

29 July 2026

Brisbane City Council
Chief Executive Officer
GPO Box 1434
BRISBANE QLD 4001

Via Email: DSPlanningSupport@brisbane.qld.gov.au

ATTN: Mohammed Aslam

Dear Mohammed,

RE: OTHER CHANGE APPLICATION UPON LAND AT 161 SANDMERE ROAD, PINKENBA (COUNCIL REFERENCE A006993420)

We write in relation to the abovementioned application and Council's Information Request dated 30 April 2026.

Pursuant to section 13.2 of the Development Assessment Rules under the Planning Act 2016, we provide the following response to Council's Information Request.

1. Land Use Activities

The submitted information has not fully outlined the extent of development proposed, as such address the following and provide amended plan where required:

- a) *Submit amended site plans clearly identifying the location of all proposed uses, including the existing car parking spaces and the approved building structures. Please also include elevation plans for Council's assessment*
- b) *List all activities associated with each of the proposed uses (Bulk landscape supplies, Low impact industry, Transport depot, Warehouse and Outdoor sales) that are proposed to be carried out at this site and;*
 - i) *Confirm whether any vehicle refuelling, maintenance and/or repairs will occur on site as additional industrial land uses.*
 - ii) *Confirm the intended landscaping material intended to be stored on site and clarify if there are any wood chipping, screening and/or organic material processing at this site.*
 - iii) *Advise if any of the proposed activities will trigger high/medium Impact Industrial use as part of this development proposal (manufacturing fertilisers involving ammonia, etc). If so, the development permit must be amended and an Air Quality Report under PO1 of the Industry Code must be prepared and submitted.*
 - iv) *The outdoor storage of trucks and vehicles may include washdown servicing as an ancillary activity. Clarify whether there are any proposed washdown servicing/bays, as well as fuel dispensing and/or underground fuel storage tanks.*
- c) *Detail how the Low impact industry and Bulk landscaping supplies would be operated without any building structures support these uses.*
- d) *Demonstrate that the proposed uses will not comprise the operation of the approved Storage Yard use.*

The proposed change application seeks approval for additional uses to operate on the site under the existing approved site plan, without requiring a separate development approval for each future tenant. The purpose of the change is to provide flexibility for future tenancy arrangements while maintaining the approved site layout.

It is intended that only one tenant will operate from the site at any given time. Depending on the tenant's operational requirements, the occupation may be short term, with a subsequent tenant commencing operations under a different approved use. It is for this reason therefore that a "mixed-use" development permit is being sought. This is similar to the approach used at other sites within Pinkenba such as at 115 Main Beach Road, Pinkenba approved in 2020 (A005427129) and changed in 2026 (A006795653).

To clearly respond to each of Council's items, please refer to responses below to the corresponding request:

- a) There are no changes proposed to the existing approved architectural plans. The proposed changes relate to increasing the number of approved interchangeable land uses on site, predominantly all related to some form of storage style use, and updates to the civil engineering requirements related to the development of the site. Car parking is proposed to be retained as per the existing approval, with no more or less parking proposed given the approved car parking is already generous for a storage style use. As abovementioned, this is similar to the approach taken on other sites within Pinkenba, such as at 115 Main Beach Road, Pinkenba.

Changes are proposed to the engineering drawings as per the enclosed plans. To assist Council, the following changes are proposed to the Approved 'Drawings and Documents' table:

Drawing or Document	Number	Plan Date
Site Based Stormwater Quality Management Plan	8232	03-OCT-2018 (Received)
Site Plan & Existing Building Elevations	11241-20-2 (Amended In Red 30-NOV-2018)	03-OCT-2018 (Received)
Landscape Plan	11241-70-1 (Amended In Red 30-NOV-2018)	03-OCT-2018 (Received)
Concept Roadworks and Drainage Layout Plan	8232-180928-SK01 (Amended In Red 03-JAN-2019)	03-OCT-2018 (Received)
Concept Roadworks and Drainage Sections	8232-180928-SK02 (Amended In Red 03-JAN-2019)	03-OCT-2018 (Received)
Concept Earthworks Layout Plan	8232-180928-SK03 (Amended In Red 03-JAN-2019)	03-OCT-2018 (Received)
Earthworks Sections	8232-180928-SK04 (Amended In Red 03-JAN-2019)	03-OCT-2018 (Received)
Conceptual Stormwater Management Plan	2025077 Revision 2	20-JUL-2026
Typical Details	2025077 SK100 Rev B	14-JUL-2026
Earthworks Plan	2025077 SK200 Rev B	14-JUL-2026
Earthworks Sections	2025077 SK220 Rev B	14-JUL-2026
Roadworks and Drainage Plan	2025077 SK300 Rev B	14-JUL-2026
Road Longitudinal Sections	2025077 SK310 Rev B	14-JUL-2026
Trunk Drainage Channel Plan	2025077 SK400 Rev B	14-JUL-2026
Trunk Drainage Channel Cross Sections	2025077 SK401 Rev B	14-JUL-2026

