The Hon Jarrod Bleijie MP
Deputy Premier
Minister for State Development,
Infrastructure and Planning
Minister for Industrial Relations

DELIVERING FOR QUEENSLAND | Queensland Government

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DECISION NOTICE

Ministerial Infrastructure Designation for Eagle Farm Racecourse

Decision details

Decision:	Ministerial Infrastructure Designation (MID) made under section 38 of the *Planning Act 2016*
Date of decision:	26 October 2025
Type of infrastructure:	Planning Regulation 2017, Schedule 5, Part 2: • Item 17: Sporting facilities
DSDIP reference:	MID-0524-0842

Premises details

Street address:	230 Lancaster and 128 Nudgee Road, Ascot QLD 4007
Real property description:	Lot 801 on SP292903 and part of Lot 13 on SP122231
Local Government area:	Brisbane City Council (the Council)

Infrastructure entity details

Infrastructure entity:	Brisbane Racing Club Ltd

Requirements

A notice of requirements included in the MID is at **Schedule 1**.

Advice to the entity

Despite the MID, the entity is responsible for determining what obligations exist under previous development approvals that apply to the premises. Advice to the entity is also provided at **Schedule 2**.

Submissions

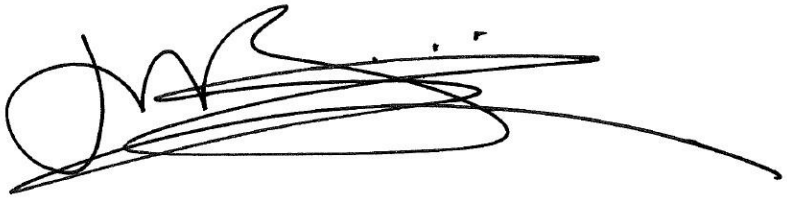
A notice of how I have considered submissions is at **Schedule 3**.

Effective date

As set out in section 9(3) of the *Planning Act 2016*, the MID will take effect from the date the gazette notice for this MID is published in the Queensland Government Gazette.

Duration of MID

The duration of the MID is set out in section 39 of the *Planning Act 2016.*



JARROD BLEIJIE MP
DEPUTY PREMIER
Minister for State Development, Infrastructure and Planning
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Enc (3)

Schedule 1 - Notice of requirements included in the MID

Development under the MID is to be carried out in accordance with the requirements included in Table 1.

Table 1 - Requirements	
Plan of designation	
1.	The extent of development is to be carried out generally in accordance with the 'Plan of designation for the Eagle Farm Racecourse Sheet 1 of 2' and 'Plan of designation for the Eagle Farm Racecourse Sheet 2 of 2', ref. MID-0524-0842, 2 and included at **Annexure 1** (Plan of designation).
Heritage	
2.	Prior to commencement of the use and to be maintained at all times, the development under the MID must be carried out generally in accordance with the following plans prepared by Hassel + RWA dated May 2025, revision A, as included at **Annexure 2**: (a) Site plan (b) Demolition Plan - John Power Stand: Indicative Only* (c) Ground Level Floor Plan: Indicative Only* (d) Level 01 Floor Plan: Indicative Only* (e) Level 02 Floor Plan: Indicative Only* (f) Level 03 Floor Plan: Indicative Only* (g) Elevations - Indicative Only* - North & South (h) Elevations - Indicative Only* - West & East (i) Sections - Indicative Only* (j) Materiality - Primary Materials Palette (k) Conservation Palette - John Power Stand: Existing Materials and Detailing (l) Trackside View – Artist's Impression: Indicative Only* (m) Main Aerial View – Artist's Impression: Indicative Only*
3.	Prior to commencement of the use and to be maintained at all times, the development must be carried out generally in accordance with the Archival Recording Report, prepared by Urbis dated 31 May 2024, as included at **Annexure 2.**
4.	Provide written notice of the commencement of the use to the Department of the Environment, Tourism, Science and Innovation at: palm@des.qld.gov.au within 10 business days from commencement.
5.	(a) For the duration of the works and prior to the completion of the works, the existing materials and detailing identified for reuse in the "Conservation Palette - John Power Stand: Existing Materials and Detailing" prepared by Hassell + RWA as included at **Annexure 2** required to be removed to facilitate demolition works must be: i. carefully stored and protected onsite during the works ii. reinstated in the original location; and/or

	iii. reinstated to the approved new location (b) For the duration of the works and prior to the completion of the works, Reinstatement works must: i. maintain the original detail of the fabric ii. avoid damage and deterioration of the fabric iii. maintain the existing appearance of the fabric
Event management	
6.	(a) Prior to the commencement of use, prepare an Event Transport Management Plan (ETMP). (b) The ETMP should be prepared in consultation with the Department of Transport and Main Roads (DTMR), the Council, Queensland Rail (QR) and bus operators, and include/incorporate the following information as a minimum: i. all transport modes such as urban bus services, train station, private/chartered coaches/buses/mini-buses, taxis, rideshare/booked hire services, private vehicles, active transport (walking, cycling, personal mobility devices) and the like; ii. the expected frequency of events, their start/finish times and maximum attendance at each of these events at the new grandstand; iii. coinciding events from other function and event venues on the Eagle Farm Racecourse site, including a worst case scenario event, with event sizes categorised into small, medium and large events defined by maximum attendance thresholds; iv. transport and traffic management before, during and after events; v. modelling of event transport volumes (all modes and including mode share) along major roadways, public transport routes and in the walk-up and cycle-up catchment; vi. based on modelling, provide designated passenger loading/unloading facilities for taxis, rideshare/booked hire services, chartered buses/coaches/mini-buses and private vehicles on the site to meet the expected capacity requirements; vii. provide designated setdown facilities for taxis and persons with a disability meeting accessibility and capacity requirements adjacent to the entry to the grandstand; viii. provided layover parking for chartered buses/coaches/mini-buses commensurate with demand; ix. designate patron waiting areas and queuing areas post events for public passenger transport on the site; x. identify pathways for through pedestrian movement and temporarily augment the width/capacity of permanent pathways, where required; xi. disability compliant access to the venue; xii. provide supplementary wayfinding signage; xiii. provide supplementary rider parking facilities; xiv. manage conflict zones between pedestrians, rider and vehicles; xv. car parking management including persons with a disability parking;

	xvi. in consultation with stakeholders (the Council, Queensland Police, QR, Translink and the like) demonstrate management strategies to ensure those using urban bus and train services and walking and riding to and from the site can do so safely and conveniently with minimal disruption; xvii. notification and awareness of event management to the general public; xviii. a review mechanism for the on-going improvement of event management. (c) From commencement of use and to be maintained, implement the ETMPs.
External Works	
7.	(a) Prior to the commencement of work, liaise with QR on the following works external to the site: i. The removal of trees within the railway corridor (Pinkenba Branch Railway on Lot 58 SP122233) or any other works within or interfering with the railway corridor (for example, tree canopies overhanging the railway corridor) (b) All external works are to be constructed in accordance with the relevant Council and Australian standards (c) At all times, retain the existing fencing along the site boundary with the railway corridor. *Note: Where any fencing is required to be temporarily or permanently removed, this can only be undertaken with the approval of QR under section 255 of the Transport Infrastructure Act 1994 and the fence must be reinstated or replaced to QR standards. Please contact the third party access team of QR at: https://www.queenslandrail.com.au/forbusiness/thirdpartyaccess*
Stormwater management	
8.	Implement stormwater quantity and quality measures generally in accordance with the following sections and plans of the Site Based Stormwater Management Plan prepared by WSP, dated 11 January 2024, as included at **Annexure 3.** (a) Section 4.1 Proposed Stormwater Quality Treatment Train (b) Siteworks and Stormwater Drainage Layout Plans (reference no. C060 and C061 Revision B).
9.	(a) At all times, the stormwater and flooding management of the development must not cause worsening to the operating performance of the railway corridor such that any works on the land must not: i. create any new discharge points for stormwater runoff onto the railway corridor; ii. concentrate or increase the velocity of flows to the railway corridor; iii. interfere with and/or cause damage to the existing stormwater drainage on the railway corridor; iv. surcharge any existing culvert or drain on the railway corridor; v. reduce the quality of stormwater discharge onto the railway corridor; vi. adversely impact on the railway corridor by impeding or interfering with overland flow or hydraulic conveyance; vii. reduce the flooding immunity of the railway corridor. (b) Wherever practical and possible, stormwater drainage infrastructure must be located outside the railway corridor. Any proposed stormwater drainage in the railway corridor must be redesigned to conform with QR Civil Specification MD-20-173 – *Non-Queensland Rail Underground Services in*

