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31 August 2026

The Assessment Manager
Brisbane City Council
GPO Box 1434
Brisbane QLD

Dear Sir/Madam,

Minor Change to Development Approval over Land Located at 206 Tingal Road, 11 & 15 Green Street, Wynnum (Council Ref.: A006934909)

In accordance with Section 81 of the Planning Act 2016 ('Planning Act') and on behalf of *Doug Barton Pty Ltd* ('the Applicant'), we wish to make a Minor Change to a Development Approval granted over land at 206 Tingal Road, 11 & 15 Green Street, Wynnum ('the site'). This land is formally described as Lot 3 on SP302230, Lot 1 on SP109518 and Lot 68 on RP33100.

The Minor Change is made to the most recent approval over the site, issued by Council on 10 June 2026 (Council Ref.: A006934909). 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 and Signed Owners Consent;
- **Attachment C** – Approved Documents (A006934909); and
- **Attachment D** – Amended Architectural Plans.

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

1 Site Context

The site is located at 206 Tingal Road, 11 & 15 Green Street, Wynnum, formally described as Lot 3 on SP302230, Lot 1 on SP109518 and Lot 68 on RP33100 (refer to **Figure 1**).

The site is mapped within the Low Impact Industry Zone of the *Brisbane City Plan 2014* and is situated within the Wynnum–Manly Neighbourhood Plan area, specifically within the Light and Service Industry Precinct (NPP-002).

Figure 1 – Site Aerial (site outlined in green)



Source: Nearmap, June 2026

2 Existing Approval History

The site is benefited by a number of existing approvals, including subsequent change applications. The original approval for the site included a Development Permit for a Material Change of Use for an extension to Outdoor Sales and Showroom (Council Ref.: A005002649), which was approved by Brisbane City Council on 28 March 2019.

The most recent approval over the site is an Other Change (Council Ref.: A006934909), approved by Brisbane City Council on 10 June 2026. This approval amended the approved showroom development and associated plans for the site. As the most recent approval over the site, it is this approval which is sought to be changed by the proposed Minor Change.

3 Proposed Changes

The proposed Minor Change seeks to amend the approved showroom development to reflect a series of design refinements

- increased setback between the showroom and railway corridor boundary;
- relocation of the internal stairway to the mezzanine level;
- an increase to the approved mezzanine level; and
- the addition of mechanical plant on the roof.

The proposed changes relate only to the approved showroom building at 206 Tingal Road. No changes are proposed to the 11 and 15 Green Street allotments. The proposed changes are discussed in further detail below.

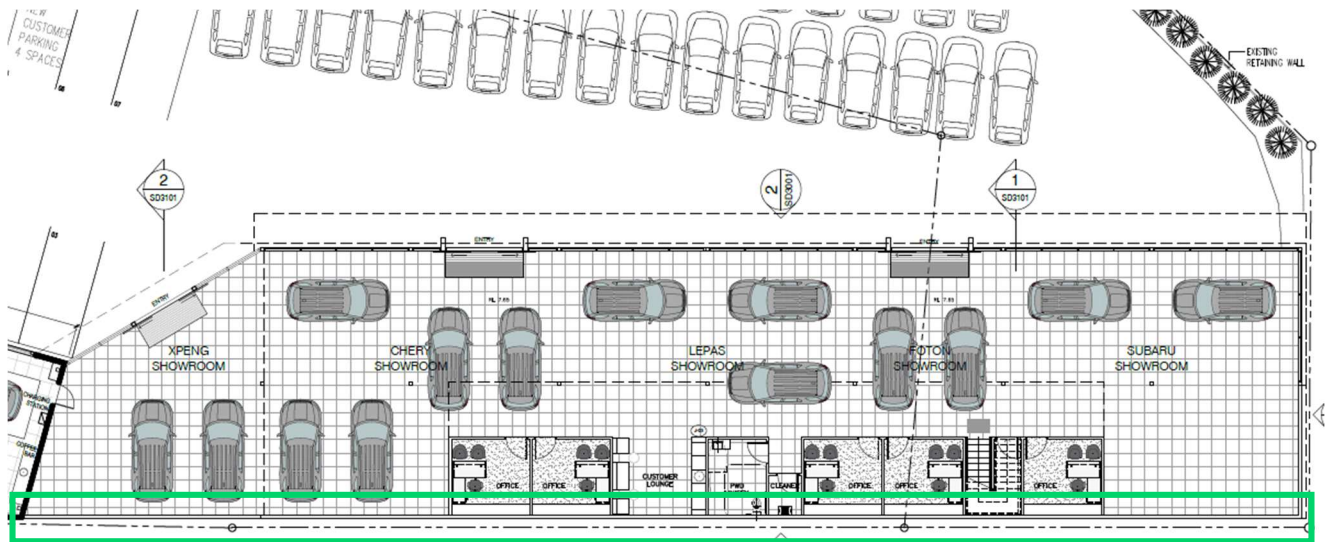
3.1 Showroom Setback from Railway Corridor Boundary