- b) The details of the possible future tenants are unknown and therefore the detail requested by Council cannot be fully provided. However, for the purposes of this application, it is intended that there will be no fuel storage or refuelling on site, no hazardous materials stored on site associated with the Bulk landscaping supplies land use, nor any fertilisers or the like which would require an air quality assessment. Council may condition these limitations accordingly.

Should a future tenant seek to carry out any of these functions, further approval can be sought by the tenant as a change to this development approval with the appropriate assessments and supporting information.

- c) As mentioned above, the proposed new uses are all generally related to storage style uses similar to the current approval for Outdoor sales. The proposed Bulk landscape supply uses are typically carried out outdoors, with storage of bulk sand, pebbles or the like stored in piles outdoors and controlled through temporary dividing blocks and tarp covers to manage sediment control where required. Similarly, Low impact industry includes manufacturing, processing, recycling, storing, distributing, transferring, treating and more of products. These operations do not need to be carried out indoors and may result as a function of storage of products. This is similar to the approach at 115 Main Beach Road where no on-site buildings were proposed for uses including Medium impact industry, Warehouse and Transport depot.

As abovementioned, should a future tenant require a building to carry out their operation, a change to this development approval can be sought by the tenant to accommodate their specific needs.

- d) The current approved use for the site is for Outdoor sales (Council ref: A004719522). This proposed change application seeks to retain this use with the addition of new uses including Bulk landscape supplies, Low impact industry, Transport depot and Warehouse. As described above, the intent of this approval is to approve interchangeable uses so that a new approval is not required for each new tenant that operates on the site. As such, the new uses will not compromise the Outdoor sales use as it is expected the uses will operate at different times rather than concurrently based on the tenant using the site.

2. Industry Code

While it is acknowledged that the Industry Code has been partially addressed, further information is required to demonstrate full compliance with the Industry Code. Accordingly, please provide the following:

- a) *Demonstrate how the proposed development complies with Performance Outcome PO1 and Acceptable Outcomes AO1.1 and AO1.2 of the Industry Code, particularly in relation to measures to avoid or minimise air emissions.*
- b) *Submit the proposed operating hours for all uses and demonstrate compliance with Performance Outcome PO2 and Acceptable Outcomes AO2.1 and AO2.2 of the Industry Code.*
- c) *Provide further information confirming that the transport component of the development will not involve fuel dispensing and/or underground fuel storage, to demonstrate compliance with Performance Outcomes PO10 and PO11 and Acceptable Outcomes AO10(a) and AO11(a) of the Industry Code.*
- d) *Provide additional information demonstrating that all proposed on-site lighting will comply with Performance Outcome PO8 and Acceptable Outcomes AO8.1 and AO8.2 of the Industry Code, including measures to avoid adverse impacts on aviation operations, noting the site's proximity to Brisbane Airport.*
- e) *Demonstrate that the proposed development complies with Performance Outcome PO7 and Acceptable Outcome AO7 of the Industry Code in relation to the provision of on-site car parking spaces.*
- f) *Submit amended plans demonstrating that an on-site recreational area for staff is provided in accordance with Performance Outcome PO14 and Acceptable Outcome AO14 of the Industry Code.*
- g) *Demonstrate that the development complies with PO9/AO9.1 & AO9.2 of the Industry code in that development is designed and constructed to prevent the emission of contaminants to surface water or groundwater.*

The Industry code has been fully addressed to the extent it relates to the proposed uses within the Industry Investigation Zone that the site is identified within. As such, responses are provided as follows:

- a) AO1.1 and AO1.2 of the Industry code makes reference to Warehouse and Low impact industry uses where located within the Low Impact Industry Zone or General Industry A Zone precinct of the Industry Zone. Given the site is within the Industry Investigation Zone, these Acceptable Outcomes are not relevant to the development. Notwithstanding, AO1.11 is relevant to the development to the extent no acceptable outcome is otherwise listed for the Industry Investigation Zone.

