

Minor Change

A006386237: Development Permit for Material Change of Use
(Special Industry: Hazardous Chemical Facility) and Development
Permit for Operational Work (Filling and Excavation)

07-Aug-2026
Ampol Future Fuels Gasoline Desulfurisation Project
Doc No. XY21024-18-Y09-0157

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A006386237: Development Permit for Material Change of Use (Special Industry: Hazardous Chemical Facility) and Development Permit for Operational Work (Filling and Excavation)

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1.0 Introduction

On behalf of the applicant, Ampol Refineries (QLD) Pty Ltd (Ampol), AECOM Australia Pty Ltd (AECOM) lodges a minor change application under Section 78 of the *Planning Act 2016* (Planning Act) in relation to the approved upgrade to Ampol's Lytton oil refinery (the refinery), formally known as the Ampol Future Fuels Gasoline Desulfurisation Project (the Project). This minor change application relates to land at 50 Pritchard Street, Lytton QLD 4178, more formally described as Lot 437 on RP104399, Lot 4 on RP852211 and Lot 1 on SP282377.

Ampol propose to modify the current approval (Brisbane City Council (BCC) Reference: A006120144 / A006386237) to reflect the attached drawings and documents, corresponding amendments to relevant conditions, and infrastructure charges in accordance with Section 81 of the Planning Act. This report has been prepared as supporting material for BCC as the responsible entity to demonstrate it complies with the minor change criteria of the Planning Act and assessment benchmarks of the *Brisbane City Plan 2014*.

This application is supported by the following appendices:

- Appendix A: Planning Act Form 5
- Appendix B: Owners Consent
- Appendix C: Revised Drawings Set
- Appendix D: Changes to Drawings, Documents, Conditions
- Appendix E: Air Quality AQIA Addendum
- Appendix F: Revised Site Based Stormwater Management Plan (SBSMP)
- Appendix G: Flood Assessment Addendum
- Appendix H: CASA Approval
- Appendix I: As-Constructed Western Carpark Drawings.

1.1 Project background

Ampol's Lytton refinery currently processes approximately 109,000 barrels/day of predominantly low sulfur crude oil to produce a variety of fuel products for the Australian fuels market. Lytton is one of only two oil refineries (with the Viva Energy-operated Geelong oil refinery) remaining in Australia. Therefore, the Project is economically and socially significant to Queensland and Australia through the provision of refinement capacity and fuel security.

In May 2021, the Commonwealth Government passed legislation that required the sulfur content in transport fuels to be not more than 10 ppm by 15 December 2025. This change in legislation aligned the sulfur content of all gasoline grades with that of diesel. The Project was required to accommodate these changes in fuel standards as regulated by the Commonwealth Government.

On 13 April 2022 the Commonwealth Government announced support for the Project through the Refinery Upgrades Program, including up to \$125 million to assist with funding of the required upgrades. The Refinery Upgrade Program is a key part of the Commonwealth Government's comprehensive fuel security package¹ to secure Australia's long-term fuel supply by ensuring our sovereign refining capability meets our needs during an emergency and into the future.

On 29 July 2022 the Commonwealth Government amended the Fuel Quality Standards (Petrol) Determination 2019. This amendment imposed an obligation on Ampol to ensure that the upgrade is complete, and the new gasoline quality was available at the retail pumps by 15 December 2025.

The importance of the refinery to Australia's fuel security has only been furthered through the 2026 disruptions to the global oil supply. On 12 March 2026, the Commonwealth Government announced

¹ For further information about the Commonwealth Government's fuel security package, please see <https://www.energy.gov.au/government-priorities/energy-security/australias-fuel-security> for further details.

temporary petrol standard changes to support increased petrol supply². Under this measure, petrol sold in Australia may contain up to 50 parts per million (ppm) of sulfur. The temporary measure was announced to be in effect until 30 September 2026 and will be followed by a three-month transitional period. During the transition period, petrol containing up to 40ppm sulfur may be supplied until 31 December 2026. The temporary petrol standard amendments are included in the Fuel Quality Standards (Petrol) Determination 2024.

In March 2026, Ampol announced that scheduled maintenance was deferred to maintain production of approximately 300 million litres of gasoline, diesel and jet fuel³.

From 1 January 2027, all petrol grades supplied across Australia must comply with the 10ppm sulfur limit introduced on 15 December 2025.

Ampol's Lytton Refinery is committed to the Refinery Upgrade Program, with this minor change application required to finalise work on the Project. The Project schedule is compressed in order to meet the timeframes imposed by the Commonwealth Government.

1.2 Application history

1.2.1 Development application

A Development Application for the Project was lodged to BCC and ultimately approved on 29 June 2023 (BCC Reference: A006120144). The approval included the following two stages:

- Stage One:
 - Development Permit for Material Change of Use (Special Industry (Hazardous Chemical Facility) for production of low sulfur fuels including tanks, plant, transformer, cooling tower, interceptor pit and onsite parking).
 - Development Permit for Operational Work (Filling and excavation for access and parking including interim development of the western carparking area located north of South Street and proposed plant and equipment).
- Stage Two:
 - Development Permit for Material Change of Use (Special Industry (Hazardous Chemical Facility) for extension to the existing oil refinery operation on-site including the western carpark located to the north of South Street).
 - Development Permit for Operational Work (Filling and Excavation for removal of earthworks in the temporary construction village that adjoins the western carpark and any fill abutting waterway corridor).

The original development application included referral to the State Assessment and Referral Agency (SARA), Energex and Santos.

Following this approval, a request for minor change was lodged for changes to the Acid Sulfate Soils Management Plan and was approved by BCC on 23 November 2023 (BCC Reference: A006386237). This included an update to Condition 12 (Stage One) and Condition 62 (Stage Two).

1.2.1.1 Pre-lodgement discussion

In support of the proposed minor change request, a pre-lodgement meeting (A006973777) was held with BCC on 30 March 2026. BCC were generally supportive of the Project and associated changes and indicated it could be supported as a minor change. A summary of the meeting advice, provided on 29 April 2026, is presented below in Table 1.

² <https://www.dcceew.gov.au/climate-change/emissions-reduction/regulating-fuel-quality>

³ <https://www.argusmedia.com/en/news-and-insights/latest-market-news/2803760-australia-s-ampol-to-delay-lytton-refinery-turnaround>

Table 1 BCC Pre-lodgement Advice

Pre-lodgement advice	Response
<i>It is recommended that a stock-take of these approvals is undertaken to ensure the proposal will not result in any conflicts in terms of conditions or obligations for ongoing compliance where approvals have been enacted.</i>	Ampol will undertake a stock-take of historical approvals over the refinery and terminal. This will be run separate to the proposed minor change request and does not form part of this application.
<u>Application pathway</u> <i>As part of any future Change Application, the following information would be required:</i> <i>Demonstrate that the proposal complies with the definition of minor change (s81) under the Planning Act 2016 and does not result in substantially different development.</i> <i>Systematically identify all proposed changes to the approval, including conditions, plans, reports and other approved documents.</i> <i>Provide a side-by-side comparison of the approved development and areas of all proposed changes on the same page for assessment.</i> <i>Provide all necessary information required for Council to assess the proposed changes compliance including requirements of Brisbane City Plan 2014.</i> <i>Ensure all required plans (site, flood elevations, sections and perspectives) and reports are amended to reflect the proposed changes and submitted for assessment.</i> <i>Owners consent under the requirements of the Planning Act 2016 and confirmation of terms of any shared easements.</i> <i>Any future application will need to confirm the changes (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.</i>	As requested, this minor change application is considered comprehensive and provides the following: - Assessment of the relevant criteria, including minor change definition (Section 3.2) and assessment of 'substantially different development' (Section 3.3) - Details of all proposed changes to the approval, including conditions, plans and relevant reports - A range of supporting documents, such as revised drawings, flood addendum, air quality addendum and revised SBSMP (refer to appendices), which will assist BCC in assessing the proposed changes - Owners consent is provided in Appendix B. Overall, the proposed minor change complies with Section 81 of the Planning Act and does not result in substantially different development.
<u>Environmental advice</u> Stack design changes – Issue 1 <i>There is no environmental issue with the proposed changes to the stack design for the development. The applicant has provided a response from the Airports Branch for Domestic Aviation for the proposed changes. No further issues for BCC regarding the stack. Changes to Condition 9 of A006386237 regarding stack are acceptable.</i> <i>It is considered from a planning perspective that minor increase in release height of the stack does not dramatically change the scale and design, particularly viewed from the street frontages.</i> Fuel Tank Dimensions – Issue 1 <i>There are no significant environmental concerns with the proposed changes to Condition 10 of A006386237, relating to fuel tank dimensions.</i>	Noted. Noted. Noted.

