by both employers and employees, reducing demand for traditional central office space.

Conversely, the same trends have increased the demand for well-located housing, which provide flexible options for commuting to a place of employment or working from home. In addition, there is a long-term consistent trend towards smaller household sizes given that single persons or couples without children comprise more than half of all Brisbane households, a demand which is unmet by the current Brisbane Housing stocks, two thirds of which is 3-bedroom plus dwellings.

Adding to the demand for smaller well located dwelling units is the reduced private car ownership levels of younger age groups (through greater acceptance of alternative transports choices and the lack of car ownership affordability) and older age groups (largely due to health concerns that may prevent driving as well as a lack of car ownership affordability). This demand trend directly fits with the nature of smaller dwelling units being proposed through the changes to the Buranda TOD proposal.

As such the proposed High-density housing focus of the Buranda TOD is consistent with the medium to long term trends which have seen a reduction in demand for standard office floor space and an upsurge in demand for smaller dwelling units in highly convenient well serviced locations. Further it is noted that the proposed High-density housing focus creates long-term stability of population numbers around TOD sites, whereas office demand can fluctuate with economic cycles leading to larger periods of vacancy and underutilisation.

2.5. SUMMARY:

In summary, the proposed Change sought to the land use mix of the Buranda TOD focus more on High-density housing, with a larger proportion of 1 and 2 bedroom units, is considered to better fulfill the traditional objectives of TOD sites by meeting the critical housing supply issues facing Brisbane in a manner that maximises the active and public transport trips in the locality. The proposed Change therefore represents a more sustainable and efficient use of highly accessible inner-city land, supported by ground level retail and community uses, creating walkable, vibrant, liveable communities.

When compared to a commercially focused approach, whilst offices can complement the traditional objectives of a TODs, office land uses lack of 24-hour presence, generate primarily peak hour focused trips on weekdays only and risk the potential for long term vacancy leading to underactivity, which represents an underutilisation of the strategic Buranda TOD site when compared to prioritizing housing that maximises social, community, economic, and environmental benefits of TOD development.

3. SITE & APPLICANT DETAILS:

3.1. SITE DETAILS SUMMARY:

Address:	1, 3, 5, 7, 8, 9, 11 & 11A GILLINGHAM ST 223G, 225, 227, 227A, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249 & 255 LOGAN RD 92, 94, 96, 98, 100, 102, 104 & 106 O'KEEFE ST 188 IPSWICH RD, WOOLLOONGABBA QLD 4102
RPD:	L93 on SP.240983, L1 & 2 on SP.321882, L79, 80, 81, 87, 88, 89, 91, 98, 99, 100, 101, 102 & 103 on RP.12003, L75, 76, 77 & 78 on RP.12010, L4 on RP.12011, L2 on RP.12013, L90 on RP.203012, L1, 2, 3, 94, 95 & 96 on SP.240981, L200 on SP.288110, L97 on SP.240983, L1 on SP246246, L3 on SP312227
Total Site Area:	Stage 1 Buranda TOD = 3,976m ² (nb. no change proposed to this component) Stage 2 Buranda TOD = 13,202m ² Railway interface = 143m ² (nb. no change proposed to this component)
Zones:	DC2 District Centre & SP3 Special Purpose (Transport Infrastructure)
Neighbourhood Plan	Eastern Corridor Neighbourhood Plan Buranda Station Precinct (NPP-002) Buranda Station Core Sub-Precinct (NPP-002a)
Overlays	<ul style="list-style-type: none"> • Airport Environs Overlay <ul style="list-style-type: none"> ○ OLS – Conical limitation surface boundary ○ Procedures for air navigation surfaces (PANS) ○ BBS zone - Distance from airport 3-8km ○ BBS zone - Distance from airport 8-13km • Bicycle Network overlay <ul style="list-style-type: none"> ○ Primary cycle route • Community Purpose Network Overlay • Critical infrastructure and Movement Network Overlay <ul style="list-style-type: none"> ○ Critical infrastructure and movement planning area sub-category • Flood Overlay <ul style="list-style-type: none"> ○ Brisbane River Flood Planning Area 5 • Potential and actual acid sulfate soils Overlay <ul style="list-style-type: none"> ○ Potential and actual acid sulfate soils sub-category ○ Land above 5m AHD and below 20m AHD sub-category • Road hierarchy overlay • Streetscape hierarchy overlay • Transport noise corridor overlay <ul style="list-style-type: none"> ○ Noise corridor - Brisbane: Queensland Development Code MP4.4 Noise Category 1 sub-category ○ Designated State Noise corridor - State controlled road (MANDATORY area): Category 0: Noise Level < 58 dB(A) ○ Designated State Noise corridor - State controlled road (MANDATORY area): Category 1: 58 dB(A) - 63 dB(A) ○ Designated State Noise corridor - State controlled road

	<p>(MANDATORY area): Category 2: 63 dB(A) - 68 dB(A)</p> <ul style="list-style-type: none"> ○ Designated State Noise corridor - rail network: Category 1: 70 dB(A) - 75 dB(A) ○ Designated State Noise corridor - rail network: Category 2: 75 dB(A) - 80 dB(A) ○ Designated State Noise corridor – rail network: Category 3: 80dB(A) – 85 dB(A) ○ Designated State Noise corridor – rail network: Category 4: Noise Level > 80dB(A) <ul style="list-style-type: none"> ● Transport air quality corridor overlay <ul style="list-style-type: none"> ○ Transport air quality B sub-category
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3.2. APPLICANT DETAILS:

Applicant:	Wee Hur (Buranda 2) Pty Ltd C/- Planning Initiatives
Ownership:	<p>The Trust Company (Australia) Limited A.C.N. 000 000 993 as Trustee under Instrument No. 718 135 945: 8 Gillingham Street (Lot 200 of SP288110)</p> <p>The State of Queensland (represented by Department of Transport and Main Roads):11 and 11A Gillingham Street (Pt Lot 1 on SP321882 and Lot 3 on SP312227 and 188 Ipswich Road, 223E Logan Road, 9 Harrogate Street and 16 Arne Street, Woolloongabba (Lot 1 on SP246246).</p> <p>Wee Hur (Buranda 2) Pty Ltd A.C.N. 603 017 241 is the registered owner of the remainder of the landholdings making up the eastern precinct of Buranda TOD.</p>
Contact:	<p>Mark Tocchini Planning Initiatives Ph:3666 0766 E-mail: admin@planning-initiatives.com</p>

3.3. SITE DESCRIPTION:

The site is comprised of several allotments which are described in the table below derived from the relevant development application. The original site has a western and an eastern precinct comprising Stage 1 and Stage 2 respectively. The extent of each precinct stage is shown on the aerial photograph below.

The eastern precinct of the Buranda TOD (being the subject of this changed development) consists of 29 allotments and has a combined land area of 13,202m². Note that the relevant approval states that the site comprises a total land area of approximately 17,321m² which includes railway land.

Real Property Description	Address	Area (m ²)
Stage 1		
Part of Lot 200 on SP288110	8 Gillingham Street, Woolloongabba	3,976m ²
Total Site Area for Stage 1:		3,976m²
Stage 2		

Real Property Description	Address	Area (m2)
Lot 1 on SP321882	11A Gillingham Street, Woolloongabba	43m2
Lot 2 on SP321882	223G Logan Road, Woolloongabba	494m2
Lot 75 on RP12010	225 Logan Road, Woolloongabba	463m2
Lot 76 on RP12010	227 Logan Road, Woolloongabba	430m2
Lot 77 on RP12010	227A Logan Road, Woolloongabba	405m2
Lot 78 on RP12010	229 Logan Road, Woolloongabba	405m2
Lot 79 on RP12003	231 Logan Road, Woolloongabba	405m2
Lot 80 on RP12003	233 Logan Road, Woolloongabba	405m2
Lot 81 on RP12003	235 Logan Road, Woolloongabba	405m2
Lot 1 on SP240981	237 Logan Road, Woolloongabba	506m2
Lot 2 on SP240981	239 Logan Road, Woolloongabba	506m2
Lot 3 on SP240981	241 Logan Road, Woolloongabba	506m2
Lot 4 on RP12011	243 Logan Road, Woolloongabba	503m2
Lot 87 on RP12003	245 Logan Road, Woolloongabba	405m2
Lot 88 on RP12003	247 Logan Road, Woolloongabba	405m2
Lot 89 on RP12003	249 Logan Road, Woolloongabba	405m2
Lot 90 on RP203012	255 Logan Road, Woolloongabba	382m2
Lot 91 on RP12003	106 O'Keefe Street, Woolloongabba	405m2
Lot 93 on SP240983	104 O'Keefe Street, Woolloongabba	614m2
Lot 94 on SP240981	102 O'Keefe Street, Woolloongabba	804m2
Lot 95 on SP240981	100 O'Keefe Street, Woolloongabba	405m2
Lot 96 on SP240981	98 O'Keefe Street, Woolloongabba	405m2
Lot 97 on SP240983	96 O'Keefe Street, Woolloongabba	405m2
Lot 98 on RP12003	94 O'Keefe Street, Woolloongabba	405m2
Lot 99 on RP12003	92 O'Keefe Street, Woolloongabba	405m2
Lot 100 on RP12003	1 Gillingham Street, Woolloongabba	506m2
Lot 101 on RP12003	3 Gillingham Street, Woolloongabba	506m2
Lot 102 on RP12003	5 Gillingham Street, Woolloongabba	455m2
Lot 103 on RP12003	7 Gillingham Street, Woolloongabba	422m2
Lot 2 on RP12013	9 Gillingham Street, Woolloongabba	392m2
Total Site Area for Stage 2		13,202m²
Railway Interface		

Real Property Description	Address	Area (m2)
188 Ipswich Road, 223E Logan Road, 9 Harrogate Street and 16 Arne Street, Woolloongabba	Part of Lot 1 on SP246246	N/A ¹
11 Gillingham Street, Woolloongabba	Lot 3 on SP312227	143m ²
Total Site Area for Railway Lots		143m2
TOTAL COMBINED AREA:		17,321m2

There are several volumetric sub-surface lots being Lots 11-16 on SP240981 and Lot 18 on SP240983 which are for the existing underground Eastern Busway tunnel. Based on the relevant development approval, this change application excludes these volumetric lots, as there are no works or encroachment proposed within these lots and no changes are proposed to this aspect of the current approval. The western precinct of the Buranda TOD also contains undersurface volumetric lots which are excluded from the development application.

3.3.1. Aerial Photograph:



Figure 2.3.1 Aerial Photograph : Source Queensland Globe 2026

3.4. SITE HISTORY:

The site has been subject to a number of development approvals which are set out below:

1. On 1 November 2010 Brisbane City Council granted approval by way of a Negotiated Decision Notice (Council Ref.: A002338252), for a Preliminary Approval', pursuant to Section 3.1.6 of the repealed Integrated Planning Act 1997 ('IPA') to vary the Brisbane City Plan 2000. The approval included the following components.

- Preliminary Approval for a Material Change of Use for Aged Care Accommodation (Multi-unit Dwelling), Car Wash, Cinema, Community Facilities, Child Care Facility, Convention Centre, Display and Sales Activities, Health Care Purposes, Hotel, Shop, Satellite Dish, Restaurant, Outdoor Lighting, Office, Multi-unit Dwelling, Medical Centre, Industry, Indoor Sport and Recreation, Short Term Accommodation, Veterinary Services, Utility Installation, Telecommunication Tower, Home Business, Education Purposes and Display Home;
- Preliminary Approval for Carrying out Building Work (Demolition) on a Heritage Place and House in the Demolition Control Precinct;
- Preliminary Approval for Operational Work (Filing and Excavation and Landscape); and
- Preliminary Approval for Reconfiguration of a Lot (Subdivision of Land and Volumetric Subdivision).

This approval has been subject to several permissible changes under Section 376 of the repealed Sustainable Planning Act 2009 including on 18 December 2013 (Council Ref.: A003628618); 17 December 2014 (Council Ref.: A004005041); 24 July 2015 (Council Ref.: A004080508); 28 November 2016 (Council Ref.: A004423608); 29 April 2020 (Council Ref.: A005388143); and 16 September 2022 (Council Ref.: A006069748).

2. On 25 September 2015, Brisbane City Council granted approval, via a Decision Notice, for a Development Permit under s242 of the SPA for a Material Change of Use for Multi-Unit Dwelling (Off-site Student Accommodation), Restaurant and Shop and Preliminary Approval for Carrying out Building Work under s241 (Council Ref: A004121218).

This approval effectively provided for the development of the western portion (Stage 1) of the TOD area which comprises a mixed-use development within two towers incorporating student accommodation and complementary uses such as shop restaurant and offices. At the ground level there is a plaza and pedestrian access to the adjacent busway

3. On 5 April 2017, Brisbane City Council granted approval to a Permissible Change to the original Stage 1 Buranda TOD development approval A004121218 which provided for rearrangement of retail tenancies and entrances. (Council Ref: A004494951).
4. On 5 May 2017, the Planning and Environmental Court granted approval over Stage 3 Buranda TOD site for Development Permit for a Material Change of use for Multi- Unit Dwelling, Shop and Restaurant; and Preliminary Approval for Carrying out Building Works (Council Ref.: A004772164; P&E Court Ref.: No.722/2017). On 22 April 2020 this approval was cancelled by Brisbane City Council pursuant to Section 84 of the Planning Act (Council Ref.: A004472164).
5. On 26 March 2019, Brisbane City Council granted approval, via a Decision Notice, for a Development Permit under the existing s242 (SPA) Preliminary Approval for a Reconfiguration of a Lot for a Volumetric Subdivision and Access Easement over the western Stage 1 of Buranda TOD (Council Ref: A005081326). This allowed for separate ownership of commercial tenancies and established a pedestrian easement across the land.
6. On 5 June 2021, Brisbane City Council granted approval for an Other Change to the April 2017 modified approval A004494951 for Stage 1 Buranda TOD, which was further changed several times, with the latest relevant Stage 1 Buranda TOD approval reference being: A006395730.

This approval provided for a public car park on the site within the basement levels 1 and 2 of the building with parking at basement levels 3 & 4 to be allocated to both the Stage 1 and Stage 2 Buranda TOD student accommodation.

Condition 41iii) states the following:

- *Parking on the site for a minimum 113 cars for the loading and unloading of vehicles within the site for Stage 1A development. These parking spaces are to be provided for tenant and visitor parking and 3 of the above parking spaces are to be provided for people with disabilities.*

Condition 89iii) a) – c) states the following:

- *Parking on the site for 388 cars (including 8 spaces for people with disabilities) and 8 motorcycles and for the loading and unloading of vehicles within the site in accordance with APPROVED DRAWINGS AND DOCUMENTS. The following parking allocations apply when the 'Carpark' (Parking Station) is in use on the site:*
 - At all times while the 'Carpark' (Parking Station) is in use on the site, a minimum of 150 car parking spaces are to be available for Student accommodation in Stage 1A and Stage 1B of Buranda TOD 1 (Council ref: A006395730).*

The following parking allocations apply when the 'Carpark' (Parking Station) ceases:

- a minimum of 150 spaces for the Student Accommodation in Stage 1A and Stage 1B of Buranda TOD 1 (Council ref: A006395730).*
- 76 car parking spaces from the Buranda TOD 1 (Council Ref: A006395730) development are to be made available for residential parking associated with 'The Canopy' (Rooming accommodation) building of Buranda TOD 2 (Council ref: A006150153).*
- 162 car parking spaces from the Buranda TOD 1 (Council Ref: A006395730) development are to be made available for the non-residential Centre activity and student accommodation uses across Buranda TOD 1 (Council Ref: A006395730) and Buranda TOD 2 (Council ref: A006150153).*

It is understood that upon conversion of the 76 parking spaces for the proposed Rooming Accommodation use at the commencement of Stage 2, Stage 1 Buranda TOD will continue to provide for 150 spaces.

It is further noted that Conditions 9, 11 and 70 of Buranda TOD 1 (Council Ref: A006395730) requires the approved Carpark (Parking Station) use to cease on midnight 5 June 2027 or at the commencement of use of Stage 2 (i.e. eastern portion of Buranda TOD).

The original intent of this limitation on the Parking Station operation was to allow this car parking to be made available to support the original commercial and focus of the Buranda TOD Stage 2 land uses.

The Other Change alters the nature of land uses to be provided in the Buranda TOD Stage 2 significantly reducing the extent of commercial office and ground level retail /. Entertainment uses, replacing them with a range of affordable housing, student accommodation and residential multiple dwellings. The new residential focus significantly reduces the parking generation demand generated by the Buranda TOD Stage 2 development and as such the conversion of the Buranda TOD Stage 1 Carpark (Parking Station) parking spaces is no longer necessary to provide sufficient parking for the amended Buranda TOD Stage 2 land uses.

As the Buranda TOD Stage 1 Carpark (Parking Station) has already been constructed and is operational the most logical outcome of this reduced development generated parking demand required for the new residential focus of the Buranda TOD Stage 2 development, is to retain the lawful operation of the Buranda TOD Stage 1 Carpark (Parking Station) in perpetuity.

Therefore, it is the applicant's intent to make a further 'Other Change' application to the Buranda TOD Stage 1 Development Permit (Council ref: A006395730), to alter these conditions to permit the retention of the approved Carpark (Parking Station) post-midnight 5 June 2027 and post the commencement of use of Stage 2 (i.e. eastern portion of Buranda TOD).

7. On 7 June 2024, Brisbane City Council granted approval via a Decision Notice, for development of Stage 2 (Eastern precinct)) Buranda TOD (Council Reference: A006150153). This approval is considered to be the relevant approval for the purpose of the Other Change application and includes the following:

- Stage 1: Development Permit for Material Change of Use & Building Work for 'Shop and Food and Drink Outlet'; and Preliminary Approval for Carrying out Operational Works (Bulk Earthworks) in the Flood overlay and Potential and actual acid sulfate soils overlay.
- Stage 2: Development Permit for Material Change of Use & Building Work for 'Multiple Dwelling (226 Units), Shop, Food and Drink Outlet'.
- Stage 3: Development Permit for Material Change of Use & Building Work for 'Rooming Accommodation, Shop, Food and Drink Outlet'.
- Stage 4: Development Permit for Material Change of Use & Building Work for 'Office, Shop, Food and Drink Outlet'; and
- Stage 5: Development Permit for Material Change of Use & Building Work for 'Office, Shop, Food and Drink Outlet'

3.5. PRE-LODGEMENT MEETINGS FOR OTHER CHANGE:

Pre-lodgement discussions have been held with both Brisbane City Council and SARA by way of pre-lodgement meeting held on the 20 October 2025 (BCC) and 27 February 2026 (SARA).

3.5.1. BCC Pre-Lodgement Response:

The BCC Pre-lodgement Meeting (Council Minutes included as **Attachment 13**) provided the following commentary, to which the Applicant response is detailed below:

1. General Planning

- *Based on the information presented the following changes were identified:*
 - *Removal the office, shop and food and drink buildings for stages 4 and 5 and two Multiple dwellings at approx. 15 storeys.*
 - *Significant alterations to the ground plain*
 - *Changes to access arrangements/locations.*
- *Notwithstanding, based on the information presented and plans provided it is unclear the extent of changes being sought to both the basement, ground levels and towers above. Furthermore, how the proposed changes impact on the balance of the site. It was indicated by the applicant that were likely changes being sought to the balance of the site as well.*
- *Council is open minded to the idea of affordable housing on the site as a land use and could consider an increase in building height sought for these towers with supporting information, community consultation, and architectural excellence.*
- *Careful consideration is to be given to the design of the ground plane to ensure activation, pedestrian connectivity, and quality design outcomes.*
- *Genuine communal outdoor space separate to public plaza areas is required to support residential uses. Any future application will need to demonstrate that communal outdoor space is provided.*
- *The public plaza appears to be disconnected from adjacent parts of the site and is not activated, nor does it offer passive surveillance by adjacent activation. It is likely that this area will present significant CPTED risks.*

Response:

The proposal plans have been developed significantly since the BCC pre-lodgement meeting held in October 2025, such that the proposed 'other changes' two the approved development as reflected in the application material (Architectural Plans, Landscape Concept Plan, Engineering Reports etc). The submitted materials clearly indicate that the proposal, whilst altered to replace previously approved Commercial Office buildings with Affordable Housing and to reduce ground level centre activities, maintains consistency with the key outcomes achieved in the original Development Permit including but not limited to:

- High Quality Architectural Outcomes for all proposed residential towers inclusive of the proposed two new Affordable Housing 16 storey towers, to a level considered reasonable for the nature of this new residential land use, which meets an acute housing need facing Brisbane.
- The ground plane (Plaza Level) whilst amended to reflect the heavier focus on residential accommodation within the Buranda TOD 2 site that:
 - consolidates the extent of public pedestrian movement through the site in a manner that maintains the most essential public pedestrian connections provided for in the original approval, and ensures that these essential public pedestrian are designed to meet CPTED objectives and activated through a combination of ground level ancillary residential foyers and congregation spaces, upper level residential windows and balconies as well as a central retail and urban common offering.
 - Provides a clear distinction between resident communal spaces and publicly accessible areas of the site.
 - Maintains a public plaza (Urban Common) that is directly surveyed 24 hours a day 7 days per week, by the windows of the Student Accommodation and the two new 16 storey affordable housing towers, as well as the activity generated on the Buranda Train Station platform and via the pedestrian connections that converge on the Urban Common from the East and West.

2. Proposed Change

- *It is understood the purpose of the meeting was to brief Council on the proposed changes to an existing approval (Council Ref: A006150153).*
- *The proposed changes may be sought via an s82 other change application.*
- *Due to the referral trigger for significant projects under schedule 10 of the Planning Regulations 2017, it is also recommended you liaise with Queensland Government – State Assessment and Referral Agency (SARA) via a similar prelodgement process prior to your lodgement of a development application. SARA contact details: 3452 7689 or BrisbaneSARA@dSDLGP.qld.gov.au.*
- *A Request for urban design advice may be sought. You can obtain written urban design advice from Council's Independent Design Advisory Panel (IDAP), which helps you avoid a referral to State Assessment and Referral Agency (SARA) at the development application stage.*
- *As part of any future change application, Council will have regard to Brisbane City Plan 2014 (version in place of time of lodgement) for the extent of changes to the approved development. As such, as part of the s82 other change application, an assessment against the applicable benchmarks of the Brisbane City Plan 2014 (version in place of time of lodgement) should be provided.*
- *As part of any future Change Application the following information would be required:*
 - *Systematically identify all proposed changes to the approval, including conditions, plans, reports and other approved documents;*
 - *Provide a side-by-side comparison of the approved development and areas of all proposed changes on the same page for assessment;*
 - *Provide all necessary information required for Council to assess the proposed changes compliance including requirements of Brisbane City Plan 2014;*
 - *Ensure all required plans (site, floor elevations, sections and perspectives) and reports are amended to reflect the proposed changes and submitted for assessment.*
 - *Owners consent under the requirements of the Planning Act 2016 and confirmation of terms of any shared easements.*
- *Any future application will need to confirm the approved and proposed unit numbers including bedroom numbers (including a breakdown between stages) to calculate car parking demand and infrastructure charges. Any changes in impervious area will also need to be clearly calculated.*

Response:

The BCC advice that the proposed changes may be sought via an s82 other change application is acknowledged and the Applicants have followed this advice.