With relation to compliance with the Performance Outcome, the development is proposing to expand the existing Outdoor sales use with complementary uses typically related or resulting as a function of storage style uses. The site is located over 4.5km away from the nearest sensitive zone, thus the proposed uses which are generally of an industry intensity less than high impact industry or special industry that is ultimately sought within the Myrtletown Precinct of the Pinkenba-Eagle Farm neighbourhood plan. Thus, the proposed uses are consistent and compatible with surrounding uses in terms of maintaining air quality and minimising air emissions in accordance with PO1 of the Industry zone code.

- b) Similar to above, AO2.1 and AO2.2 of the Industry code relates to the hours of operation for a Warehouse and Low impact industry within the Low Impact Industry Zone or General Industry A Zone precinct of the Industry Zone. Given the site is within the Industry Investigation Zone, these Acceptable Outcomes are not relevant to the development. The site is located over 4.5km from the nearest sensitive zone, thus activities on the site will not be clearly audible from a residential or sensitive zone in accordance with PO2 of the Industry zone code.

Furthermore, noting the zoning of the immediately surrounding area, it is relevant to recognise that there are no prescribed or conditioned hours of operation for existing approvals in vicinity to the site. As such, no hours of operation are specified.

- c) No on-site fuel storage that would require an additional land use or Environmentally Relevant Activity is proposed as part of this application. As previously mentioned, the proposal is to seek flexibility in the use of the site primarily related to storage style uses to enable flexibility in future tenants on site. Should a tenant require fuel storage on the site in the future, a separate application can be made. This can be conditioned by Council accordingly if required.
- d) On-site lighting is to be resolved as part of the detailed design phase / per tenant depending on the type of tenant and use on site. Council can condition lighting in accordance with the Australian Standards accordingly to ensure compliance with AO8.1 and AO8.2 of the Industry zone code.
- e) In accordance with AO7 and the Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP), of the proposed uses, Outdoor sales has the highest car parking rate of 2 spaces per 100sqm of Gross Floor Area and outdoor display area. The next highest car parking rate is for Bulk landscape supplies which requires a car parking rate of 1 space per 100sqm of GFA and outdoor display area. All other uses are based on GFA only, rather than Total Use Area like Outdoor sales and Bulk landscape supplies. On this basis, Outdoor sales provides the best indication of maximum car parking generation for the site.

The existing approval provided a reduced car parking rate with 43 car parking spaces on site. Given the proposed new uses maintain a similar land use intent, and does not result in a significant change in the number of staff on site, the current 43 car parking spaces are proposed to be retained and is sufficient to accommodate the parking demand.

- f) There are no material changes proposed to the structures on site or the existing operation of the site as the proposed new uses are generally consistent with the operation for Outdoor sales. There is outdoor area provided adjoining the existing building which can be utilised by staff with other staff areas provided internally for improved amenity given the industrial surrounds.
- g) The development proposes a suitable stormwater management plan in place. Minor changes are proposed to the on site stormwater system as part of this information request response as outlined within the Amended Stormwater Management Plan (SMP) prepared by *Civil 360*. Notwithstanding, as outlined in the SMP, water quality treatment will be provided by a bioretention basin located along the northern boundary of the site. Treated stormwater will then discharge to the lawful point of discharge, being the proposed trunk drainage channel adjoining the northern boundary on Marine Road.

3. Hazard & Risk - Hazardous Goods

The proposed use has the potential to store and/or use various quantities of hazardous goods. Such goods have the potential to impact on human health and the environment.

- a) *Submit further information detailing the Type, Quantity, Location, Class and Package Group of all existing/proposed dangerous goods. Where quantities exceed the AO3 of the Industry Code, submit for approval a Hazard Analysis Report in accordance with PO3 of the Code and Industrial Hazard and Risk Assessment Planning Scheme Policy. Hazardous Goods levels are relevant under the 'bulk landscaping supply use' if it involves fertiliser as fertiliser, is a hazardous material.*

It is confirmed that there is no proposed storage of any hazardous goods as part of the proposed change application. As such, no further information is provided in response to this item. This can be conditioned by Council accordingly to ensure compliance with the relevant quantities of AO3 of the Industry code.