	Queensland Rail Property. *Note: Any proposed stormwater drainage in the railway corridor will require relevant approvals to be obtained from QR under section 255 of the Transport Infrastructure Act 1994. Please contact the third party access team of QR at: https://www.queenslandrail.com.au/forbusiness/thirdpartyaccess*
Flood hazard	
10.	The ground level of the new building must be constructed with a finished floor level or surface level of 16.6 metres Australian Height Datum (AHD), whilst ensuring: (a) no loss of flood storage on the site (b) the stormwater management requirements (requirement 8) are achieved.
Car parking	
11.	(a) Prior to commencement of use, maintain a minimum of 310 formal car parking spaces on site, including six Persons with a Disability (PWD) car parking space. (b) Maintain a minimum of one service vehicle loading area for the new building to accommodate a refuse collection vehicle and articulated vehicle. (c) Maintain access and setdown areas on site for occasional vehicles commensurate with the need of the new building and facilities. (d) All car parking spaces are to comply with the relevant Council or Australian standards.
12.	All vehicle manoeuvring and servicing areas are to be designed to facilitate servicing and manoeuvring on-site and accord with the relevant Council or Australian standards.
Design/built form	
13.	(a) The design and external appearance of the new grandstand is to be of a bulk, scale and massing generally in accordance with the Elevations, Sections, and Materiality Plans prepared by Hassell + RWA, Revision A dated May 2025 (included at **Annexure 2**), and include/incorporate: i. variation in roof form ii. variation in façade materials, muted tones and detailing iii. easy to identify building entrances iv. well disguised service elements.
Landscaping	
14.	(a) Prior to commencement of use of the new grandstand, provide landscaping on site generally in accordance with the Landscape Plans, Ref: LS000342, Revision F, prepared by Lat27, dated 12/01/2024, included at **Annexure 4,** and include / incorporate: i. Retention of all trees except those identified as “Existing Tree (to be removed)” on the Existing Significant Trees Plan
Active Transport	

15.	Prior to the commencement of use of the new grandstand, ensure that sufficient pedestrian paths to cater for the expected patronage, links the new grandstand to the entrance at Racecourse Road.
Lighting	
16.	All external lighting must be installed and maintained to accord with Australian standards and shielded to avoid light spill to surrounding residential properties.
Refuse and plant screening	
17.	Refuse storage bins, and all new plant, equipment and water tanks, are to be stored behind fencing or screened from view from roads and public open space.
Construction management	
12.	(a) Prior to commencement of work, a Construction Environmental Management Plan (CEMP) must be prepared and submitted to the Department of State Development, Infrastructure and Planning (DSDIP) (infrastructuredesignation@dsdilgp.qld.gov.au). The CEMP must include/address: i. an Erosion and Sediment Control Plan that addresses the erosion risk and surface water run-off ii. dust mitigation methods (such as use of water to suppress potential dust) and air quality management measures iii. hours of construction, vibration, and construction noise (including the default noise standards), in accordance with the *Environmental Protection Act 1994* (s440R & 440S) iv. waste control and management, in conjunction with a waste management plan if deemed necessary v. disposal and management of hazardous materials and regulated waste, including removal by a suitably licenced contractor where deemed necessary vi. chemical and fuel used during construction stored in bunded areas vii. access locations for and management of construction vehicle traffic (any construction parking off-site is subject to engagement with the Council and relevant landowners) viii. appropriate machine hygiene measures ix. proximity of works to easements and services and any necessary design measures, additional analysis or safe work methods x. other required permits from the Council, easement holders or utility providers xi. maintenance of safe pedestrian and cyclist access/movement around the site xii. complaint resolution procedures, including who to contact and a record of how complaints have been addressed xiii. a construction communication plan including:

	▪ how neighbouring properties will be advised of construction and demolition activities for each stage ▪ how the appropriate extent of neighbouring properties to be notified will be determined ▪ timeframes for notification of construction activities, with notification to occur prior to works commencing. (b) Construction of the development is to be undertaken in accordance with the CEMP.
Information signage	
13.	(a) Prior to the commencement of work, place an information sign on the site. (b) The information sign is to: i. include the following details: ▪ a link to where a copy of the MID decision and CEMP can be viewed on the DSDIP website; and ▪ the name, postal and/or email address and a contact telephone number for the key contact/principal contractor ii. be positioned on the Lancaster Road, Nudgee Road, and Kitchener Road site frontages and be clearly visible for a pedestrian iii. be non-illuminated and maintained at all times during construction.
Servicing	
16.	(a) Prior to the commencement of work, confirm the adequacy, capability and location of the existing infrastructure (water, sewer, electricity and telecommunications) to service the proposed development. (b) If reasonably required, the infrastructure should be upgraded to cater for the proposed development. (c) Connect the development to all relevant urban infrastructure.
Geotechnical conditions	
17.	As part of detailed design, undertake a geotechnical investigation that confirms the ground conditions and informs building requirements.
Acid sulfate soils	
18.	If potential or actual acid sulfate soil (ASS) is identified during construction, an ASS investigation is to be carried out and managed in accordance with an ASS management plan.

Schedule 2 – Advice

Infrastructure charges
A MID does not remove the requirement for entities to obtain building works approvals under the *Building Act 1975*. Except for developments listed under section 113(3) of the *Planning Act 2016*, Local Governments and distributer retailer authorities can levy infrastructure charges for the carrying out of building works associated with a MID that generates extra demand on trunk infrastructure networks.

Schedule 3 – Notice of how submissions were considered

Submissions received during Minister's consultation

On 25 September 2024, the Planning Minister gave a notice to the Council and the landowner advising that they were proposing to make the MID and inviting final submissions within 25 business days.

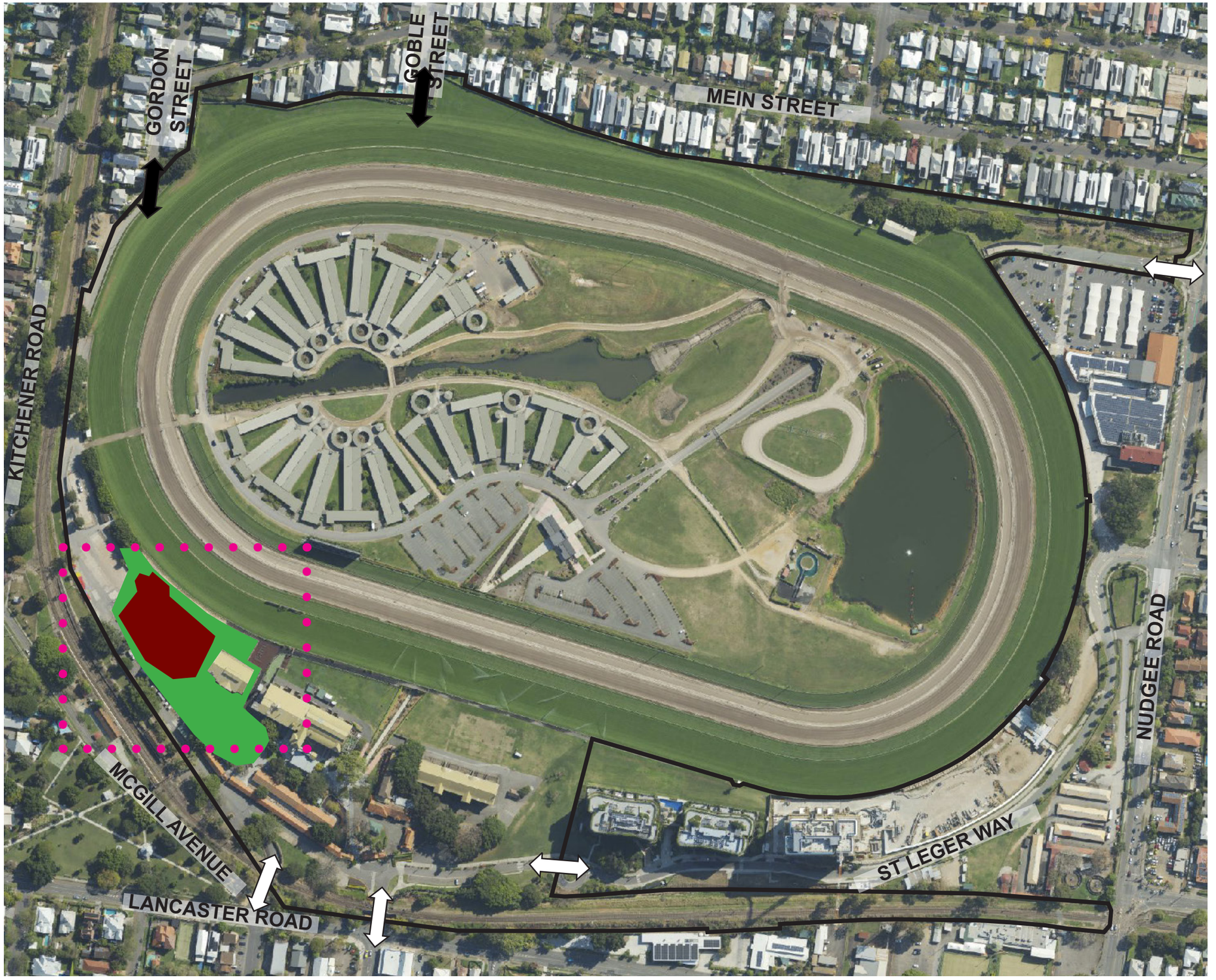
Public consultation actions were also conducted by the entity inviting submissions between 18 November 2024 and 18 December 2024.