A SARA Prelodgement meeting was held on the 27 February 2026 (Minutes Dated 11 March 2026 – **Attachment 14**), in which the option to for referral in accordance with Schedule 10, Part 18, Table 1, Item 1 – material change of use requiring assessment for urban design, in lieu of the IDAP process was discussed, which identified the following:

- The proposed changes may also require an additional referral trigger in accordance with Schedule 10, Part 18, Table 1, Item 1 – material change of use requiring assessment for urban design.

As a minimum the following information should be submitted as part of any future application:

- A full assessment against the following State codes of the State Development Assessment Provisions (SDAP) (version 2.6 with consideration given to version 3.5):
 - State Code 24 – Urban Design

The applicant, following discussions with SARA has determined to refer the ‘Other Change’ development application under the Planning Regulation Urban Design trigger (Part 18) and as such it is not envisaged that the BCC IDAP process will be followed for the Other Change in this instance.

The Town Planning Submission and supporting documents for the Other Change application have been prepared to address the provisions of the Brisbane City Plan 2014 (version in place of time of lodgement).

The ‘Other Change’ submitted documentation provides:

- Identification of all proposed changes to the approval, including conditions, plans, reports and other approved documents.
- A general comparison of the key areas of the approved development and relevant areas of the proposed changes.
- All necessary information required for Council to assess the proposed changes compliance including requirements of Brisbane City Plan 2014.
- All plans (site, floor elevations, sections and perspectives) and reports amended to reflect the proposed changes and submitted for assessment.
- Owners consent under the requirements of the Planning Act 2016 and confirmation of terms of any shared easements.
- Confirmation of the approved and proposed unit numbers including bedroom numbers (including a breakdown between stages) to calculate car parking demand and infrastructure charges.
- Changes in impervious area will also need to be clearly calculated.

3. General Engineering

Infrastructure Design

- *Infrastructure to the development will need to be provided in accordance with the outcomes within the Infrastructure Design Code. An engineering report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the Infrastructure Design planning scheme policy (ID PSP).*

Response:

The ‘Other Change’ application includes Engineering Reports (i.e. Stormwater Management Plan, Flood Impact Statement, Traffic Impact Statement, Operational Waste Management Plan) that have been formulated to address the Infrastructure Design Code.

Stormwater

- *An update Site Based Stormwater Management Plan report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within the Stormwater Code. The report is to be prepared in accordance with the ID PSP Section 1.*

Response:

The ‘Other Change’ application includes a Stormwater Management Plan that has been formulated to address the Stormwater Code.

Transport, Access, Parking and Servicing

- Logan Road and O'Keefe Street are identified as arterial roads, and Gillingham Street is identified as a neighbourhood road. The road reserve widening should be consistent with the current approval. However, Transport Assets and Operation (TAO) advice is required to determine if there have been any updates in intersection design that may lead to changes in requirements.
- Council recommends obtaining Traffic and Transport advice prior to the lodgement of a development application to firm up the road widening requirements for the subject site and to ensure the proposed access driveways are suitable. Further information can be obtained from the following link: <https://www.brisbane.qld.gov.au/planning-and-building/applying-and-post-approval/how-to-get-advice#traffic>
- Corner chord truncation 6x3 for O'Keefe St and Logan Road and O'Keefe St and Gillingham St is required.
- A traffic report, endorsed by an RPEQ, is required to demonstrate that the proposal for access, parking and servicing complies with the Transport, access, parking and servicing planning scheme policy (TAPS PSP).
- The traffic report needs to demonstrate the impact and mitigation methodology for trip generation and attraction on the surrounding network and intersections.
- Design Service Vehicles for the development are to be in accordance with the TAPS PSP, Section 3. Consideration should be given to allocate service bays for residential and commercial aspect of the application.
- The circulating/parking aisles, ramps, bays and manoeuvring areas are to be designed in accordance with the TAPS PSP.
- For any use that is included in centre activity, the maximum rate applies.
- For the proposed residential multiple dwellings, parking is to be in accordance with Table 14 of TAPS PSP. Any performance solutions proposed for consideration need to be detailed as part of an RPEQ signed traffic report. Given the immediate proximity to both bus and train, and the proximity to the cycleway, a Green Transport plan could form part of the parking performance outcome. In addition to this, a study of car ownership for similar sized public housing developments in a similar location would be taken into consideration. A relaxation for visitor parking rates is generally not supported.
- Closure and removal of all redundant crossovers and water outlets, including construction of concrete kerb and channel, verge, and associated works is required.
- It is Council's preference for the access driveway locations to be consistent with the current approval and as far as feasible from the intersection. Any changes to the approved should consider how this proposal can operate independently from the remainder of the site with regards to servicing, access and parking.
- Refuse Collection will be required in accordance with the Refuse PSP. Any future application must demonstrate compliance with the Refuse Planning Scheme Policy (Refuse PSP) and swept path analysis for manoeuvring of the RCV and occasional service vehicle to be demonstrated. On site servicing and refuse collection is required. Ensure sufficient bin storage is provided.
- Bicycle parking requirement for residents and visitors in accordance with Table 21 TAPS PSP and AS2890.3:2015.

Response:

The 'Other Change' application Architectural Design and Traffic Impact Assessment that have been formulated to address the matters raised as follows:

- The proposal retains the Logan Road and O'Keefe Street, road reserve widenings and Gillingham Street external works requirements generally as approved under the Original Approval.
- A traffic report, endorsed by an RPEQ, is submitted to demonstrate that the proposal for access, parking and servicing complies with the Transport, access, parking and servicing planning scheme policy (TAPS PSP) and demonstrates:
 - The reduced trip generation and attraction on the surrounding network and intersections due to the change in land use to be a more residentially focused project.
 - A Common servicing and loading zone provided in Stage 3 for Stages 1, 2 and 4 of the Other Change proposal designed in accordance with the TAPS PSP.
 - Circulating/parking aisles, ramps, bays and manoeuvring areas designed in accordance with the TAPS PSP.
 - The provision of 0 car parking spaces for the singular Centre Activity tenancy consistent with the TAPS policy requirements.
 - Justifies the Performance Outcomes sought for parking for the proposed Residential units based on the specific nature of proposed residential tenure and the sites excellent proximity to high frequency public transport and Active Transport networks.

- Closure and removal of all redundant crossovers and water outlets, including construction of concrete kerb and channel, verge, and associated works.
- Justifies the alterations to the proposed access driveway locations where not consistent with the current approval.
- Demonstrates that the proposed refuse storage and collection is provided in accordance with the Refuse PSP.
- Bicycle parking for residents and visitors in accordance with Table 21 TAPS PSP and AS2890.3:2015.

LGIP

- *It is recommended that the applicant review the LGIP prior to submitting a Development Application. Please contact the Infrastructure Coordination Team if you would like to discuss trunk infrastructure or land notices. A separate application is required for a meeting to discuss Infrastructure Charges and LGIP offset and credits.*

Response:

Noted.

3.5.2. SARA Pre-Lodgement Response:

The SARA Prelodgement meeting was held on the 27 February 2026 (Minutes Dated 11 March 2026 – **Attachment 14**), provided the following commentary, to which the Applicant response is detailed below:

Advice requested:

- **Discussion of SARA referral triggers and processes for Other Change under the Planning Act 2016**
- **The consistency of the Other Change proposal with current SARA Referral Response conditions.**

SARA understands that Wee Hur intends on making a request under s78 and 82 of the Planning Act 2016 to make a Change application other than a minor change to the current development approval over the site (BCC ref: A006150153 SARA ref: 2301-32783 SRA).

Wee Hur confirmed that the nature of the changes are considered as substantially different development therefore a change other than a minor change application under s82 of the Planning Act 2016 will need to be lodged to Brisbane City Council as the responsible entity. The application would then be referred to SARA for assessment.

The proposed changes as outlined above in the summary of the proposal are intended to alter the development mix onsite, change pedestrian and traffic movements onsite, change building heights, and include social housing.

The proposed changes may also require an additional SARA referral trigger in accordance with Schedule 10, Part 18, Table 1, Item 1 – material change of use requiring assessment for urban design.

As a minimum the following information should be submitted as part of any future application:

- *A full assessment against the following State codes of the State Development Assessment Provisions (SDAP) (version 2.6 with consideration given to version 3.5):*
 - *State code 2 – Development in a Railway Environment*
 - *State code 3 – Development in a Busway Environment*
 - *State code 5 – Development in a State-controlled Tunnel Environment*
 - *State code 6 – Protection of State Transport Networks*
 - *State code 24 – Urban Design*
- *Confirm the number of dwelling units proposed overall, and in each stage, and identify the location, size and type of any non-residential tenancies*
- *Provide a full set of revised plans including but not limited to:*
 - *Staging plan*
 - *Adequate details clarifying the ground plane across the site*
 - *Active transport overlays/plans detailing:*
 - *public, communal and private pathways through the site (adequately distinguished from one another)*
 - *disability compliant access throughout the site*

- minimum effective pathway widths (clear of obstructions)
- development entries/exits to footpaths
- verge/footpath improvements
- The Trail design as direct and convenient as possible
- pedestrian crossing point/kerb ramp connection to the busway corridor across Gillingham Street.

Response:

The applicants acknowledge the identified SARA referral triggers and will prepare responses to the relevant State Codes in support of the 'Other Change' application referral following Brisbane City Council issuing the Confirmation Notice.

The submitted Architectural Plans and Town Planning Report clearly outlines the number of dwelling units proposed overall, and in each stage, and identify the location, size and type of any non-residential tenancies.

The submitted proposal Architectural Plans (**Attachment 1A**) and Landscape Concept Plan (**Attachment 2**), provide all of the requested details including but not limited to:

- Staging Plans at basement and ground level.
- A full ground 'plaza' level detail plan detailing the design and configuration of publicly accessible and private spaces as well their integration with the ground levels of the proposed buildings.
- A full set of revised Architectural Plans and landscape Concept Plans that detail:
 - Public, communal and private pathways through the site (adequately distinguished from one another).
 - Disability compliant access throughout the site.
 - Minimum effective pathway widths (clear of obstructions).
 - Development entries/exits to footpaths.
 - Verge/footpath improvements.
 - The Trail design as direct and convenient as possible
 - Pedestrian crossing point/kerb ramp connection to the busway corridor across Gillingham Street.

Urban Design discussions relative to active transport, public transport and other SARA interests

Advice requested:

- **Urban Design discussions relative to active transport, public transport and other SARA interests.**

During the assessment of the original SARA referral response the kerbside arrangements including kiss n ride facilities, location of the PWD and cross over locations on Gillingham Street were subject to detailed negotiations to ensure the proposed arrangements met the requirements of SDAP and were conditioned (Condition 4 and 5) in SARAs referral response.

The proposed arrangements appear to significantly alter the existing approved situation by relocating the kiss 'n' ride facility and PWD parking have been moved further from Buranda Station.

In finalising the design of the changed development, further investigations are suggested to determine whether the position of the car parking crossover can be altered. The kiss 'n' ride facility and PWD parking should be positioned as close to Buranda station as possible. It is undesirable for patrons to have to cross the vehicle crossover.

The applicant should check the levels at the PWD parking bay and indicate how disability compliant access can be achieved between the nominated PWD parking bay location and Buranda station.

The kerb ramp crossing across Gillingham Street to the busway corridor should be retained.

Response:

The applicants confirm that the location of the PWD on-street parking space on Gillingham Street has been amended as a result of the need to reposition the basement driveway entrance further north on Gillingham Street.

The revised location of the PWD on-street parking space on Gillingham Street has been assessed in the Traffic Engineering Report advises the following:

7.3.1. Gillingham Street

Conditions 4 and 5 of the SARA approval for the approved development scheme requires provision of a passenger loading zone facility, taxi zone and associated traffic management works along Gillingham Street.

The required works would replace the existing facilities which currently exist at the northern end of Gillingham Street.

The scope of works includes:

- A kerbside passenger loading zone able to accommodate a minimum of six (6) vehicles, comprising five (5) standard passenger vehicles and one (1) wheelchair-accessible bay. The zone is to be clearly delineated by compliant signage, pavement markings, and lighting, and designed in accordance with the relevant Australian Standards, the Public Transport Infrastructure Manual, and applicable disability access legislation.*
- A kerbside on-street taxi rank along Gillingham Street. The taxi rank must accommodate one wheelchair-accessible taxi and include compliant signage, pavement markings, and lighting, designed and constructed in accordance with the relevant Australian Standards and public transport accessibility requirements.*
- Associated traffic management works including provision of no-stopping controls within the cul-de-sac turning area at the northern end of Gillingham Street, as well as a compliant pedestrian crossing point incorporating kerb ramps and tactile ground surface indicators to ensure safe and accessible pedestrian movement between parking bays.*

The change development scheme has complied with the conditions of the current approval in full, with minor changes to the location of the passenger loading zone and the taxi zone in response to the proposed crossover to the basement car park for the affordable housing dwellings.

The 'Plaza Ground Level' plan prepared by the architect illustrates the extent of the works; refer Appendix A.

Advice requested:

- Urban Design discussions relative to active transport, public transport and other SARA interests.**

SARA understands that a tunnel encapsulation structure is no longer proposed and basement excavation will occur to the north of the tunnel.

When lodging a formal development application, documentation will need to address PO1, PO2, and PO4-PO10 of State code 3: Development in a busway environment and PO1-PO17 of State code 5: Development in a state-controlled transport tunnel environment of SDAP.

In particular, this should also have regard to the following:

- Chapter 17 – 'Development Applications in Proximity to Tunnels' of The Department of Transport and Main Roads' Design Criteria for Bridges and Other Structures (available at: Technical publications (Department of Transport and Main Roads) (tmr.qld.gov.au)).
- The as-constructed drawings for the busway tunnel. Please contact the Department of Transport and Main Roads' Plan Room at: planroom@tmr.qld.gov.au in relation to this matter. The applicant should have these available from WSP's work on the tunnel encapsulation structure.
- The relevant tunnel easement documentation, including the easement boundaries, and any volumetric lots for

the busway tunnel, which can be obtained from the Titles Office. Refer to advice statement 8 of the SARA referral agency response 2301-32783 SRA.

In particular, the following should be provided:

1. Preliminary Geotechnical Investigation

A RPEQ certified preliminary geotechnical investigation of the site. This should:

- a) encompass a sufficient number and depth of borehole investigations, to determine the sub-surface characteristics of the site from a preliminary perspective. In particular, the borehole investigations should be appropriate to the depth of the basement levels/foundation structures/retention systems and examine the sub-surface conditions in proximity to the busway transport infrastructure (including the busway tunnel); and
- b) provide preliminary geotechnical design information on the following, amongst other relevant considerations, to inform the structural engineering design and construction management of the development:
 - earthworks, including excavation methods, the excavation and drilling of rock, the stability of open excavations, and filling/back filling and compaction
 - permanent and temporary basement retention options, design loads and geotechnical design parameters
 - suitable options for foundation structures, design loads and geotechnical design parameters
 - vibration impacts from drilling, boring and excavation
 - groundwater conditions and temporary and permanent groundwater control options
 - advice on effects on existing and future state transport infrastructure and relevant construction issues.

Alternatively, provide any existing geotechnical investigations previously undertaken for the site.

2. Setbacks

RPEQ certified structural design drawings including sections, cross sections and elevations, which are scaled and sufficiently annotated clearly showing the development's interface with the busway tunnel. In particular, the following should be clearly identified:

- a) the volumetric busway tunnel allotment boundaries
- b) the boundaries of busway support easements
- c) the as-constructed tunnel including the outermost extent of the busway transport infrastructure (for example, busway soil nails/footings, tunnel external wall – tunnel extrados)
- d) the minimum setback of the closest structural building element (including building foundation structures – footings, columns and the like and retention structures – shoring, rock anchors, soil nails and the like) and the closest extent of excavation to each of the aforementioned items.

Revised architectural, engineering and landscape drawings should clearly show the development's minimum setback and interface with the outermost projection of the busway transport infrastructure, easement/s and volumetric lots at all levels of the development.

3. Earthworks

A RPEQ certified earthworks plan, including cross sections/sections/elevations, and supporting technical details, clearly showing the following in relation to the busway tunnel and the boundaries of its support easement/s and volumetric lot/s:

- a) the location and extent of proposed excavation and filling (earthworks), including likely volumes of cut and fill, and the depth of cut and height of fill (including maximum levels)
- b) the gradient and height (including maximum height) of any proposed temporary and/or permanent batters
- c) the height (including maximum height) and intended form/design of any proposed retaining walls or other retaining structures
- d) the temporary and permanent basement retention systems
- e) the minimum setback of all works and structures. This should be measured from the outermost projections of the busway transport infrastructure (such as the outer tunnel wall, footings, soil nails and the like)
- f) existing site levels and proposed finished/design levels.

4. Preliminary structural engineering design

RPEQ certified (from a geotechnical consultant with a GE3 pre-qualification level) preliminary structural engineering design drawings for the development, including cross sections/sections/elevations, and any required supporting technical details, showing the following in relation to the busway tunnel and the

boundaries of its support easement/s and volumetric lot/s:

a) *Building Foundation Structures*

The type, spacing, location and depth of building foundation structures (including any proposed structures such as footings, piles, piers and associated columns). The placement of building foundation structures should give due regard to any foundations and retention systems associated with the busway transport infrastructure. Identify the location of the foundation structures and their minimum setbacks from the outermost projections of the busway transport infrastructure (such as the outer tunnel wall, footings, soil nails and the like) and the boundaries of its support easement/s and volumetric lot/s.

b) *Retaining Structures*

The proposed retention system for the development, including the location, length, depth and angle of insertion of any proposed shoring, rock anchors and/or soil nails. Both the temporary and permanent retention design for the basement excavation should adhere to the Design Criteria for Bridges and Other Structures. The placement of retention structures should give due regard to any foundations and retention systems associated with the busway transport infrastructure, including the busway tunnel and the boundaries of its support easement/s and volumetric boundaries.

c) *Services, Utilities and Drainage*

The service, utility and stormwater drainage infrastructure network to service the development, including longitudinal profiles. Service, utility and drainage infrastructure may conflict with or undermine the tunnel. Drainage infrastructure may also interfere with the integrity of the tunnel such as through water leaks.

d) *Loading Implications of the Development*

The loading configuration of the development and how this will ensure that the busway tunnel will not be adversely affected by the addition or removal of loading such as vertical and lateral loads as well as potential imbalances in loading on each side of the tunnel due to earthworks, both during construction and upon completion of works. All the potential loading implications of the development should be considered such as earthworks, landscaping, buildings, structures, retaining structures, building foundation structures and the like. This should include both the imposed cumulative loading of all aspects of the development and the construction loading implications on the busway tunnel and the busway support easement/s.

e) *Tunnel Designer Agreement*

The development proponent may be required to enter into an agreement with the Department of Transport and Main Roads (TMR) for the engagement of the tunnel designer to act on behalf of TMR at the applicant's expense if the proposed development does not clearly adhere to the specified design parameters and requirements for the busway tunnel and imposes potentially significant risks. The advice of the tunnel designer will in no way bind TMR in its obligations to make decisions about the busway corridor as the asset manager. The development application assessment timeframe would need to be adjusted to allow for the tunnel design commission.

Note that a tunnel designer agreement was entered into for the current development approval. Refer to conditions 23–26 of the SARA referral agency response 2301-32783 SRA.

It is recommended to have a separate meeting with SARA, including DTMR, regarding the revised development proposal in relation to the state-controlled transport tunnel, including engineering representatives.

Response:

The applicants acknowledge the identified SARA referral triggers and will prepare responses to the relevant State Codes in support of the 'Other Change' application referral following Brisbane City Council issuing the Confirmation Notice.

4. PROCEDURAL MATTERS:

4.1. RESPONSIBLE ENTITY:

Section 78 of the Planning Act 2016 states that:

- (1) A person may make an application (a change application) to change a development approval.
(2) A change application must be made to the responsible entity for the application.

Section 78A of the Planning Act 2016 states that-

1. The **responsible entity** for a change application is—
a) if the change application is for a minor change to a development condition of a development approval stated in a referral agency's response for the development application or another change application for the approval—the referral agency; or
b) otherwise—the assessment manager.

The applicant is seeking to make an Other Change application and the development approval sought to be changed (A006150153) was given by the Brisbane City Council and as such in this instance the responsible entity is the assessment manager: Brisbane City Council.

4.2. REQUIREMENTS FOR CHANGE APPLICATIONS:

Section 79 of the Planning Act 2016 states that:

- (1) A change application must be—
(a) made in the approved form; and
(b) accompanied by—
(i) the required fee; and
(ii) for an application for a minor change—a copy of any pre-request response notice for the application.
(2) Also, a change application must be accompanied by the written consent of the owner of the premises the subject of the application to the extent—
(a) the applicant is not the owner; and
(b) the application is in relation to—
(i) a material change of use of premises or reconfiguring a lot; or
(ii) works on premises that are below high-water mark and outside a canal; and
(c) the premises are not excluded premises.

The proposed Other Change application meets the requirements stated in Section 79 of PA 2016 in that:

- The applicable fee will be paid upon receipt of a fee quote from Brisbane City Council.
- The Planning Act Form 5 represents the Approved Form for Change Application. A completed copy of the Planning Act Form 5 (version 1.2) is included at **Attachment 11**.
- The written consent of the owner of Lot 200 on SP288110 and Lot 1 on RP1787975 being The Trust Company (Australia) Ltd ATF WH Buranda Trust ABN 12 725 439 303 has been provided to the applicant being Wee Hur (Buranda 2) Pty Ltd c/- Planning Initiatives to lodge applications over the subject site on their behalf is included in **Attachment 11** of this letter.
- The written consent of the owner of Lot Wee Hur (Buranda 2) Pty Ltd has been provided to the applicant being Wee Hur (Buranda 2) Pty Ltd c/- Planning Initiatives to lodge applications over the

subject site on their behalf is included in **Attachment 11** of this letter.

- The written consent of The State of Queensland is included in **Attachment 11** of this letter (this was lodged with the previous application) and has been included out of an abundance of caution notwithstanding that the proposed changed development does not affect these lands.

5. SITE CONTEXT:

5.1. SITE & SURROUNDING LAND USE:

The site (Stage 2 – Eastern precinct) is located in the suburb of Woolloongabba at the junction of several major transport corridors and has frontages to major arterial routes of Logan Road, O’Keefe Street and a frontage to Gillingham Street which is a neighbourhood Road. The site also adjoins major public transport corridors including the Cleveland rail line and Southeast Busway and busway and is directly accessible to both Buranda rail and bus stations.

The total site currently contains Stage 1 development (western precinct) consisting of primarily student accommodation, ground level retail / food and drink plus a combination of ancillary car parking and a private commercial car park.

The Buranda TOD is located within the growing inner eastern corridor of Brisbane incorporating suburbs of South Brisbane, Kangaroo Point, Woolloongabba and Stones Corner. A large part of Woolloongabba has been identified as a Priority Development Area given its growth potential and impacts of the 2032 Brisbane Olympic Games. This area was declared in response to current and proposed major public investment in transport infrastructure including the Cross River Rail project and the Brisbane Metro. This PDA designation also seeks to give impetus to urban renewal in proximity to major public health, education, cultural and sports facilities with a correspondingly high level of accessibility throughout the city.

The locality generally benefits from proximity to range of major community services nearby including (but not limited to) the Mater Hospital, Princess Alexander Hospital, Boggo Road Precinct, Anglican Church Grammar School, St Laurence College and Sommerville House. The site is also in proximity to major centre and the Woolloongabba stadium.

