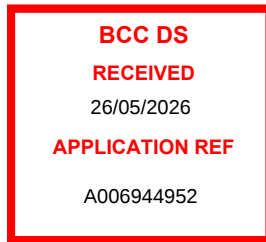




Our Ref: 6350/B

Your Ref: A006944952

The CEO
Brisbane City Council
GPO Box 1434
BRISBANE Q 4001



Brisbane Office:

Ph. 0418 760 075

P.O. Box 294, Ashmore City 4214

Email: qps@ecn.net.au

28th May 2025

Attention: Diana Sun, Urban Planner, Planning Services South

Dear Diana,

**RE: RESPONSE TO INFORMATION REQUEST FOR APPLICATION – AMPOL
REFINERY, 50 PRITCHARD STREET, LYTTON
- Part of Lot 4 on RP852211 and part of Lot 1 on SP282377**

Further to your Information Request of 24th March 2026, we herewith submit our formal response to these queries.

For ease of assessment we will respond in the same format as the IR letter.

1. Layouts and Elevations

In the Wynnum Gardens and T & I areas, none of the existing demountable buildings, which solely comprise the application, have formal Development Approval.

In your reference to Approval A003359236, the approved plan confirms the existence of these "existing offices", however there was no DA specifically attached to them.

As discussed in the Planning Report these demountable buildings "existing offices" were used firstly under the operation of the Ampol Act and after 2015 (the expiration of the Ampol Act) they were used in conjunction with existing DAs for works in the Refinery. They were considered Accepted Development under City Plan.

The Site Plans **6350DA0101A** and **6350DA0201B** show the buildings which are the subject of this application.

- a) We confirm that all buildings included in this application are single storey demountable buildings (dongers) . There are no second storeys or mezzanines.
- b) As these buildings were considered Accepted Development, we do not believe that any Infrastructure charges were levied as they didn't apply at the time of commencement of use.

We also do not believe that any apply in a post Ampol Act scenario, as Ampol is totally self sufficient, the offices do not impose any additional burden on Council's infrastructure. They operate using Ampol's internal water and sewerage systems, they place no burden on Council's parklands as none is permitted on site for MHF safety reasons, all stormwater is channelled internally and transport infrastructure is managed on a whole of site basis and has been catered for in the "Future Fuels" Approval.

2. Bushfire Hazard

BCC Mapping

In response to this item we note that neither Site is included in the BCC Interactive Mapping Bushfire Overlay and as such the Bushfire Overlay Code is not applicable to this application.



SPP

In respect of SPP mapping we note that SARA have not required any referral to address this SPP Mapping.

Only 4 out of the 38 demountable buildings are located in the "Potential Impact **Buffer**" of the SPP Mapping (IMS).

No Buildings are located in the Medium or High Potential bushfire Intensity area of the IMS.



SPP Mapping of Bushfire prone area.

As per condition 10 of DA approval A003481035, Ampol maintains a cleared buffer against the Conservation / bushfire area immediately to the west of the Wynnum Gardens complex. This cleared area assists in bushfire mitigation within the SPP buffer zone.

Ampol maintains its own Firefighting service for use on the site.

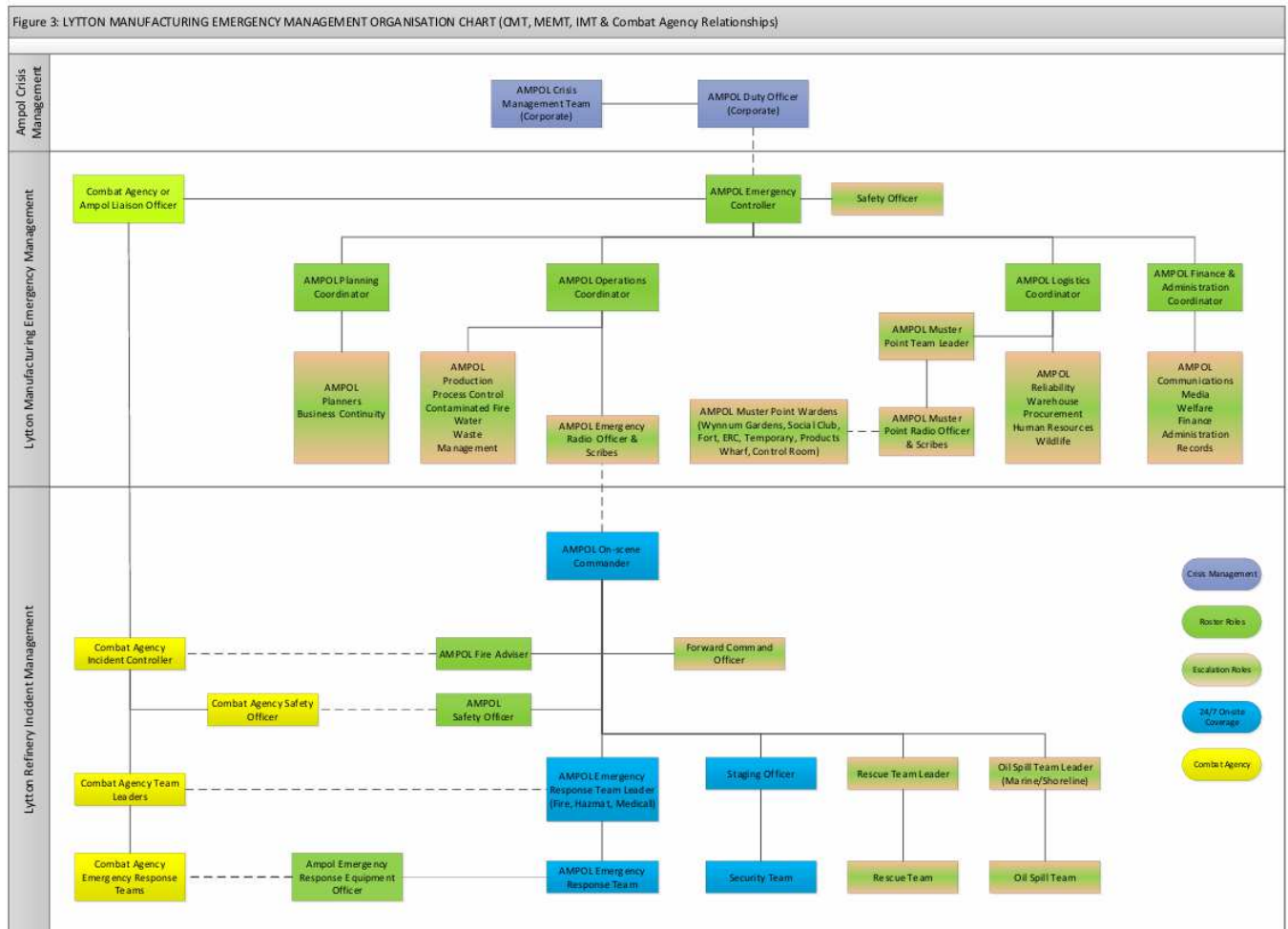
Ampol's *Emergency, Security & Resilience Superintendent* has responded as follows.