Two submissions were received during this period which were from the Council and a nearby landowner.

A summary of how I have considered submissions is provided in the table below.

Matters raised	Response
• Existing Preliminary Approval Any designation should incorporate as necessary and remain consistent with the ongoing requirements of the Preliminary Approvals and subsequent related approvals.	The proposed MID does not obviate the need for the entity to comply with existing approvals across the site.
• Traffic The development includes a minimum of one service bay sufficient to accommodate a Refuse Collection Vehicle and Articulated Vehicle as stipulated in the Traffic Impact Assessment.	Requirements to maintain existing servicing arrangements for the building have been included on the MID, including the provision of a RCV bay.
• Heritage Archival recording of the building to be demolished is undertaken and submitted along with the implementation of a site interpretation plan.	Requirement for archival recording has been included on the MID.
• Infrastructure Charges As part of the MID Decision Notice, the Council's ability to issue an Infrastructure Charges Notice (ICN) on part or all of the resulting development is confirmed. Furthermore, the Council suggests a requirement be included in the designation, which sets out the process for issuing an ICN and subsequent payment of the infrastructure charges to the Council.	Relevant advice on infrastructure charges is provided at Schedule 2.
• Construction Traffic Impacts	A requirement has been included on the MID for a construction environmental management plan be submitted prior to any works commencing. This includes a construction communication plan.

Annexure 1 to Schedule 1 – Plan of designation



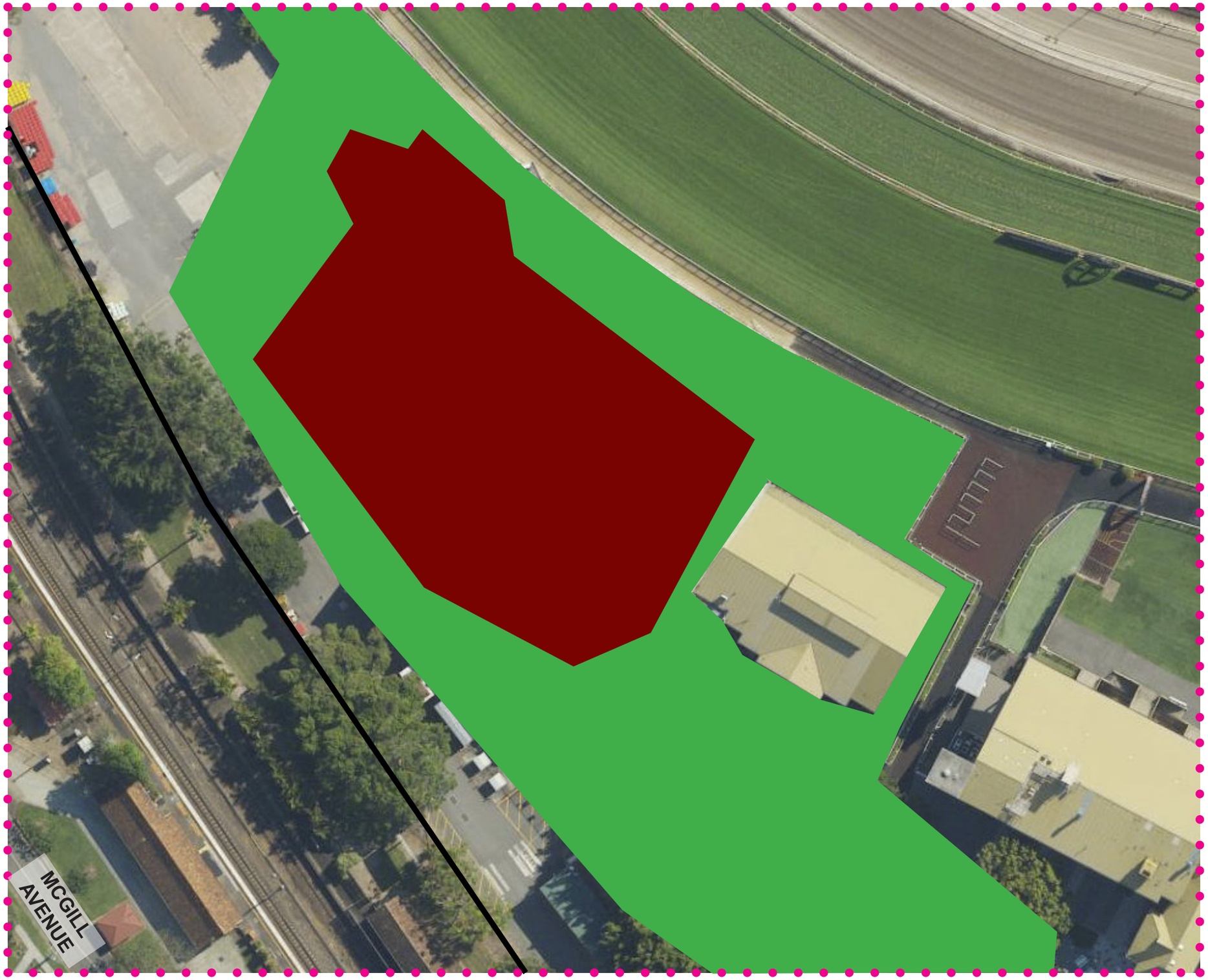
Legend

- Built form envelope comprising buildings and structures not exceeding 4 storey
- Open space, sport and recreation, landscaping, pedestrian circulation and associated structures
- Vehicular ingress/egress
- Vehicular ingress/egress service vehicles only
- Designation boundary
- Area subject of Sheet 2

Title: Plan of designation for Eagle Farm Racecourse Sheet 1 of 2
Address: 230 Lancaster and 128 Nudgee Road, Ascot QLD 4007
Reference: MID 0524-0842

Approximate scale (metres)
0 40 80 120 160

Queensland Government



Legend

- Built form envelope comprising buildings and structures not exceeding 4 storey
- Open space, sport and recreation, landscaping, pedestrian circulation and associated structures
- Designation boundary

Title: Plan of designation for Eagle Farm Racecourse Sheet 2 of 2
Address: 230 Lancaster and 128 Nudgee Road, Ascot QLD 4007
Reference: MID 0524-0842