Pre-lodgement advice	Response
Stormwater – Issue 2 <i>With any further application the following information for a Stormwater Quality – Stormwater Quality Management Plan will be required as follows:</i> <i>The site is a high-risk site from a stormwater quality perspective as it is greater than 2,500m² as per Section B of the Stormwater Code. The applicant therefore needs to demonstrate compliance with PO16 and PO17 of the Code.</i> <i>Where lodged as a minor change application, submit an operational phase amended Site Based Stormwater Quality Management Plan or addendum to existing in accordance with Section 7.9.3 “Permanent Methods of Water Quality Control” of the Infrastructure Design Planning Scheme Policy. The plan is to include pollutant export modelling using MUSIC (≥ Vers 6). (Note: A digital copy of the MUSIC modelling file is to be provided to support the proposed plan.) The plan must also contain specific details of the location, size, maintenance and operation of all proposed stormwater quality improvement devices. Furthermore, site plans must be presented that demonstrate all run-off will be directed to these proposed devices before discharge off-site.</i> <i>It was discussed that Ampol will seek allowance on the required timing of implementation of stormwater treatment elements to the western carpark in relation to commencement of use (i.e. stormwater quality treatment to be achieved within 12 months of commencement of use). Deferred implementation of stormwater treatment is sought by Ampol to minimise impacts to the operation of the refinery due to current global fuel supply challenges and the need for reliable local fuel supply. Council will assess what is proposed in the minor change application, why the delay in implementation is needed and if impacts may occur due to the delay. Council advised that justification for the delay in implementation will need to be provided as part of the minor change application.</i>	A revised SBSMP has been prepared, which addresses the items raised by BCC. Refer to Appendix F for further details. A digital copy of the MUSIC modelling file will also be provided to BCC. Extensive justification on the requirements for deferred implementation of stormwater treatment has been provided in Section 2.1.5 of this document.
Commissioning – Issue 3 <i>No environmental issue with the commissioning of the process plant.</i> <i>It was noted from a planning perspective that commissioning of Project components (e.g. process plant) can be undertaken prior to commencement of Stage 1 use, as production of low sulfur fuel will not occur and therefore satisfaction of all approval conditions would not be required.</i> <i>It was discussed that legal advice may be sought to consider the proposed changes to conditions associated with the proposed change application.</i>	Noted.

Pre-lodgement advice	Response
Fuel Gas Conditioning Unit – Issue 4 No environmental issue with the proposed inclusion of a fuel gas conditioning unit. Removal of components of Stage 2 – Issue 5 It was considered from an environmental perspective that there are no major issues with the removal of Stage 2, specifically for the retention of the construction village and removal of the weighbridge, swale and western car park amendments. It was noted from a planning perspective, a temporary construction village was identified on the approved plans. This village was identified to include demountable offices, ablution blocks, meeting rooms and eating areas, with Stage 2 conditions requiring the temporary village (and associated fill) to be removed and completion of the western carpark within six months of completion of Stage 1. Removal of the weighbridge, swale and western car park amendments are considered supportable. The retention of the construction village is to be further discussed in the application on whether it would be considered to constitute an ancillary use. As such, Council assesses each proposal on its merits with review of its individual operational details including the size, staff and patron numbers for each use, intensity, hours of operation, impacts and nexus to other uses on site.	Noted. Stage 2 is now proposed to be retained; however the construction village and above ground infrastructure will be removed. The fill pad is proposed to remain.
Engineering advice The existing car park was approved at a level of 2.2m AHD. A small portion of the northeast part of the constructed car park has a level of 2.1m AHD. The majority of the car park achieves the required level of 2.2m AHD. This minor reduction is accepted and is generally in accordance with the current approval. It was discussed that the design was refined during the construction which affected the internal stormwater catchments, therefore an amendment to the approved Site Based Stormwater Management Plan (SBSMP) is proposed. These internal changes will only affect the subject site. Therefore, there are no issues from a stormwater or flooding perspective. A Site Based Stormwater Management Plan report, amended or addendum to approved, 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 ID PSP.	Discussion on the proposed changes, including the level of the western carpark is provided in Section 2.1.4 of this document. Furthermore, a revised SBSMP has been prepared, which addresses the items raised by BCC. Refer to Appendix F for further details.
Filling and Excavation Code Identify potential change to the extent of and cut or filling proposed and demonstrate compliance with the City Plan 2014 – Filling and Excavation Code. Where	As requested, the revised drawings show the changes to the extent of cut and fill – refer to Appendix C for further details.

Pre-lodgement advice	Response
<i>amended, concept earthworks plans for the development are required showing retaining walls and existing and proposed levels.</i>	
<u>Infrastructure Design Code</u> <i>Infrastructure to the development will need to be provided in accordance with the outcomes within this Code. Identify potential change and demonstrate compliance with the outcomes within this Code where relevant. The report is to be prepared in accordance with the ID PSP.</i>	The proposed changes do not alter the developments' ability to connect to the required infrastructure.

1.2.2 Environmental authority

The refinery operates under an existing Environmental Authority (EA) (EPPR00536213) authorising operation of nine Environmentally Relevant Activities. Since approval of the BCC development application, Ampol has also been negotiating with the Department of Environment, Tourism, Science and Innovation (DETSI) for an amendment to the EA.

Approval from DETSI was received on 27 October 2025, ensuring the refinery can operate under the new Commonwealth Government requirements.

2.0 Proposed Changes

Since receipt of the BCC approvals in 2023, Ampol has commenced construction on the Project and is nearing completion. With the EA approved and construction nearing completion, minor changes were identified as required to the approval. In brief:

- Section 2.1 discusses changes to Stage One, including both minor administrative amendments to correct errors in the previous package and changes to accommodate construction requirements and design refinements.
- Section 2.2 discusses changes to Stage Two, including removal of the construction village buildings but retention of established fill, and changes to timing to accommodate the updated construction timeframe.

In this circumstance, the proposed amendments do not result in a 'substantially different' development in accordance with Section 81 of the Planning Act. Further discussion has been provided against the relevant provisions of the Planning Act and Development Assessment Rules (DA Rules) in Section 3.0 below.

Appendix D presents the changes proposed to approved drawings, documents and conditions of approval as part of this minor change.

2.1 Stage One

2.1.1 Furnace stack design changes

The Project required a new furnace as part of the required upgrades to the refinery process. The furnace is a new air emission source and will emit SO₂ in addition to other combustion gases (e.g. oxides of nitrogen (NO_x), particulate matter and volatile organic compounds (VOCs). Emissions to air from the new furnace were assessed in the Air Quality Impact Assessment (AQIA) for the Project (Document reference XY21024-18-Y09-0105, dated 17 February 2023). In the AQIA the new furnace stack emission source is referred to as tagged item 18F1/F2.

