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APPLICATION REF
A007148192

6 November 2026

The Assessment Manager
Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Dear Sir/Madam,

Minor Change to Development Approval over land at 57 Andrew Street and 91 Lytton Road, Balmoral (Council Ref.: A006935123)

In accordance with Section 81 of the *Planning Act 2016* ('Planning Act') and on behalf of *Levande Pty Ltd* ('the Applicant'), we wish to make a Minor Change to a Development Approval granted over land at 57 Andrew Street and 91 Lytton Road, Balmoral ('the site'). This land is formally described as Lot 39 & 40 on RP901885. The Minor Change is made to the most recent approval over the site, issued by Council on 16 December 2025 (Council Ref.: A006935123).

This Minor Change Application is accompanied by, and must be read in conjunction with, the following material:

- **Attachment A** – DA Form 5;
- **Attachment B** – Property Title Documentation;
- **Attachment C** – Approved Documents (A006935123);
- **Attachment D** – Amended Architectural Plan;
- **Attachment E** – Traffic Memorandum.

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

1 Site Context

The site is located at 91 Lytton Road and 57 Andrew Street, Balmoral, formally described as Lot 39 & 40 on RP901885. The site has a total area of 23,265m^2 and is currently improved by the former Brisbane headquarters of the Plymouth Brethren Christian Church. The church building is surrounded by a large carpark and pockets of mature vegetation, see **Figure 1** below.

The site is mapped within the Low-Medium Density Zone and Conservation Zone of the Brisbane City Plan 2014 and is situated within the Bulimba District Neighbourhood Plan.

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



Source: Nearmap, 2025

2 Existing Approval

Council granted an approval on 26 February 2024 for a Material Change of Use for Multiple Dwelling (177 Apartments). The approval was for a townhouse development with a building height of 3-7 storeys. The application was Impact assessable and subject to public notification. The application was also referred to Energex as an advice agency. Energex did not raise any concerns.

Subsequently, an Other Change Application (A006856173) was approved 16 December 2025 changing the use from Multiple Dwelling to Retirement Facility.

Following the Other Change a minor change application was approved 26 June 2026 which sought amendments to the built form, communal amenity, internal layout, parking, staging and architectural design while maintaining the overall intent of the approved development (Council Ref.: A006935123).

This Minor change application seeks to change A006935123.

3 Proposed Changes

3.1 Car Parking

The proposed change reduces the overall car parking provision from 438 spaces to 397 spaces, comprising 365 resident spaces and 32 visitor/staff spaces. The reduction relates entirely to visitor/staff parking, with the approved resident parking supply remaining unchanged.

The reduction is proposed to facilitate a reduced basement/parking footprint and improve the feasibility and efficiency of the development, avoiding the cost and construction impacts associated with providing additional structured parking that is not supported by demonstrated parking demand.

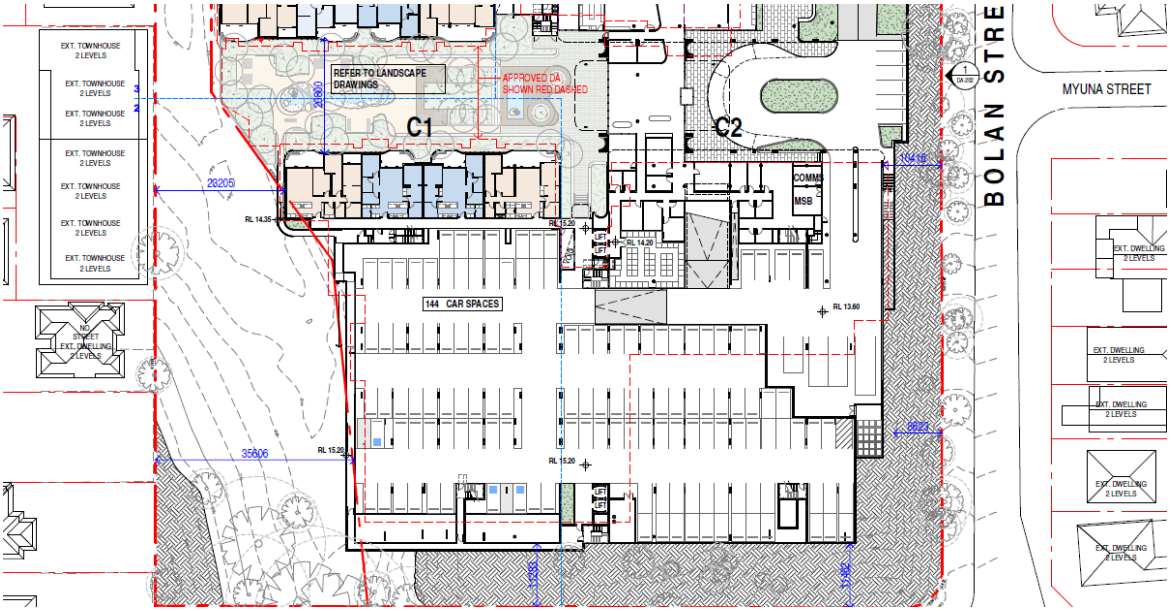
Importantly, the development retains a substantial supply of 365 resident parking spaces, equivalent to approximately 1.77 spaces per unit. This provides a significant level of parking capacity for the 206-unit development. Where resident spaces are not required and are available, these spaces can also be utilised by visitors, providing additional flexibility to accommodate periods of higher visitor demand.