Approximate scale (metres)
0 8 16 24 32

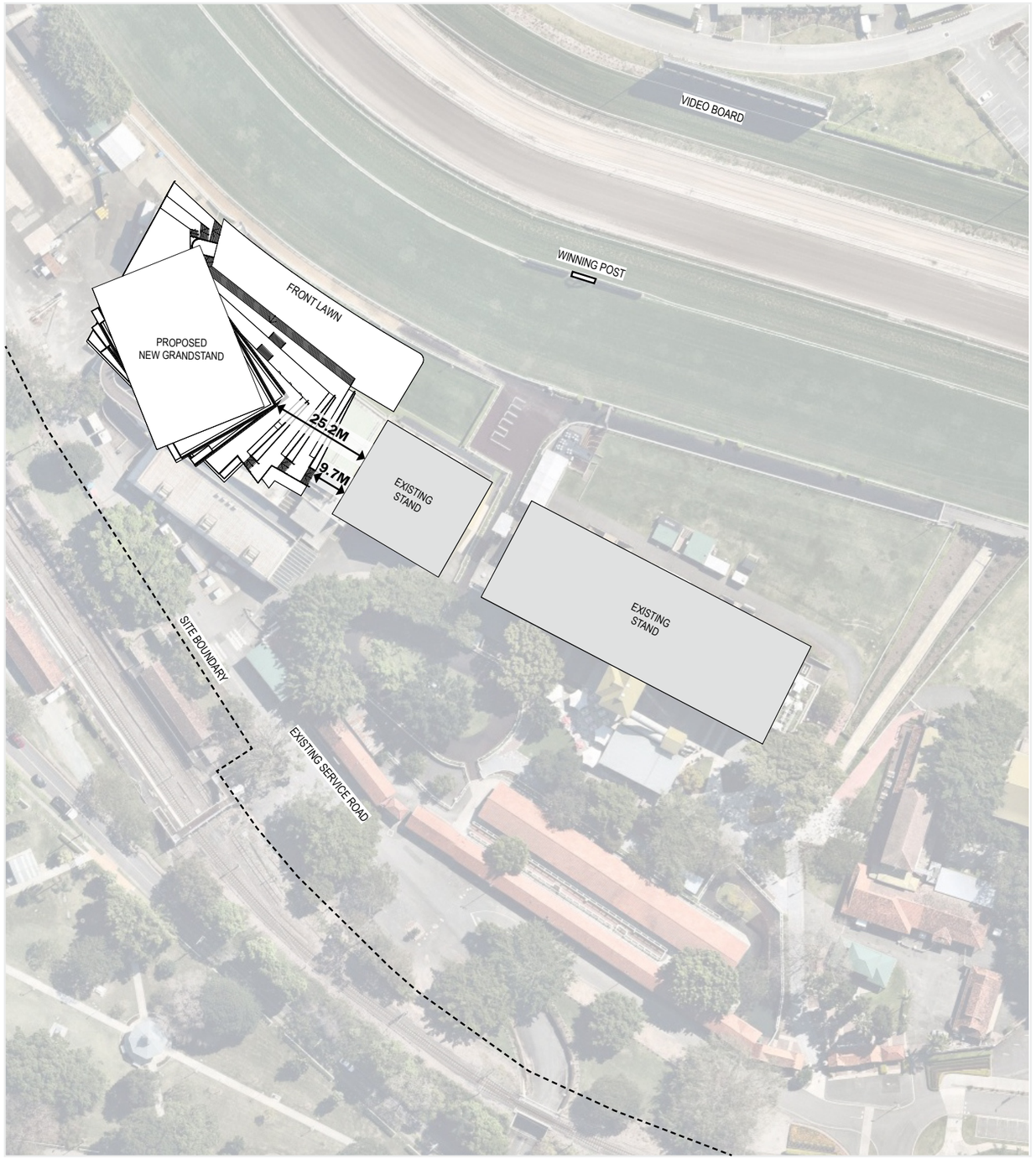
Queensland Government

Annexure 2 to Schedule 1 – Heritage

SITE PLAN

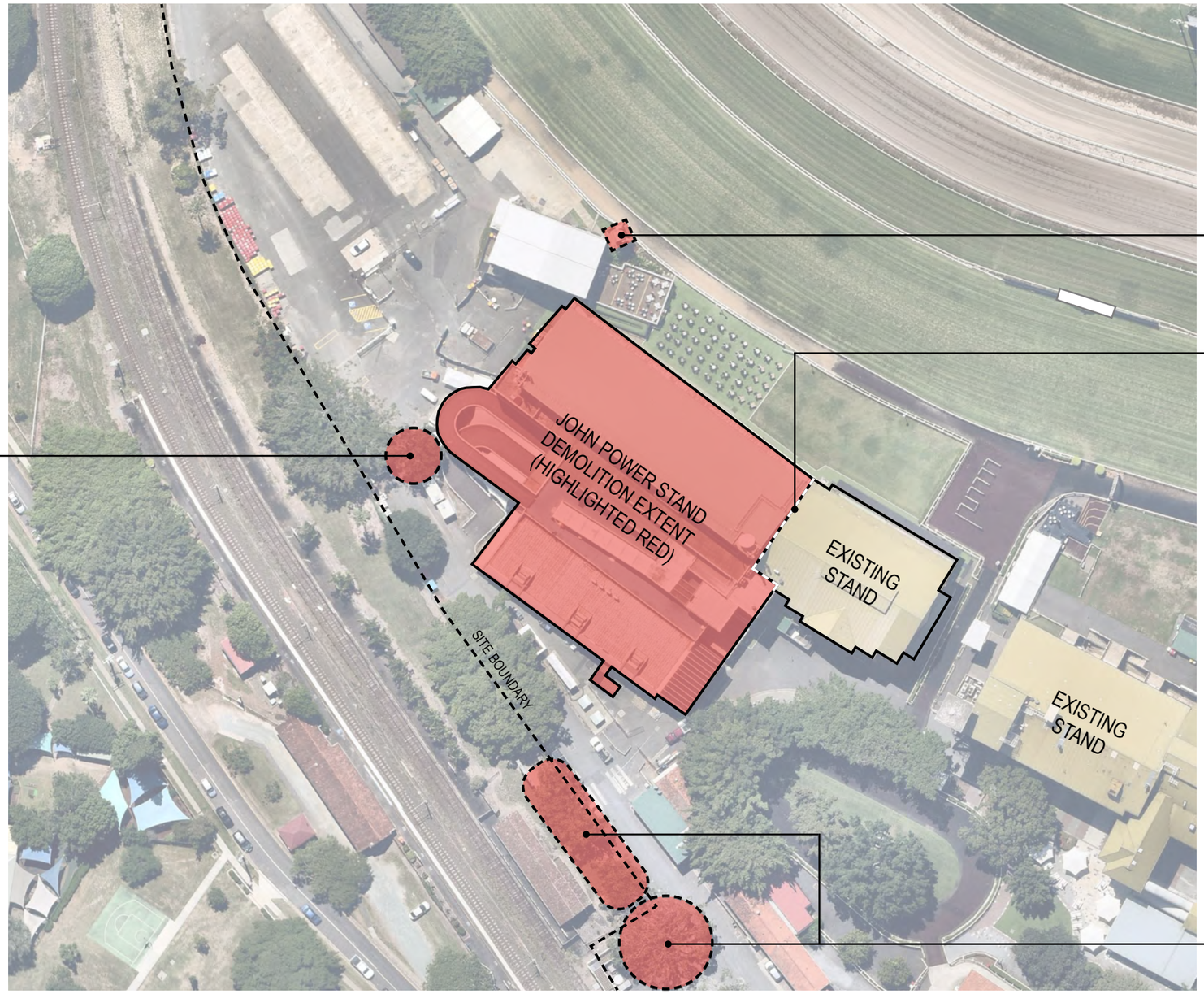
Existing Stand to Proposed new grandstand (concourse) - 9.7m

Existing Stand to Proposed new grandstand (building) - 25.2m



DEMOLITION PLAN

JOHN POWER STAND: INDICATIVE ONLY*



Demolish existing Steward's Tower

Make good western elevation of existing Members Stand following demolition of John Power Stand.

Make good to be carried out in consultation with Heritage Specialist.