At the time the AQIA was prepared, vendors' specifications for the new furnace had been considered but the vendor for the new furnace had not been confirmed. As noted in Section 5.2.6.1.2 of the AQIA, stack emissions parameters for 18F1/F2 were expected to be verified following selection of the vendor.

Following vendor selection, it has been confirmed that there have been minor changes to the release parameters for the 18F1/F2 stack. The changes to the original design, as considered in the AQIA and outlined in existing Condition 9, are:

- Increased stack height from 55.00 m to 58.57 m (61.79 m AHD) above ground level
- Exhaust temperature for normal operations reduced from 200°C (473°K) to 195°C (468°K)
- Inside stack diameter at emission point reduced from 2.0 m to 1.6 m through the installation of a stack top cone.

The changed dimensions of the 18F1/F2 stack are not considered to materially change the bulk and scale of the development. There are no changes to the location of the stack, the pollutant emission rates or the exhaust velocity considered in the AQIA.

A summary of the changes to the furnace stack parameters is presented in Table 2.

It is highlighted that revised furnace stack design parameters as presented in Table 2 are approved in the amended EA for the refinery.

The changes to the 18F1/F2 stack release parameters would be expected to have a minor influence on the stack's dispersion characteristics and this source remains a minor contributor to total emissions from the site (assessed pollutants at less than 4%, contribution to SO₂ being approximately 0.1%). Overall, the changes are expected to have an insignificant impact on predicted ground level concentrations at identified sensitive receptors.

The proposed change to Condition 9 to reflect the constructed design results in a reduction to stack diameter and exhaust temperature as outlined in Table 2. The minor increase in release height (by

approximately 3.57 m) does not impact on existing compliance with performance outcome PO12 of the Industry Code with negligible overall change to scale and design, particularly viewed from the street frontages. This is demonstrated in comparison of the existing approved plan and proposed modified plan in Figure 1 and Figure 2 below.

Table 2: Comparison of new furnace stack (18F1/F2) release parameters and emission rates

Parameter	Value assessed in AQIA	Revised design	Change
Exit temperature (K)	473	468	Decrease by 5
Stack diameter (m)	2.0	1.6	Decrease by 0.4
Release Height (m, above ground)	55.0	58.57 (61.79m AHD)	Increase by 3.57
Stack exhaust velocity (m/s)	6.8	6.8	No change
Easting (UTM zone 56)	515,352	515,352	No change
Northing (UTM zone 56)	6,967,217	6,967,217	No change
Pollutant emission rates	As per Table 27 in AQIA	As per Table 27 in AQIA	No change

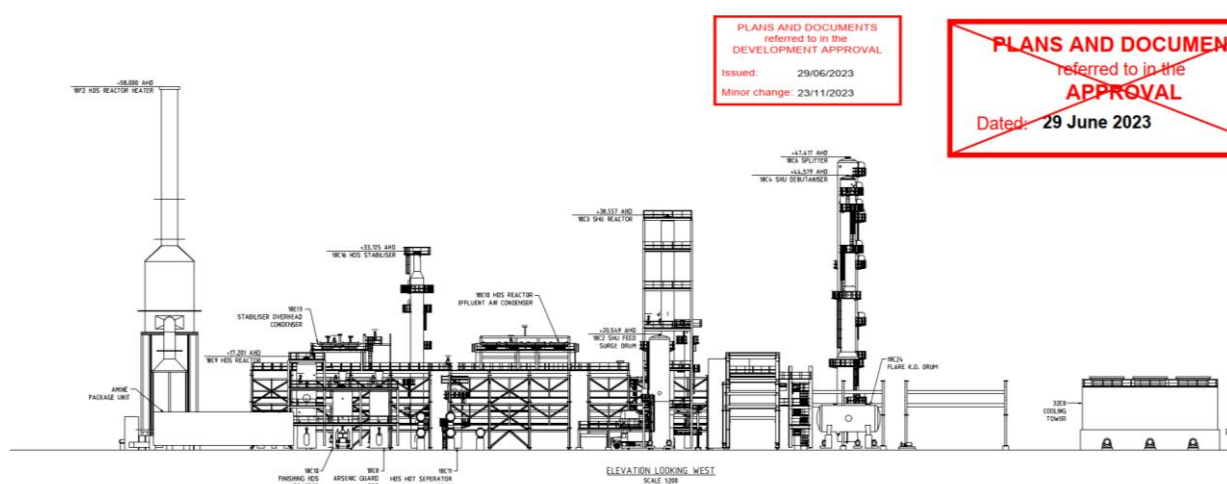


Figure 1 Existing Approved West Elevation (BCC Reference: A006386237)

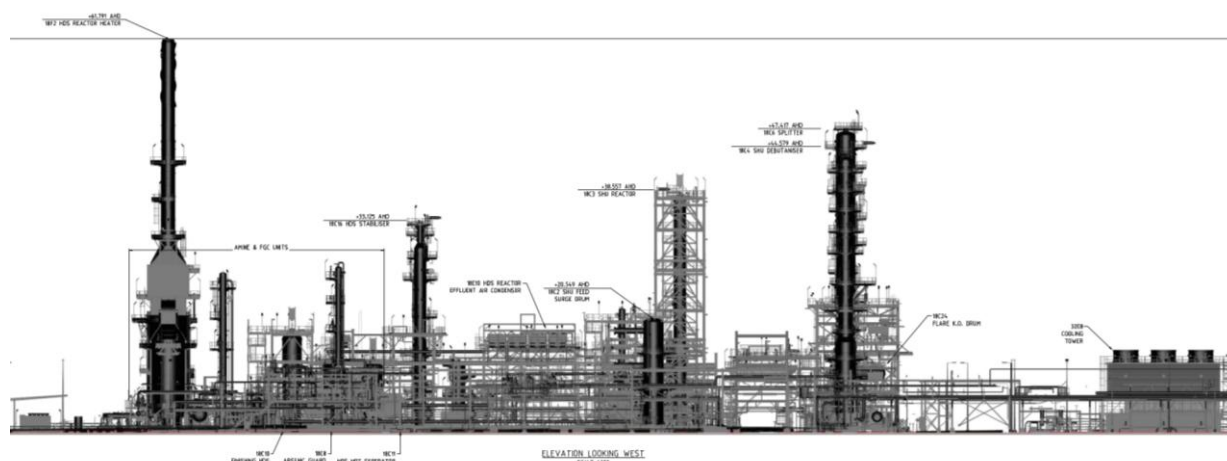


Figure 2 Proposed Modified West Elevation (Drawing XY21024-02-05-DWG-019, Appendix C)

Ampol has liaised and received approval under the *Airports (Protection of Airspace) Regulations 1996* regarding the furnace stack (F17/234-36) dated 1 April 2025, as provided in Appendix H. Reference should also be made to the Air Quality AQIA Addendum at Appendix E.

2.1.2 Fuel tanks

As part of the Project a single new jet fuel tank (2095) is being constructed within the existing bunded tank farm. In addition to the new jet fuel tank, the Project also repurposes five existing fuel storage tanks. Emissions from the new tank and repurposed tanks were assessed as part of the AQIA and approved in Condition 10.

Due to an administrative error, the actual tank diameters, heights and volumes for the new tank and five repurposed tanks (presented in Table D1) are different to the parameters assessed in the AQIA, which form the basis of Condition 10. The differences in these parameters are presented in Table 3.