The Traffic Memorandum (**Attachment E**) further demonstrates that the dedicated provision of 32 visitor/staff spaces is sufficient in its own right. Parking surveys undertaken at comparable established Levande communities identify a practical peak demand of approximately 0.152 spaces per occupied unit, broadly consistent with the proposed provision of approximately 0.16 spaces per unit.

While this is below the 0.30 visitor/staff spaces per unit identified by Council's Transport, Access, Parking and Servicing Planning Scheme Policy, the proposed arrangement provides an appropriate balance between demonstrated parking demand and the practical and economic implications of providing additional basement parking. The combination of 32 dedicated visitor/staff spaces and the ability for visitors to utilise available resident spaces provides sufficient flexibility to accommodate anticipated demand.

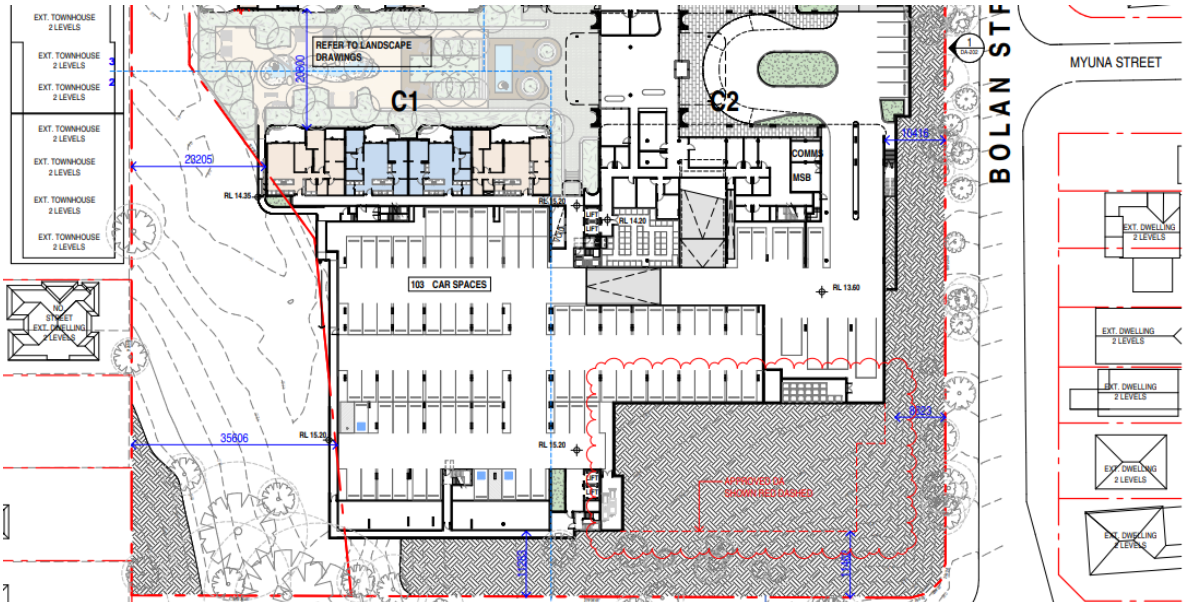
Accordingly, the proposed reduction provides a more efficient and feasible parking solution without compromising the functional parking needs of the development. Consistent with the findings of the Traffic Memorandum, sufficient parking will remain available to accommodate anticipated demand without overflow onto the surrounding road network, thereby satisfying PO13 of the Transport, Access, Parking and Servicing Code.