As part of the proposed changes, the approved showroom has been moved off the western boundary adjoining the railway corridor. The showroom is now setback approximately 1m to 1.5m from the boundary (Refer to **Figure 2**). This change has been made to allow for the installation of downpipes along this elevation and to provide sufficient space for future maintenance of those downpipes without relying on access from the railway corridor. For reference, the current approval includes the following SARA-imposed condition:

1. *The new boundary wall facing the railway corridor shown on Ground Floor Plan, Document No. SD 2003, Revision 03, amended in red by SARA, must:*
 - a. ***be absent of services, utilities, pipework (e.g. downpipes), and any other fixtures (e.g. signage), other than roof guttering***
 - b. *be designed and constructed to ensure no penetration into the railway corridor at, above, or below ground, including foundations, footings and associated services and utilities (e.g. pipework, cables, and the like)*
 - c. *be constructed of materials and finishes that do not require maintenance (such as painting and rendering) from the railway corridor.*

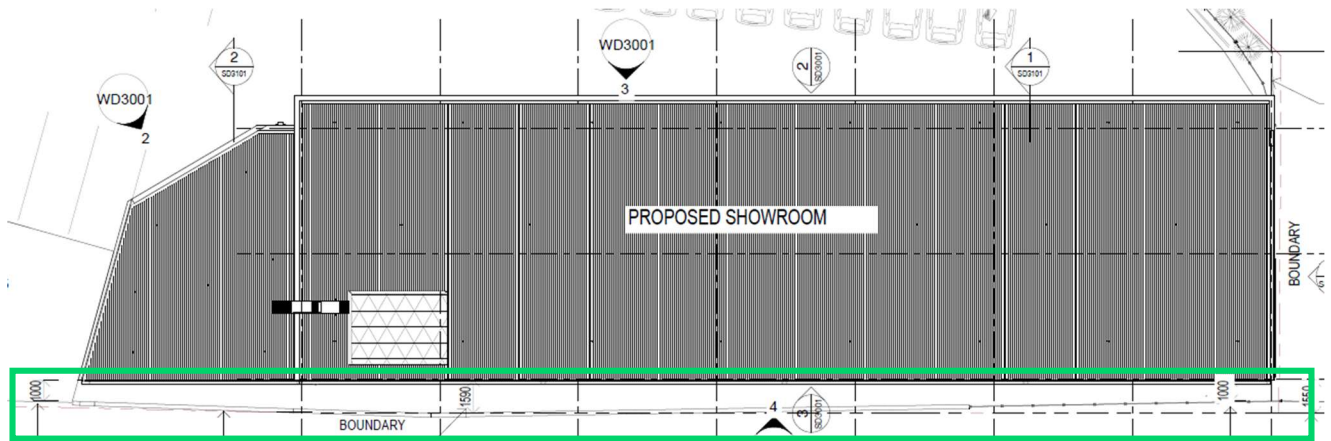
A separate SARA application will also be submitted concurrently to seek removal of this condition requirement. To support this outcome, the showroom has been setback from the boundary to ensure any future maintenance of the downpipes can be undertaken from within the site, without the need to access the railway corridor. There is an existing retaining wall and fence along this boundary and, as such, access to the railway corridor for maintenance will not be possible. The downpipes will discharge to a lawful point of discharge and will not result in any adverse impacts to the railway corridor.