The surrounding land accommodates a range of uses comprising a variety of housing types, including contemporary high density residential as well as low density character dwellings, medical centre, public open space and sporting and recreation areas. As discussed, the locality more broadly is well serviced with major community facilities as well as commercial, retail and entertainment-based uses.

An extract of the zoning map of the surrounding locality is provided below for context.

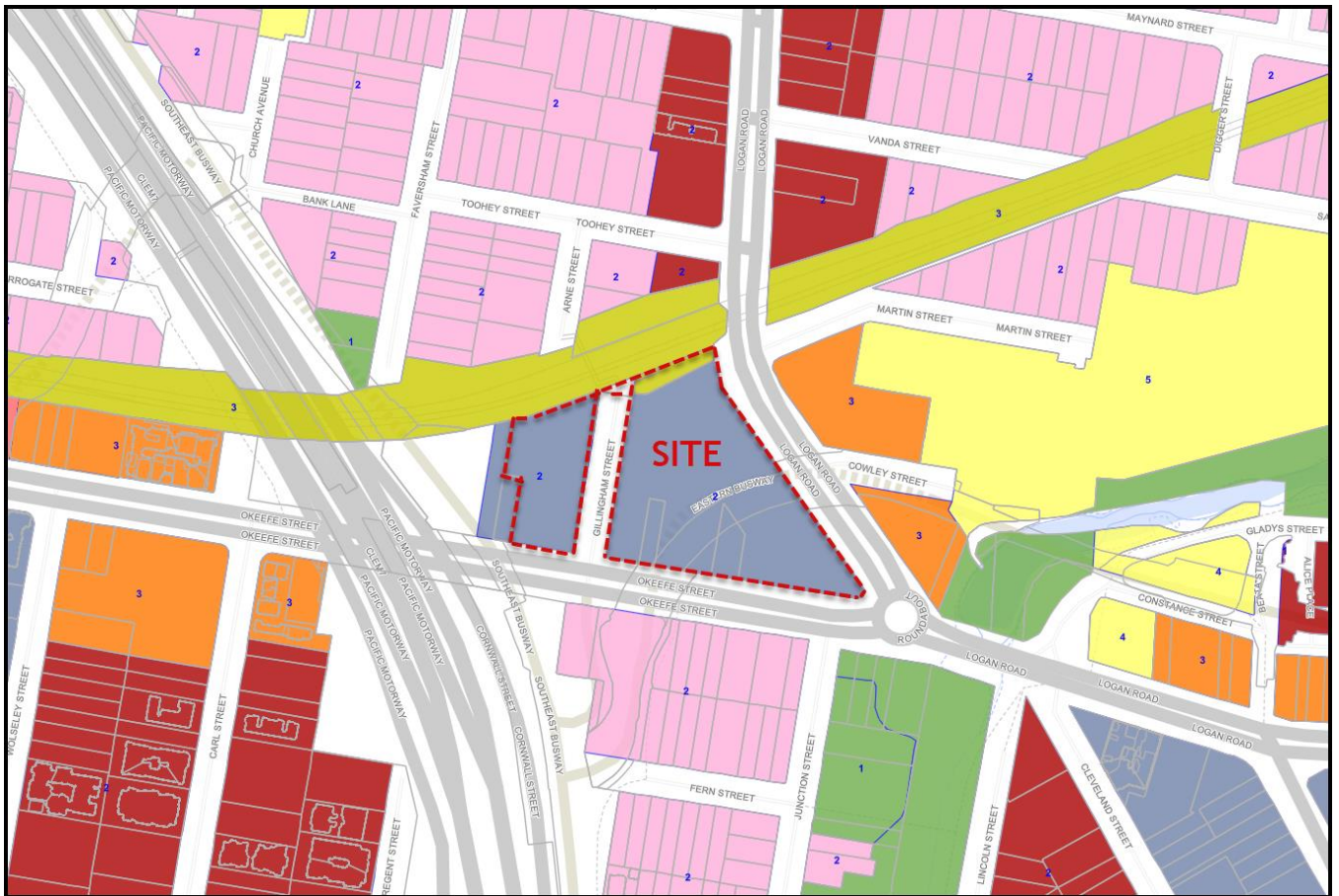


Figure 4.1.1 Zoning Map – Source: City Plan 2014

5.2. SITE EASEMENTS:

The site is subject to a number of easements as summarised on the table below. The proposed Other Change will not alter the extent or nature of these easements, nor will the proposed changes represent any encumbrances to these easements. The development of the land will continue to be undertaken in accordance with the terms and requirements of these easements.

Note also that the proposed other change will not affect the current use of the land over Stage 1 (Buranda TOD Western Precinct).

Easement No	Burdened Lot	Benefitted Lot/Party	Purpose
Stage 1			
Easement No. 720310658	Easement A in Lot 200 on SP288110	Lot 114 – 115 on RP12003	Right of way
Stage 2			
Easement in Gross No. 714259350	Lot 1 on SP240981 Lot 2 on SP240981 Lot 3 on SP240981 Lot 4 on RP12011 Lot 81 on RP12003 Lot 94 on SP240981 Lot 95 on SP240981 Lot 96 on SP240981 Lot 100 on RP12003	Eastern Busway Tunnel over Easements B - L on SP240982 State of Queensland	Transport purposes (busway and facilitation of busway infrastructure)
Easement in Gross	Lot 1 on SP240981	Eastern Busway Tunnel	Transport purposes

Easement No	Burdened Lot	Benefitted Lot/Party	Purpose
No. 716227512	Lot 2 on SP240981 Lot 3 on SP240981 Lot 94 on SP240981 Lot 95 on SP240981 Lot 96 on SP240981	over Easements P – U on SP256972 State of Queensland	(busway and facilitation of busway infrastructure)
Easement No. 716734542	Lot 97 on SP240983	Lot 17 on SP240983 over Easement M on SP240984	Support
Easement No. 716734546	Lot 93 on SP240983	Lot 18 on SP240983 over Easement N on SP240984	Support
Easement No. 719507295	Lot 93 on SP240983	Lot 18 on SP2409832 over Easement V on SP240983	Support
Easement No. 719507279	Lot 97 on SP240983	Lot 17 on SP2409833 over Easement W on SP258606	Support

The extent of the easements is illustrated in the mapping extract below.

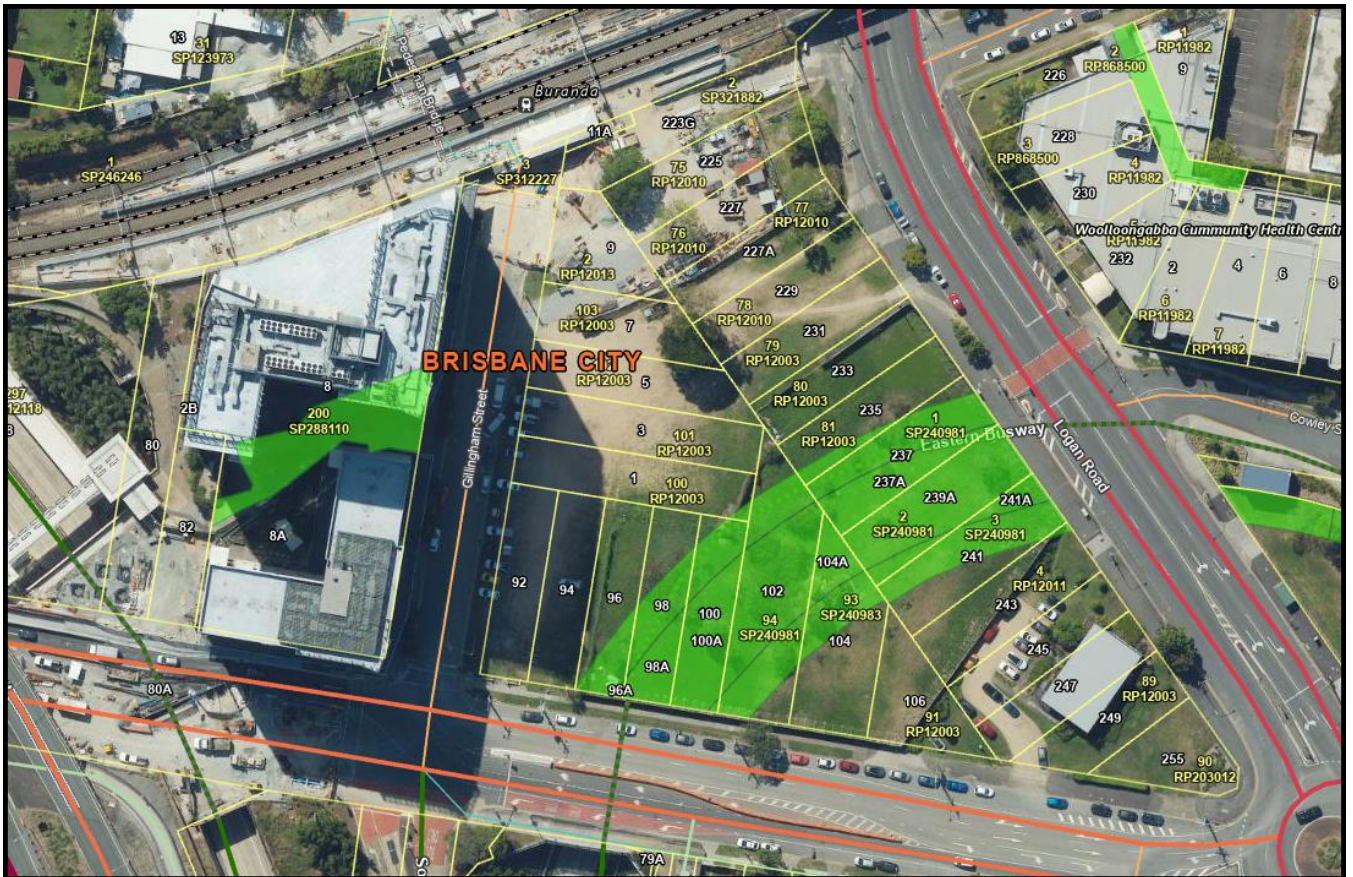


Figure 4.2.1 Aerial plan showing easement locations – Source: Queensland Globe 2026

5.3. SITE CONTAMINATION:

The following is noted with respect to Environmental Management and Contaminated land register information.

Address/Lot Description	Details of EMR & CLR
243 Logan Road, Woolloongabba (Lot 4 on RP12011)	"HAZARDOUS CONTAMINANT... Levels of copper and zinc in fill materials exceeding the EIL for the site.
245, 247, 249 and 255 Logan Road, Woolloongabba (Lots 87-89 on RP12003 and Lot 90 on RP203012)	"SERVICE STATIONS – operating a commercial service station"
11A Gillingham Street, 118 Ipswich Road, 223E and 223G Logan Road, 9 Harrogate Street and 16 Arne Street, Woolloongabba (Lots 1 and 2 on SP321882 and Lot 1 on SP246246)	"RAILWAY YARDS – operating a railway yard including goods-handling yards, workshops and maintenance areas"

Note that it is not proposed to alter any aspect of the proposal over land at 11A Gillingham Street and 118 Ipswich Road beyond that which was previously approved for the stie.

Note also that for land at 243, 245 247, 249 and 255 Logan Road, the proposed other change does not alter the nature of the use, ie is retained a student accommodation and will result in only minor changes to the proposed layout to accommodate changes elsewhere on the site.

Pursuant to Schedule 10, Part 4, Division 1 of the Planning Regulations, a material change of use of premises is assessable development were listed on the EMR, and the use involves an underground facility (ie. car park).

It is understood that a site management plan has previously been prepared for the site and submitted as part of previous development approvals. This SMP has identified that this part of the site affected are suitable for offices and industrial buildings. A review of this matter may be necessary as part of further development approval requirements for the site relating to Site Suitability. This is a matter that can be addressed at a later stage and provided as such in the conditions as previously provided in the original approval.

On the basis of the above, it is not considered that that are any further matters to address at this stage of the development with respect to these issues.

6. THE CHANGE PROPOSAL:

The proposed other change to Development Permit Ref: A006150153, whilst retaining a general structure of 4 individual buildings, involves two major altered development characteristics being:

- Alterations to the approved Material Change of Use land use mix over the site, reducing the extent of commercial office and retail, to enable the development to provide a more concentrated focus on increasing residential housing supply of a range of tenures and affordability.
- Introduction of an associated Reconfiguration of a Lot (Subdivision 29 into 4 lots with new road and associated access easement) to create future titles that individually accommodate these new use arrangements.

As a result of the abovementioned other changes to development characteristics the structure of Development Permit Ref: A006150153 staging and approval package will alter and these are generally described in the table below.

Table 5.1 Comparative Description for Staging of Existing Approval and the Proposed Other Change

A006150153 Conditions Package Development Permit	A006150153 Development Approved Stage Description	Other Change Development Proposed Stage Description	Other Change Potential Conditions Package Development Permit
DA - PA - Building Work (Shop Food and Drink Outlet) – Stage 1	Stage 1 but encompasses Building Works required across the <u>Whole Site</u> triggered once the first Development Permit is issued on the site.	Proposed Stage 3 – Common service and loading area, which is land covered by Easements on proposed Stage 2 and proposed Stage 5 and must be constructed and operational before proposed Stage 1 commences.	DA - PA - Building Work (Common service and loading area) - Proposed Stage 3
DA - PA - Operational Work (Bulk Earthworks) – Stage 1	Stage 1 but encompasses all Bulk Earthworks required across the <u>Whole Site</u> triggered once the first Development Permit is issued on the site.	Proposed Stage 3 – Common service and loading area, which is land covered by Easements on Proposed Stage 2 and Stage 5 and must be constructed and operational before Proposed Stage 1 commences. Individual DA - PA - Operational Work (Bulk Earthworks) to be applied individually to Proposed Stage 1, Stage 2, Stage 3 and Stage 4.	DA - PA - Operational Work (Common service and loading area) – Proposed Stage 3 DA - PA - Operational Work (The Garden House’ - Filling and Excavation) – Proposed Stage 1 DA - PA - Operational Work (‘The Canopy’ - Filling and Excavation) – Proposed Stage 2 DA - PA - Operational Work (The Pavillion’ - Filling and Excavation) – Proposed Stage 4

A006150153 Conditions Package Development Permit	A006150153 Development Approved Stage Description	Other Change Development Proposed Stage Description	Other Change Potential Conditions Package Development Permit
			DA - PA - Operational Work ('The Terraces' - Filling and Excavation) – Proposed Stage 5
DA - PA - Material Change of Use (Shop, Food and Drink Outlet) – Stage 1	Stage 1 but encompasses conditions that cover all sitewide requirements (i.e. all External Roadworks, all public thoroughfare easements etc,) required across the <u>Whole Site</u> triggered once the first Development Permit is issued on the site.	Proposed Stage 3 – Common service and loading area, which is land covered by Easements on Proposed Stage 2 and Stage 5 and must be constructed and operational before Proposed Stage 1 commences. No External works or public thoroughfare easement conditions. Individual DA - PA - Material Change of Use conditions that cover all sitewide requirements (i.e. all External Roadworks, all public thoroughfare easements etc,) to be applied individually to Proposed Stage 1, Stage 2, Stage 3 and Stage 4, where reasonable and relevant to the individual Stage.	DA - PA - Operational Work (Common service and loading area) – Proposed Stage 3 Additional External Roadworks, all public thoroughfare easements conditions to be applied to DA - PA – Material Change of Use (The Garden House) – Proposed Stage 1 Additional External Roadworks, all public thoroughfare easements conditions to be applied to DA - PA – Material Change of Use (The Canopy) - Proposed Stage 2 Additional External Roadworks, all public thoroughfare easements conditions to be applied to DA - PA - Operational Work (The Pavillion) – Proposed Stage 4 Additional External Roadworks, all public thoroughfare easements conditions to be applied to DA - PA – Material Change of Use (The Terraces) – Proposed Stage 5
DA - PA - Building Work (Multiple Dwelling, Shop, Food and Drink Outlet) - Stage 2	Building Work - Stage 2 - 'The Terrace' Multiple Dwelling plus ground level shops, food and drink outlets.	Building Work – Proposed Stage 5 - The Terrace' Multiple Dwelling.	DA - PA - Building Work (Multiple Dwelling) - Proposed Stage 5
DA - PA – Material Change of Use (Multiple	Material Change of Use - Stage 2 - 'The Terrace'	Material Change of Use – Proposed Stage 5 -	DA - PA – Material Change of Use (Multiple

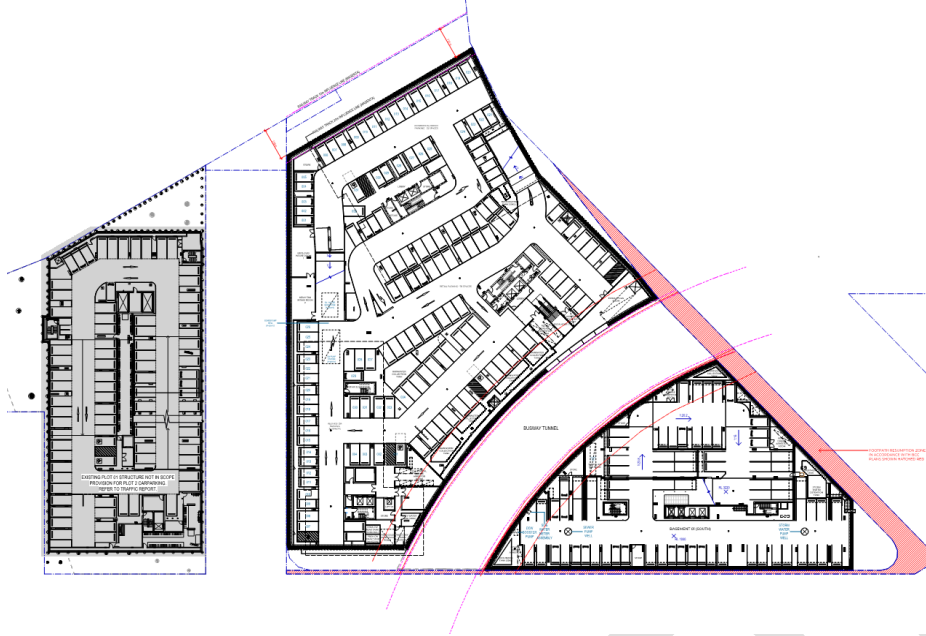
A006150153 Conditions Package Development Permit	A006150153 Development Approved Stage Description	Other Change Development Proposed Stage Description	Other Change Potential Conditions Package Development Permit
Dwelling, Shop, Food and Drink Outlet) - Stage 2	Multiple Dwelling plus ground level shops, food and drink outlets.	The Terrace' Multiple Dwelling.	Dwelling) - Proposed Stage 5
DA - PA - Building Work (Rooming Accommodation, Shop, Food and Drink Outlet) - Stage 3	Building Work - Stage 3 - 'The Canopy' Rooming Accommodation plus ground level shops, food and drink outlets.	Building Work - Proposed Stage 2 - 'The Canopy' Rooming Accommodation.	DA - PA - Building Work (Rooming Accommodation) - Proposed Stage 2
DA - PA - Material Change of Use (Rooming Accommodation, Shop, Food and Drink Outlet) - Stage 3	Material Change of Use - Stage 3 - 'The Canopy' Rooming Accommodation plus ground level shops, food and drink outlets.	Material Change of Use - Proposed Stage 2 - 'The Canopy' Rooming Accommodation.	DA - PA - Material Change of Use (Rooming Accommodation) - Proposed Stage 2
DA - PA - Building Work (Office, Shop, Food and Drink Outlet) - Stage 4	Building Work - Stage 4 - 'The Pavilion' Office plus ground level shops, food and drink outlets.	Building Work - Proposed Stage 4 - The Pavilion Multiple Dwelling.	DA - PA - Building Work (Multiple Dwelling) - Proposed Stage 4
DA - PA - Material Change of Use (Office, Shop, Food and Drink Outlet) - Stage 4	Material Change of Use - Stage 4 - 'The Pavilion' Office plus ground level shops, food and drink outlets.	Material Change of Use - Proposed Stage 4 - The Pavilion Multiple Dwelling.	DA - PA - Material Change of Use (Multiple Dwelling) - Proposed Stage 4
DA - PA - Building Work (Office, Shop, Food and Drink Outlet) - Stage 5	Building Work - Stage 5 - 'The Garden House' Office plus ground level shops, food and drink outlets.	Building Work - Proposed Stage 1 - The Garden House' Multiple Dwelling.	DA - PA - Building Work (Multiple Dwelling) - Proposed Stage 1
DA - PA - Material Change of Use (Office, Shop, Food and Drink Outlet) - Stage 5	Material Change of Use - Stage 5 - 'The Garden House' Office plus ground level shops, food and drink outlets.	Material Change of Use - Proposed Stage 1 - The Garden House' Multiple Dwelling.	DA - PA - Material Change of Use (Multiple Dwelling) - Proposed Stage 1
Nil	Nil	Proposed Reconfiguration of a Lot (29 into 4 lots).	DA - PA - Proposed Reconfiguration of a Lot (29 into 4 lots).

6.1. LAND USE and BUILT FORM:

The proposed Other Changes from a Land Use and Built Form perspective as they apply across the four approved Buildings in the Buranda TOD Stage 2 (Eastern Precinct) under Development Permit Ref: A006150153, is summarised below.

Existing Approved Development

Proposed Other Change Development



Removed from development

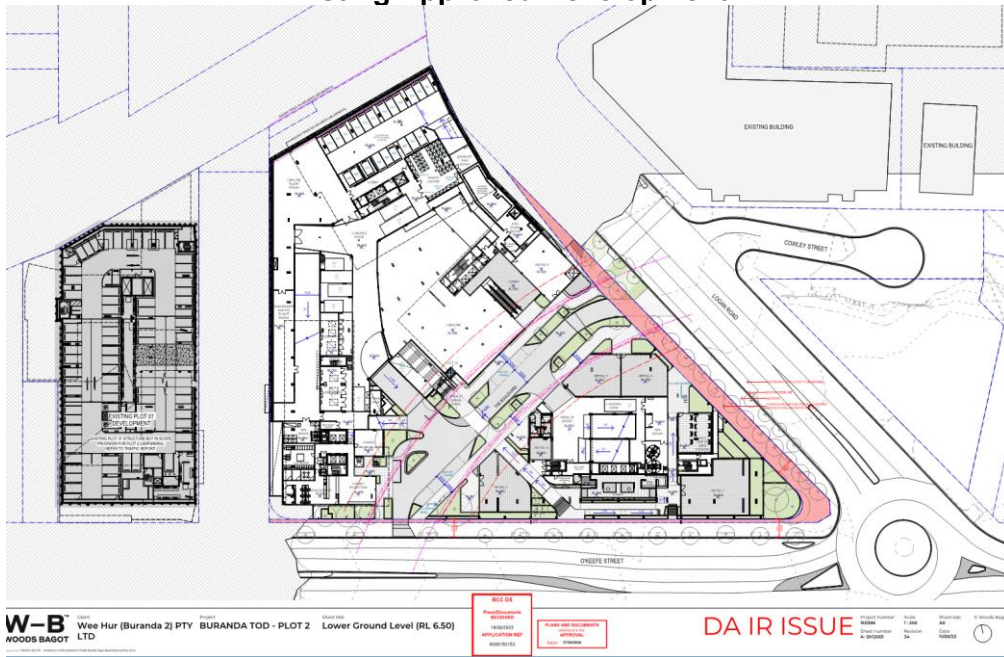
Basement 1 Level

Basement 1 Level

Key 'Other Changes':

- Removal of the lower basement level through the entire development.
- Removal of all upper basement level below 'The Terraces' and 'The Canopy'.