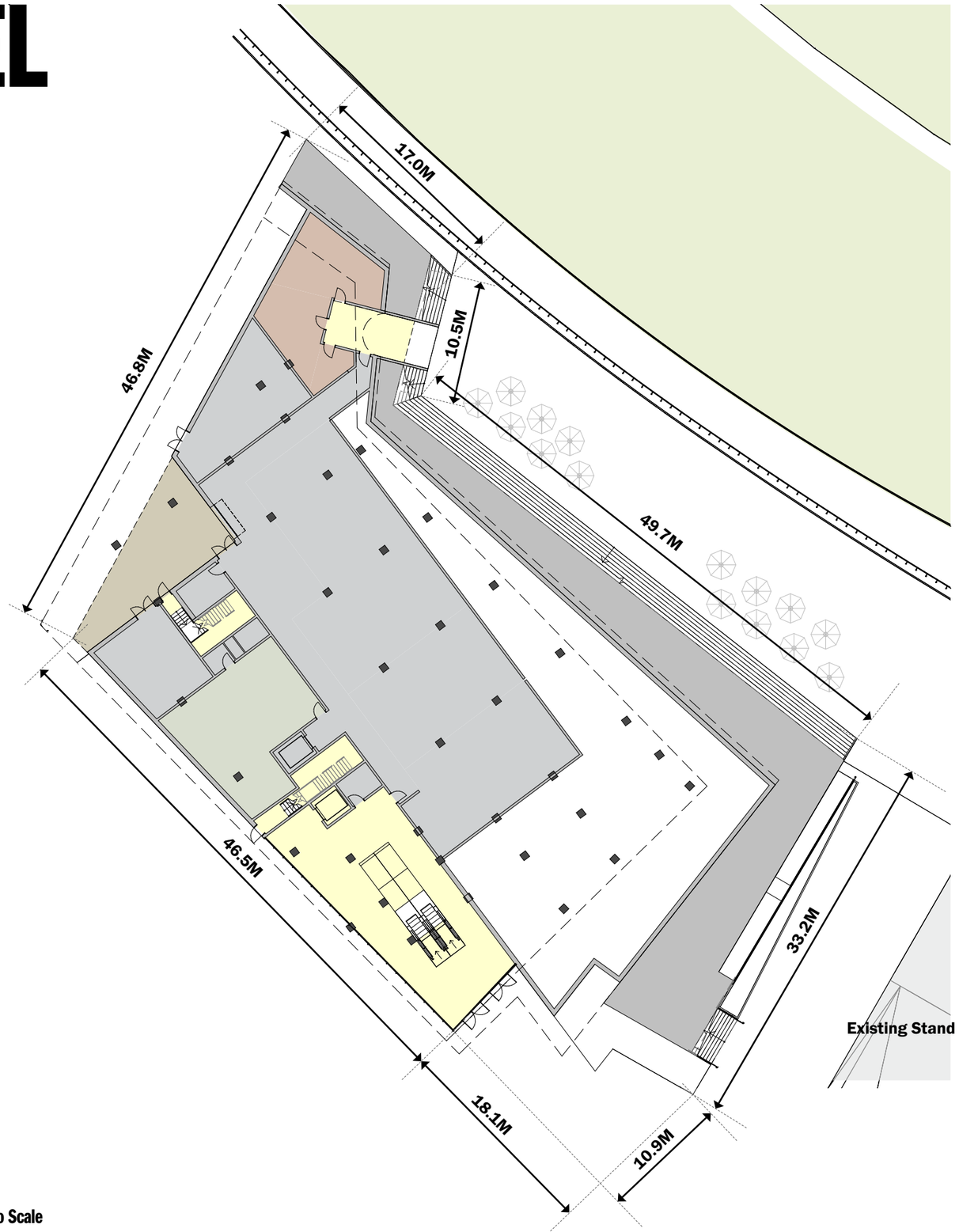
Remove existing Tree

Remove existing Trees

*This drawing is conceptual and subject to further detailed design. Drawing Not To Scale

GROUND LEVEL

FLOOR PLAN: INDICATIVE ONLY*



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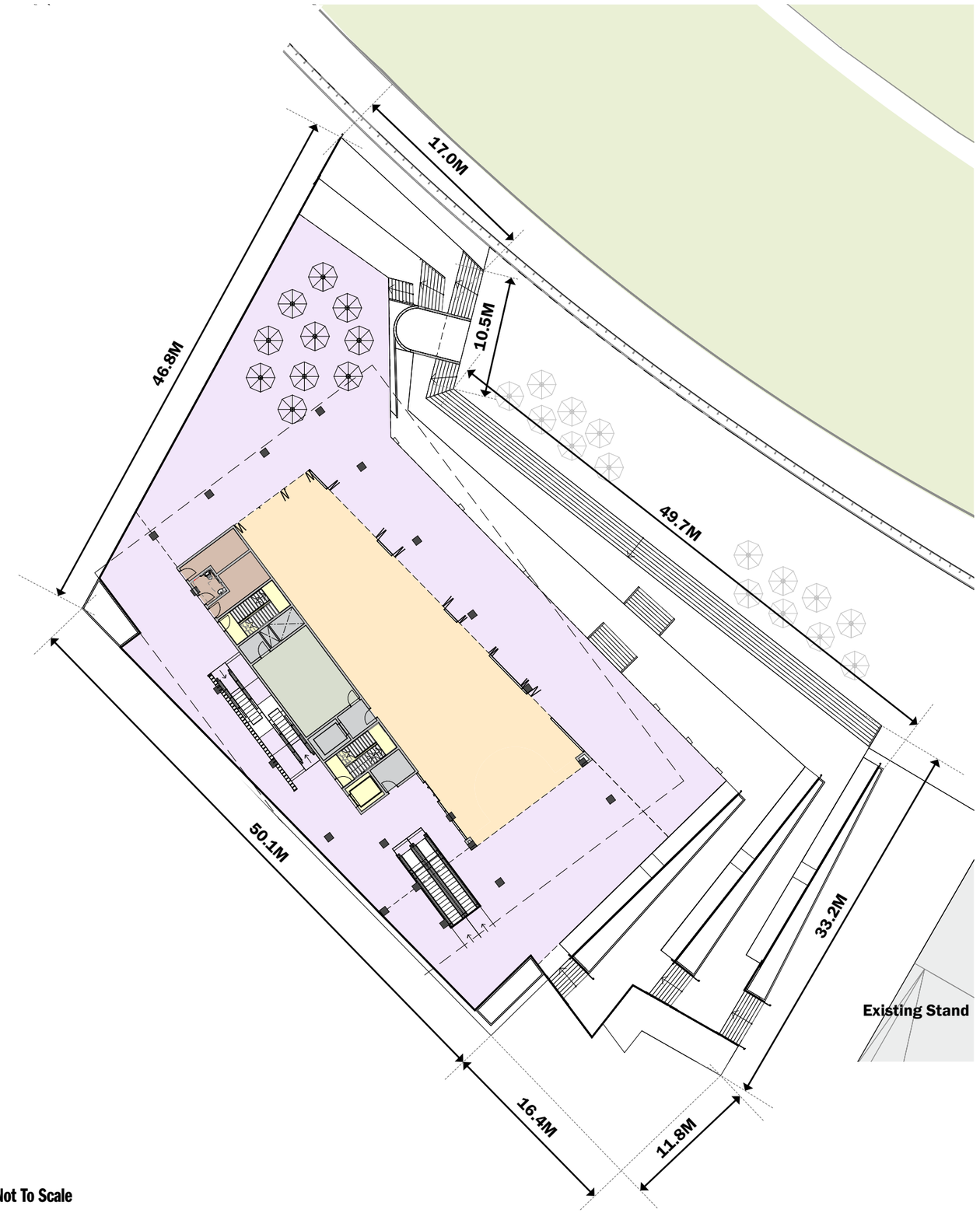
LEVEL 01

FLOOR PLAN: INDICATIVE ONLY*



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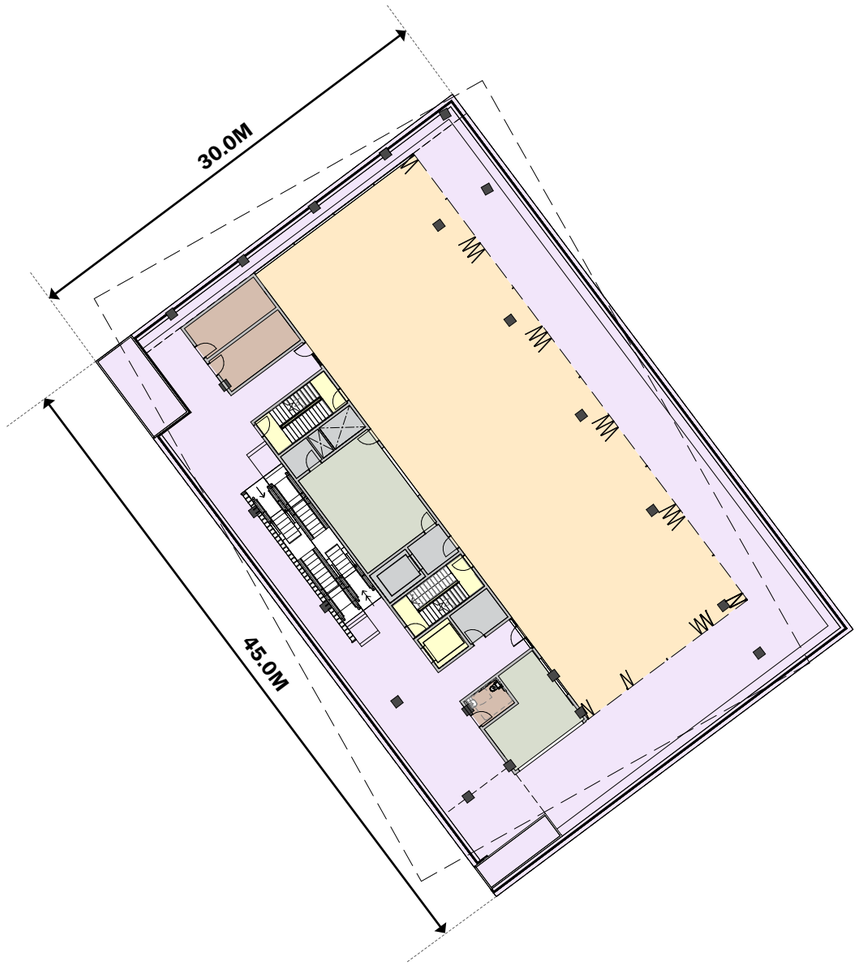
LEVEL 02