***Figure 2** – Approved and Proposed Basement Level 3 Arrangement*



Picture 1 – Approved Plan DA-103

Source: Jackson Teece



Picture 2 – Proposed Plan DA-103

Source: Jackson Teece

4 Proposed Changes to Approved Drawings and Documents

The following section outlines the proposed changes to the approved plans and specifications, and conditions. Proposed changes are shown in blue and underlined, with removed text ~~struck through in red~~.

4.1 Changes to Approved Plans and Specifications

Table 1 sets out the amendments required to the list of approved plans and documents to reflect the proposed changes and to ensure the resultant approval issued acknowledges the correct plans. It is noted that balance plans not included in this table are to remain as per the current approval. **Table 1** - Proposed Amendments to Drawings and Documents

Drawing or Document	Number and Revision	Plan Date
Floor Plan - Level 3	~~DA-103, Rev 2~~	~~15 April 2026~~
	DA-103, Rev 3	28 October 2026

4.2 Changes to Approval Conditions

Changes are also requested to the conditions of approval as a result of the proposed changes, which are outlined in **Table 2** below.

Table 2 *- Proposed amendments to Approval Conditions*

Condition	Requested Amendments	Justification
Stage 1 **8) Visitor Parking**	Visitor car parking spaces must: ▪ Be clearly labelled as 'Visitor Parking'; - ▪ Remain unimpeded by landscaping, water tanks, storage (temporary or otherwise), gates or any other fitting, fixture or structure; and ▪ Provide 24 hour unrestricted access for all bona fide visitors to the whole site through the use of a managed intercom system at the security lines at all times.	Amend wording to reflect the changes made to the visitor parking arrangement.
Stage 1 **47) Access, Grades, Manoeuvring, Carparks, Signs and Line Marking**	... iii. Parking on the site for ~~160~~ 136 tenant cars including ~~1~~ 3 parking spaces for people with disabilities, ~~27 visitor cars including 3 parking spaces for people with disabilities, and 5 staff~~ 15 visitor/staff cards including 1 parking space for	Amend wording to reflect changes to car parking supply.

	people with disabilities ~~spaces~~ and for the loading and unloading of vehicle(s) within the site. There should be a total of ~~192~~ 151 car parking spaces for stage 1. ...	
Stage 2 **86) Visitor Parking**	Visitor car parking spaces must: ▪ Be clearly labelled as 'Visitor Parking'; - ▪ Remain unimpeded by landscaping, water tanks, storage (temporary or otherwise), gates or any other fitting, fixture or structure; and Provide 24 hour unrestricted access for all bona fide visitors to the whole site through the use of a managed intercom system at the security lines at all times.	Amend wording to reflect the changes made to the visitor parking arrangement.
Stage 2 **119) Access, Grades, Manoeuvring, Carparks, Signs and Line Marking**	... iii. Parking on the site for ~~118~~ 133 tenant cars including ~~1~~ 3 parking space for people with disabilities, ~~20~~ 9 visitor cars ~~including 2 parking spaces for people with disabilities and 4 staff parking spaces~~ and for the loading and unloading of vehicle(s) within the site. There should be a total of 142 car parking spaces for stage 2 and ~~334~~ 293 car parking spaces for stages 1 and 2. ...	Amend wording to reflect changes to car parking supply
Stage 3 **159) Visitor Parking**	Visitor car parking spaces must: ▪ Be clearly labelled as 'Visitor Parking'; - ▪ Remain unimpeded by landscaping, water tanks, storage (temporary or otherwise), gates or any other fitting, fixture or structure; and Provide 24 hour unrestricted access for all bona fide visitors to the whole site through the use of a managed intercom system at the security lines at all times.	Amend wording to reflect the changes made to the visitor parking arrangement.
Stage 3 **190) Access, Grades, Manoeuvring,**	... iii. Parking on the site for ~~87~~ 96 tenant cars including ~~1~~ 2 parking space for people with disabilities, ~~15~~ 8 visitor cars including 1 parking space for people with disabilities and ~~2 staff~~	Amend wording to reflect changes to car parking supply

Carparks, Signs and Line Marking	~~parking spaces~~ and for the loading and unloading of vehicle(s) within the site. There should be a total of 104 car parking spaces for stage 3. There should be a total of ~~438~~ 397 car parking spaces for stages 1, 2 and 3. …

5 Preliminary Assessment of Minor Change

5.1 Schedule 2 Assessment Criteria

Schedule 2 of the *Planning Act 2016*, outlines the definition of a minor change for a development approval (see below).