Table 3 Difference between AQIA assessed and actual tank dimensions

Tank ID	Difference between AQIA assessed tank dimensions and actual design dimensions		
	Tank volume (m ³)	Tank diameter (m)	Tank height (m)
New tank (2095)	-4,658	-4	-2
2013	-704	0	-0.3
2025	3,025	0	4.4
2027	5,862	0	4.4
2034	-7,953	-17	6.4
2045	2,130	0	8.4

Table note:

A negative value means the value adopted in the AQIA is smaller than the actual design. A positive value means the value adopted in the AQIA is higher than the actual design.

Despite the differences in volume, diameter and height (refer Table 3), the expected VOC emission rates for the tanks with the actual design are unchanged from the emission rates considered in the AQIA (as presented in Table D2 of Appendix D of the AQIA). The differences in volume, diameter and height do not change VOC emission rates as these rates are dependent on fuel type and annual throughput (kilolitres) which are unchanged.

As the emission rates are unchanged, the only expected change to tank emissions which has not been considered in the AQIA is the physical dimensions of the tanks as an emission source. However, the separation distance between the tanks and nearest sensitive receptors is significant, with the nearest storage tank (Tank 2085, not altered by the Project) having a separation distance of approximately 500 m and the new jet fuel tank having a separation distance of approximately 1 km. Further to this, the VOC concentrations predicted at the worst affected sensitive receptors (refer Table 28 the AQIA) as part of the AQIA were well below the relevant air quality objectives and consistent with predicted concentrations for the existing refinery without the Project.

On this basis, the inconsistencies in tank dimensions are not considered significant and would not have a discernible difference on predicted off-site air quality impacts. It is noted that approved drawings for the Project, as outlined in Condition 4, illustrate the correct (actual) design dimensions for fuel storage tanks and therefore no change is required to the approved drawings or demonstrated compliance with performance outcome PO12 of the Industry Code.

The approved documents for the Project will require amendment to reference an updated AQIA Appendix D with corrected tank dimensions. To facilitate this, an updated version of AQIA Appendix D

is included in the Air Quality AQIA Addendum attached as Appendix E. In addition, an amendment to the wording of Condition 10 will be required to refer to the updated version.

2.1.3 Fuel gas conditioning unit

During the process of seeking approval of the amendment to the refinery's EA it was determined that the Project required a fuel gas conditioning unit.

The refinery fuel gas is generated by the refining process and is used by various process units, primarily as a combustion fuel for furnaces. An amine unit is included in the process train and is designed to treat this fuel gas to 100 ppm H₂S. However, the treated fuel gas from the amine unit is expected to be at or close to water saturation conditions at approximately 40 to 50°C, and it is anticipated that water drop out will occur as the temperature of the fuel gas cools toward ambient conditions at various sections of the fuel gas distribution network.

A key concern is that this water drop out could result in water collection in various low points of the system, potentially leading to unstable pressure and water slug flows that could lead to unstable operation of refinery furnaces.

To address this concern, Ampol now proposes the installation of a fuel gas conditioning unit. The conditioning unit would remove the risk of liquid accumulation by chilling the gas using a shell and tube heat exchanger, four chiller units and a water collection boot.

The conditioning unit is to be located on the southern side of the amine unit on the existing hardstand, and remains within the 'permanent buildings, process units and road development' area of the overall site plan as shown by Figure 3 and Figure 4. Figure 4 presents an extract of the proposed modified overall site plan (drawing Y21024-02-05-DWG-016) as included in Appendix C.

The fuel gas conditioning unit remains lower in height and scale than existing refinery structures, and the inclusion will not change the quantity of pollutant emissions to air or the characteristics (e.g. temperature, velocity) of air emission sources.

The influence of the fuel gas conditioning unit of air quality is discussed in the Air Quality AQIA Addendum attached as Appendix E. No additional or amended approval conditions are required to address the addition of the fuel gas conditioning unit.

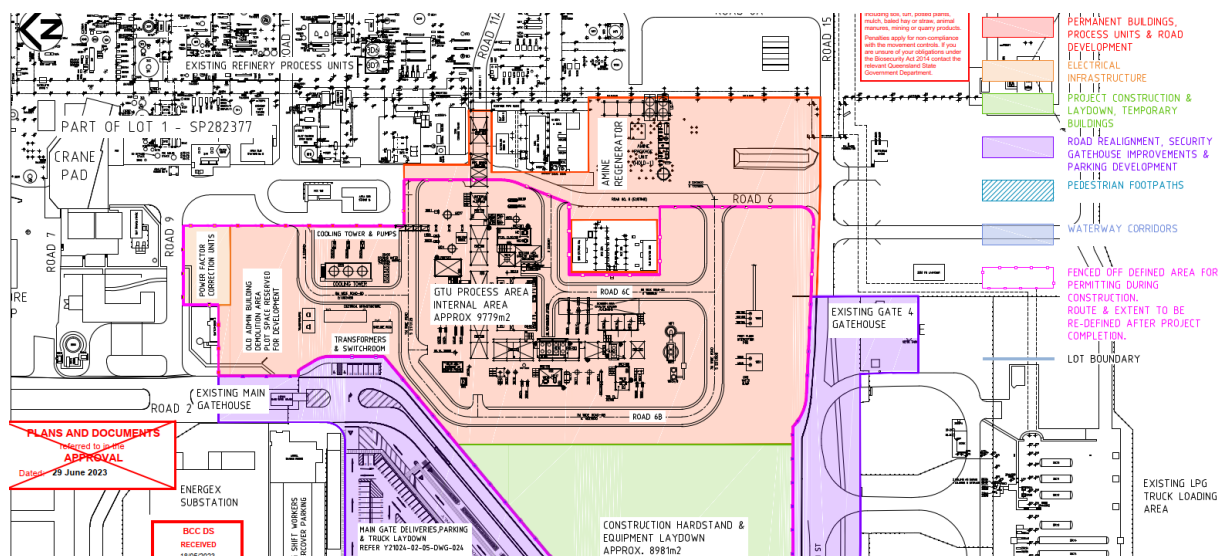


Figure 3 Existing Approved Overall Site Plan Extract (BCC Reference: A006386237)

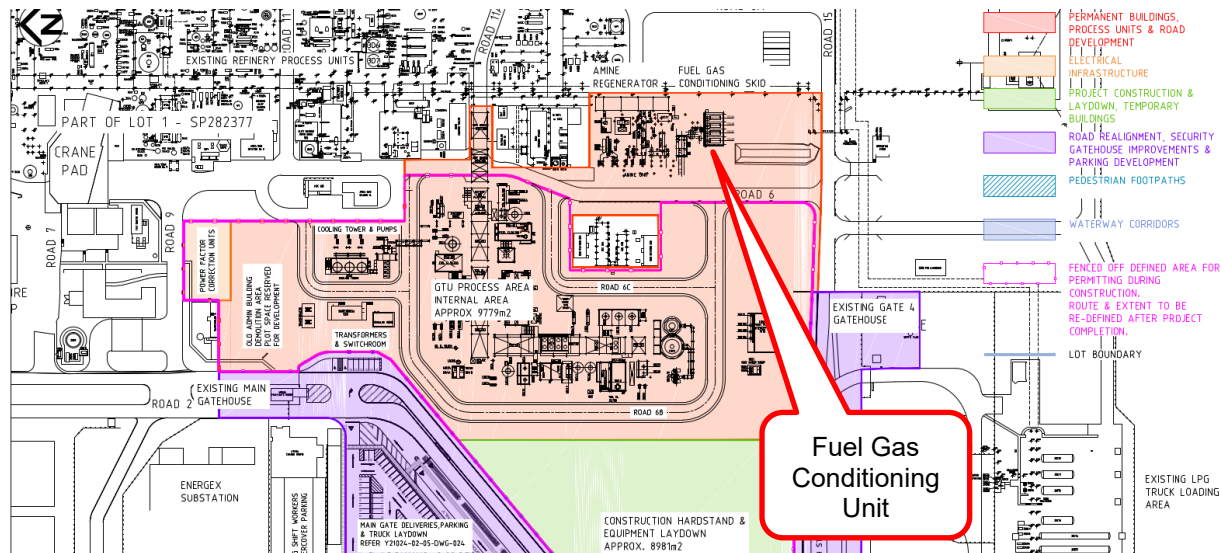


Figure 4 Proposed Modified Overall Site Plan Extract (Drawing Y21024-02-05-DWG-016, Appendix C)

2.1.4 Western area carpark

BCC approved the 'western area carpark', which is located directly to the west of the Stage 1 temporary construction village. Under the existing approval, the carpark is to be developed in two stages, Stage 1 (interim layout) and Stage 2 (ultimate layout). Both Stage 1 and Stage 2 drawings were marked up to note a minimum carpark level of 2.2 m Australian Height Datum (AHD).