The Refinery have a comprehensive Emergency Response Plan that caters for all emergencies onsite or any incident/emergency that might impact the Refinery. It is designed to scale up quickly and the following is in place:

- Emergency Management Organization that consists of: Crisis Management, Emergency Management, and Incident Management Teams (**Figure 3 below**)
- Trained 24/7 Emergency Response Team members (~30) onsite (**Emergency Response Training for Production Operators – attached**)
- 24/7 trained *On Scene Commander* onsite
- Dedicated Refinery Fire Water ring main onsite with a large number of 65mm and 5inch fire hydrants operating at ~1475 kPa consisting of 5 x fixed fire water pumps, dedicated water tanks and 2 of the fixed fire water pumps takes suction from the Brisbane River (**Lytton Refinery Fire Water System and Fire water system layout attached**)
- Site Wide Refinery Emergency Alarm that will sound for any emergency to ensure individuals go to their closest safest muster point of to create a temporary muster point if required which includes and emergency or fire that might impact from external (**Refinery Emergency Response Site Plan attached**)
- Large number of onsite fire trucks, quick attack vehicles with large volumes of water flow and reach, portable and mobile water/foam monitors with large volumes of water flow and reach, turnout gear, hand held equipment, foam and large volume mobile pumps that can take suction from Brisbane as per (**Lytton Refinery Emergency Response Equipment Manual attached**)

- Emergency Scenario Guidance Note – Natural External Events (attached) which includes bush fires.
- Comprehensive yearly exercise and training schedule for all Incident and Emergency Management Team members which includes live fire training at QFD live fire campus.

As per the HAZID work from the PS Team, the risk of a bushfire impacting the WG offices are very low compared to other assets (LPG bullets) that we manage and this is also clear as per the State mapping in below email where it shows that the western WG buildings encroach into the bushfire Potential Impact Buffer area.



Regards



Jaco Erasmus
Emergency, Security & Resilience Superintendent

Lytton Refinery, South Street, Brisbane QLD 4178
T+61 7 3362 7726 M +61 407 961 007

Refer to *Lytton Refinery Emergency Plan Scenario Guidance Note - Natural External Events - document attached.*

Given the significant Fire fighting services provided by Ampol, we trust that the above response is satisfactory to you.

3. Stormwater

This application does not propose any earthworks on either site (Wynnum Gardens or T & I).

3a. STORMWATER CODE

PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: (a) the environmental values and water quality objectives of waters; 1.0 waterway hydrology; 2.0 the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.	AO13 No acceptable outcome is prescribed.	The proposed development are for existing demountable buildings. These buildings have been sited from 2005 to 2015. No earthworks are either needed or proposed. Site runoff remains the same as for the past 20 years. As such PO13 does not apply.
PO14 Development ensures that: (a) unnecessary disturbance to soil, waterways or drainage channels is avoided; (b) all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	The proposed development are for existing demountable buildings. These buildings have been sited from 2005 to 2015. No earthworks are either needed or proposed. The site is covered by compacted hardstand. As such PO14 does not apply.
PO15 Development does not increase: (a) the concentration of total suspended solids or other contaminants in stormwater flows during site construction; (b) run-off which causes erosion either on site or off site.	AO15 No acceptable outcome is prescribed.	The proposed developments are for existing demountable buildings. These buildings have been sited from 2005 to 2015. No earthworks or construction are either needed or proposed. Prior to placement of the dongers, the sites were vacant refinery land and covered with hardstand (100% runoff) The sites are still covered in compacted hard stand and maintain 100% runoff.