Existing Approved Development



Lower Ground Level

Proposed Other Change Development

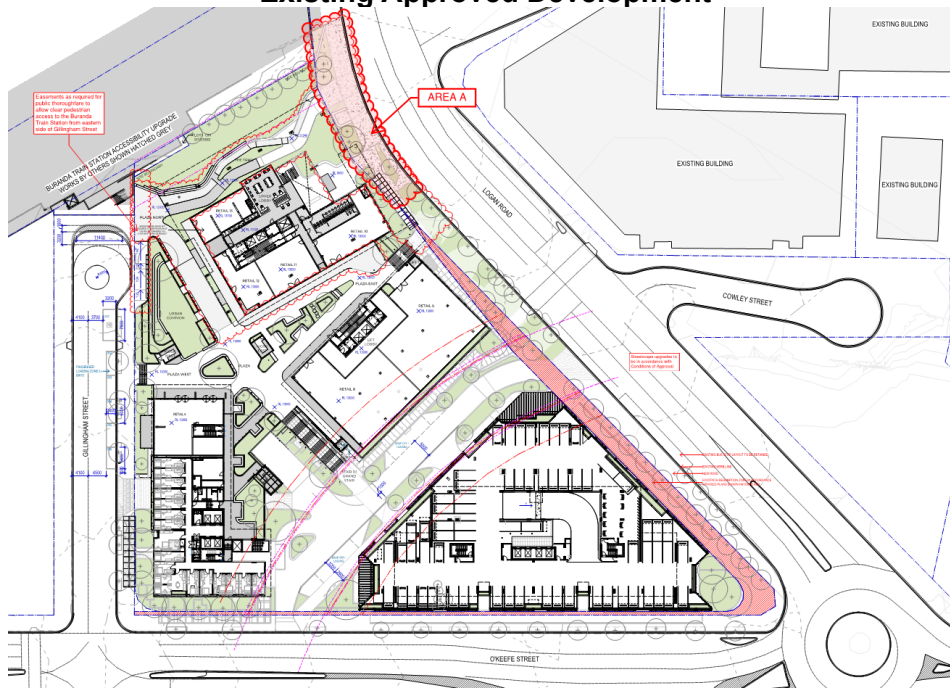


Lower Ground Level

Key 'Other Changes':

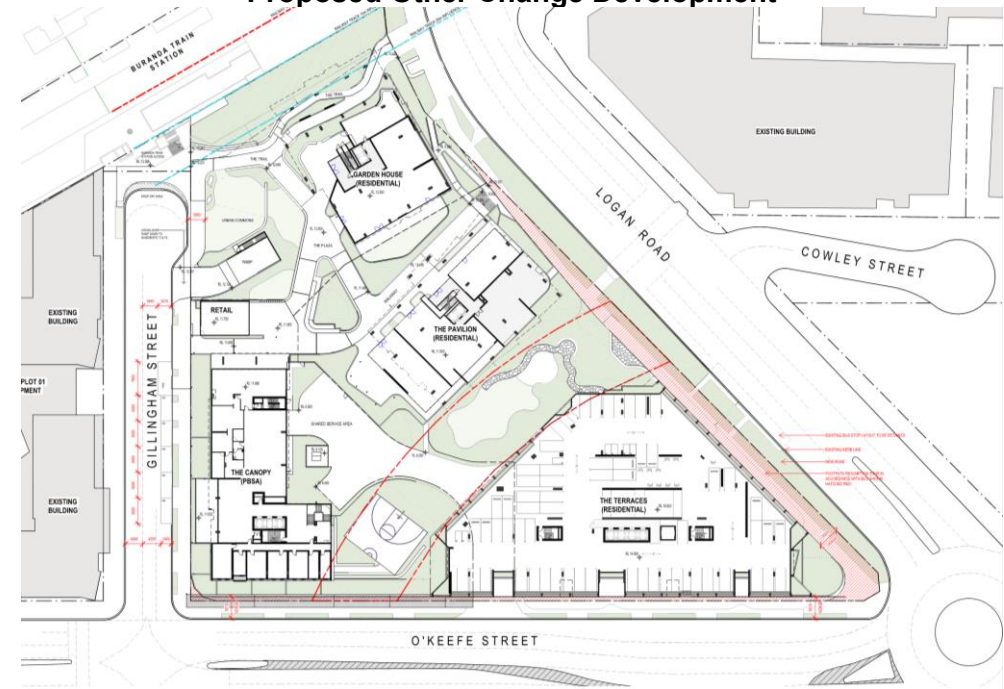
- Removal of all upper basement level below 'The Terraces' and 'The Canopy'.
- Replacement of partial upper basement and partial lower plaza level below 'The Garden House' and 'The Pavillion' will full basement parking level, and with lower plaza student resident ancillary services only below 'The Canopy'.
- Redesign of plaza level below 'The Terraces' to remove all non-ancillary commercial tenancies and replacement with common servicing / loading driveway and residential foyer, gym, ca park access and loading.
- Removal of 'Boulevard' surface level private one-way road connecting Logan Road and O'Keefe Street and replacement with a combination of private landscaping for the 'The Terraces' and 'The Canopy', as well as the new common servicing / loading driveway which is provided for 'The Garden House', 'The Pavillion' and the 'The Canopy'.

Existing Approved Development



Plaza Ground Level

Proposed Other Change Development

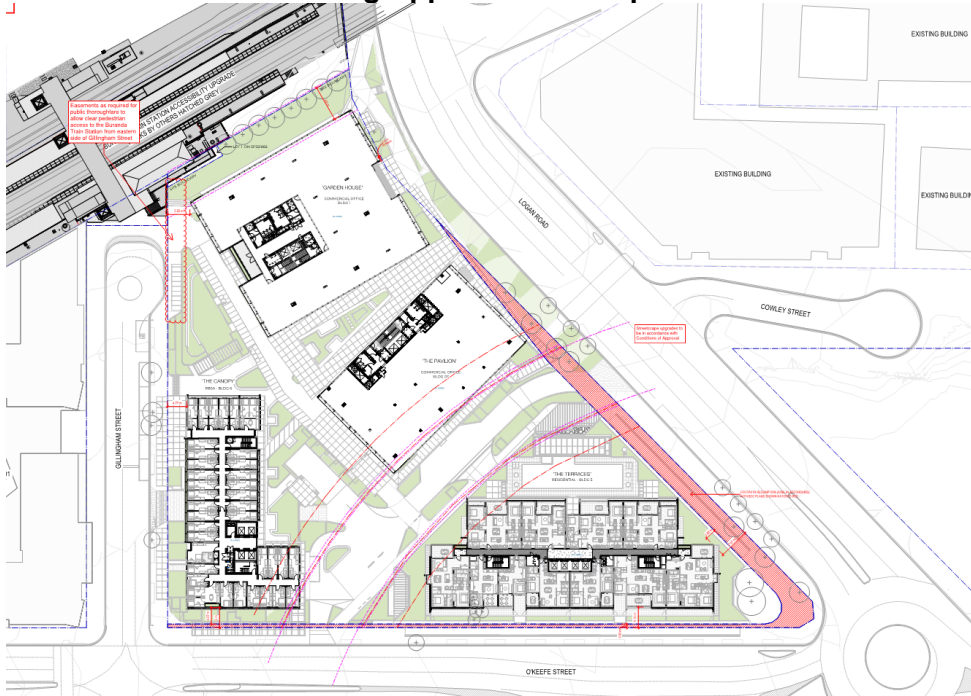


Plaza Ground Level

Key 'Other Changes':

- Relocate basement car park access driveway further north in Gillingham Street to suit levels of new reduced basement parking beneath 'The Garden House' and 'The Pavillion'. Subsequent relocation of PWD space and drop off on-street, car parks further south along the eastern Gillingham Street carriageway.
- Reduce the extent of upper ground student residential units in the Canopy to the O'Keefe Street frontage only and provide the majority of the upper ground level of ancillary student residential services.
- Removal of central, publicly accessible privately owned pedestrian connection connecting from O'Keefe Street to Buranda Train Station.
- Redesign of plaza level below beneath 'The Garden House' and 'The Pavillion' to remove all non-ancillary commercial tenancies and replacement ancillary residential communal internal and external spaces as well as support service offices and residential foyers, gym.
- New stand-alone small retail tenancy adjacent to the northern side of 'The Canopy'.
- Additional podium level of parking for 'The Terraces'

Existing Approved Development



Typical Lower Tower Levels

Proposed Other Change Development

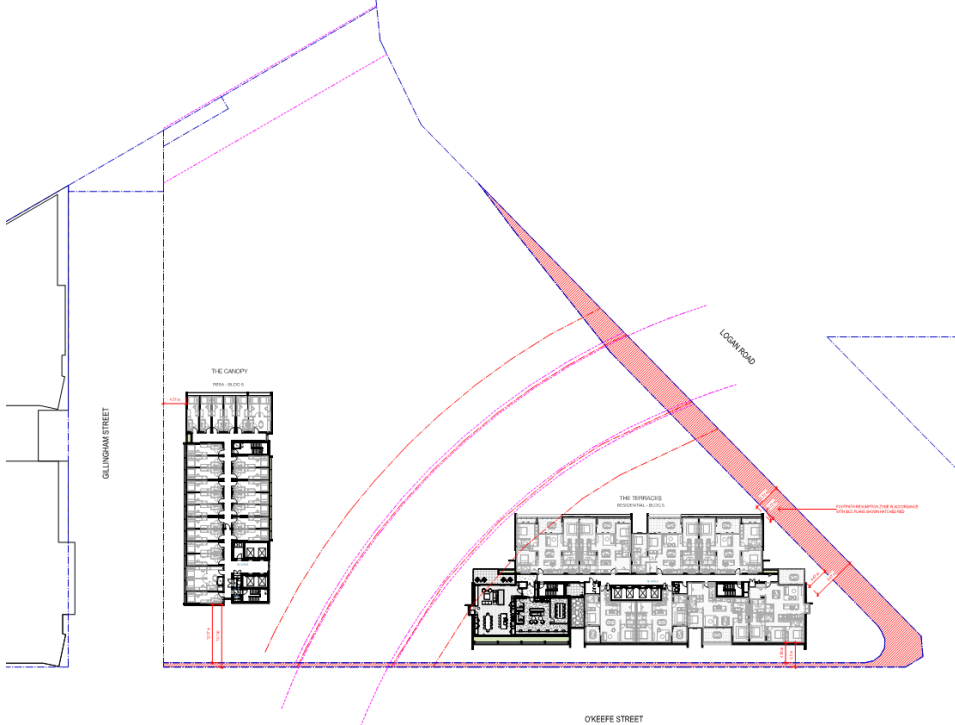


Typical Lower Tower Levels

Key 'Other Changes':

- Replace commercial floor space in the 'The Garden House' and 'The Pavillion' and replace with Affordable housing Multiple Dwellings.
- Minor alterations to tower floor plates for 'The Canopy' and 'The Terraces'.

Existing Approved Development



Typical Upper Tower Levels

Proposed Other Change Development



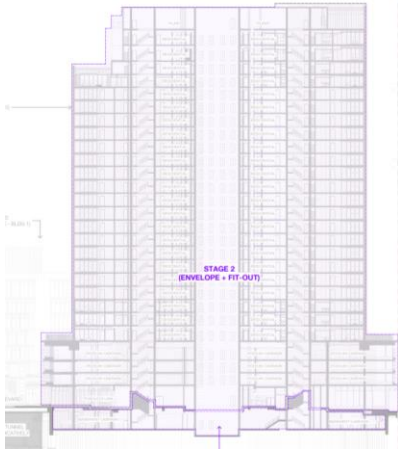
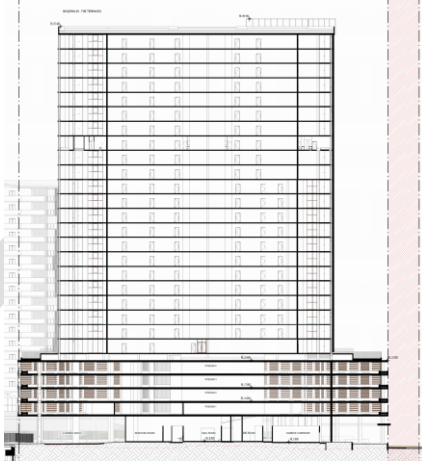
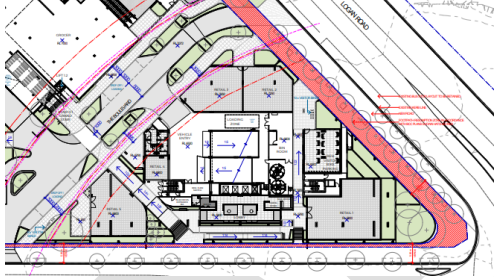



Typical Upper Tower Levels

Key 'Other Changes':


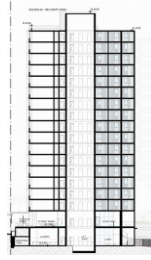
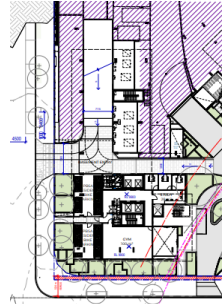

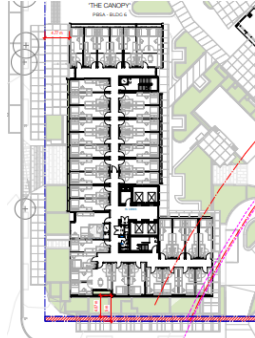

- Increased height (increased from 8 storey to 16 storey) in the 'The Garden House' and 'The Pavillion' Affordable Housing Multiple Dwellings floor plates.
- Reduction in overall height (from 26 down to 18 storey) student resident floor plates for 'The Canopy'.
- Retention of approved number of storeys (27 storey) Multiple Dwellings floor plates for 'The Terraces'.

The general level by level 'Other Changes' described above are further described per 'building; below in terms of Land Use, Building Height, Ground Level gross floor area, tower gross floor area / unit numbers, car parking and cycle parking.

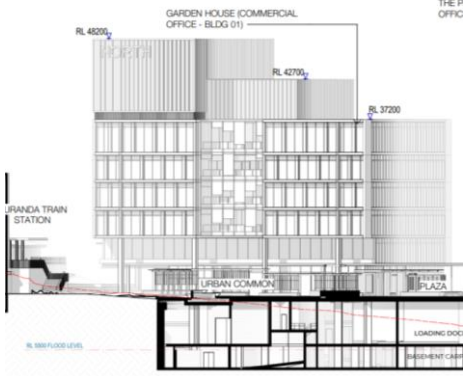
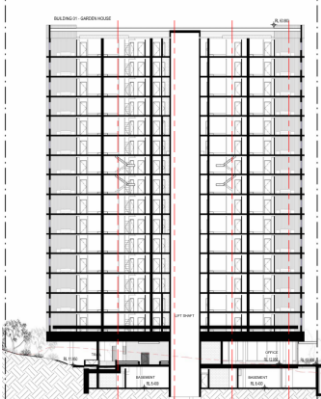




The Terraces

STAGE 2 - Residential 'The Terraces'	Proposed Stage 5 - Residential 'The Terraces'
Multiple Dwelling, Office, Shop and Food and Drink Outlet	Multiple Dwelling
Height: 27 storeys plus plant level, above 1 level basement.	Height: 27 storeys plus plant level, no basement.
 <p data-bbox="347 943 568 969">East West Section</p>	 <p data-bbox="1029 943 1249 969">East West Section</p>
Ground Level 'Retail' 908m ² (5 tenancies)	Ground Level Residents Ancillary Gym 276m ² GFA
 <p data-bbox="387 1339 529 1366">Plaza Level</p>	 <p data-bbox="1070 1339 1211 1366">Plaza Level</p>
226 residential dwelling units: <ul data-bbox="132 1435 727 1462" style="list-style-type: none"> • 1 bed x 36; 2 bed x 103; 3 bed x 85; 4 bed x 2 	240 residential dwelling units: <ul data-bbox="813 1435 1281 1462" style="list-style-type: none"> • 1 bed x 11; 2 bed x 177; 3 bed x 52
 <p data-bbox="338 1731 577 1758">Typical Tower Level</p>	 <p data-bbox="1018 1731 1257 1758">Typical Tower Level</p>
331 residential car parking spaces 4 non-residential car spaces (pro rata calculation across site)	237 residential car parking spaces comprising: <ul data-bbox="813 1827 1469 1892" style="list-style-type: none"> • 214 residential car spaces; 31 resident motorcycle space; 23 visitor car spaces; 5 visitor motorcycle
Unknown	289 Bicycle spaces comprising: <ul data-bbox="813 2000 1310 2027" style="list-style-type: none"> • 241 resident spaces; 48visitor spaces

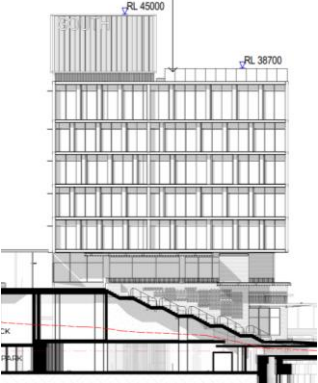
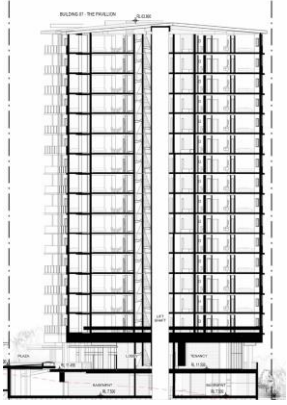

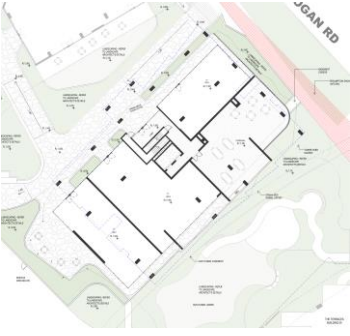
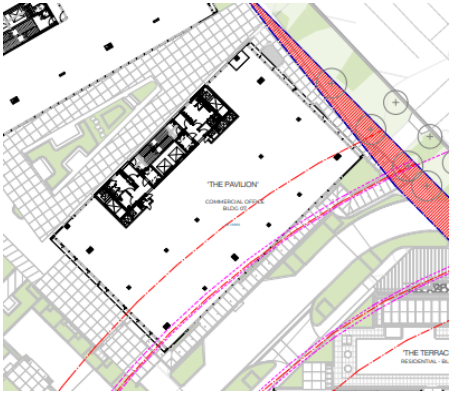

The Canopy

STAGE 3 - PBSA 'The Canopy' – Current Approval	Proposed Stage 2 - PBSA 'The Canopy' – Other Change
'Student' Rooming Accommodation, Shop, Food and Drink Outlet	'Student' Rooming Accommodation
Height: 25 storeys plus plant level, above 1 level basement.	Height: 18 storeys plus plant level, no basement.
 <p data-bbox="347 795 566 828">East West Section</p>	 <p data-bbox="1029 795 1244 828">East West Section</p>
Ground Level Student resident facilities only.	83m ² NLA ground level publicly accessible retail in a stand-alone tenancy. 1,609m ² student resident facilities only across Lower Ground and Plaza Level. Communal outdoor residential recreation space.
 <p data-bbox="391 1332 518 1355">Plaza Level</p>	 <p data-bbox="1069 1332 1204 1355">Plaza Level</p>
711 units of student accommodation (756 Beds)	580 units of student accommodation (670 Beds) <ul data-bbox="813 1422 1284 1456" style="list-style-type: none"> • Studio x 480; 2 bed x 90; DDA x 10
 <p data-bbox="295 1825 614 1859">Typical Lower Tower Level</p>	 <p data-bbox="981 1825 1300 1859">Typical Lower Tower Level</p>
162 car parking spaces in the Buranda TOD 1 (Council Ref: A006395730) for the non-residential Centre activity and student accommodation uses across Buranda TOD 1 and Buranda TOD 2	76 residential car parking spaces provided in accordance with the conditions of the Buranda TOD Stage 1 Council Ref: A006395730
Unknown	172 Bicycle spaces.

The Garden House

STAGE 5 - Commercial Office 'The Garden House'	Proposed Stage 1 – CHL Affordable Housing 'The Garden House'
Office, Shop and Food and Drink Outlet	Multiple Dwelling
Height: 8 plus plant level, above basement.	Height: 16 plus plant level, above basement.
 <p data-bbox="336 842 579 875">North South Section</p>	 <p data-bbox="1018 842 1260 875">North South Section</p>
Ground Level 'Retail' 1,046m ² (5 tenancies across split level)	405m ² GFA of ancillary residential office space (1 tenancy) plus communal outdoor residential recreation space.
 <p data-bbox="384 1357 529 1391">Plaza Level</p>	 <p data-bbox="1066 1357 1211 1391">Plaza Level</p>
7,501m ² Commercial Office GFA	150 residential dwelling units: <ul style="list-style-type: none"> • 1 bed x 90; 2 bed x 60
 <p data-bbox="336 1895 579 1928">Typical Tower Level</p>	 <p data-bbox="1018 1895 1260 1928">Typical Tower Level</p>
62 non-residential car spaces (pro rata calculation across joint commercial basement parking)	38 residential car spaces and 7 Mobility Scooters
Unknown	50 bicycle spaces

The Pavillion

STAGE 4 – Commercial Office ‘The Pavillion’	Stage 4 – CHL Affordable Housing ‘The Pavillion’
Office, Shop and Food and Drink Outlet	Multiple Dwelling
Height: 7 plus plant level, above basement.	Height: 16 plus plant level, above basement.
 <p data-bbox="336 801 579 835">North South Section</p>	 <p data-bbox="1018 801 1262 835">North South Section</p>
Ground Level ‘Retail’ 2,880m ² (4 tenancies split level)	480m ² GFA (3 tenancy’s) of ancillary residential office space plus communal outdoor residential recreation space.
 <p data-bbox="336 1323 579 1357">North South Section</p>	 <p data-bbox="1018 1317 1262 1350">North South Section</p>
6,047m ² Commercial GFA	150 residential dwelling units: <ul data-bbox="863 1420 1177 1453" style="list-style-type: none"> • 1 bed x 90; 2 bed x 60
 <p data-bbox="336 1872 579 1906">Typical Tower Level</p>	 <p data-bbox="1018 1872 1262 1906">Typical Tower Level</p>
56 non-residential car spaces (pro rata calculation across site)	37 residential car spaces 10 Mobility Scooters
Unknown	50 bicycle spaces

6.2. SUBDIVISION:

The proposed Other Change includes a Development Permit for a Reconfiguration of a Lot to allow for various tenures and staging of the subject site, as follows:

- Subdivision 29 lots into 4 lots with new road and access easements.