Since the approval was granted the western area carpark has been constructed with permanent lighting and a chip seal finish, with a survey of finished levels completed. As-constructed drawings showing the current constructed levels of the western carpark (in Refinery Datum height) are provided in Appendix I. It is noted that the relationship between the Refinery Datum (RD) and AHD is 0 m AHD = 26.559 m RD, therefore 2.2 m AHD would be 28.759 m RD.

As the carpark has been constructed to drain south to north towards the swale located adjacent the northern boundary, there is small area of the northern section of the carpark which is less than 2.2 m AHD (28.759 m RD), with a maximum deficiency within the carpark of 0.079 m AHD (constructed level of 2.12 m AHD, 28.68 m RD). This is not anticipated to impact the intent of the 2.2 m AHD requirement, as it is less than 0.1 m AHD and for drainage purposes only. It is requested that BCC adjust the amendment in red on the current approval to note a new minimum carpark level of 2.1m AHD.

In addition to the above, the revised drawings seek to reconfigure the approved car parking layout for both Stage 1 (interim) and Stage 2 (ultimate). This includes the aisle configuration and approved crossover locations. The revised drawings also seek to remove the upgrade on South Street, including the weighbridge.

2.1.5 Stormwater

2.1.5.1 Catchments and treatment

A SBSMP (Document reference XY21024-18-Y09-0102, Revision 3, dated 17 February 2023) was submitted to BCC and approved as part of the development approval (A006386237) for the Project. The approved stormwater management design included the use of vegetated buffer strips and swales, Storm Filter chamber and cartridge systems and gross pollutant traps (GPT) to achieve the recommended minimum pollutant load reduction targets.

The approval conditions for the Project include condition 14 (Stage 1) and condition 63 (Stage 2), which require the implementation of the approved SBSMP, including the approach defined in the approved SBSMP for stormwater catchment, drainage and stormwater quality treatment (stormwater management).

Since approval of the SBSMP, changes to the Project, stormwater catchments and stormwater treatment have been realised. These changes impacted catchment delineation and stormwater routing across the development site and therefore necessitated a review of the approach to stormwater management and stormwater quality treatment.

In addition, further investigations completed during construction and since the preparation of the approved SBSMP identified limitations for the use and installation of approved stormwater treatment devices. In particular, it was identified that site conditions were a constraint that would prevent the use and installation of GPTs, especially due to the deep excavations and presence of a shallow groundwater table across the site. Additionally, the presence of Energex cables throughout site further restricts the potential for excavation for GPT installation. As a result, a revised approach to stormwater treatment avoiding the requirement for GPTs was required.

An updated MUSIC model has been developed (in MUSICx) for the Project to investigate the impacts of the proposed development on receiving environments and determine suitable Water Sensitive Urban Design (WSUD) measures. Three updated stormwater treatment design options were considered as follows:

1. Drop kerb to a bioretention garden upstream of the swale to the north of the western carpark.
2. Installation of trench drain with FlowGuard devices running along the northern perimeter of the carpark, discharging at intervals into the swale to the north.
3. Construction of an ephemeral wetland in the existing swale to the north of the western carpark.

Option 1 was deemed unsuitable as it would require a reduction in carpark area and significant excavation works. Option 2 and option 3 were both improvements upon option 1, but nitrogen reduction targets could still not be achieved with these measures alone. As such, it was determined that a combination of options 2 and 3 would be the preferred treatment approach.

Combining treatment options 2 and 3 was determined to be a suitable solution as pollutant reduction targets are achieved with minimal additional excavation, and the FlowGuard devices remain clear of groundwater and tidal effects. The wetland was designed specifically to fit within an existing swale to the north of the western area, and the FlowGuard devices are able to be installed in a trench drain such that the capacity of the western carpark is not impacted beyond temporary closures during the construction phase. The layout of the recommended treatment solution is presented in Figure 5.

Design options have been provided for the central swale within the western carpark (oriented in the north to south direction) to retain flexibility regarding the final outcome. These include either keeping the swale open or replacing it with culverts and sealing over. The performance of the recommended treatment solution (Figure 5) was investigated in MUSICx for both design options. BCC's agreement to maintaining this flexibility is sought to ensure that the most suitable outcome can be achieved.

MUSICx modelling results for both central swale design options determined that the recommended treatment solution will be sufficient to meet the pollutant reduction targets outlined in the Department of Infrastructure, Local Government and Planning (DILGP) State Planning Policy (Table B of Appendix 2) (2017). On the basis of the investigations undertaken, the recommended stormwater treatment design presents a practical and constructable system for achieving compliance with water quality objectives in accordance with the performance outcomes of the City Plan Stormwater Code, and the State Planning Policy.

A revised SBSMP describing the investigation of stormwater catchments and treatment methodology and recommended solution for the Project is attached as Appendix F. The MUSICx model file developed to prepare the revised SBSMP is provided to BCC in support of this minor change application.



Figure 5 Proposed stormwater treatment solution (Figure 6-1 of revised SBSMP, refer Appendix F)

2.1.5.2 Timing

As shown in Figure 5, the recommended stormwater treatment solution requires FlowGuard devices to be installed within a trench drain to be located along the northern edge of the western carpark. The western carpark has been constructed without the trench drain, and therefore additional construction works will be required to build this trench drain and install the required FlowGuard devices. The construction works will impact the available parking area within the western carpark.

The current stormwater conditions (Condition 14 and Condition 63) include a timing requirement of *"prior to issue of Certificate of Occupancy / Final Inspection Certificate or prior to commencement of use, whichever comes first"*. With reference to the changed quality treatment solution (refer Section 2.1.5.1) and the required installation of the trench drain in the western carpark, it is also proposed to amend the associated timing of stormwater conditions to allow up to 12-months following commencement of use to complete works associated with the western carpark stormwater treatment.

This change is proposed on the basis of operational necessity, commissioning requirements for the Project, and the need to avoid disruption to ongoing refinery operation and maintenance activities and avoid impacts to national fuel supply during a period of global market instability. Justification for the timing allowance for the completion of stormwater treatment is presented in the following sections.

Physical constraints of the western carpark stormwater works (trench drain)

Construction of the stormwater treatment infrastructure within the western carpark area will require barricading and isolating a section of the western carpark. This carpark is heavily relied upon by refinery operations staff and will be a critical asset during the commissioning phase of the Project, which is discussed further below.

The impacts of stormwater construction activity to parking capacity and traffic flow would be expected for a duration of approximately 10 to 12 weeks. It would also require close coordination with refinery access, emergency egress and shift change movements which would create unacceptable operational impacts.