4. Hazardous Goods - Flood Prone Area

The site is located in the Flood Overlay. The applicant therefore needs to demonstrate that an adequate level of flood immunity for the protection of hazardous goods and processes can be provided

- a) *Submit further information demonstrating that the proposed use can comply with the storage and handling provisions as prescribed in AO16/PO16 of the Flood Overlay Code. This can be demonstrated by the submission of a Chemical Hazards Flood Risk Report in accordance with PO16 of the Code and the Management of Hazardous Chemicals in Flood Prone Areas Planning Scheme Policy.*

Is it noted that a portion of the site to the western boundary and eastern boundary is subject to the Brisbane River flood planning area 5 sub-category of the Flood Overlay. Located in these areas of the site is predominantly the site access, car parking and battering along the boundaries of the site. Notwithstanding, there is no storage of hazardous goods or chemicals proposed as part of the proposed uses. As such, no further information is required in response to this item and Council may condition compliance with AO16 of the Flood overlay code accordingly.

5. Hazardous Goods – Coastal Hazards Area

The site is located in the Coastal Hazard Overlay and demonstrate that an adequate level of coastal protection from hazardous goods and processes can be provided.

- a) *Submit further information demonstrating that the proposed use can comply with the storage and handling provisions as prescribed in AO8.1 & AO8.2 of the Coastal Hazard Overlay Code. This can be demonstrated by the submission of a Chemical Hazards Flood Risk Report in accordance with PO8 of the Code and the Management of Hazardous Chemicals in Flood Prone Areas Planning Scheme Policy.*

The whole of the site is identified within the Medium storm tide inundation area sub-category of the Coastal Hazard Overlay. However, as mentioned above, the development does not propose the storage of hazardous goods or chemicals. Accordingly, Council may include a condition to ensure compliance with AO8.1 and AO8.2 of the Coastal hazard overlay code.

6. Acid Sulphate Soils

The site is located within the Potential and Actual Acid Sulfate Soils Overlay or may include soil disturbance at or below 5m AHD. The applicant therefore needs to demonstrate that the site is not affected by, or will not disturb, actual or potential acid sulfate soils, as per the acid sulfate soils provisions within the State Planning Policy and guidance material and City Plan 2014 Potential and Actual Acid Sulfate Soils Overlay Code.

- a) *Submit information on whether the development includes soil disturbance involving either excavating or removing 100m³ or more of soil at or below 5m AHD; or soil disturbance (including filling) greater than 500m³. Where the above soil disturbance is involved:*
 - i) *provide an Acid Sulfate Soils (ASS) Investigation Report and Management Plan prepared by an appropriately qualified and experienced person. The Investigation Report and any subsequent Management Plan shall be prepared in accordance with the following:*

- State Planning Policy and SPP state interest guidance material - Emissions and hazardous activities;
- Potential and Actual Acid Sulfate Soils Overlay Code;
- Potential and Actual Acid Sulfate Soils Planning Scheme Policy; and
- Any other associated technical guidelines such as: Guidelines for sampling and analysis of lowland acid sulfate soils (ASS) in Queensland 1998 (Ahern et al, 1998); and Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines

It is noted that the current conditions of the existing development approval subject to this change application includes a condition (Condition 14) that requires preparation and submission of an Acid Sulfate Soils (ASS) Investigation and Management Plan. It is proposed that this condition is retained and the ASS investigation remains a post-approval process.

7. External Road and Drainage Works – Sandmere Road

The request to reduce the extent of works on Sandmere Road to the site frontage is generally supported. However, the plans submitted do not accurately reflect the required works for Sandmere Road. It is noted that Drawing SK300 Revision A shows a carriageway alignment that is not required and is inconsistent with previous approval A004749522. Similarly, the "Typical Section" shown on Drawing SK100 Revision A depicts a misaligned carriageway. Accordingly, please provide the following:

- a) *Submit revised roadworks and drainage drawings for Sandmere Road that are consistent with previous approval A004749522 and the Myrletown Concept Road and Drainage Plan.*
- b) *The revised plans are to include a minimum of two (2) cross-sections, clearly showing all dimensions and swale grades.*
- c) *All revised plans and supporting responses are to be prepared and endorsed by a Registered Professional Engineer of Queensland (RPEQ).*

Civil 360 have coordinated a response with Council's engineering team to ensure the development achieves the required Council requirements. Accordingly, the following is confirmed in response to Council's request:

- a) The carriageway has been designed to respond to the existing reticulated water main within the Sandmere Road verge fronting the development site, while realigning the swale drain on the eastern side of Sandmere Road to connect in with approvals south of the site. The previous approval aligned the swale drain along the western side of Sandmere Road, however given the more recent approvals further south of the site provide the swale drain along the east, the change application seeks to align with these approvals to provide a development that is consistent with the surrounding network.
- b) Amended civil engineering drawings have been prepared by Civil 360 which incorporates two additional sections through the Sandmere Road swale drain including all dimensions and grades. Refer to drawing number SK100 Revision B for details.
- c) The amended civil engineering drawings are all prepared and endorsed by an RPEQ. Refer to the enclosed Civil Engineering Drawings and Engineering IR Response prepared by Civil 360.