Figure 2 – Approved and Proposed Siting of the Proposed Showroom (emphasis in green)



Picture 1 – Approved

Source: Actuated Design



Picture 2 – Proposed

Source: Actuated Design

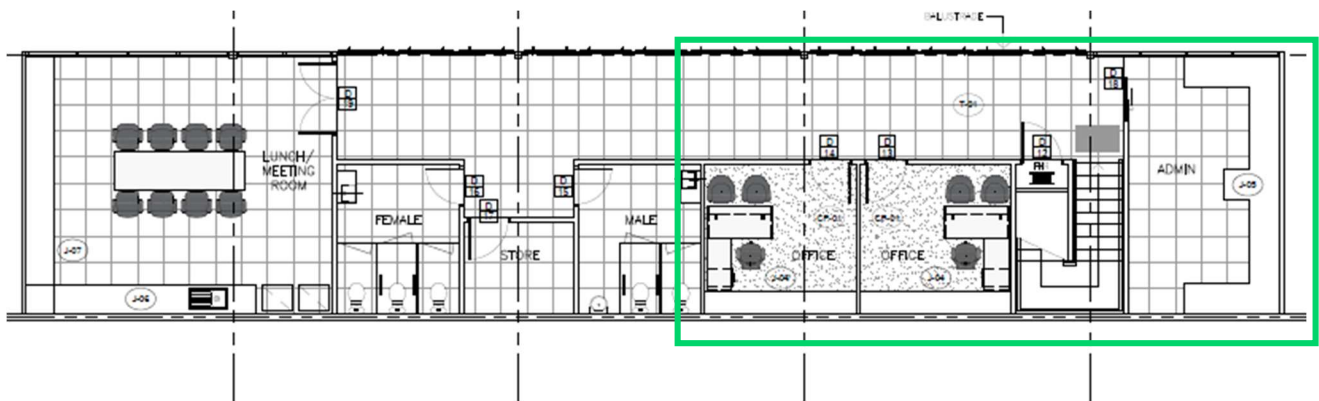
3.2 Mezzanine Changes

Following the recent approval, the applicant seeks to make a minor change to extend the approved mezzanine level within the approved showroom building at 206 Tingal Road, as shown in **Figure 2**.

The approved mezzanine level is proposed to increase by 22m², resulting in a total area of 187m². The proposed change will introduce a lounge area to the previously included office, administration, meeting

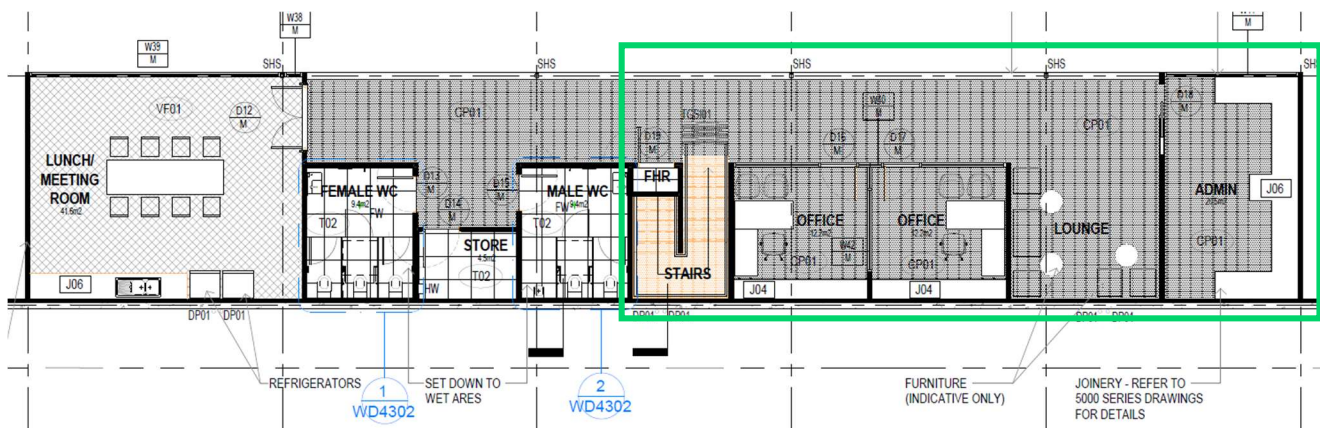
rooms and amenities. The proposed works are internal to the approved showroom building and do not alter the approved land use, external building footprint, site access arrangements or servicing requirements. As part of the proposed layout changes, the staircase is also to be relocated to a more central position within the mezzanine level to improve internal circulation and functionality.