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

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

5.1.1 Substantially Different Development

In respect to part (b)(i) of the definition of 'Minor Change' and what constitutes a substantially different development, it is appropriate to have regard to the *Development Assessment Rules*, Schedule 1, which sets out the substantially different development 'test'. An assessment of the proposed changes against the substantially different development criteria in the *Development Assessment Rules* is included in the **Table 3** below.

Table 3 – Substantially Different Development Criteria and Response

Criteria	Response
Involves a new use.	The proposed change does not introduce a new use.
Results in the application applying to a new parcel of land.	The proposed changes do not result in the development applying to any additional land. The development will remain confined to the approved site at 57 Andrew Street and 91 Lytton Road, Balmoral, formally described as Lots 39 and 40 on RP901885.
Dramatically changes the built form in terms of scale, bulk and appearance.	The proposed change is limited to a reduction in the extent of car parking at Level 3. It does not alter the approved development yield and will reduce the footprint of the parking area. Accordingly, the change will not dramatically alter the scale, bulk or appearance of the approved development.
Changes the ability of the proposed development to operate as intended. For example, reducing the size of a retail complex may reduce the capacity of the complex to service the intended catchment.	The development will continue to operate as an approved Retirement Facility comprising 206 independent living units. The proposed 32 visitor and staff parking spaces are considered sufficient to accommodate the anticipated maximum practical parking demand associated with the development. Refer to **Attachment D – Traffic Memorandum** for further information.
Removes a component that is integral to the operation of the development.	The proposed changes do not remove any component integral to the operation of the development.
Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site.	The change does not alter the approved development yield, vehicle access arrangements or servicing provisions. The Traffic Memorandum concludes that the revised visitor and staff parking provision is sufficient to accommodate the maximum practical parking demand and is not expected to result in parking demand overspilling onto the surrounding road network. Refer to **Attachment D – Traffic Memorandum** for further information.
Introduces new impacts or increases the severity of known impacts.	The proposed change comprises a reduction in the visitor and staff parking supply from 73 spaces to 32 spaces and amendments to the security arrangements for visitor/staff parking areas. The Traffic Memorandum demonstrates that the revised parking provision is sufficient to accommodate the maximum practical parking demand and that sufficient internal queuing capacity is available at the proposed security lines. Accordingly, the change is not anticipated to introduce a new transport impact or increase the severity of

	a known transport impact. Refer to **Attachment D – Traffic Memorandum** for further information.
Removes an incentive or offset component that would have balanced a negative impact of the development.	The proposed change does not remove an incentive or offset component associated with the approved development.
Impacts on infrastructure provision.	The proposed change does not alter the approved access arrangements or servicing provisions and does not generate any additional infrastructure requirements.

5.1.2 Prohibited Development

In respect to part (b)(ii)(A) of the definition of Minor Change, the proposed Minor Change will not introduce or involve any prohibited development.

5.1.3 Referral

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

5.1.4 Category of Assessment

In respect to parts (B)(ii)(E) of the definition of Minor Change, the original application was subject to Impact Assessment. The application if remade with the proposed changes, would also be subject to Impact assessment.

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

5.1.5 Notifying Affected Entities

There are no affected entities associated with this Minor Change.

6 Application Fee

In accordance with Brisbane City Council's Schedule of Fees and Charges for 2026/2027 and Minor Change, attracts a fee of **$14,400**. The fee will be paid following issue and receipt of Council's fee quote.

7 Conclusion

As outlined in this letter, the proposed changes are Minor Changes and do not reflect 'substantially different development' as described by the *Planning Act 2016* and *Development Assessment Rules*.

We trust the supplied documentation is sufficient for Council to undertake an assessment of this proposal. If you have any questions, please don't hesitate to contact the undersigned or Natalia Grodek (**Consultant**) Andrew Aldridge, (**Senior Consultant**) and Sophie Litherland (**Associate Director**) on (07) 3007 3800.

Kind regards,



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