8. Refuse

It is noted that no refuse storage area or refuse management solution has been demonstrated on the submitted plans. In accordance with Performance Outcome PO15 and Acceptable Outcome AO15.2 of the Industry Code, and Performance Outcome PO8 and Acceptable Outcomes AO8.1 and AO8.2 of the Infrastructure Design Code, please provide the following:

- a) *Submit amended architectural plans demonstrating a refuse storage area that is either:*
 - *located within a building (within a dedicated room); or*
 - *provided as a refuse enclosure that is roofed and wholly screened.*
- b) *The refuse storage area is to have a minimum gross floor area of 6.9m² (internal dimensions of 3.0m × 2.3m).*
- c) *All dimensions are to be clearly shown on the amended plans, and the area is to be clearly labelled "Roofed and wholly screened refuse enclosure", where applicable.*

The approved plans include proposed amendments in red to be endorsed by Council. This includes a screened bin enclosure with internal dimensions of 3m x 2.3m and minimum area of 6.9m². The bin enclosure will be screened and roofed as annotated on the enclosed updated plans.

9. Landscape Design

The proposal plan does not address how landscaping will be provided in accordance with the Industry code and Landscape work code.

- a) *Submit revised plans demonstrating the site landscaping complies with Performance Outcome PO13 and Acceptable*

No changes are proposed to the approved landscape design. Specifically, a 2m wide landscape strip is approved along the full Sandmere Road frontage with the exception of area used for access. Landscaping is also approved around the existing building and along a portion of the Marine Road frontage as part of the bioretention system. As such, no changes to the approved landscape outcome is proposed.

In accordance with Section 82 of the *Planning Act 2016*, a change application for an Other Change is to be assessed against the assessment benchmarks and any matters the assessment must or may be carried out against under section 45(5)(a)(ii) or (b) “*only to the extent the matters are relevant to assessing and deciding the change application in the context of the development approval*”. This part of the *Planning Act 2016* limits the assessment of the change application to the extent of the changes, rather than reassessing what has already been approved. As such, reassessment of the existing approved landscaping outcome is not reasonable or relevant to the changes of this Other Change application.

Additional Changes

Upon review of the existing conditions of approval, Condition 34 has been identified as challenging to achieve due to conflict with existing / future infrastructure. It is noted that while Condition 34 is a standard condition for street lighting, the site will have a Trunk stormwater channel located along Marine Road to the north, and a non-trunk stormwater channel along Sandmere Road to the west, both directly along the verge frontage of the site. Thus, it is unreasonable to achieve a street lighting system also along the frontage of the site and should instead be a requirement for redevelopment of sites on the opposing side of Marine Road and Sandmere Road where there is less conflict with infrastructure.

The balance of Marine Road that has already been upgraded with the Trunk stormwater channel incorporates street lighting on the opposing side as suggested for this site. Thus, this is an appropriate outcome for both Marine Road and Sandmere Road, noting that Sandmere Road carries less traffic than Marine Road. To this end, it is requested that Council include the removal of Condition 34 as part of this Section 82 Change application.



We have now fully responded to Council Information Request in accordance with section 13.2 of the Development Assessment Rules under the Planning Act 2016 and request that Council proceed with the assessment of the application.

To support this response, please find enclosed the following additional documentation:

- Amended Approved Site and Building Plans;
- Amended Stormwater Management Plan prepared by *Civil 360*;
- Amended Civil Engineering Drawings prepared by *Civil 360*; and
- Engineering IR Response prepared by *Civil 360*.

Should you wish to discuss the matter further, please do not hesitate to contact our office.

Yours faithfully

TOWN PLANNING ALLIANCE PTY LTD

A handwritten signature in black ink, appearing to read 'Tara Nunn', is positioned above the printed name.

Tara Nunn
SENIOR PLANNER

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