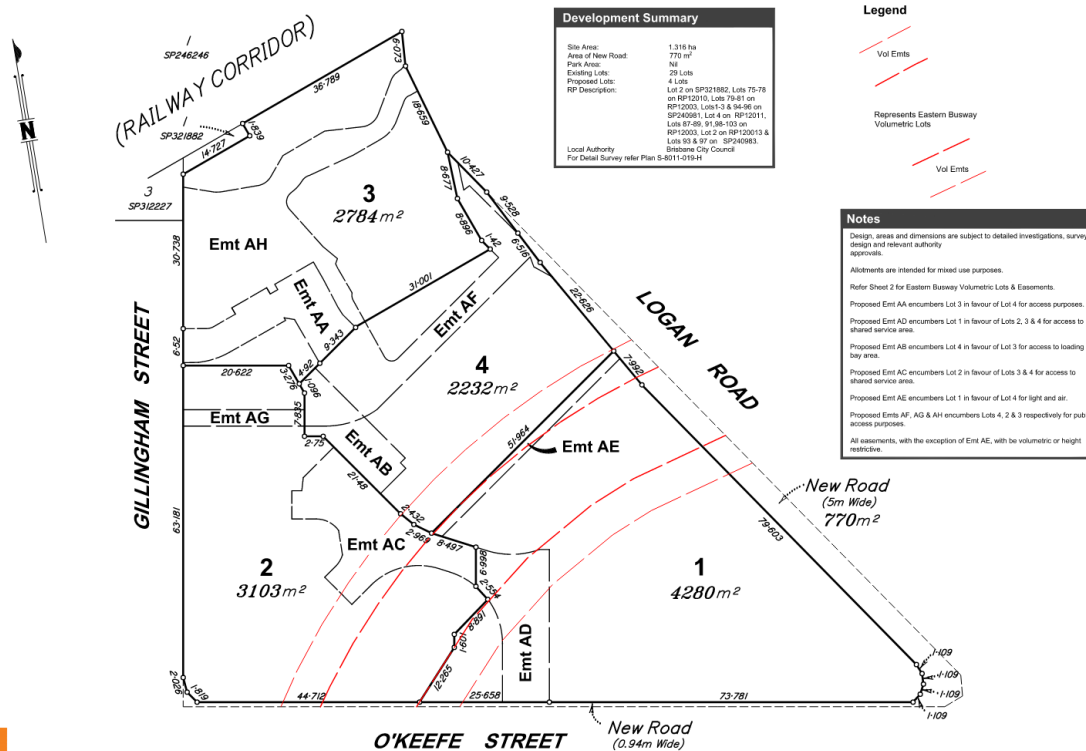


Figure 5.2.1 Proposed Subdivision Plan

The proposed subdivision seeks to create individual allotment for each proposed building tower generally as follows:

- Lot 1 (4,280m²) containing the Terraces (Stage 5) and common service driveway access easement in favour of Lots 2, 3 and 5.
- Lot 2 (3,103m²) containing the Canopy (Stage 2) with stand-alone retail tenancy and common refuse and servicing access easement (in favour of lots 3 and 4) and pedestrian thoroughfare easement.
- Lot 3 (2,784m²) containing the Garden House (Stage 1) with basement driveway access easement in favour of Lot 4 and pedestrian thoroughfare easement.
- Lot 4 (2,232m²) containing the Pavillion (Stage 4) with basement refuse and servicing access easement in favour of Lot 3 and pedestrian thoroughfare easement.

All proposed allotments will be independently serviced by civil services (sewer, water and stormwater) which in some instances will require additional easements to be created once the Civil Services design are approved by Council and Urban Utilities.

6.3. CHANGES TO APPROVED PLANS & CONDITIONS:

The proposed 'Other Change' sought to be made is to Buranda TOD Stage 2 (Eastern Precinct) under Development Permit Ref: A006150153 for the following Material Change of Use Stages:

- Stage 1: Development Permit for Material Change of Use & Building Work for 'Shop and Food and Drink Outlet'; and Preliminary Approval for Carrying out Operational Works (Bulk Earthworks) in the Flood overlay and Potential and actual acid sulfate soils overlay.
- Stage 2: Development Permit for Material Change of Use & Building Work for 'Multiple Dwelling (226 Units), Shop, Food and Drink Outlet'.
- Stage 3: Development Permit for Material Change of Use & Building Work for 'Rooming Accommodation, Shop, Food and Drink Outlet'.
- Stage 4: Development Permit for Material Change of Use & Building Work for 'Office, Shop, Food and Drink Outlet'; and
- Stage 5: Development Permit for Material Change of Use & Building Work for 'Office, Shop, Food and Drink Outlet'

To be replaced with:

1. **Proposed Stage 1** being a Material Change of Use and Building Work for 'The Garden House' Multiple Dwelling (CHL Affordable Housing) and associated Operational Work (Bulk Earthworks). Stage 1 must be constructed either in conjunction with or after proposed Stage 3 which comprises the Common service and loading area, which is located on land covered by Easements on proposed Stage 2 and proposed Stage 5.

The proposed Stage 1 'The Garden House' will be required to provide:

- an Access Easement over the driveway and basement access in favour of Stage 4 'The Pavillion' Multiple Dwelling (CHL Affordable Housing), to enable access to the Stage 4 basement.
- A public thoroughfare easement over 'The Trail' and parts of the urban common located within the Stage 1 boundaries.

The conditions of approval for the proposed Stage 1 'The Garden House' will be structured to limit the existing of previous sitewide requirements (i.e. that applied to the original Stage 5 'The Garden House' conditions package) to those aspects of External Roadworks, Public Thoroughfare's etc, that are a reasonable and relevant requirement of the proposed Stage 1 'The Garden House' development as detailed in **Attachment 1C**.

Note: Other elements of the sitewide conditions imposed on the original Stage 5 'The Garden House', not relevant to the proposed Stage 1 'The Garden House', will be applied where reasonable and relevant to either Stage 2, Stage 3, Stage 4 or Stage 5 of this Other Change development proposal.

2. **Proposed Stage 2** being a Material Change of Use and Building Work for 'The Canopy' Rooming Accommodation, Shop and Food and Drink Outlet, with associated Operational Work (Bulk Earthworks). Stage 2 must be constructed either in conjunction with or after proposed Stage 3 which comprises the Common service and loading area, which is located on land covered by Easements on proposed Stage 2 and proposed Stage 5.

The proposed Stage 2 'The Canopy' will be required to provide:

- an Access Easement over the Common service and loading area, which is located in Stage 2, in favour of Stage 1 'The Garden House' and Stage 4 'The Pavillion' Multiple Dwellings (CHL Affordable Housing), to enable access from the Stage 1 and Stage 4 basement refuse storage and service corridors to the Common service and loading area.
- A public thoroughfare easement over the parts of the urban common and east / west pedestrian link, located within the Stage 2 boundaries.

The conditions of approval for the proposed Stage 2 'The Canopy' will be structured to limit the existing of previous sitewide requirements (i.e. that applied to the original Stage 3 'The Canopy' conditions package) to those aspects of External Roadworks, Public Thoroughfare's etc, that are a reasonable and relevant requirement of the proposed Stage 2 'The Canopy' development. development as detailed in **Attachment 1C**.

Note: Other elements of the sitewide conditions imposed on the original Stage 2 'The Canopy', not relevant to the proposed Stage 1 'The Garden House', will be applied where reasonable and relevant to either Stage 1, Stage 3, Stage 4 or Stage 5 of this Other Change development proposal.

- 3. Proposed Stage 3** – being Operational Work (Bulk Earthworks) for 'Common service and loading area', which is land covered by Easements on proposed Stage 2 and proposed Stage 5 and must be constructed and operational before the proposed Stage 1 commencement of use.

The proposed Stage 3 'Common services and loading area' will be required to provide:

- an Access Easement over the Common service and loading area, which is located in Stage 2, in favour of Stage 1 'The Garden House' and Stage 4 'The Pavillion' Multiple Dwellings (CHL Affordable Housing), to enable access from the Stage 1 and Stage 4 basement refuse storage and service corridors to the Common service and loading area.
- an Access Easement over the Common service and loading area, which is located in Stage 5, in favour of Stage 1 'The Garden House', Stage 2 'the Canopy' (Rooming Accommodation) and Stage 4 'The Pavillion' Multiple Dwellings (CHL Affordable Housing), to enable access Stage 2 service and refuse vehicles access to the ground level 'Common servicing and leading area' and from the Stage 1 and Stage 4 basement refuse storage and service corridors to the Common service and loading area.

The conditions of approval for the proposed Stage 3 'Common services and loading area' will be structured to limit the existing of previous sitewide requirements (i.e. that applied to the original Stage 1 'Sitewide' conditions package) to those aspects of External Roadworks, Public Thoroughfare's etc, that are a reasonable and relevant requirement of the proposed Stage 3 'Common services and loading area' development as detailed in **Attachment 1C**.

Note: Other elements of the sitewide conditions imposed on the original Stage 1 'Sitewide', not relevant to the proposed Stage 3 'Common services and loading area', will be applied where reasonable and relevant to either Stage 1, Stage 2, Stage 4 or Stage 5 of this Other Change development proposal.

- 4. Proposed Stage 4** - being a Material Change of Use and Building Work for 'The Pavillion' Multiple Dwelling (CHL Affordable Housing) and associated Operational Work (Bulk Earthworks). Stage 4 must be constructed either in conjunction with or after the following Stages:

- Stage 1, which provides an Access Easement over the driveway and basement access in Stage 1 in favour of Stage 4, to enable access to the Stage 4 basement.
- Stage 3, which comprises the Common service and loading area, which is located on land covered by Easements on proposed Stage 2 and proposed Stage 5.
- A public thoroughfare easement over the parts of the urban common and east / west pedestrian link, located within the Stage 2 boundaries.

The conditions of approval for the proposed Stage 4 'The Pavillion' will be structured to limit the existing of previous sitewide requirements (i.e. that applied to the original Stage 4 'The Pavillion' conditions package) to those aspects of External Roadworks, Public Thoroughfare's etc, that are a reasonable and relevant requirement of the proposed Stage 4 'The Pavillion' development as detailed in **Attachment 1C**.

Note: Other elements of the sitewide conditions imposed on the original Stage 4 'The Pavillion', not relevant to the proposed Stage 4 'The Pavillion', will be applied where reasonable and relevant to either Stage 1, Stage 2, Stage 3 or Stage 5 of this Other Change development proposal.

- 5. Proposed Stage 5** - being for Material Change of Use and Building Work for Stage 5 'The Terrace' Multiple Dwelling and associated Operational Work (Bulk Earthworks). Stage 5 may be constructed at any time, however the Stage 3 'Common service and loading area', which is partly located on Stage 4 and will need to be either constructed, if not already provided with or have its functionality maintained.

The proposed Stage 2 'The Terrace' will be required to provide:

- an Access Easement over the Common service and loading area, which is located in Stage 5, in favour of Stage 1 'The Garden House', Stage 2 'The Canopy' Rooming Accommodation and Stage 4 'The Pavillion' Multiple Dwellings (CHL Affordable Housing), to enable access for service and refuse vehicles in Stage 1, Stage 2 and Stage 4.

The conditions of approval for the proposed Stage 5 'The Terraces' will be structured to limit the existing of previous sitewide requirements (i.e. that applied to the original Stage 1 'The Terraces' conditions package) to those aspects of External Roadworks, Public Thoroughfare's etc, that are a reasonable and relevant requirement of the proposed Stage 5 'The Terraces' development as detailed in **Attachment 1C**.

Note: Other elements of the sitewide conditions imposed on the original Stage 2 'The Canopy', not relevant to the proposed Stage 5 'The Terrace', will be applied where reasonable and relevant to either Stage 1, Stage 2, Stage 3 or Stage 4 of this Other Change development proposal.

Note that conditions of approval for MCU must also cover all sitewide requirements (i.e. all External Roadworks, all public thoroughfare easements etc,) as relevant to this stage.

In respect to the existing Operational Works Development Permit, it is requested that the relevant conditions package be amended such that only operational works relevant to each stage or each lot be required to be completed before the commencement of the use of the Material Change of Use or sealing of the subject lot, whichever comes first.

Further an additional aspect of development being a Development Permit for Reconfiguration of a Lot (Subdivision 29 lots into 4 lots with new road and access easements) will require a new conditions package be added to the Development Approval package.

For the purposes of clarification, the following changes have been noted as being required to the current approval conditions. Noting that these may not be the full extent and nature of the changes required subject to Council assessment of the proposed Other Change Application.

6.3.1. List of Approved Drawing and Documents:

The full list of proposed amended Architectural Plans is included in **Attachment 1A**. In addition to these amended plans, the following list of amended approved documents should be included in the List of Approved Drawing and Documents:

Drawing Document	Number	Plan Date
Environmental Noise Assessment	20BRA0195 R01_4	13 February 2026
Operational Waste Management Plan	26BRW0013	18 March 2026
Stormwater Management Plan	R001-G20171 Rev 03	18 March 2026
Landscape Report Other Change	PR149108-1 Issue D	16 March 2026
Buranda TOD Stage 2 – Flooding Review of Revised Site Arrangement	26020255_L01_V01	20 February 2026
Buranda TOD Stage 2 Mixed Use Development Preliminary Construction Management Plan	05-DOC-001 Revision 20240321	25 February 2026
Transport Engineering Report	26BRT0016	20 March 2026
Proposed Reconfiguration Plan	S-8011-095-A (Sheet 1 & 2)	20 March 2026

6.3.2. Conditions:

The complete list of all conditions to be amended has been prepared and included at **Attachment 1C**.

6.4. SUPPORTING INFORMATION:

The proposed 'Other Change' sought to be made is to Buranda TOD Stage 2 (Eastern Precinct) under Development Permit Ref: A006150153 is supported by the following specialist reports and documents:

1. Architectural Plans (**Attachment 1A**);
2. Reconfiguring a Lot Proposal Concept Plan (**Attachment 1B**);
3. Suggested Condition Package Amendments (**Attachment 1C**);
4. Landscape Concept Plans (**Attachment 2**);
5. Traffic Engineering Assessment (**Attachment 3**);
6. Waste Management Plan (**Attachment 4**);
7. Revised Stormwater Management Plan (**Attachment 5**);
8. Environmental Noise Assessment (**Attachment 6**);
9. RPEQ Statement Flood Assessment (**Attachment 7**); and
10. Draft Construction Management Plan (**Attachment 9**).

7. KEY MATTERS:

7.1. REASONS FOR THE CHANGE:

The purpose for this Other Change application is primarily to respond to the current housing crisis by increasing the extent of affordable housing at the site and to respond to changed market demand.

As discussed in Section 1.0 of this report, the primary focus for the changed application is to enable the site to accommodate additional residential uses mostly in the form of affordable housing. This proposed change along with the reduction in the amount of office space to be provided on the site is considered appropriate in the context of the current housing crisis and the structural shift in workplace arrangements which now mean hybrid and working from home is prevalent resulting in substantially reduced demand for office space.

7.2. SUITABILITY OF THE PROPOSAL:

7.2.1. Land Use & Built Form:

Residentially Focused Buranda TOD:

The Other Change Application seeks to alter the proposed land use mix to better meet the pressing demand for affordable housing, which is been well documented 'crisis' facing Brisbane.

Brisbane City Council, 'Sustainable Growth Strategy' has identified the residential housing supply challenges based on the projections that:

- Brisbane is projected to grow from a population of approximately 1.26 million people in 2021 to a city of 1.55 million by 2041; and
- Brisbane will require an additional 115,000 new homes by 2041 to address rapid population growth driven by interstate and overseas migration as well as natural population increases.

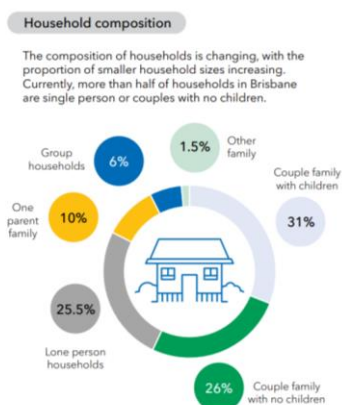


Figure 6.2.1 Household Composition

This is exacerbated by a trend towards reduced household sizes, meaning more dwellings (and different sized dwellings) are required for the same amount of people.

Further, single persons or couples without children comprise more than half of all Brisbane households, whilst nearly two thirds of all housing stock comprise 3-bedroom plus housing stock.

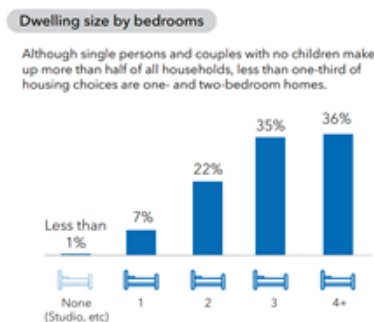


Figure 6.2.2 Dwelling Size by Bedrooms

To meet the growth in housing demand and particularly the increased need for dwellings that satisfy the changes in housing type and dwelling structure, to be more suited to the growing numbers of one- and two-bedroom households, clearly the current Brisbane Housing Stock, 63% of which is detached housing, needs to be supplemented by apartment dwellings on well-located sites across Brisbane City.

To support this growth sustainably, Council is delivering these key initiatives:

- [Brisbane's Sustainable Growth Strategy](#)
- [Brisbane's Inner City Strategy](#)
- [Brisbane's Housing Supply Action Plan](#)
- [Brisbane's Housing Supply Incentive Policy](#)

- [Brisbane's Build-to-Rent Incentive Policy](#)
- [More Homes, Sooner: Low-Medium Density Residential zone review](#)

The proposed Other Change to the Development Approval seeks to address this housing supply challenge not only in terms of providing a significant increase in total residential dwelling numbers (additional 1,125 residential units) achieved on the Buranda Stage 2 TOD site, but also in terms of targeting unit mix that focuses on smaller 1 and 2 bedroom dwellings (1,073 additional Studio, 1 or 2 bedroom residential units) to meet the predominant smaller household structure that now exists in Brisbane.

The re-prioritisation of the Buranda Stage 2 TOD site as a high-density residential site is consistent with the Brisbane City Council, 'Sustainable Growth Strategy' which seeks to focus on the following four key housing priorities:

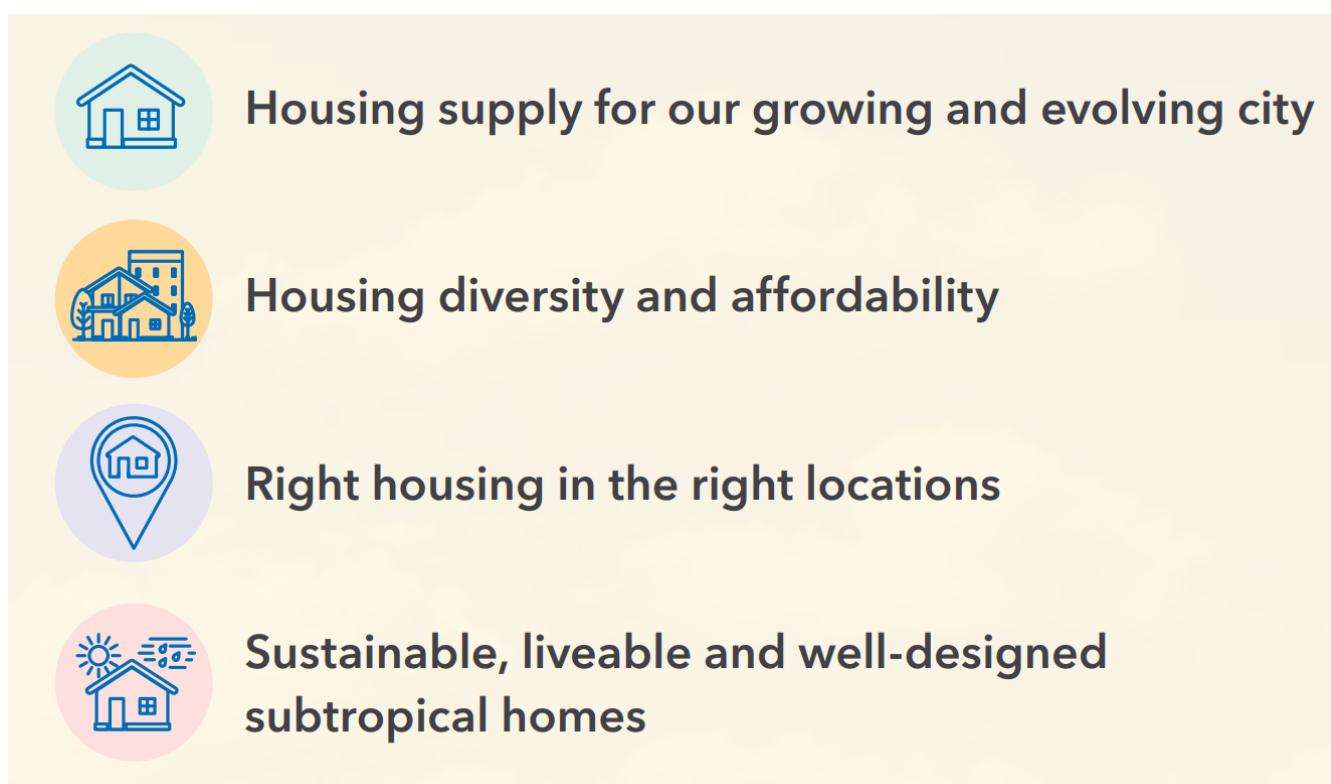


Figure 6.2.3 BCC Sustainable Growth Strategy

Specifically, the proposal for an additional 1,125 residential units proposed for the Buranda Stage 2 TOD site meets the four key housing priority as it:

- Meets the moment, with respect to the growing the **housing supply to address the evolving housing shortage crisis** that faces Brisbane, in a manner that changes the focus of the original approval from a mixed commercial and residential outcome to a predominantly residential outcome, to ensure that this key inner city site, with unmatched access to public and active transport networks can be unlocked to contribute to the starkest challenge currently facing Brisbane.
- Provides a residential development mix that is targeted to **address housing diversity to meet the affordable housing crisis** though:
 - the introduction of two high rise affordable housing towers (300 x 1 or 2 bed units) within existing Stages 4 & 5 of 'Stage 2 -Eastern Precinct' of the approved Buranda TOD replacing the previously approved mid-rise commercial buildings that achieved approximately 12,200sqm of 'office' GFA.

- o a focus on diversity and housing mix combining student accommodation, affordable housing and standard dwelling units, that cover a wide range of the 'Housing Continuum' sought by both the Queensland State Government and Brisbane City Council.

Housing policy and delivery framework

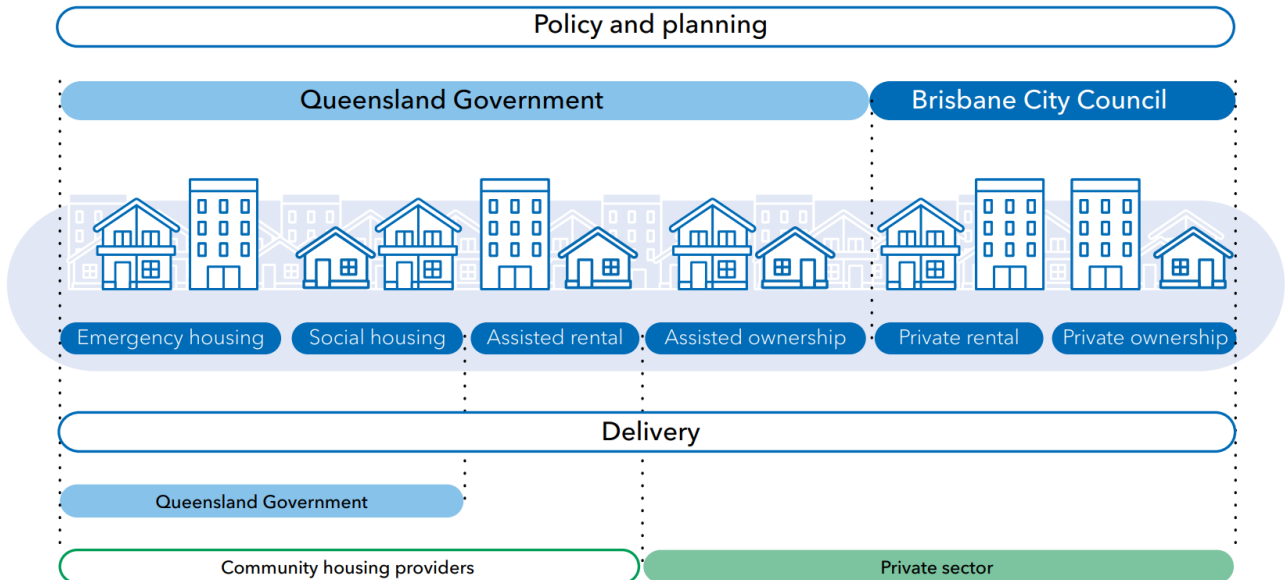


Figure A: The housing continuum shows the range of housing needed by our community.