Figure 3 – Approved and Proposed Mezzanine Plan (emphasis in green)



Picture 3 – Approved

Source: Actuated Design



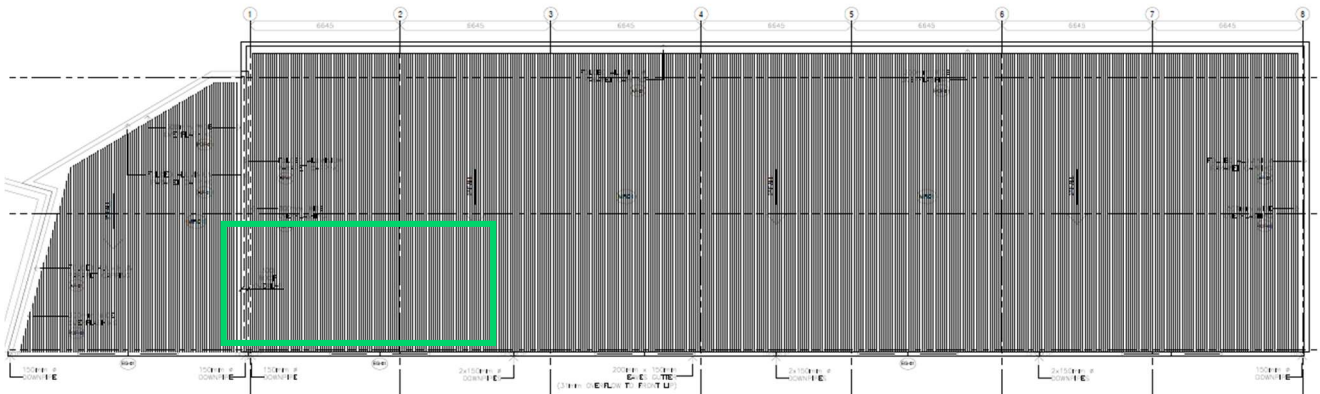
Picture 4 – Proposed

Source: Actuated Design

3.3 Introduction of Mechanical Plant on Roof Level

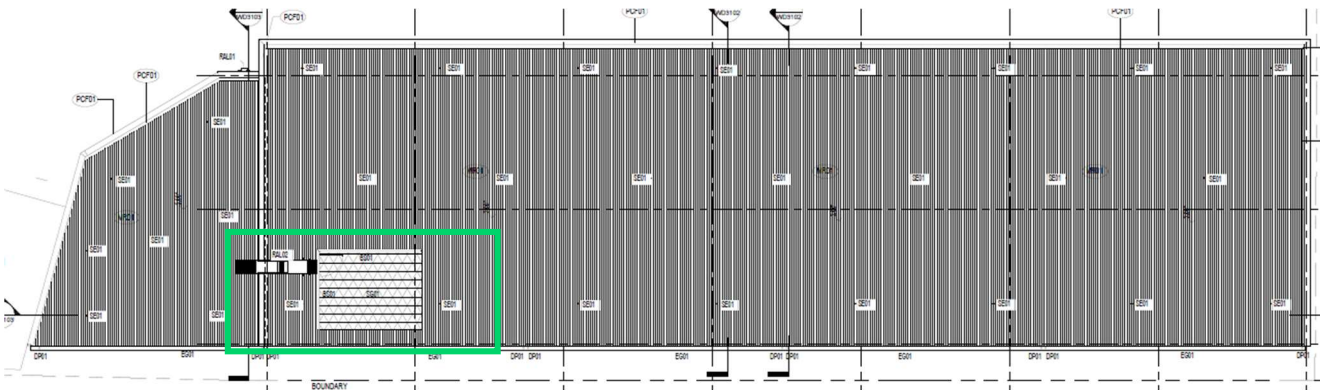
The proposed changes include the introduction of mechanical plant on the roof level of the approved showroom building. Access to the roof is also included as part of the proposed changes to allow for ongoing maintenance and servicing of this infrastructure. The location of the proposed mechanical plant and associated roof access is shown in **Figure 4**.