Timing of commissioning period and commencement of use

Stage One of the existing approval (A006386237) permits “*Special industry (hazardous chemical facility) for production of low sulfur fuels includes tanks, plant, transformer, cooling tower, interceptor pit and onsite parking*”. Prior to the production of low sulfur fuels, commissioning of Project process plant will be required. Due to the complexity of the process and the refinery, commissioning will require deliberate staged testing of individual process components to occur prior to commissioning of the entire process train.

The commissioning and start-up process involves multiple sequential stages as outlined in Figure 6.

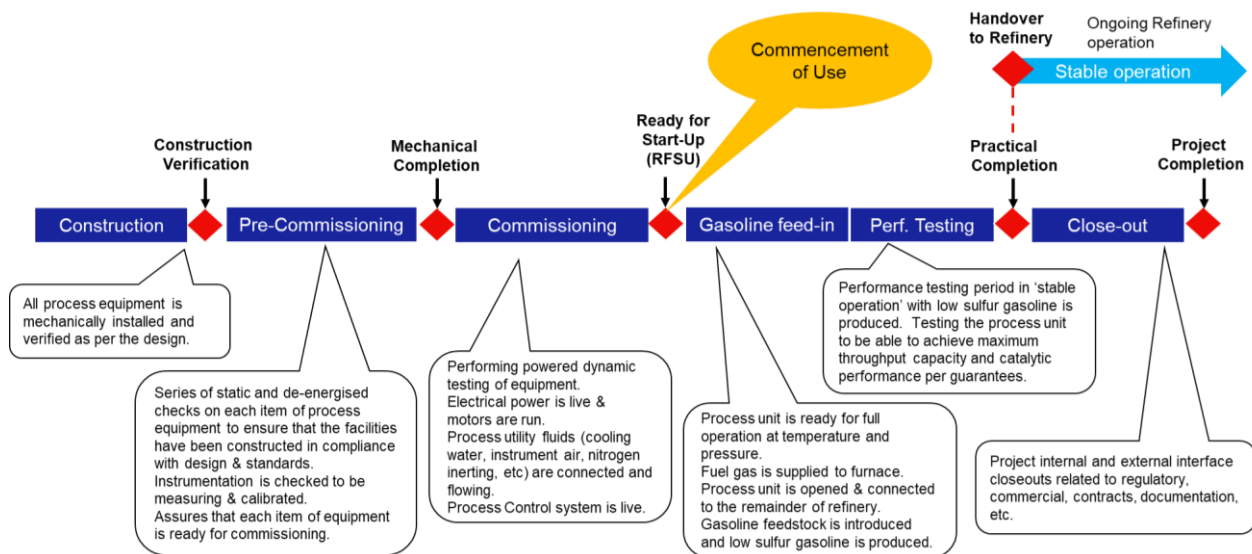


Figure 6 Commissioning of Project plant and infrastructure

As shown in Figure 6, commencement of use for the Project occurs at the Ready for Start-Up (RFSU) milestone, which is the point at which hydrocarbons and process fluids are first introduced to the process unit. At the RFSU milestone, the Projects process plant is not yet fully operational or stable.

The commissioning and start-up process involves multiple sequential stages which occur before and after RFSU and includes:

- System fills, pump runs, temperature commissioning
- Amine system startup and circulation
- Hot oil system commissioning
- Steam drum boil-outs
- Catalyst loading for multiple reactors
- Low and high-temperature commissioning of Gasoline Treatment Unit (GTU), Selective Hydrogenation Unit (SHU) and Hydro-Desulfurisation Unit (HDS) systems
- Fuel gas system commissioning
- Safe-park and system-wide functional testing.

The complex nature of the commissioning and start-up process, the potential for challenges during this phase and the importance of the process to the overall operation of the refinery means that this is a critical phase which requires significant operational resource.

As a result, it is imperative to avoid operational restrictions to the refinery immediately prior to and post RFSU. During this period, the refinery must maintain maximum operational stability. Any works that remove parking, alter traffic flow, or introduce construction interfaces near operational areas materially increase operational risk and divert organisational focus.

It is noted that the complexity of Project commissioning phase was recognised by DETSI during the approval the amended EA (EPPR00536213) for the refinery, with a six-month commissioning period incorporated in the EA for new or modified plant.

Critical role of Lytton Refinery in national fuel security

The Lytton Refinery is one of only two operating refineries in Australia and supplies a significant portion of domestic transport fuels.

With approximately 80% of Australia's fuel demand typically met via imports, ongoing instability in the Middle East is placing pressure on global crude and refined product supply chains. These global events further amplify the importance of consistent and maintained operation of both refineries in Australia, recognising that the Viva Energy Geelong Refinery suffered a major fire event on 15 April 2026.

In light of the pressure on global fuel supply and to support national fuel resilience, Ampol has deferred planned maintenance from June 2026 to August 2026 to maintain continuous fuel production. The refinery's operational focus is on reliability and uninterrupted production, with non-critical works deliberately deferred to avoid operational distraction.

Notwithstanding the importance of fuel production, the Project is a critical enabling requirement for ongoing compliance and fuel quality improvements and must be commissioned without interference.

Removing a significant portion of the western carpark during in the period leading up to and post-RFSU would directly impact refinery operations and staffing logistics at a time when uninterrupted operation is essential.

Interaction with major turnaround and inspection events

The refinery has two major turnaround and inspection (T&I) events scheduled to occur between August to October 2026 (3 months) and July to August 2027 (2 months). These events involve large contractor workforces, increased vehicle movements and temporary facilities. Therefore, stormwater construction activity could not be accommodated concurrently with T&I events without significant impact and disruption.

Approval of the proposed stormwater treatment solution by BCC is required prior to these works being contemplated, designed in detail, or agreed with a construction contractor.

The T&I works between August and October 2026 also generally coincide with this minor change application lodgement and assessment. Therefore, these T&I works will likely be in progress prior to authorisation by BCC, preventing stormwater construction works occurring prior to October 2026.

Noting the deadline for the of the implementation of low sulfur fuels is 1 January 2027 (refer Section 1.1) and the complexity of the commissioning phase, it is expected the focus of activity at the refinery at the end of 2026 and commencement of 2027 will be on ensuring commissioning and establishment of the Project to achieve fuel quality compliance requirements are achieved.

Further, it is expected that at the start of 2027, works could only reasonably commence on or around February or March following the typical Christmas shutdown period. With a construction period of approximately three months anticipated for the stormwater works, any delay would coincide with the planned July to August 2027 T&I event.

Additionally, Queensland's cyclone season occurs from November to April annually and there is increased likelihood of significant rainfall conditions and sediment and erosion impacts during this period. Construction works occurring during late early 2027 (January to April 2027) would coincide with cyclone season and therefore be subject to increased risk of sediment and erosion impacts.

Summary

It is acknowledged that the stormwater treatment implementation works are required for compliance with the Stormwater Code. However, these construction works (lasting in the order of three months) cannot occur prior to August 2027 without significantly disrupting T&I execution, compromising access or jeopardising commissioning of the Project and compliance with the Commonwealth Governments requirements for fuel quality improvements.

Noting the national importance of the refinery and existing challenges regarding fuel security, the stormwater construction works must be scheduled in a low-impact window. To facilitate this, a completion requirement of within a 12-month period following Commencement of Use is required.

2.2 Stage Two

2.2.1 Retention of construction village fill pad

A temporary construction village was approved as part of the Project on Lot 4 on RP852211, located within the western portion of the refinery. This village was approved to include demountable offices, ablution blocks, meeting rooms and eating areas, with existing Stage 2 conditions requiring the village and associated fill to be removed and completion of the western carpark to occur within six months of completion of Stage One.