Figure 6.2.4 Housing Policy and Delivery Framework

- Focuses on the provision of **high-density residential housing in the right location**, as the Buranda Stage 2 TOD site, is an inner-city site with excellent connection to high frequency public transport (busways and railway) with stations at the doorstep, as well as direct linkages to active transport networks, opening up extensive access to services, recreation and employment opportunities.

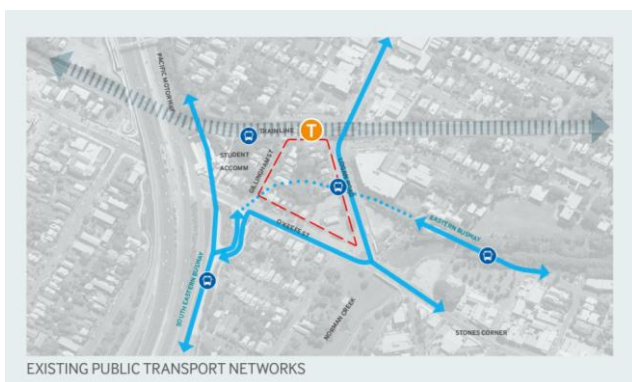


Figure 6.2.5 Landscape Concept Plan Extract 1

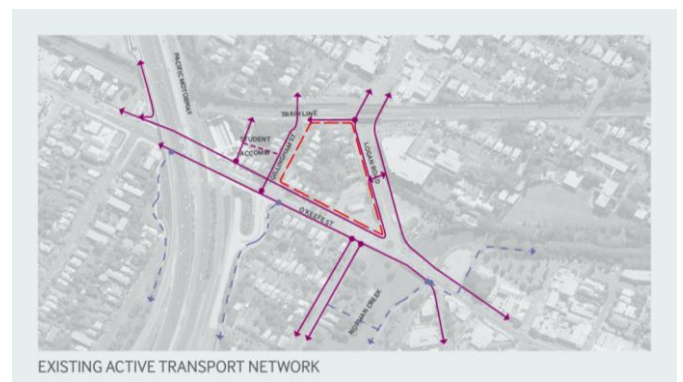


Figure 6.2.6 Landscape Concept Plan Extract 2

- Delivers **apartment dwellings and rooming accommodation that are provided in a sustainable manner that maximise the positive elements of local climatic conditions** within the units and also through the access to ample private and publicly accessible landscaped spaces to provide for high standards of liveability through allowing residents a variety of support services and spaces that are designed to respond to our subtropical climate.

The removal of the commercial office component of the development, this highly accessible yet underutilised site, that has struggled to make the development metrics of commercial development viable has allowed the promotion of a 'shovel ready' a high-density residential node that achieves 1,125 residential dwellings in one of Brisbane's most accessible locations in respect of public transport, road networks, active transport routes, providing immediate access to employment, educational, social, recreational and community services across Brisbane. This includes but is not limited to the underlying substantial increase in customer base that is provided to support the commercial viability and vibrancy of the nearby Stones Corner Retail Precinct that is within direct walking distance from the Buranda TOD Stage 2 site.

It is considered that the Change Applications focus on high-density housing, with a focus on diversity and housing mix combining student accommodation, affordable housing and standard dwelling units, is an equivalently appropriate use of the Buranda Transit-Oriented Development site, when compared to the previous mixed residential and office approach, for the following reasons:

- The intent of TOD's is to facilitate high density development too maximize public transport usage and reduce car dependency and associated environmental impacts. The proposed focus on primarily high-density residential development within the Buranda TOD, places more people within direct walking distance (within 200m) of transit, directly supporting increase public / active transport patronage and therefore wider sustainability goals within Brisbane.
- Whilst Commercial offices often generate more potential for peak-hour public transit use, the effectiveness of this approach is entirely dependent on whether the residential location of the individual workers housing is within walking distance of a public transit station, otherwise private vehicle trips will be required to either access the closest public transit station or to drive to either the Buranda TOD or close by to park then walk to the commercial office, increasing peak hour car traffic.
- The nature of the High-Density residential housing now proposed, provides for a more continuous 24-hour demand for local public and active transport infrastructure in the immediate locality as well as local services and amenities, when compared to the originally proposed office spaces which are generally underutilized outside business hours.
- Ongoing advances in technology have created greater possibilities for working from home or remotely from the central office. These trends expanded as a necessity during the Covid 19 Pandemic and Post-pandemic trends show a much greater acceptance by both employers and employees to home, remote and hybrid work reducing demand for traditional central office space.
- An increased the demand for well-located housing, which provide flexible options for commuting to a place of employment or working from home. In addition, there is a long-term consistent trend towards smaller household sizes given that single persons or couples without children comprise more than half of all Brisbane households, a demand which is unmet by the current Brisbane Housing stocks, two thirds of which is 3-bedroom plus dwellings.
- Smaller well located dwelling units is the reduced private car ownership levels of younger age groups (through greater acceptance of alternative transports choices and the lack of car

ownership affordability) and older age groups (largely due to health concerns that may prevent driving as well as a lack of car ownership affordability). This demand trend directly fits with the nature of smaller dwelling units being proposed through the changes to the Buranda TOD proposal.

- The proposed High-density housing focus of the Buranda TOD is consistent with the medium to long term trends which have seen a reduction in demand for standard office floor space and an upsurge in demand for smaller dwelling units in highly convenient well serviced locations. Further it is noted that the proposed High-density housing focus creates long-term stability of population numbers around TOD sites, whereas office demand can fluctuate with economic cycles leading to larger periods of vacancy and underutilisation.

7.2.2. Subdivision:

The proposed Development Permit – Reconfiguration of a Lot (29 Lots into 4 lots with new road and access easements). The intent of the proposed subdivision is to allow each individual residential tower to be developed independently in terms of timing and ownership, with access to common infrastructure and access to be provided through the proposed access and services easement.

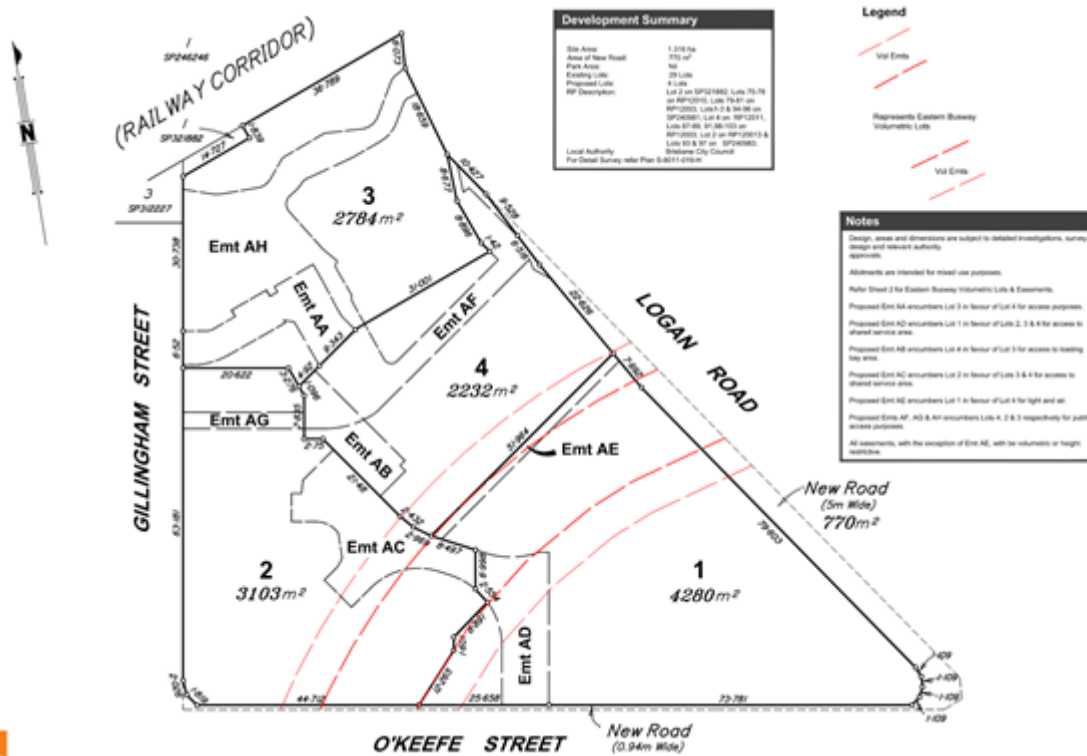


Figure 6.2.7 Proposed Subdivision Plan

7.2.3. Staging:

The proposed ‘Other Change’ seeks to provide for flexibility in the staging of the delivery of the Buranda TOD Stage 2 project in a manner that recognizes the current market demands which formed the perceived staging whilst also providing for opportunities for an alternative staging should market conditions facilitate it, provided the critical common elements of the Buranda TOD Stage 2 project can be delivered in a timely matter.

The above staging approach is reflected in the proposed Staging Plan (Extract Below):

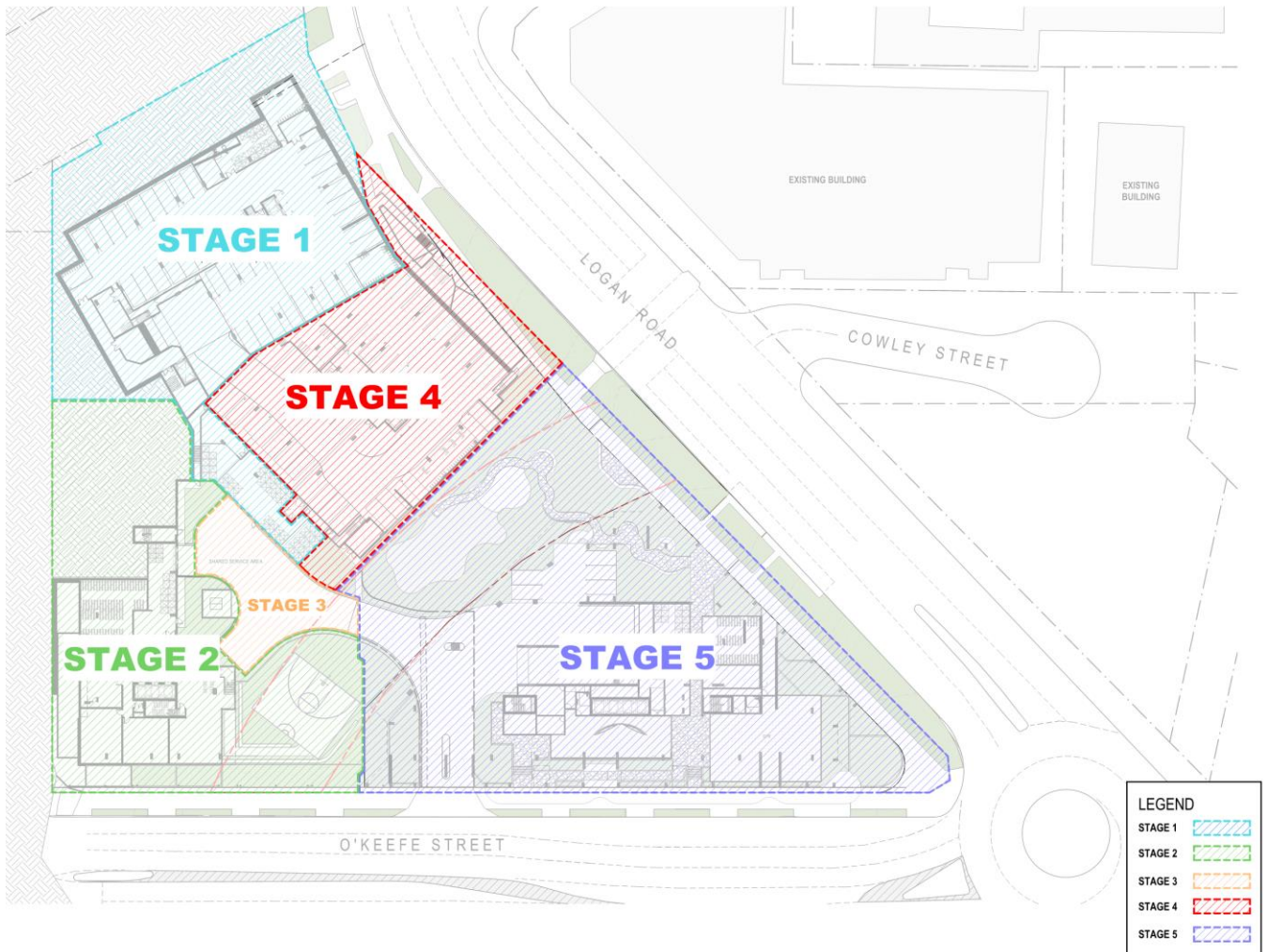


Figure 6.2.8 Proposed Staging Plan

Notionally the Staging Plan is intended to facilitate the staging of development in the following order:

1. Stage 3 - 'Common Serving and Loading' with driveway access from O'Keefe Street. Stage 3 must be constructed prior to the commencement of use of any of Stage 1, Stage 2, or Stage 4. In its ultimate form Stage 3 will include Stage 3 as shown on the submitted staging plan above, plus an easement over the driveway to be provided in Stage 5 connecting the O'Keefe Street driveway to Stage 3. In the interim (i.e. until Stage 5 is constructed) a temporary driveway and crossover will be provided within the Stage 2 area connecting the O'Keefe Street to Stage 3.
2. Stage 1 - 'The Garden House' Multiple Dwelling comprising 150 affordable housing units.
3. Stage 2 - 'The Canopy' Rooming Accommodation comprising 580 units of student accommodation (670 Beds).
4. Stage 4 - 'The Pavillion' Multiple Dwelling comprising 150 affordable housing units.
5. Stage 5 - 'The Terrace' Multiple Dwelling comprising 240 standard residential units.

The only sitewide co-dependent components of the Other Change development project are as follows:

- Stage 3 - 'Common Serving and Loading', which is required for Stage 1, Stage 2 and Stage 4 to operate. (Note: Stage 5 is completely independent). In its ultimate form Stage 3 will include Stage 3 as shown on the submitted staging plan above, plus an easement over the driveway to be provided in Stage 5 connecting the O'Keefe Street driveway to Stage 3. In the interim (i.e.

until Stage 5 is constructed) a temporary driveway and crossover will be provided within the Stage 2 area connecting the O'Keefe Street to Stage 3.

- Stage 1 driveway and basement access must be constructed before Stage 4 can operate.
- Stage 2 will provide a temporary driveway and crossover (i.e. until Stage 5 is constructed) connecting the O'Keefe Street to Stage 3. This temporary driveway access from O'Keefe Street, to be covered by an Easement in favour of Stage 1, Stage 2 and Stage 4 to operate.
- Stage 5 driveway from O'Keefe Street (the ultimate access to Stage 3) required to provide access to the 'Common Serving and Loading' with driveway access from O'Keefe Street, to be covered by an Easement in favour of Stage 1, Stage 2 and Stage 4 to operate.

Otherwise, all of the following will be delivered on a Stage-by-Stage basis where it is directly reasonable and relevant to the subject stage, including but not limited as follows:

- Civil infrastructure (sewer, water, stormwater, electrical, telecommunications).
- Outdoor Private Recreation space.
- Car Parking, Cycle Parking and Refuse Storage.
- Public Pedestrian Connections through the subject site.
- Publicly Accessible Urban Common.
- External roadworks and footpath upgrades.

7.3. BUILDING HEIGHT:

The Buranda Stage 2 TOD like most TOD sites is located near high-value transit nodes where land is scarce and expensive. In this case the Buranda TOD, it is one of Brisbane's most accessible locations (in terms car, public transport and active transport) outside the CBD.

The subject site is included in the Buranda Station core sub-precinct - NPP-002a of the Eastern Corridor Neighbourhood Plan, which in Table 7.2.5.2.3.B identifies the following in respect of maximum height within the acceptable solutions of the Buranda Station core sub-precinct - NPP-002a, for a site of greater the 2,500m² in size:

- 25 storeys

The proposed Buranda TOD Stage 2 development site is 12,610.68m² in area and proposes the following Building Heights:

- The Garden House = 16 storeys.
- The Canopy = 18 storeys.
- The Pavillion = 16 storeys.
- The Terraces = 27 storeys.

As noted above the only proposed building which exceeds the 25-storey acceptable solution under the Neighborhood Plan Code is 'The Terraces' at 27 storeys.

However, under the original Development Approval 'The Terraces' building height was approved at 27 storey building (being Building 5 - The Terraces').

As such, it is proposed 27 storey height of 'The Terraces' is the same height as approved at the same height under the original approval.

Therefore, the amended heights for the building height amended as part of this Other Change (i.e. 'The Garden House', 'The Canopy' and 'The Terrace') will be a maximum of 18 storeys plus roof plant, which is compliant with the 25-storey acceptable solution for building height under Table 7.2.5.2.3.B for the Buranda TOD Stage 2 site.

7.4. THE PUBLIC REALM: ACTIVE TRANSPORT CONNECTION, STREETSCAPE CHARACTER & PUBLIC SPACE:

7.4.1. Publicly Accessible Open Spaces and Integration with Active Transport Networks:

The publicly accessible open space and pedestrian areas of the parts of the site are focused on the northern parts of the site, characterised by the Urban Common and the Trail. The southern parts of the site are comprised predominantly of private recreation areas, generally as show on the extract of Landscape Concept Plan below.

3.4 PUBLIC REALM - PRECINCTS

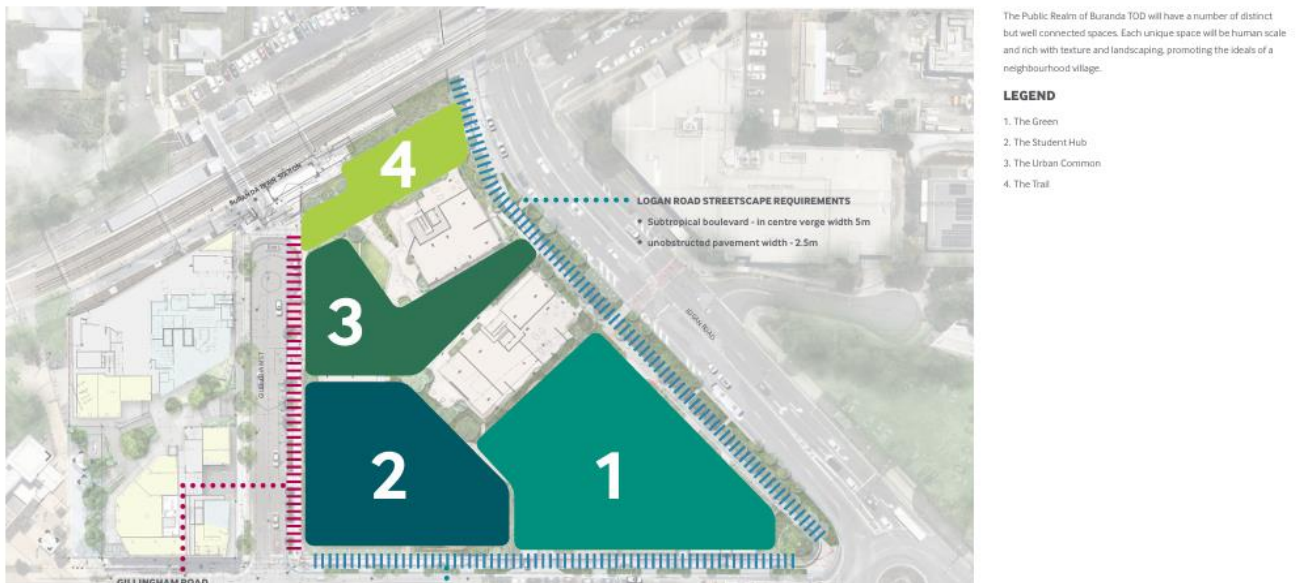


Figure 6.4.1 Landscape Concept Plan – Public Realm

The proposed Other Change provides for public ally Accessible Privately Owned open spaces and pedestrian connections as follows:

Urban Common



Figure 6.4.1 Landscape Concept Plan – Urban Common

Urban Common, comprising:

- The main publicly accessible public open space (approx. 530sqm), characterised by medium sized open lawn area, open to the sky, directly adjacent the entry to the Buranda Train Station and overlooked by windows and balconies from the residences in the 16 storey 'The Garden House', 16 storey 'The Pavillion' and 18 storey 'The Canopy'.
- publicly accessible space that wraps around the driveway entrance to adjoin publicly accessible internal pedestrian and provide an additional small lawn space adjoining the separate stand-alone retail tenancy with direct frontage to Gillingham Street and outdoor seating adjoining the internal pedestrian links.
- The primary east west pedestrian connection through the site from Logan Road to Gillingham Street



Figure 6.4.2 Landscape Concept Plan – Urban Common View 1

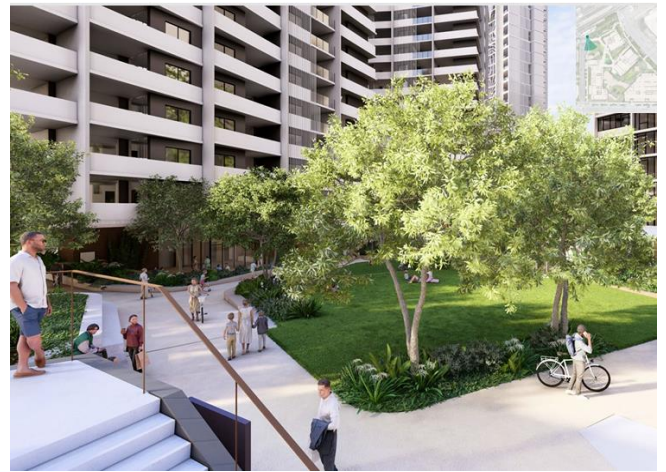


Figure 6.4.3 Landscape Concept Plan – Urban Common View 1

The Trail



Figure 6.4.4 Landscape Concept Plan – Trial

The Trail, comprising:

- A PWD accessible and cycle friendly public pedestrian access between the Buranda Train Station and Logan Road footpath and drop off zone. Located under the undercroft of 'The Garden House' Affordable Housing.
- A landscaped embankment integrating into the elevated railway embankment.
- Trial design is consistent with the original approval.

The proposed publicly accessible spaces and connections through the northern part of the Buranda Stage 2 TOD site are designed to provide the most convenient and direct linkages to key external pedestrian and cycle traffic generators including but not limited to:

- Eastwards to the Logan Road signalised pedestrian crossing which provides the primary pedestrian and cycle link to destinations including but not limited to Buranda State School, Narbethong Special School, Stones Corner Retail Precinct and the Norman Creek open space and active transport corridor.
- Eastward to the Logan Road northbound footpath linking to the Woolloongabba Central retail precinct and the Gabba Stadium precinct.
- Northward to Buranda Train Station (with PWD lift access) and Woolloongabba character residential precinct which also includes the local St Lukes Church.
- Westward to the Buranda Busway Station and local retail and food and drink in the Buranda Stage 1 TOD development, then further west to connect to the PA Hospital, Buranda commercial precinct as well as the south-eastern Veloway and the St Lucia University cycleway connection.