Figure 4 – Approved and Proposed Roof Plan Showing Mechanical Plant and Roof Access (emphasis in green)



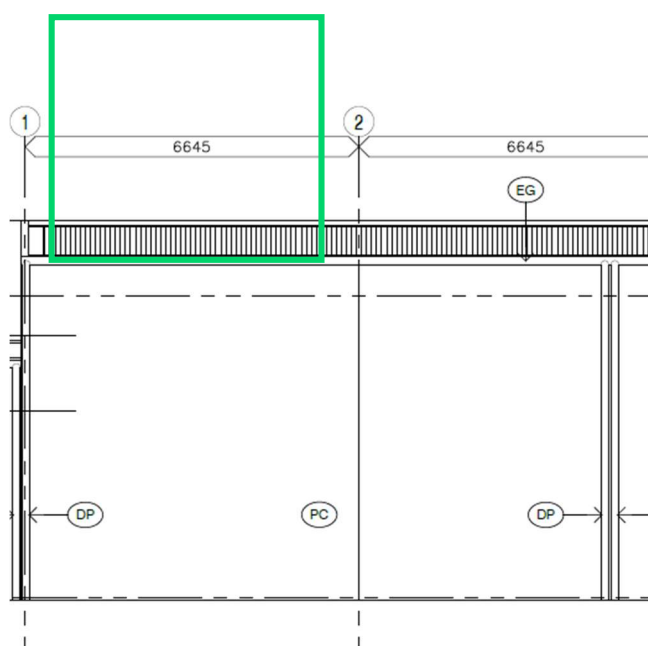
Picture 5 – Approved Roof Plan

Source: Actuated Design



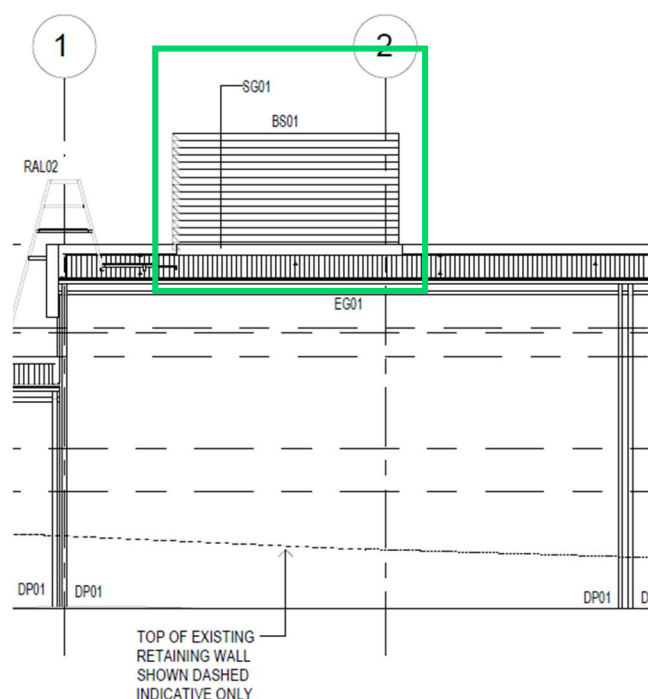
Picture 6 – Proposed Roof Plan

Source: Actuated Design



Picture 7 – Approved West Elevation

Source: Actuated Design



Picture 8 – Proposed West Elevation (showing Mechanical Plant)

Source: Actuated Design

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	Plan Date
Existing Site Plan	SD1001 Issue 01 <u>02</u>	22-April-2026 <u>24 August 2026</u>
Site Plan	SD1002 Issue 03	22-April-2026 <u>24 August 2026</u>

Ground Floor Plan	SD2001 Issue 02	22 April 2026 24 August 2026
Mezzanine Plan	SD2002 Issue 02	22 April 2026 24 August 2026
Roof Plan	SD101 Issue 01 02	22 April 2026 24 August 2026
SD3001 Elevations	SD3001 Issue 02	22 April 2026 24 August 2026
Sections	SD3101 Issue 01 02	22 April 2026 24 August 2026
Sections	SD3102 Issue 01	24 August 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