FLOOR PLAN: INDICATIVE ONLY*



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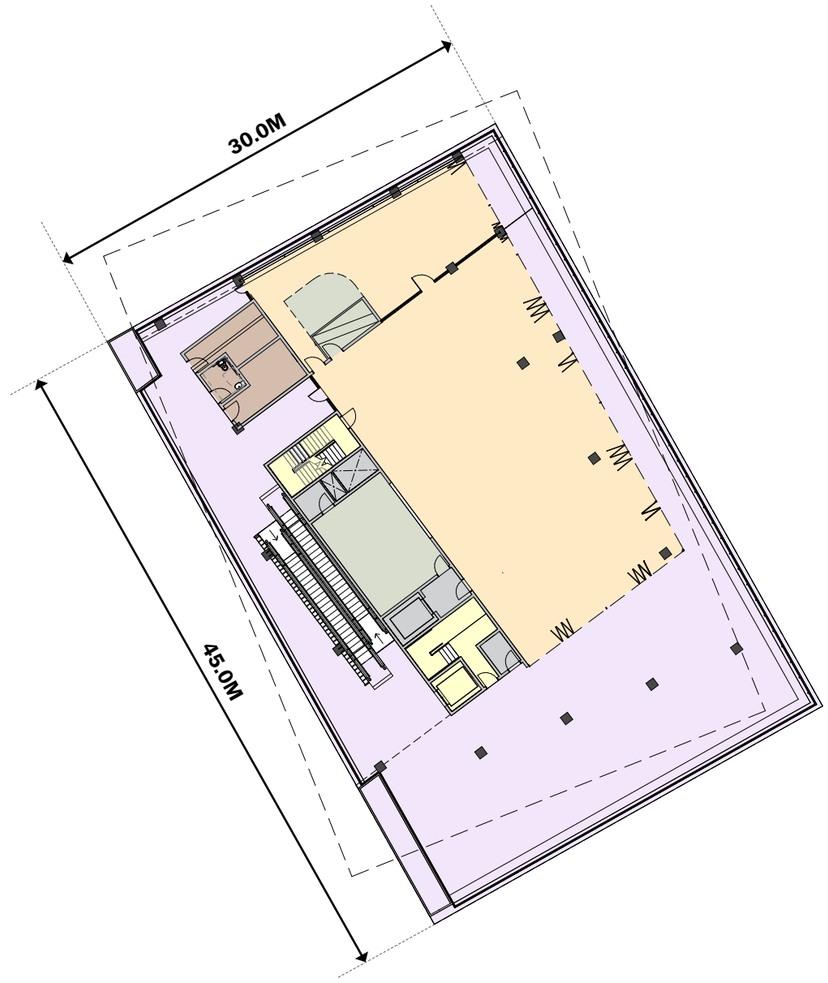
LEVEL 03

FLOOR PLAN: INDICATIVE ONLY*



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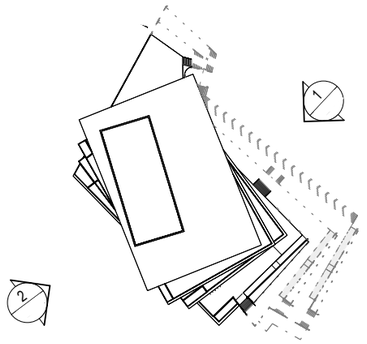
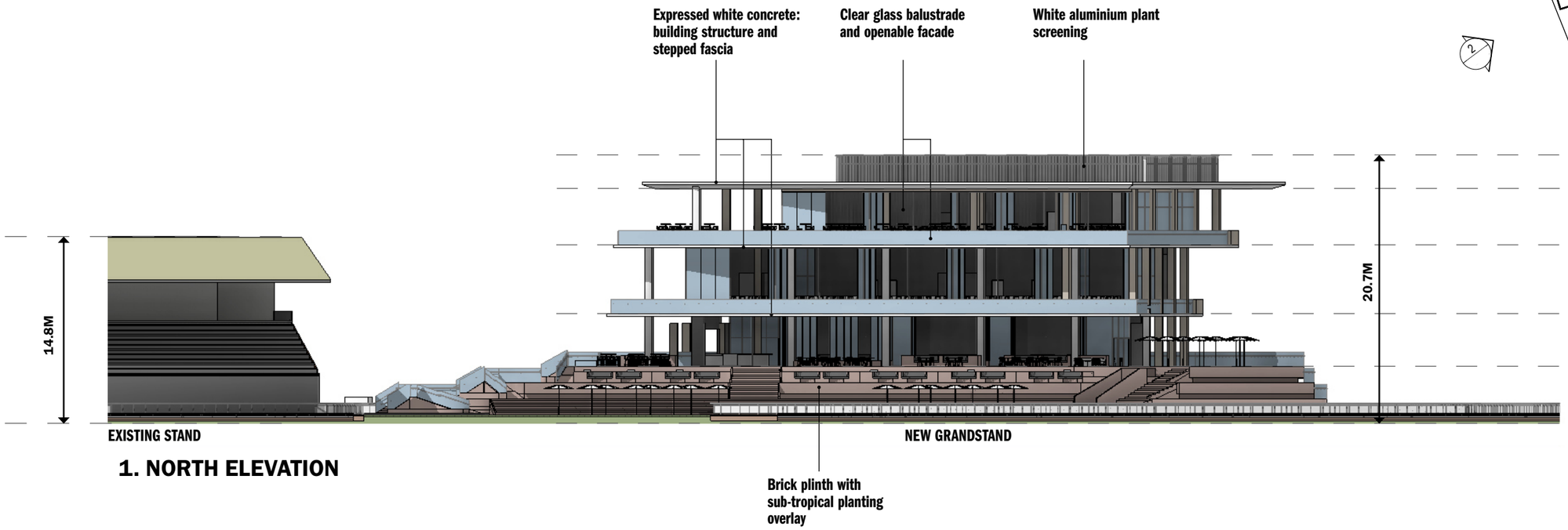
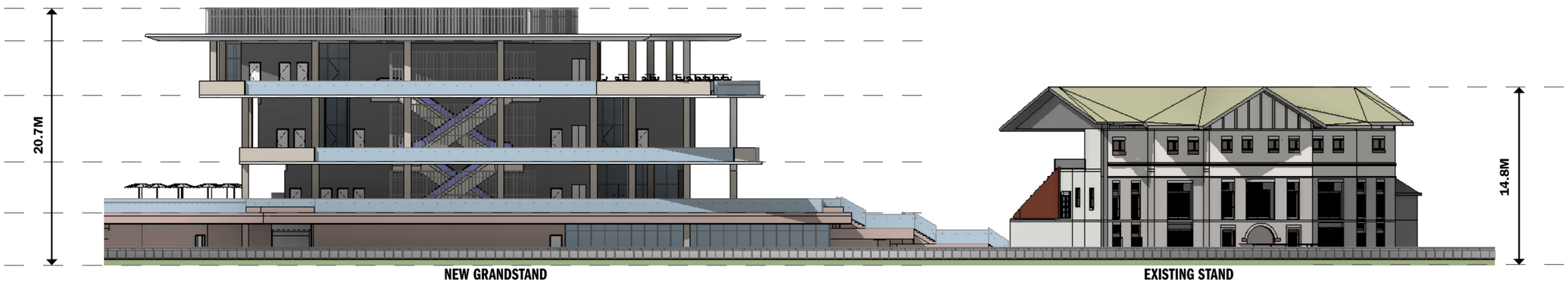
ELEVATIONS