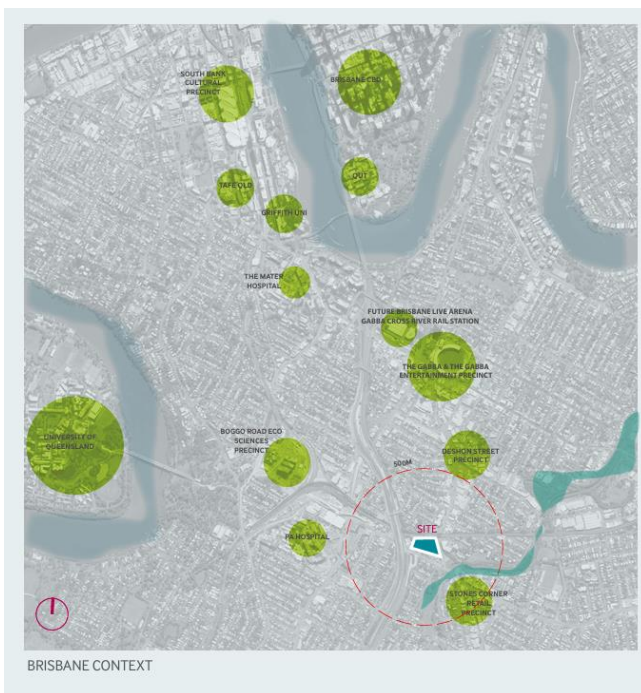


Figure 6.4.5 Landscape Concept Plan – Brisbane Context

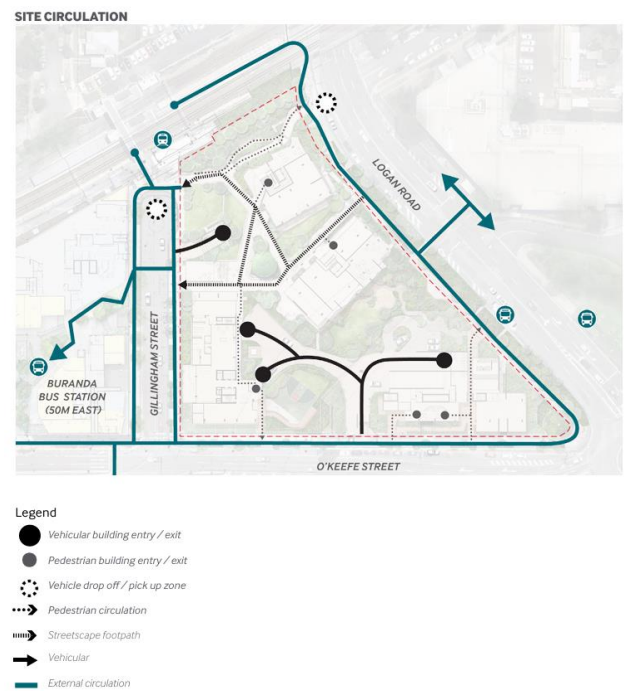


Figure 6.4.6 Landscape Concept Plan – Site Circulation

It is considered that the designs, direction of public movement into public accessible areas in the north of the site, reacts to the existing pedestrian and cycle movements in the wider locality, which focuses a critical mass of pedestrian movement and public activity to create safe and inviting urban spaces within the development to contribute to a vibrant and attractive public realm within the Buranda Stage 2 TOD.

7.4.2. Activation of Streetscape and Public Pedestrian Areas:

The Buranda TOD Stage 2, 'Other Change' proposal seeks to retain the overall built form of 4 separate towers situated over a common basement.

Whilst the proposed change to the Stage 2 Buranda TOD development increases the residential focus of the precinct in line with addressing the acute housing supply needs facing Brisbane, each of the four buildings provides for an interactive ground and lower ground level interface with adjacent public and internal pedestrian areas as follows:

- CHL Affordable Housing Tower 1 = 415m² of combined CHL ancillary office and resident support services plus large residential foyer.,
- CHL Affordable Housing Tower 2 = 513m² of combined CHL ancillary office and resident support services, plus large residential foyer.
- PBSA Student Accommodation 'The Canopy' = 1,609m² of combined ancillary office and student resident support services, plus large residential foyer.
- Multiple Dwelling Tower 'The Terraces' = 388m² resident gymnasium, plus large residential foyer.

It is noted that the nature of ancillary office and support residential services include but are not limited to:

- Lobby and Reception
- Meeting rooms
- Gymsnasiums
- Bike Rooms
- Yoga Rooms
- Cinema
- Laundry
- Workstations
- Game Lounges
- Communal Kitchen & Dining areas
- Study Area (open plan)
- BBQ areas
- Student Services Offices
- Resident Services Offices
- Community Open Space
- Outdoor Seating Areas

The pedestrian access points to each proposed residential tower are as follows:

- Stage 1 – 'The Garden House', provides for a primary pedestrian entry from the north-western side of the ground floor, off the internal privately owned publicly accessible pedestrian connection routes, which converge on the western side of 'The Garden House'.
- Stage 2 – 'The Canopy', provides for a primary pedestrian entry at the northern end of the PBSA Building off Gillingham Street.
- Stage 4 – 'The Pavillion, provides for a primary pedestrian entry from the north side of the ground floor, off the primary east – west internal privately owned publicly accessible pedestrian connection that runs along the northern side of 'The Garden House'.
- Stage 5 – 'The Terraces' provides for a primary pedestrian entry from two locations along the O'Keefe Street frontage and a secondary pedestrian access from the Logan Road frontage.

Further a separate stand-a-lone retail tenancy is proposed with direct frontage to Gillingham Street as well as the primary east west pedestrian connection through the site, with open shopfront tenancy glazing and associated outdoor seating.

The ground storey of each of the 4 proposed towers incorporates the ancillary non-residential components, which provide for the perception of active and interesting ground level spaces that are architecturally distinct from the tower forms above providing a combination of visual interest and wayfinding signals through:

- Full height glazed paneling provides for open visually permeable connections between internal and external spaces.
- Elevated external gathering spaces for residents (communal open space) with outdoor seating.
- Ground level CHL Office spaces, which provides for interactive ‘shopfront’ type glazing addressing public footpaths and internal pedestrian movement areas.
- Continuous pedestrian awnings providing weather coverage for public footpaths as well as private pedestrian areas adjacent to each tower.

The provision of the separate stand-alone retail tenancy as well as ground level ancillary non-residential components within the Buranda TOD changed development as now proposed will provide sufficient mixed-use outcomes to support the primary focus on High-Density housing to ensure 24/7 vibrancy of the TOD.



Figure 6.4.7 Landscape Concept Plan – O’Keefe Street View



Figure 6.4.8 Landscape Concept Plan – Logan Road View 1



Figure 6.4.8 Landscape Concept Plan – Gillingham Street View



Figure 6.4.10 Landscape Concept Plan – Logan Road View 2

The site is currently well supported by non-residential activity with a range of retail, commercial services and community services with many within walkable distances of the TOD, meaning the provision of significant numbers of retail and/or food and drink tenancies is not necessary to support the daily needs of proposed residents. It is further noted that the existing retail and/or food and drink tenancies located at plaza level in the Buranda Stage 1 TOD will benefit significantly from the additional

customer base generated by the additional 1,125 residential dwellings proposed for the Buranda Stage 2 TOD, ensuring their long-term viability.

As such there are sufficient non-residential activities and tenancies at ground level provided throughout the Buranda TOD Stage 2 proposal that allow for activity, visual connection and casual surveillance of streets, arcades and plazas.

7.5. COMMUNAL AND PRIVATE OPEN SPACE & LANDSCAPE WORKS:

The proposed Buranda TOD Stage 2 Other Change, increases the residential focus of the precinct in line with addressing the acute housing supply needs facing Brisbane, with 3 distinct types of residential accommodation being, student housing, affordable housing and standard multiple dwellings.

In terms of communal recreation spaces each of the four residential buildings provide sufficient communal or common recreation space for its residents and Bonafide visitors, through a contains a mixture of internal common recreation space, ground level external common recreation space and podium level external communal recreation spaces generally as shown below.

Building	Internal Common Recreations Space	Ground Level External Common Recreation Space	Podium Level External Communal Recreation Space
Garden House	395m ²	248m ²	0m ²
The Pavillion	529m ²	309m ²	0m ²
The Canopy	1,609m ²	719m ²	72m ²
The Terraces	717m ²	723m ²	506m ²

In addition, all residents have access to approximately 1,579m² of ground level privately owned but publicly accessible areas, designed to provide equality in terms of access to a range of hard and soft, open and shaded landscaped spaces. These spaces include passive recreation and convenient circulation spaces connecting to other local amenities and services as shown in green below:



Figure 6.5.1 Landscape Concept Plan – Publicly Accessible Private Open Space

In terms of private open space, given the nature of the significant variation in residential occupancy types and the heavy focus on affordability, the provision of expansive decks, balconies and verandahs has been moderated in line with the specific requirements of the various resident types. On this basis the following approaches to the provision of decks, balconies and verandahs is proposed:

- Garden House (CHL Affordable Housing Tower 1) = Private balconies for each unit that achieve a minimum area of 12m² up to a maximum 24m², with all balconies having a central area with a minimum 3.0m dimension.
- The Pavillion (CHL Affordable Housing Tower 1) = Private balconies for each unit that achieve a minimum area of 12m² up to a maximum 24m², with all balconies having a central area with a minimum 3.0m dimension.
- PBSA Student Accommodation 'The Canopy' = No individual balconies, given the studio unit residential product delivery and the focus on encouraging students in individual units to utilize communal student spaces at ground level for social interaction and combat social isolation. These common student facilities include Meeting rooms, Study Rooms, Workstations, Game Lounges, Communal Kitchen & Dining areas, Study Area (open plan), BBQ areas, Student Services Offices, Resident Services Offices, Community Open Space and Outdoor Seating Areas. This approach has been previously approved on the Buranda TOD Stage 1 student accommodation which is also provided without individual balconies.
- Multiple Dwelling Tower 'The Terraces' = A wide range of balcony sizes, configurations and orientations inclusive of extensive private terraces at the podium level, smaller minimum 3m x 3m balconies for 1 and 2 bed units with larger balconies provided for 3 bed units and where the design facilitates elsewhere.

It is noted that all proposed residential dwellings (student accommodation, affordable housing and standard multiple dwellings) contain either balconies and/or large windows from bedrooms or living space directly overlooking external public footpaths and internal pedestrian connections to provide for passive surveillance in accordance with CPTED principals.

7.6. RESIDENTIAL AMENITY:

7.6.1. Acoustic Amenity:

The Other Change proposal removes all commercial buildings (excluding the small stand-alone retail / food and drink tenancy) making all buildings on site residential towers. This change has removed the vast majority of noise generating activities from within the Buranda TOD Stage 2 site and hence the focus of the submitted updated Acoustic Assessment is focused on the management of external noise sources on the proposed residential units (multiple dwellings and rooming accommodation). The submitted updated Acoustic Assessment (**Attachment 6**) concludes the following:

9 Conclusion

Colliers (previously TTM) conducted a revised environmental noise assessment of a proposed mixed-use development located at Logan Road and O'Keefe Street, Buranda. The assessment was based upon relevant planning scheme development codes.

Compliance with the relevant planning scheme noise requirements is predicted based on the implementation of the recommendations outlined in Section 8 of this report.

7.6.2. Air Quality:

The Other Change proposal removes all commercial buildings (excluding the small stand-alone retail / food and drink tenancy) making all buildings on site residential towers. This change has removed the vast majority of potential odour generating activities from within the Buranda TOD Stage 2 site.

Notwithstanding this, the ground level of each residential tower contains ancillary residential communal spaces, some of which may contain communal kitchen facilities. As such it is proposed that the standard Pollution Management conditions addressing Kitchen Exhausts (Stages 1, 2, 4 and 5), Basement Parking Exhausts (Stages 1 and 4) etc are maintained in the Other Change Development Permit.

In addition, the applicant is not aware of any changes to the surround land uses and traffic generation on arterial roads that would necessitate new Air Quality assessments to support the Other Change application.

7.6.3. Wind Impacts:

The Other Change application introduces two additional 'affordable housing' residential towers (16 storey The Garden House and the Pavillion) replacing the previously approved mid-height 8 storey commercial towers, to compliment the 'Terraces' multiple dwelling which maintains the same 27 storey height and a slightly reduced (18) Rooming Accommodation (The Canopy). The change in built form use therefore alters the relevance of the previous approaches to Mitigate Wind Impacts. On this basis it is proposed that the standard 'Mitigate Wind Impacts' condition, imposed on each Stage of the original approval is maintained for each new stage of the 'Other Change' development permit as per the wording below:

Mitigate Wind Impacts

Mitigate any adverse wind impacts arising from the implementation of the development in accordance with a Wind Impact Assessment Report and Architectural Drawings approved pursuant to this condition.

157(a) Submit Wind Impact Assessment Report

Submit to, and obtain approval from, Development Services a detailed Wind Impact Assessment Report, including any outcomes obtained from an in-depth assessment such as a wind tunnel test or comprehensive computational fluid dynamics model, prepared by a Registered Professional Engineer, Queensland (experienced in assessing building wind impacts), demonstrating that wind impacts arising from the implementation of the development, will not adversely affect pedestrian comfort levels and stationary activities within the development and for the public realm at street level.

Note: This condition is imposed to protect the amenity of the public realm and communal areas within the development from adverse wind conditions created by the development.

Timing: Prior to site/operational/building work commencing above ground.

157(b) Submit Architectural Drawings

Submit to, and obtain approval from, Development Services revised and properly made Architectural Drawings indicating any alterations to the approved building design and/or mitigation measures identified as being necessary to ensure the amenity of these areas meets the standards for comfort for their use, as advised in the Wind Impact Assessment Report approved pursuant to (a) above.

Timing: Prior to site/operational/building work commencing above ground

157(c) Implement Wind Impact Assessment Report and Architectural Drawings

Carry out the works in accordance with the approved Wind Impact Assessment Report and approved Architectural Drawings.

Timing: While site/operational/building work is occurring.

157(d) Submit Certification

Submit to Development Services, certification from a Registered Professional Engineer, Queensland (experienced in assessing building wind impacts), certifying that the work(s) have been carried out in accordance with the approved Wind Impact Assessment Report and approved Architectural Drawings.

Timing: Prior to commencement of use.

7.7. SUSTAINABILITY:

The Other Change proposal removes all commercial buildings (excluding the small stand-alone retail / food and drink tenancy) making all buildings on site residential towers. The change in land use therefore alters the relevance of the previous approaches to Sustainable Building Design. On this basis it is proposed that the standard 'Environmentally Sustainability' condition, imposed on each Residential Stage of the original approval is maintained for each new residential stage of the 'Other Change' development permit as per the wording, as amended, below:

Environmental Sustainability

Construct and maintain the building(s) in accordance with 'Best Practice' environmentally sustainable measures.

PROOF OF FULFILMENT

Provide, to development services, a copy of the NATHERS 'Whole of Home' Rating Certificate for each Dwelling Unit and a summary certificate for all units in the Multiple dwelling demonstrating that the units exceed the requirements of the National Construction Code (both for individual units and for the average rating across all units). Timing: Prior to commence of works on-site.

156(a) Submit Sustainability Management Plan

Submit to, and obtain approval from, Development Services a Sustainability Management Plan prepared by a Registered Architect / Registered Professional Engineering Queensland (suitably qualified and experienced in sustainability management) incorporating measures for the development to achieve at least a 'Best Practice' environmentally sustainable rating for the building in accordance with a recognised Environmental Rating System suitable for the approved development.

Note: For the purpose of this condition 'Best Practice' outcomes, must exceed the current sustainability requirements of the National Construction Code.

Timing: Prior to commencement of building work above ground level.

156(b) Implement Sustainability Management Plan

Implement and maintain the approved Sustainability Management Plan.

Timing: While site/operational/building work is occurring and then to be maintained.

156(c) Submit Certification

Submit to Development Services certification by a Registered Architect / Registered Professional Engineer Queensland (suitably qualified and experienced in sustainability management) confirming that the approved Sustainability Management Plan has been implemented in accordance with the requirements of this condition.

Timing: Prior to the commencement of the use

7.8. TRANSPORT PLANNING AND ENGINEERING MATTERS:

7.8.1. Road Network Impacts – External works:

The proposed Other Change maintains the external roadworks upgrades and impacts generally as per the original Development Approval, with only minor amendments as discussed below:

1. Logan Road:

- Maintains the provision of the road widening as per the original Development Approval tapering from a 5.0m wide roading widening commencing at the corner of Logan Road and O'Keefe Street to 0.0m midway along 'The Garden House' frontage to Logan Road.
- Maintains the existing kiss and ride drop off zone on the northern end of the site frontage.
- By virtue of removing the previously approved 'Boulevard' left in access from Logan Road is able to retain the bus stop.
- Streetscape footpath landscape upgrades to provide shade coverage and a continuous soft vegetated interface to Logan Road.

2. O'Keefe Street:

- Maintains the provision of the road widening as per the original Development Approval as required to achieve a cumulative 5.0m wide road for the full length of O'Keefe Street.
- Upgrading and repositioning the previously approved left out access from O'Keefe Street to a left in left out driveway.

- Streetscape footpath landscape upgrades to provide shade coverage and a continuous soft vegetated interface to O'Keefe Street.

3. Gillingham Street:

- Maintains the existing kiss and ride drop off zone on the northern end of Gillingham Street, general as per the approved development, subject to the following amendments:
 - Minor alterations to the driveway design to removed redundant right-out turn movements.
 - Reposition the PWD and 5 x 2 minute drop off parking spaces slightly further south on the eastern side of Gillingham Street.
- Retains the primary basement car park driveway entrance, however, relocates it further north due to the proposed 'Other Change' basement design changes that alter the site levels.

The proposed 'Other Changes' do not materially alter the functionality of the external roadwork in terms of its current approved of future capacity to convey traffic movements, pedestrian circulation and support access to public transport.

7.8.2. Major Public Transport Station / Stops Integration and Impacts:

The proposed 'Other Change' does not alter in any significant manner the originally approved projects integration with either the Buranda Train Station or the Buranda Busway Station. It is noted that the Buranda Busway Station has been upgrade by the Department of Transport and Main Roads, since with the original approval was issued.

In particular the design of the 'Trial', which provides DDA accessible pedestrian and cycle access adjoining the railway line is not materially altered by the 'Other Change'.

The only relevant changes to the development's interaction with public transport infrastructure resultant from the Other Change is the following:

- Retention of the Logan Road on-street bus stop in its current location due to the removal of the previously approved Boulevard 'one-way' road.
- Reposition the PWD and 5 x 2 minute drop off parking spaces slightly further south on the eastern side of Gillingham Street.
- Removal of the need for DDA access via a lift to the central cross block East West link as this is now DDA accessible via the new ramped access.

The proposed 'Other Changes' do not materially alter the integration of the development with Major Public Transport infrastructure.

7.8.3. Bus Tunnel Structure and Easements:

The proposed 'Other Change' alters the extent of basement and foundation construction adjacent the existing Eastern Busway Tunnel that traverses the southern central part of the site. In particular the 'Other Change' proposal, removes the any basement structures from being located on the southern side of the busway tunnel and the associated connection to the basement structures on the northern side of the busway tunnel. This is achieved through the following changes to the design of 'The Canopy' and 'The Terraces' buildings as detailed below:

- 'The Terraces' relocates the originally proposed basement parking into an additional level of podium parking (now a 4 storey podium car park) such that the ground level (at grade) is the lowest level of the building providing solely driveway access to the podium car park, on grade loading and refuse collection, a residential foyer and a residents gym.
- 'The Canopy' removes the originally proposed basement parking and relies solely on the 76 parking spaces located on in the Buranda TOD Stage 1 building approval and provided for by way of the conditions of this approval. As such the ground level (at grade) is the lowest level of

the building providing student common facilities, a residential foyer, on grade loading and refuse collection.

The resultant structural and construction changes that may impact on the existing Eastern Busway Tunnel, are currently being reviewed by suitably qualified Engineer structural appropriate reporting will be provided as part of the SARA referral.

It is anticipated that the SARA referral of the Other Change will maintain the Conditions that relate to the State-controlled Transport Tunnel (Busway Corridor) that require 'Construction Management Plan – State Transport Interests', 'Dilapidation Surveys', 'Structural and Geotechnical Design', 'Construction Impact Assessment', 'Instrumentation and Monitoring Plan', 'Groundwater Management'.

7.8.4. Access, Servicing and Car parking Arrangements:

The Transport Engineering Report included in **Attachment 3** assesses the Other Change proposal in respect of Parking Arrangements, Access Arrangements, Service Vehicle Arrangements, Traffic Impact Assessment and concludes the following:

12.6. Conclusion

Based on the assessment contained within this report, the changed development scheme is considered acceptable from a traffic and transport perspective. The proposal results in reduced traffic generation, provides appropriate parking provision, design compliant access arrangements, and effective servicing outcomes. Where applicable the requirements of the transport engineering related conditions of the current approved development have been incorporated into the design of the changed development scheme.

Therefore, based on the assessment contained within this report, provided the recommendations contained within this report are adopted, there appears to be no transport engineering reason to preclude granting of relevant development approvals.

7.9. CIVIL ENGINEERING & EARTHWORKS:

7.9.1. Services Provision:

The Stormwater Management Plan included in **Attachment 5** details the proposed Sewer and Water connections for each proposed allotment / building as follows:

8.5 Water and Sewer Connection and Capacity

Existing Sewer and Water Connections

The site survey by Jensen Bowers surveyors has been reviewed to assess the presence of water and sewer services available for the proposed development. It is confirmed that Logan Road, O'Keefe Street and Gillingham Street contain both water and sewer services servicing the development from all three road reserves. The existing water and sewer property connections are to be decommissioned and removed. The existing water meters are to be decommissioned, removed and returned to Urban Utilities.

Proposed Sewer and Water Connections

It is proposed that each separate Lot, totalling four (4) lots are to be serviced via their own separate sewer and water connections and water meter assemblies. The final size and location of the sewer and water connections and water meter assemblies are to be confirmed in the detailed design stage by the Hydraulic Engineer.

A Service Advice Notice is to be lodged to Urban Utilities (UU) throughout the detailed design stage. The service advice notice is expected to confirm the feasibility of the proposed connections and confirm if the existing water and sewer networks have adequate capacity to service the proposed development site.

7.9.2. Flood Management:

The 'Buranda TOD Stage 2 – Flooding Review of Revised Site Arrangement', statement has been prepared by 'Water Technology Ptd Ltd', as an addendum to the approved Flood Impact Statement included in the original approval. The 'Buranda TOD Stage 2 – Flooding Review of Revised Site Arrangement', statement concludes that:

- *A review of the amended design for the proposed Wee Hur Buranda TOD – Stage 2 development has been undertaken to assess any potential issues with regards to flood impacts. The review has found that the proposed ground floor arrangements and the adopted, conservative methodology indicates that the results of the previous flood impact assessment would apply to this amended development layout and that the inclusion of the proposed development does not result in adverse impacts on adjacent properties or road reserves. As such, the provision of additional flood modelling is not required.*

7.9.3. Stormwater Management:

The Stormwater Management Plan included in **Attachment 5** details the proposed Stormwater quantity and quality treatment as well as the lawful point of discharge for each proposed lot as follows:

This report has addressed the management of stormwater quantity and quality to ensure that the proposed development complies with all necessary state and local government policies.