		Rainwater simply overland flows downhill over the sites. As such PO15 does not apply.
--	--	--

3b. A completed Erosion Hazard Assessment Form is attached.

4. Earthworks

No works are proposed for the T & I Site, so the pipeline is unaffected by our application.

A detailed review of the mapping for the Regional Infrastructure Corridors and Substations Overlay shows the old Moonie pipeline passing the T & I Site to the east (under Jetty Road). This pipeline has not been in use for a number of years.

The Pipeline is approx. 1.2 metres below ground level under Jetty Road and is not impacted by vehicle movements above it.

The pipeline overlay shows a nominal encroachment of T & I buildings onto the Moonie pipeline 100m impact overlay and no impact by the 15m overlay. These buildings are well outside the easement for the pipeline and the actual pipeline location is well known to Ampol operators.



Ampol manages any impacts on the many buried pipelines on the site using its "Excavation Permitting" system. This permit system ensures that all underground services and pipelines are identified, wanded, and potholed prior to any excavation occurring. In this case the asset

owner would be contacted, approval obtained and their attendance confirmed during excavation operations.

The WG site as no regional infrastructure mapped near it.

See Regional Infrastructure Code assessment below.

Table 8.2.17.3.B—Criteria for assessable development

Performance outcomes	Acceptable outcomes	
Section B—If in the Oil pipeline 15m sub-category or the Oil pipeline 100m sub-category		
PO2 Development does not create a risk to life or property and does not compromise the safe operation of an oil pipeline. Note—This can be demonstrated by a qualitative risk assessment in accordance with AS 2885.1-2007 Pipelines - Gas and liquid petroleum - Design and construction	AO2 Development: (a) will not compromise the safe operation of an oil pipeline in accordance with the written confirmation of the pipeline licence holder of the oil pipeline; or (b) is only for a boundary realignment.	The Overlay Mapping shows the old Moonie pipeline passing the T & I Site to the east (under Jetty Road). This pipeline has not been in use for a number of years. The Pipeline is approx. 1.2 metres below ground level under Jetty Road and is not impacted by vehicle movements above it. No works are proposed for the T & I Site, so the pipeline is unaffected by our application. The pipeline does not pass through the T&I site The WG site as no regional infrastructure mapped near it.
PO3 Development does not compromise the potential future operation of a decommissioned oil pipeline.	AO3 Development is not located on land burdened by an easement associated with a decommissioned oil pipeline or will not impact on a decommissioned oil pipeline in accordance with the written confirmation of the pipeline licence holder of a decommissioned oil pipeline.	There are no easements or pipelines running through the T & I site. The WG site as no regional infrastructure mapped near it.



Moonie Pipeline easement location at T & I

5. Car parking

The Traffic Impact Assessment (Appendix E) has been reviewed and signed off by FSA Consulting Engineers.
A copy is attached.

6. Infrastructure Charges

When these demountable buildings were deposited, under the Ampol Act, we do not believe that any Infrastructure charges were levied as they didn't apply at the time of commencement of use.

As these buildings were considered Accepted Development in the post Ampol Act era, we do not believe that infrastructure charges apply for the following reasons.

Ampol is, by necessity, a totally self sufficient Refinery operation.

The offices do not impose any additional burden on Council's infrastructure.

They operate using Ampol's internal water and sewerage systems,

They place no burden on Council's parklands as none is permitted on site for MHF safety reasons.

All stormwater is channelled and treated internally.

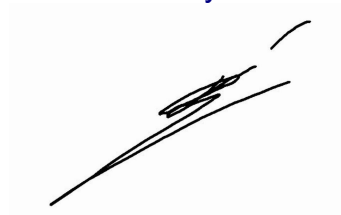
Transport infrastructure has been managed on a whole of site basis and has been catered for in the "Future Fuels" Approval.

Attachments

- | | |
|---|---|
| <u>1. Layouts and Elevations</u> | Site Plan 6350DA0101A
Site Plan 6350DA0201B |
| <u>2. Bushfire Hazard</u> | <i>Lytton Refinery Emergency Plan Scenario Guidance Note -
Natural External Events - document</i> |
| <u>3. Stormwater</u> | Erosion Hazard Form |
| <u>4. Earthworks</u> | - |
| <u>5. Car parking</u> | The Traffic Impact Assessment-FSA Consulting Engineers. |
| <u>6. Infrastructure Charges</u> | - |

We advise that we have provided responses to all of the information requested and ask that you now proceed with the assessment of the application.

Yours faithfully



Phillip O'Callaghan
Development Consultant



Queensland Planning & Survey Pty Ltd
Planning, Development & Survey Consultants

P.O. Box 294 Ashmore City Q 4214
M. 0418 760 075
e. qps@ecn.net.au