INDICATIVE ONLY*





1. NORTH ELEVATION

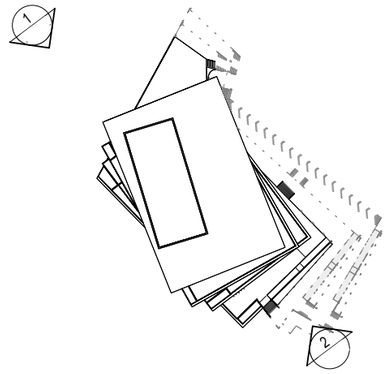


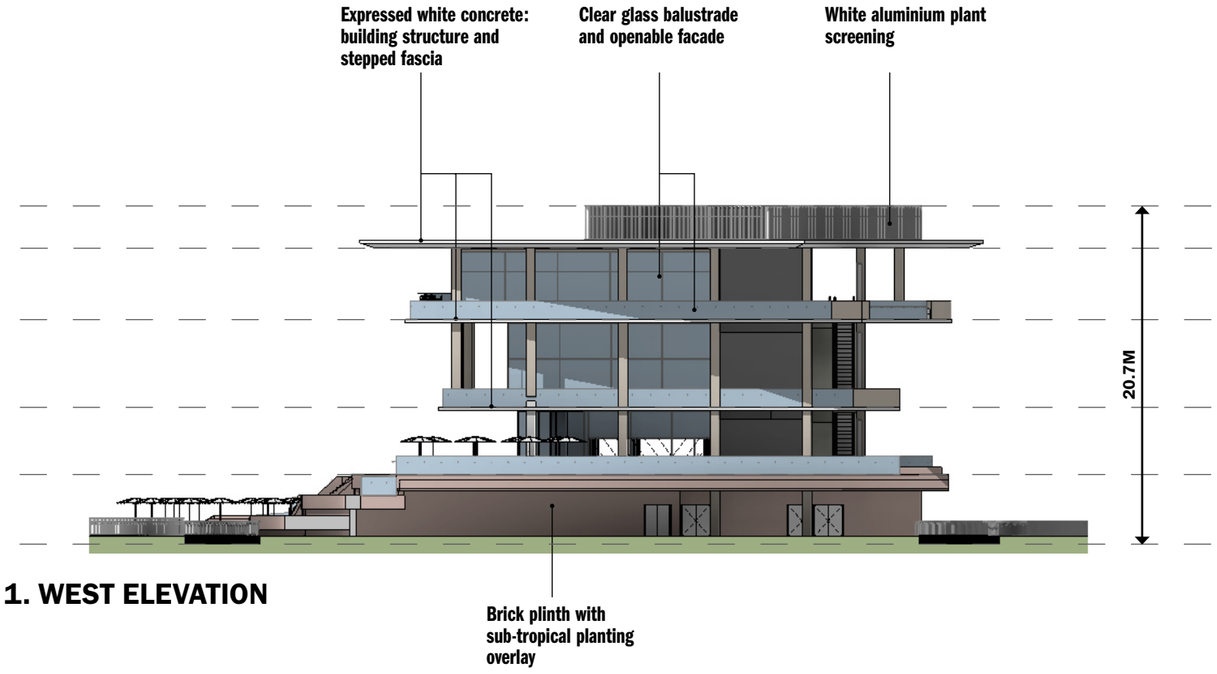
2. SOUTH ELEVATION

*This drawing is conceptual and subject to further detailed design. Drawing Not To Scale

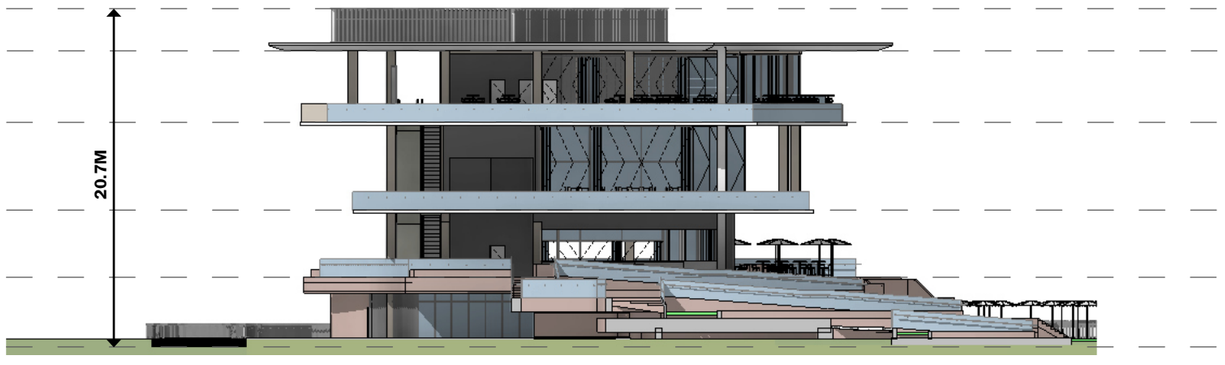
ELEVATIONS

INDICATIVE ONLY*





1. WEST ELEVATION



2. EAST ELEVATION

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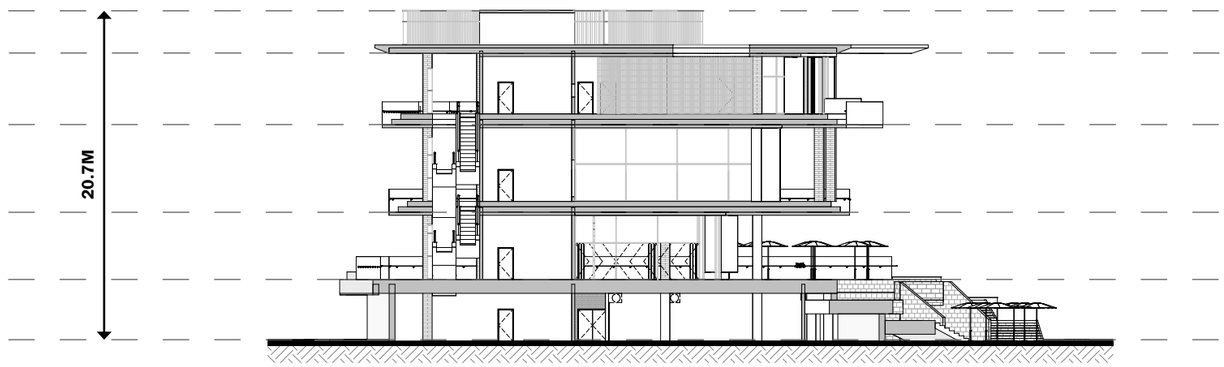
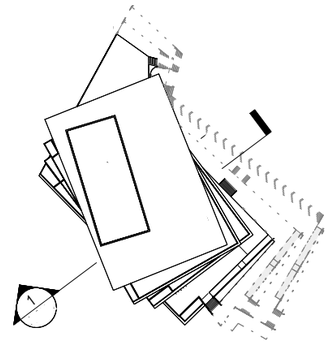
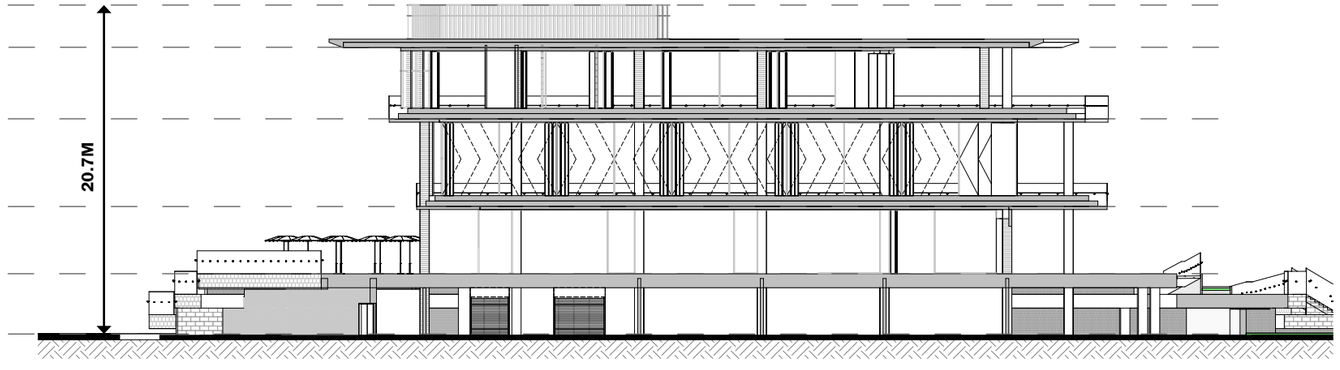
SECTIONS

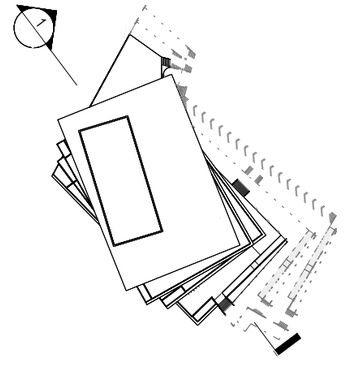
INDICATIVE ONLY*





CROSS SECTION 01





LONGITUDINAL SECTION 01

*This drawing is conceptual and subject to further detailed design. Drawing Not To Scale

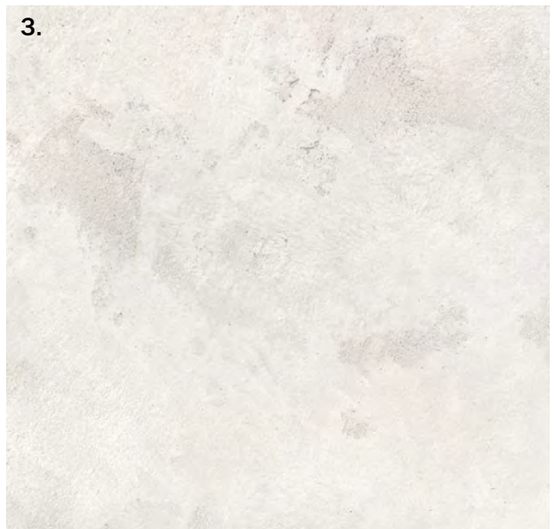
MATERIALITY

PRIMARY MATERIALS PALETTE

1.