Following BCC approval of the Project in 2023, the Commonwealth Government has made two additional announcements including an additional \$250 million to the low carbon liquid fuels (LCLF) industry from the \$1.7 billion Future Made in Australia Fund⁴ and commitment of \$1.1 billion in funding to support the production of LCLF in Australia⁵. LCLF include renewable diesel, sustainable aviation fuel and e-fuels, and can help reduce emissions in hard-to-abate industries including aviation, heavy freight and mining.

Ampol has since signed a three-way Memorandum of Understanding with GrainCorp and IFM Unite for the establishment of an integrated renewable fuels supply chain in Australia. This includes an opportunity to investigate the feasibility of a significant future LCLF project, referred to as the Brisbane Renewable Fuels Project (BRF Project⁶), with the capacity to produce over 450 million litres annually. The concept design for the BRF Project is being developed and approvals work is in its initial stages.

If the BRF project is considered feasible, it will be subject to numerous internal and external approvals. If those approvals are obtained, the BRF project will require various infrastructure and may also require relocation of some existing Ampol assets. Due to forecast future operational requirements the existing construction village infrastructure is not proposed to remain and all temporary above ground construction village infrastructure is proposed to be removed.

On the expectation that the fill pad would support possible future relocation of operational assets of the refinery (which would be subject to separate internal and external approvals) it is intended to retain the fill pad upon which the temporary construction village is placed. Further, the removal and subsequent rebuilding of the fill pad would incur significant cost, which would ultimately be needless expenditure. In addition to cost, the removal and rebuilding works would also present risk of disturbance and impacts to existing roads and vegetation, and result in emissions to air (pollutants and greenhouse gas), noise generation and erosion and sediment control.

The surface of the fill pad is currently type 2.3 road base. As part of permanent retention of the fill pad it is proposed to scarify the existing road base material and cover the surface with an additional 100 mm of topsoil prior to hydroseeding. This approach will result in the fill pad becoming a grassed area.

It is acknowledged that the retention of the fill pad as a permanent element of the Project results in changes to the stormwater and flood environment of the site.

The revised SBSMP (refer Section 2.1.5) and the recommended stormwater treatment solution has been prepared considering the retention of the fill pad and the proposed surface treatments (hydroseeding). As noted in Section 2.1.5, the stormwater treatment solution with the retained fill pad meets the pollutant reduction targets outlined in the DILGP State Planning Policy (Table B of Appendix 2) (2017).

In addition to the revised SBSMP, a Flood Assessment Addendum has been prepared and is attached as Appendix G. This flood assessment report has been prepared as an addendum to the Flood and Coastal Hazard Report (Parts 1 and 2) prepared by AECOM to support the development application (Document reference XY21024-18-Y09-0101, dated 17 February 2023).

⁴ 6 March 2025, refer <https://minister.infrastructure.gov.au/c-king/media-release/low-carbon-liquid-fuels-future-made-australia>

⁵ 17 September 2025, refer <https://www.dcceew.gov.au/about/news/new-prod-incentive-low-carbon-liquid-fuels>

⁶ refer <https://www.ampol.com.au/about-ampol/powering-next/future-energy/brisbane-renewable-fuels>

The Flood Assessment Addendum has been prepared to update the evaluation of potential flooding impacts as a result of the development and in particular as a result of leaving the fill pad of the temporary construction village as a permanent element of the Project.

The flood assessment specifically focuses on a comparison of changes between pre-development and post-development flood storage within the flood extents impacted by the development. This flood extent is the Defined Flood Event (DFE) for the Project site, which has a 1% Annual Exceedance Probability (AEP) flood level of 2.5 m AHD.

The assessment found that the permanent retention of the construction village fill pad reduces post-development flood storage by approximately 3,323 m³ (0.7%). This would equate to a water level increase of 5.1 mm across the approximate flood extent of 63.87 ha. Based on the calculations and conservative assumptions applied it is estimated that the DFE level may increase from approximately 2.50 m AHD to 2.505 m AHD as a result of the loss of approximately 3,323 m³ of flood storage volume. This change does not significantly alter flood extent and therefore, no material increase in flood level or hydraulic hazard is expected on any upstream, downstream or adjacent properties as a result of the retention of the construction village fill pad.

In addition, impacts to waterway corridors were also considered in the Flood Assessment Addendum as the construction village fill pad footprint falls within a designated waterway corridor (Brisbane City Council 2014). Consistent with the outcomes of the previous flood assessment (Document reference XY21024-18-Y09-0101, dated 17 February 2023), there is expected to be minimal impact to flows within this waterway corridor as a result of retaining the construction village fill pad.

Overall, the retention of the fill pad is not expected to have significant environmental, stormwater or flooding impacts and represents an opportunity for beneficial reuse for future development at the refinery.

2.2.2 Landscaping

The approved drawings include two (2) clouded redline markups relating to landscaping requirements. More specifically, 12 trees are required to be provided in Stage One and 59 trees are required to be provided in Stage Two. These requirements have also been conditioned.

For the reasons outlined in Section 2.2.1, installing permanent landscaping (in the form of 59 trees) in Stage Two would require their removal should further development occur on the pad, making it an inefficient use of resources and nullifying the intended outcomes of the condition.

Landscaping can be appropriately considered and incorporated as part of any future development applications, when the site's long-term layout and design are confirmed. On this basis, it is requested that BCC amend Condition 61 and remove the red line markups on the approved plans which require 59 trees to be planted in Stage Two. Instead, the project seeks to reinstate the area with topsoil and hydroseed, as noted on the revised drawings in Appendix C and discussed in Section 2.2.1.

2.3 Approval package

With reference to the 'Drawings and Documents' schedule of the existing approval package, it is requested this is updated as per Table 1, Appendix C. Furthermore, a complete list of conditions to be amended is also provided in Table 2, Appendix C.

Pursuant to Section 119(6) of the Planning Act, it is requested that BCC issue an amended infrastructure charges notice (ICN) to reflect the proposed reduction in new impervious area. Reference should be made to drawing Y21024-02-05-DWG-035, Rev C, which provides a figure illustrating the existing vs new impervious areas. More specifically, the site has an existing impervious area of 24,034m² and the development results in a new impervious area of 33,797m².

In light of the above, an updated ICN is requested from Council.

3.0 Planning Act statutory provisions

3.1 Making a change application

With reference to Chapter 3, Division 2, Subdivision 2 of the Planning Act:

78 Making change application

- (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.*

78A Responsible entity for change applications

- (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.*

Ampol is seeking to modify the current development approval, pursuant to Section 78 of the Planning Act. With BCC as the assessment manager and entity issuing the existing approval, it is acknowledged as the responsible entity for this change application.

Section 79 details the requirements for a change application, which have been assessed in Table 4 below.

Table 4 Response to requirements for change applications

1. <i>A change application must be-</i>
a. <i>Accompanied by-</i>
i. <i>The required fee; and</i>
ii. <i>For an application for a minor change — a copy of any pre-request response notice for the application.</i>

Response:

This change application is made in the approved form, with Planning Act Form 5 included as **Appendix A**. See Section 4.1 for further commentary on the required fee.

1A. <i>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-</i>
a. <i>The applicant is not the owner; and</i>
b. <i>The application is in relation to-</i>
i. <i>A material change of use of premises or reconfiguring a lot; or</i>
ii. <i>Works on premises that are below high-water mark and outside a canal;</i>
c. <i>The premises are not excluded premises.</i>

Response:

Ampol owner's consent and letter of authorisation for AECOM to act on its behalf is included as **Appendix B**.