This report describes the design process for specifications of the following key infrastructure elements that will ensure the management of stormwater to achieve necessary standards.

- Stormwater detention for the proposed development,
 - Detention **is** required for the proposed development. Refer to Section 5 for the proposed detention tanks arrangement.
- Stormwater quality treatment for the proposed development,
 - Treatment **is** required for the proposed development. Refer to Section 6 for the proposed treatment chambers arrangement.

This report has addressed the management of stormwater quantity and quality and demonstrated that no additional works are required to ensure that the proposed development complies with all necessary state and local government policies. In addition to this, the stormwater management of the proposed development ensure alignment and consistency with the approved Development Application (DA Ref: A006150153) and Stormwater Management Plan (Doc Ref: R001-G20171) prepared by Michael Bale & Associates Pty Ltd.

There are no apparent significant constraints on the execution of earthworks, sediment and erosion control, provision of vehicular access, or the drainage of stormwater from the site.

This report demonstrates that the proposed development can be suitably serviced with all engineering services described and supports the type, scale, and development that is proposed.

8. ASSESSMENT CRITERIA FOR OTHER CHANGE:

8.1. ASSESSING & DECIDING OTHER CHANGE:

Section 82 of the Planning Act 2016 states that:

Requirement	Comment
(1) <i>This section applies to a change application, other than for a minor change to a development approval.</i>	The proposed change is not a minor change
(2) <i>For administering the change application, and assessing and deciding the change application in the context of the development approval, the relevant provisions apply—</i> a) <i>as if—</i> (i) <i>the responsible entity were the assessment manager; and</i> (ii) <i>the change application were the original development application, with the changes included, but was made when the change application was made; and</i> b) <i>with necessary changes.</i>	The Brisbane City Council is the responsible entity in this instance. The application will be made to Brisbane City Council as per s.78(3)(c). This letter and the attachments represent the formal request of this other change application being lodged with the Council. The consent of the landowner is required to accompany this application in accordance with s.79 (1A) and a copy of these consents is included at Attachment 11 .
(3) <i>However—</i> a) <i>section 53 does not apply to the change application if the change is not a minor change only because the change may cause—</i> (i) <i>a referral to a referral agency if there were no referral agencies for the development application; or</i> (ii) <i>a referral to extra referral agencies; or</i> (iii) <i>a referral agency to assess the change application against extra matters; and</i>	Section 53 which relates to Publicly notifying certain development applications will apply in this instance as the reason for the fact of this change not being a minor change, is not solely as a result of the following requirements: (i) a referral to a referral agency if there were no referral agencies for the development application; or (ii) a referral to extra referral agencies; or (iii) a referral agency to assess the change application against extra matters.
b) <i>the power—</i> (i) <i>to direct that a development condition be imposed under section 56(1)(b)(i) includes a power to direct that a development condition be amended; and</i> (ii) <i>to impose a development condition under section 60(2)(c) or (3)(b) or 64(6)(b) includes a power to amend a development condition; and</i>	Section 56(1)(b)(i) which relates to a Referral Agency response power. The changed application will be subject to referral to SARA pursuant to Schedule 10, as set out in Section 7.2 below. Note that an additional referral trigger is required (Part 18 Urban Design) on the basis that the Applicant does not seek to undertake the BCC IDAP process for the Other Change. Otherwise, it is noted it has been determined that a number of conditions of approval by the referral agency will require amendment to accommodate the proposed change. To this end pre-lodgement meeting was held with the SARA on the 27 th February to discuss existing and new referral matters associated with the Other Change. Sections 60(2)(c) or (3)(b) or 64(6)(b) relates to deciding development applications by the assessment manager. The application is to be assessed and decided, with the necessary changes, pursuant to s.50 to 64 of the PA,

Requirement	Comment
	<p>except:</p> <ul style="list-style-type: none"> • There is no requirement to make a 'properly made application' pursuant to s.51 and the change application is to satisfy the requirements of s.79; • There is no requirement for the Council to give a decision notice pursuant to s.63 and a notice of decision is to be provided pursuant to s.83;
<p>(c) if the responsible entity is, under section 78A(3), the Minister—</p> <p>(i) the relevant provisions apply to the change application only if, and to the extent, those provisions would apply to a development application called in by the Minister; and</p> <p>(ii) section 105(5) and (6) applies for assessing and deciding the change application.</p>	<p>Not Applicable.</p>
<p>(4) To remove any doubt, it is declared that the following matters apply, only to the extent the matters are relevant to assessing and deciding the change application in the context of the development approval—</p> <p>a) the assessment benchmarks;</p> <p>b) any matters a referral agency must, may, or may only assess the application against or have regard to under section 55(2);</p> <p>c) if the development to which the change application relates requires code assessment—any matters the assessment must be carried out having regard to under section 45(3)(b);</p> <p>d) if the development to which the change application relates requires impact assessment—any matters the assessment must or may be carried out against or having regard to under section 45(5)(a)(ii) or (b).</p>	<p>It is noted that the relevant assessment matters will include only those matters set out in Section 45(5)(a)(ii) or (b) of the Planning Act 2016 for an impact assessable application.</p> <p>In assessing this application, assessment benchmarks and other matters are relevant only to the extent that they relate to the part of the development sought to be changed ie. as relevant in the context of the existing development approval.</p> <p>On this basis the assessment of the proposed change application included within this submission will consider the following relevant provisions of City Plan 2014.:</p> <ul style="list-style-type: none"> • District Centre Zone Code • Eastern Corridor Neighbourhood Plan Code • Centre or Mixed-Use Code • Multiple Dwelling Code • Subdivision Code • Transport, Access, Parking and Servicing Code (Traffic Engineer) <p>An assessment against these codes, to the extent relevant is included at Appendix 10.</p>
<p>(5) If a change application is made within 1 year after the development approval was given, any properly made submission for the application for the development approval is taken to be a properly made submission for the change application.</p>	<p>This requirement will not apply to the proposal as the subject development approval was granted on 7 June 2024.</p>
<p>(6) In this section— relevant provisions means—</p> <p>a) section 45(6) to (8); and</p> <p>b) part 2, division 2, other than section 51; and</p> <p>c) part 3, other than sections 63 and 64(8)(c); and</p> <p>d) the development assessment rules.</p>	<p>Noted for the purpose of determining the assessment requirements and actions required considered as part of this Change Application.</p>

8.2. REFERRAL AGENCY MATTERS:

For completeness, assessment of the Referral Agency Assessment matters are provided below.

Schedule 10 of the *Planning Regulation 2017* identifies the development applications requiring referral and the relevant referral agency for all assessable development under the Act. The following section provides an overview of any applicable referral agencies relevant to the proposed application: A copy of the DAMS Mapping Searches undertaken for the site is included at **Attachment 12**.

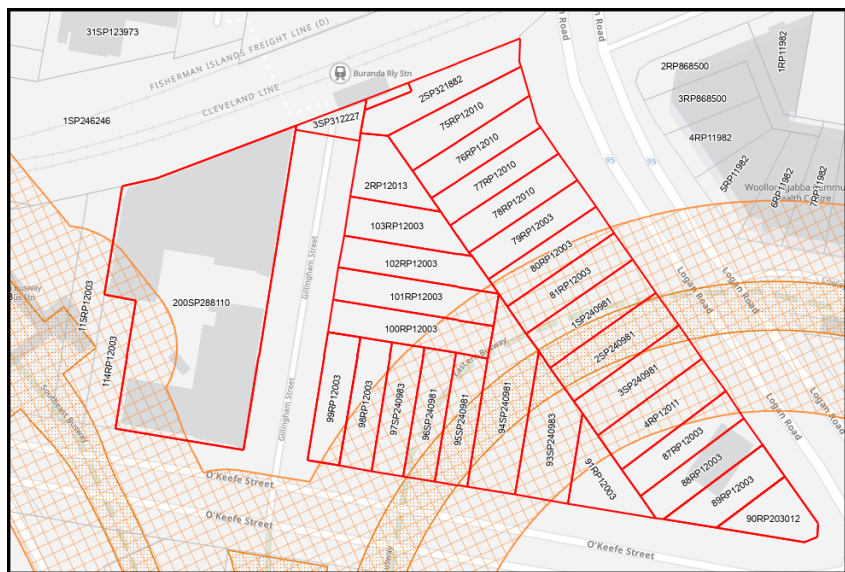
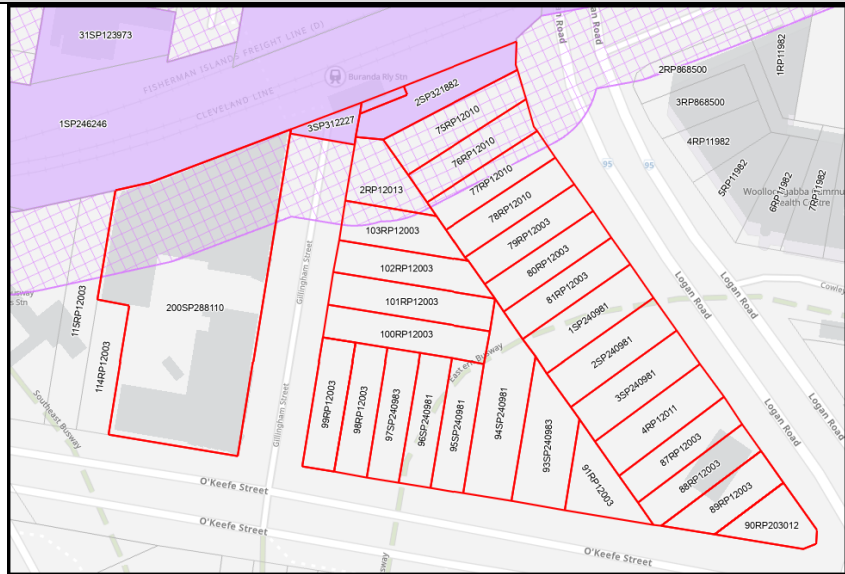
Planning Regulations	Assessment of triggers
Part 1- Airport Lands	The subject site is not located on land identified as being airport land. As such assessment or referral is not required in this instance.
Part 2- Brothels	The proposed development does not involve a brothel use. As such assessment or referral is not required in this instance.
Part 2A Caboolture West interim structure plan	The subject site is not included in the Caboolture West interim structure plan area and as such no referral is required.
Part 3- Clearing Native Vegetation	The proposed development does not involve the clearing of native vegetation. As such referral is not required in this instance.
Part 4- Contaminated Land Register	<p>Whilst the subject site is not listed on the contaminated land register some lots are included on the environmental management register.</p> <p>Pursuant to Schedule 10, Part 4, Division 1 of the Planning Regulations, a material change of use of premises is assessable development where listed on the EMR and the use involves an underground facility (i.e. car park).</p> <p>As discussed in Section 4.3 of this letter, these matters can be addressed at a later stage of the development process upon finalisation of the approved development.</p> <p>A copy of the CLR and EMR Searches for the site are included at Attachment 11.</p>
Part 5- Environmentally Relevant Activities	The proposed development does not involve an environmentally relevant activity. As such referral is not required in this instance.
Part 6- Fisheries	<p><u>Division 1 – Aquaculture</u> The proposed development does not involve a material change of use of the premises for aquaculture. As such referral is not required under Part 6, Division 1.</p> <p><u>Division 2 – Declared Fish Habitat Area</u> The proposed development does not involve operational work in a declared fish habitat area. As such referral is not required under Part 6, Division 2.</p> <p><u>Division 3 – Marine Plants</u> The proposed development does not involve operational work involving marine plants. As such referral is not required under Part 6, Division 3.</p> <p><u>Division 4 – Waterway Barrier Works</u> The proposed development does not involve operational work for waterway barrier works. As such referral is not required under Part 6, Division 4.</p>
Part 7- Hazardous Chemical Facilities	The proposed development does not involve a hazardous chemical facility. As such referral is not required in this instance.
Part 8- Heritage Place	<u>Division 1- Local Heritage Place</u>

Planning Schedule 10	Regulations	Assessment of triggers
		<p>The subject site is not located on a Local Heritage Plan. As such referral is not required under Part 8, Division 1.</p> <p><u>Division 2- Queensland Heritage Place</u> The subject site is not located on a Queensland Heritage Plan. As such referral is not required under Part 8, Division 2.</p>
Part 9- Infrastructure-Related		<p><u>Division 1- Designated Premises</u> The subject development application does not involve a premises that is the subject of a designation made by the Minister</p> <p><u>Division 2- Electricity infrastructure</u> The subject site is not located within 100m of a substation and the site is not subject to an easement granted in favour of Energex according to the DAMS.</p> <p><u>Division 3- Oil and gas infrastructure</u> The lot or any part of the lot is not subject to an easement for the benefit of the holder of a pipeline license. As such no referral is required.</p> <p><u>Division 4- State transport infrastructure</u> The proposed development will require referral to the state for state transport infrastructure purposes as outlined below:</p> <p><u>Subdivision 1 - State transport infrastructure generally</u> The proposed development is for an aspect of development stated in schedule 20 and therefore does trigger the requirement for referral in this instance. Therefore, the proposed development triggers referral to SARA pursuant to Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, column 2, item (a) & (b), as the proposal represents more than 200 new residential dwellings within development in local government area 1.</p> <p><u>Subdivision 2 - State transport corridors and future State transport corridors</u> The subject premises is located on a site that is on a railway corridor and a busway corridor and is also within 25metres of railway corridor, 25metres of a state-controlled road and 25 metres of a busway corridor as shown in the mapping extract below.</p>

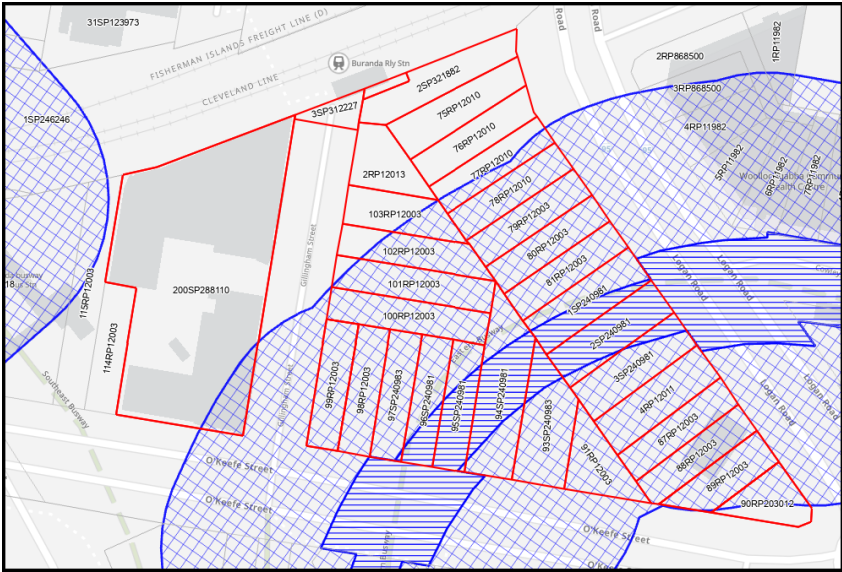
Planning Schedule 10

Regulations

Assessment of triggers



The proposed changes involve creating new allotments within this area.

Planning Schedule 10	Regulations	Assessment of triggers
		<p>Therefore, the proposed development triggers referral to SARA pursuant to Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, column 2, item (a) & (b).</p> <p>The proposed change also involves new dwelling units located within this area. Therefore, the proposed development triggers referral to SARA pursuant to Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, column 2, item (a).</p> <p><u>Subdivision 3 - State-controlled transport tunnels and future State-controlled transport tunnels</u></p> <p>The proposed development involves a premises r within 50m of a State-controlled transport tunnel as shown on the mapping extract below.</p>  <p>The proposed changes involve creating new allotments within this area. Therefore, the proposed development triggers referral to SARA pursuant to Schedule 10, Part 9, Division 4, Subdivision 3, Table 1, column 2, item (a) & (b).</p> <p>The proposed change also involves new dwelling units located within this area. Therefore, the proposed development triggers referral to SARA pursuant to Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, column 2, item (a).</p> <p>The proposal requires referral to the Chief Executive Department of State Development, Manufacturing, Infrastructure & Planning as a Concurrence Agency.</p>
Part 10- Koala Habitat Area		The site does not contain vegetation that is identified as Koala Habitat area and therefore the application does not require referral pursuant to Part 10.
Part 11- Noise Sensitive Place on Noise Attenuation Land		No referral is identified under Part 11 of Schedule 10 of the Planning Regulation.
Part 12- Operational Work for Reconfiguring a Lot		<p>The proposal will involve assessable development for Operational Works associated with Reconfiguring a lot.</p> <p>Therefore, the proposal is assessable development pursuant to Part 12, Division 1 of Schedule 10 of the Planning Regulation.</p>

Planning Schedule 10	Regulations	Assessment of triggers
		This is a matter that will be addressed at a later stage of the development process.
Part 13- Ports		The subject site is not located on Brisbane core port land. As such no referral is required.
Part 14- Reconfiguring a lot under Land Title Act		For the referral agencies for particular development applications for reconfiguring a lot that is assessable development under section 21, referral is listed in other Parts of Schedule 10.
Part 15- SEQ Development Area		The application does not involve reconfiguring a lot in a Local Development Area or Regional Development Area under the SEQ Regional Plan. As such no referral is required.
Part 16 SEQ Regional Landscape & Rural Production Area and SEQ Rural Living Area		The subject site is not included within the Regional Landscape and Rural Production Area or the Rural Living Area of the SEQ Regional Plan. As such no referral is required.
Part 16A Southport Spit		The subject site is not included in the Southport Spit are and as such no referral is required.
Part 17 Tidal Works or Work in a Coastal Management District		The subject site is not located within a Coastal Management District. As such no referral is required.
Part 18 Urban Design		<p>The proposed development for a material change of use and will result in an increase in the gross floor area of the premises by 50,000m² thereby triggering a referral for Urban Design assessment.</p> <p>It is noted that written urban design support advice from Brisbane City Council's Independent Design Advisory Panel (IDAP), may help avoid a referral to State Assessment and Referral Agency (SARA) at the development application stage.</p> <p>It is not proposed to submit the 'Other Change' development application through Brisbane City Council's Independent Design Advisory Panel (IDAP), process and referral to the State Assessment and Referral Agency for such Urban Design matters is triggered.</p>
Part 19 Water-Related Development		The proposed development does not involve the taking or interfering with water. As such no referral is required.
Part 20 Wetland Protection Area		The proposed development does not involve operational work that is high impact earthworks in a wetland protection area. As such no referral is required.
Part 21 Wind Farms		The proposal is not for a wind farm and is therefore not assessable under Part 21. It is noted that no referral agencies identified for this Division and no referral is required.

The matters listed for referral and assessment above have been previously addressed as part of the original development approval and as such no further triggers or assessments are required.

As the proposed development requires referral to SARA, the State Development Assessment Provisions (SDAP) are applicable. An assessment of the State Development Assessment Provisions (SDAP) indicates that the development needs to be assessed against the following State Codes:

- State Code 1: Development in a state-controlled road environment.
- State Code 2: Development in a railway environment.
- State Code 3: Development in a busway environment.
- State Code 5: Development in a state-controlled transport tunnel environment; and
- State Code 6: Protection of state transport networks.

An assessment against the abovementioned State Codes is included in the Traffic Engineering Report included at **Attachment 3**.

Further Assessment of Urban Design issues are also required within State Code 24: Urban Design Outcomes for significant Projects. An assessment against this State Code is currently being prepared and will be included in the Part 18 Urban Design State Referral documentation.

9. CONCLUSION:

It is considered that the proposed Other Change represents a suitable change which will enhance the current approval for development on the site (Council reference A006150153).

The changed proposal represents the optimum use for the site in the context which will meet the overall development intentions for the locality as reflected in City Plan 2014 as well as the pressing demand for increased housing supply in highly accessible locations.

The proposed Other Change's land use mix for the Buranda TOD Stage 2, which focuses more on High-density housing, with a larger proportion of 1 and 2 bedroom units, is considered to better fulfill the traditional objectives of TOD sites by meeting the critical housing supply issues facing Brisbane in a manner that maximises the active and public transport trips in the locality.

The proposed Change therefore represents a more sustainable and efficient use of highly accessible inner-city land, supported by ground level retail and community uses, creating walkable, vibrant, liveable communities. Further prioritizing housing on this highly accessible site maximises social, community, economic, and environmental benefits of TOD development.

With respect to the proposed built form the maximum building height of 27 storey height for 'The Terraces' is the same height as approved at the same height under the original approval. Therefore, the amended heights for the building height amended as part of this Other Change (i.e. 'The Garden House', 'The Canopy' and 'The Terrace') will be a maximum of 18 storey's plus roof plant, which is compliant with the 25-storey acceptable solution for building height under Table 7.2.5.2.3.B for the Buranda TOD Stage 2 site.

The site is well supported by non-residential activity with a range of retail, commercial services and community services with many within walkable distances of the TOD, meaning the provision of significant numbers of retail and/or food and drink tenancies is not necessary to support the daily needs of proposed residents. It is further noted that the existing retail and/or food and drink tenancies located at plaza level in the Buranda Stage 1 TOD will benefit significantly from the additional customer base generated by the additional 1,125 residential dwellings proposed for the Buranda Stage 2 TOD, ensuring their long-term viability.

The proposed ground 'plaza' level design will facilitate the levels of pedestrian and cycle movement expected to circulate on the site footpath frontages as well as traversing through the site via the two key proposed east – wester pedestrian connections linking the Logan Road frontage with the Buranda Train Station and Buranda Busway Station respectively.

The extent of non-residential activities and tenancies at ground level as provided throughout the Buranda TOD Stage 2 combined with the strong focus on visual permeability within the landscape design allow for sufficient level of activity, visual connection and casual surveillance of streets, arcades and plazas, to provide for vibrant and safe public spaces.

When having regard to the intentions of the City Plan and the features of the locality which support higher intensity residential uses, particularly of a more affordable nature, represents an overall preferred outcome for the site at both the local and Citywide level.

The proposed changes are considered to fall within the definition of an 'Other Change' under the *Planning Act 2016*.

We trust that the information provided in this submission is satisfactory. Council approval is recommended.

Should you have any questions, please do not hesitate to contact our office at any time.

Regards,



Ben Cowan
PLANNING INITIATIVES

- Attachment 1A – Proposed Architectural Plans**
- Attachment 1B – Proposed Reconfiguration Plan**
- Attachment 1C – Proposed Changes to Conditions Package**
- Attachment 2 – Landscape Concept Plan**
- Attachment 3 – Traffic Engineering Assessment**
- Attachment 4 – Operational Waste Management Plan**
- Attachment 5 – Stormwater Management Plan**
- Attachment 6 – Acoustic Assessment**
- Attachment 7 – Flooding Review**
- Attachment 8 – Existing Approval Documents**
- Attachment 9 – Preliminary Construction Management Plan**
- Attachment 10 – City Plan Codes Assessment**
- Attachment 11 – DA Forms and Owners Consent**
- Attachment 12 – SARA Mapping**
- Attachment 13 – BCC Prelodgement Minutes**
- Attachment 14 – SARA Prelodgement Minutes**