No.	Condition and Requested Amendments	Condition Timing	Justification
31	Concurrence Agency Conditions Department of State Development, Manufacturing, Infrastructure and Planning as concurrence agency has imposed the conditions contained in the letter dated 15 November 2018 and 25 February 2026 [New Date to be Inserted] .	As Indicated	The proposed showroom setback from the railway corridor boundary has been introduced to facilitate the installation and ongoing maintenance of downpipes from within the subject site. To support this outcome, a separate minor change application is being made to amend the existing concurrence agency conditions imposed by SARA. Updating this condition will ensure the development approval package reflects the most current concurrence agency response and conditions applicable to the development.

5 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 minor change does not involve a new use.

Results in the application applying to a new parcel of land.	No new land parcel is involved.
Dramatically changes the built form in terms of scale, bulk and appearance.	The proposed changes do not dramatically change the built form in terms of scale, bulk or appearance. The amendments primarily relate to design refinements to the approved showroom, including increasing the setback from the railway corridor boundary, relocating the internal stairway, increasing the mezzanine level and introducing mechanical plant and roof access. The overall form, scale and presentation of the approved showroom will remain generally consistent with 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 proposed changes will not adversely affect the ability of the development to operate as intended. The increased mezzanine area and relocated internal stairway will improve internal functionality, while the rooftop mechanical plant and associated roof access will support the ongoing servicing and operation of the approved showroom. The increased setback from the railway corridor boundary also allows maintenance of downpipes to occur from within the site.
Removes a component that is integral to the operation of the development.	The proposed changes do not remove any component that is integral to the operation of the development. The approved showroom use, access arrangements, servicing arrangements and operational components are retained, with the changes improving internal functionality, maintenance access and servicing of the building.
Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site.	The proposed changes will not significantly impact traffic flow or the transport network. The changes do not alter the approved access arrangements, car parking provision or traffic-generating land use. The additional mezzanine area remains ancillary to the approved showroom use.
Introduces new impacts or increases the severity of known impacts.	The proposed changes do not introduce new impacts or increase the severity of known impacts. The showroom setback from the railway corridor boundary has been increased to enable downpipes and related maintenance to be accommodated within the site. The downpipes will discharge to a lawful point of discharge and will not adversely impact the railway corridor. The rooftop mechanical plant and roof access are minor building

services elements and will be incorporated into the amended architectural plans.

Removes an incentive or offset component that would have balanced a negative impact of the development.

The proposed change does not remove any incentive or offset component.

Impacts on infrastructure provision.

The proposed changes will not materially impact infrastructure provision. The introduction of downpipes, rooftop mechanical plant and roof access relates to the servicing and maintenance of the approved showroom building. The downpipes will discharge to a lawful point of discharge and the proposal does not alter the approved access, parking or broader infrastructure arrangements for the site.

It is acknowledged that the increase in mezzanine floor area will result in an update to applicable infrastructure charges. The amended plans have been updated to clearly identify the additional floor area proposed as part of this Minor Change.

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

In respect to parts (b)(ii)(B), (C) and (D) of the definition of a Minor Change – due to the Cleveland Railway line adjoining the western boundary, the original application was referred to SARA under Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Proximity to State Controlled Transport Corridors.

A concurrent change application is proposed to amend the existing concurrence agency conditions relating to the railway corridor interface to facilitate the installation and ongoing maintenance of downpipes from within the subject site.

Notwithstanding the proposed amendment to the concurrence agency conditions, the proposed changes would not result in referral to any additional referral agencies compared to the existing approval. Further, the proposed changes would not result in a referral agency assessing the development against any additional matters beyond those already applicable to the approved development. Accordingly, the proposal remains consistent with the referral provisions applicable to the existing approval.

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. Accordingly, the proposed changes do not introduce new requirements for public notification.

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 **\$3,600**. 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**) on (07) 3007 3800.

Kind regards,

A handwritten signature in black ink, appearing to read "Rachael Greene", with a stylized, cursive script.

Rachael Greene
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Attachment A – DA Form 5

Attachment B – Property Title Documentation and Signed Owners Consent

Attachment C – Approved Documents (A006934909)

Attachment D – Amended Architectural Plans