2. <i>The responsible entity-</i>
a. <i>Must accept an application that the responsible entity is satisfied complies with subsections (a) and (1A); and</i>
b. <i>Must not accept an application unless the responsible entity is satisfied the application complies with subsection (1A); and</i>
c. <i>May accept an application that does not comply with subsection (1)(a) or (b)(ii); and</i>
d. <i>May accept an application that does not comply with subsection (1)(b)(i) to the extent the required fee has been waived under section 109(b).</i>

Response:

BCC is the responsible entity for the minor change application. Energex and Santos are the relevant affected entities per Section 80(1)(a) of the Planning Act, with notice to be provided to the affected entities post-lodgement. The State Assessment and Referral Agency (SARA) as chief executive is not an affected entity.

3.2 Assessment of minor change

With this minor change application made in accordance with Section 81/81A of the Planning Act, Schedule 2 of the Planning Act defines a minor change for a development approval as:

- 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, in assessing the application under section 55(2), to assess the application against, or have regard to, a matter, other than a matter the referral agency must have assessed the application against, or had regard to, when the application was made; or*
 - (E) *public notification if public notification was not required for the development application.*

Table 5 provides an assessment of the proposed development against the minor change criteria included within Schedule 2 of the Planning Act. Section 3.3 below provides an assessment of the proposed development against the definition of substantially different development included with the Development Assessment Rules (version 3.0).

Table 5 Minor change criteria - Planning Act 2016, Schedule 2

<i>(ii) if a development application for the development, including the change, were made when the change application is made would not cause –</i> <i>the inclusion of prohibited development in the application; or</i>
Complies. The proposed change does not introduce prohibited development and remains as per the approved use.
<i>referral to a referral agency, other than to the chief executive, if there were no referral agencies to the development application; or</i>
Not Applicable. The original development application included referrals, with the SARA identified as a concurrence agency referral (to the chief executive) in addition to Energex and Santos as advice agency referrals (other than the chief executive). Refer to discussion in (C) and (D) below.
<i>referral to extra referral agencies, other than to the chief executive; or</i>
Complies. As noted above, the original development application included referrals, with the SARA identified as a concurrence agency referral in addition to Energex and Santos as advice agency referrals. The proposed changes do not trigger an extra referral agency.
<i>a referral agency, in assessing the application under section 55(2), to assess the application against, or have regard to, a matter, other than a matter the referral agency must have assessed the application against, or had regard to, when the application was made; or</i>
Complies The original development application triggered referral to SARA, Energex and Santos based on the following triggers under the Planning Regulation: • Schedule 10, part 7, division 3, table 1, Material change of use for a hazardous chemical facility • Schedule 10, part 6, division 3, subdivision 3, table 1, item 1, Operational work that is the removal, destruction or damage of a marine plant. • Schedule 10, part 8, division 2, subdivision 3, table 2, item 1, Material change of use carried out on a lot that shares a common boundary with another lot that is or contains a Queensland heritage place; and Material change of use carried out on a lot that contains a Queensland heritage place but is not carried out on the Queensland heritage place. • Schedule 10, part 9, division 4, subdivision 1, table 1, item 1, Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument

- Schedule 10, part 9, division 4, subdivision 2, table 4, item 1, Material change of use of premises near a State transport corridor
- Schedule 10, part 9, division 3, table 2, item 1, Material change of use of premises subject to a pipeline easement
- Schedule 10, part 9, division 3, table 3, item 1, Operational work on premises subject to a pipeline easement
- Schedule 10, part 9, division 2, table 2, item 1, Material change of use of premises near a substation site or subject to an easement
- Schedule 10, part 9, division 2, table 3 item 1, Operational work on premises subject to an easement or near a substation site.

The proposed change, further to the discussion in (C) above, does not result in any new matters for assessment by the relevant referral agencies.

public notification if public notification was not required for the development application.

Complies

The original development application was impact assessable and required public notification. The proposed changes do not introduce any new components or uses that would require additional public notification. As this is lodged as a minor change, it also does not trigger additional public notification.

3.3 Assessment of ‘substantially different development’

With reference to Schedule 1 of the DA Rules, it is noted that the assessment manager may determine that the change is a minor change “*where – amongst other criteria – a minor change is a change that would not result in ‘substantially different’ development*”.

Item 4 outlines what may be considered to result in a substantially different development. Discussion against each point is provided in Table 6 below.

Table 6 Substantially different development - Development Assessment Rules, Schedule 1

(a) Involves a new use; or

Complies.

The proposed change does not alter the approved use, i.e. Special Industry in accordance with Schedule 1 of the *Brisbane City Plan 2014*.

(b) Results in the application applying to a new parcel of land: or

Complies.

The proposed change remains within the lots that are the subject of the development approval. No new parcels of land are proposed.

(c) Dramatically changes the built form in terms of scale, bulk and appearance; or

Complies.

Further to the discussion in Section 2.0 above, the proposed change does not dramatically change the built form including scale, bulk and/or appearance.

(d) Changes the ability of the proposed development to operate as intended; or

Complies.

As discussed, the proposed use of the refinery and associated Project remains unchanged. The amendments subject to this minor change request do not affect the operation of the refinery and intended nature of the approval.

(e) Removes a component that is integral to the operation of the development; or

Complies.

The proposed change does not ‘remove’ any components of the development that are integral to the operation. As outlined within this report, the Project serves to allow the refinery to continue contribution to Australia’s fuel security and allow the production of low sulfur fuels.

(f) Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site; or

Complies.

The proposed change to the car parking layout and accesses does not significantly impact on traffic flow and the transport network.

(g) *Introduces new impacts or increases the severity of known impacts; or*

Complies.

The proposed change is not considered to introduce a new impact or increase the severity of a known impact. This has been demonstrated through pre-lodgement discussion with Brisbane City Council, and supporting technical assessments included as appendices.

(h) *Removes an incentive or offset component that would have balanced a negative impact of the development; or*

Complies.

The proposed change does not remove an incentive or offset component that would have balanced a negative impact of the development.

(i) *Impacts on infrastructure provisions.*

Complies.

The Project remains connected to all relevant infrastructure services. As discussed in Section 2.3 above and Section 119(6) of the Planning Act, it is requested that BCC issue an amended infrastructure charges notice, given the reduction in stormwater impervious area.

3.4 Grounds for request

With reference to Section 81(4) and (5) of the Planning Act, BCC as the responsible entity “**must consider the statutory instrument, or other document as in effect when the development application or the development approval was properly made**” and only “**may give weight**” to other statutory instruments.

As such, this minor change includes primary assessment against the *City Plan 2014* in place at the time the development approval was given (being v24.00/2022).

4.0 Conclusion

This document has been prepared by AECOM on behalf of Ampol in support of a request to change the development approval for the Project (BCC Reference: A006120144 / A006386237) in accordance with Section 78 of the Planning Act.

Reference should be made to the supporting appendices, which includes a summary of the changes to the approved conditions, drawings and documents.

The proposed change is consistent with the definition of a minor change, as defined in Schedule 2 of the Planning Act and should therefore be favourably considered by BCC.

4.1 Fee

In accordance with Council's Development Assessment and Compliance Fees 2026-27 schedule, a minor change application fee is based on the nature of the original approval. The fee of the original approval was based on a development assessment area charge meaning that the applicable minor change application fee is \$3,600 for each stage of the development.

With two stages of the approval, and changes proposed to both stages, the minor change application fee will total \$7,200.

Appendix A

Planning Act Form 5

Appendix B

Owners Consent

Appendix C

Revised Drawings Set

Appendix D

**Changes to Drawings,
Documents, Conditions**

Appendix E

Air Quality AQIA
Addendum

Appendix F

**Revised Site Based
Stormwater
Management Plan
(SBSMP)**

Appendix G

Flood Assessment Addendum

Appendix H

CASA Approval

Appendix I

As-Constructed Western Carpark Drawings