2.

3.



4.

1. BRICK: COLOUR RANGE AND FORMAT TO REFLECT EXISTING GRAND STANDS

2. GLASS: CLEAR

3. CONCRETE: WHITE

4. VEGETATION: SUBTROPICAL SELECTIONS

CONSERVATION PALETTE

JOHN POWER STAND: EXISTING MATERIALS AND DETAILING

Within the John Power Stand, materials and details exist that could be considered in a range of ways for reuse or reintepretation in the proposed new grandstand as a reference to the John Power Stand's history. These include:

Reuse:

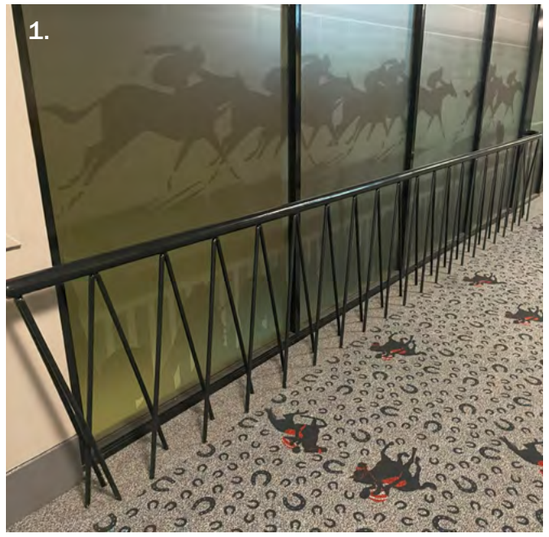
Doors: Existing timber framed, glazed doors currently located at the entry to the Oaks Bar could be salvaged and reused in the new grandstand.

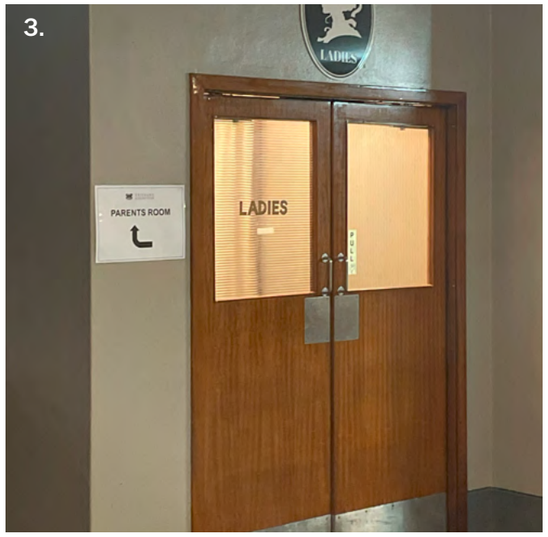
Reintepretation:

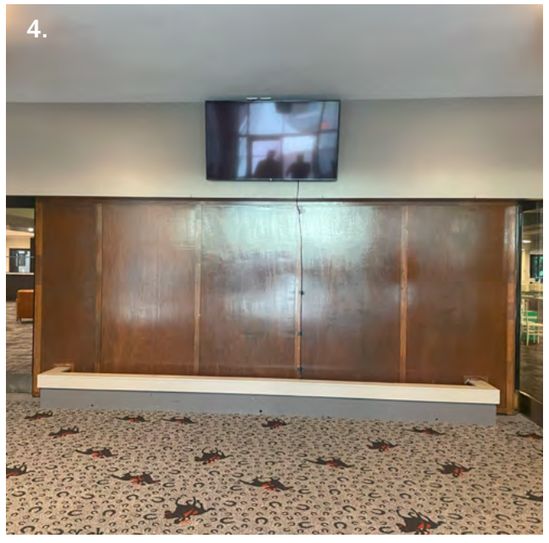
Timber: Used extensively for door leafs and door frames, and for flooring to dedicated parts of the the John Power Stand hospitality area. Timber can be considered as a material for elements such as flooring, doors, internal partitioning, joinery and furniture

Balustrade stanchion: The criss-cross pattern of the stanchion can be used as a detailing motif throughout the new grandstand (eg. signage, graphics, internal partition screening).

Fluted Glazing: Employed on the entry doors of the female toilets in the John Power Stand. Fluted glazing can be used for areas in the new grandstand where visual privacy is required.







1. Balustrade stanchion detailing

2. Oaks Bar entry doors

3. Fluted glazing (privacy)

4. Timber panelling to walls

5. Timber flooring

TRACKSIDE VIEW

ARTIST'S IMPRESSION: INDICATIVE ONLY*

*This image is conceptual and 'Not for Approval'

MAIN ARRIVAL VIEW

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JOHN POWER STAND – EAGLE FARM RACECOURSE

Archival Recording

Prepared for
BRISBANE RACING CLUB
31 May 2024

URBIS

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1. INTRODUCTION

Urbis Ltd (Urbis) has been engaged by the Brisbane Racing Club (BRC) to prepare this following Archival Recording (AR) report for the John Power Stand, which is located within the Eagle Farm Racecourse and Ascot Railway Station State Heritage Place.

An application has been made to the Minister of the Department of Housing, Local Government, Planning and Public Works for a Ministerial Infrastructure Designation (MID) over the site of the Eagle Farm Racecourse, for the development of Sporting Facilities infrastructure on the racecourse site. The proposed works involve the demolition of the John Power Stand, and the development of a new patron facility and grandstand infrastructure at the site to be called 'The Terraces'.

A pre-lodgement meeting was held with the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) and the Department of Environment and Science (DES) for this request in April 2023. At this meeting the DES officers requested that the MID proposal be accompanied by a heritage impact statement, interpretation and recognition of the stand in the construction or fit-out of the new stand, and an Archival Recording of the building.

This Archival Recording has been prepared to comply with this requirement.

This Archival Recording report has been prepared with reference to the Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter) (2013) and in accordance with the DES Guideline *Archival recording of Heritage Places* prepared in 2013 in accordance with section 173 of the *Queensland Heritage Act 1992.*

1.1. BACKGROUND

The BRC was formed as the result of a merger between the Queensland Turf Club (QTC) and the Brisbane Turf Club (BTC) in 2008, with the retention of the two racecourses owned by the respective clubs. The BRC operates both the Eagle Farm and Doomben Racecourses as horse racing facilities.

Both racecourses are subject to a Master Plan approval which will see racing activity remain at the racecourse sites, but also allows other, unrelated development to occur. A Preliminary Approval (PA) was granted by the Planning & Environment Court for the redevelopment of the Eagle Farm Racecourse and the Doomben Racecourse for a range of new uses in July 2013. With ministerial extensions to development approvals as a result of the Covid 19 disruptions the development approval for the master plan will expire in mid-2025.

The Master Plan sought the continuation of racing activities, but for surplus land to be developed into a residential and commercial spaces. A demolition plan showing the demolition of the John Power Stand was one of the documents that comprised the development application for the master plan and the PA over the site.

In 2012, as part of the assessment of the development application for the PA over the site the Department of Environment and Heritage Protection (DEHP – now the Department of Environment, Science and Innovation –DESI) provided a referral agency response to this application. This demolition plan was approved by the DEHP as a referral agency to the application, the Brisbane City Council as assessment manager for the application, and the Planning & Environment Court, which finally approved the development application in 2013.

As part of the current application to the Queensland Government for the MID to be declared over the Eagle Farm Racecourse site, approval for demolition of the existing John Power Stand is being sought consistent with the master plan and the PA. Once demolished, a new facility to be called 'the Terraces' will be constructed in the current location of the John Power Stand.

In 2013 consulting engineers Bligh Tanner undertook a structural condition report of the John Power Stand. This report concluded that that some significant structural problems and extensive corrosion and concrete spalling were observed to both the upper and lower tier seating of the stand. Furter structural problems and areas of repair were identified to the suspended slab areas under the southern concourse and access ramp, the conclusion was that the John Power Stand required significant repairs and refurbishments. Updates to this initial report by Bligh Tanner in 2022 and 2023 noted that the roof over the upper tier seating and tension netting had been installed; however cracking and spalling of concrete continued as well as corrosion of reinforcement was observed. Water ingress was observed on the southern ramp that had led to spalling of concrete and corrosion of the reinforcing steel. The same was observed at the upper level suspended slab.

All of these reports confirmed the poor condition of the building, and advised that major components of the building are approaching the end of their structural life. A peer review of the Bligh Tanner reports was undertaken by Inertia Engineering in October 2023, which largely concurred with the Bligh Tanner findings.

The demolition of the building and its replacement with a new facility is considered the best outcome given the issues of the building and the need to provide more modern spectator accommodation and facilities at the racecourse.

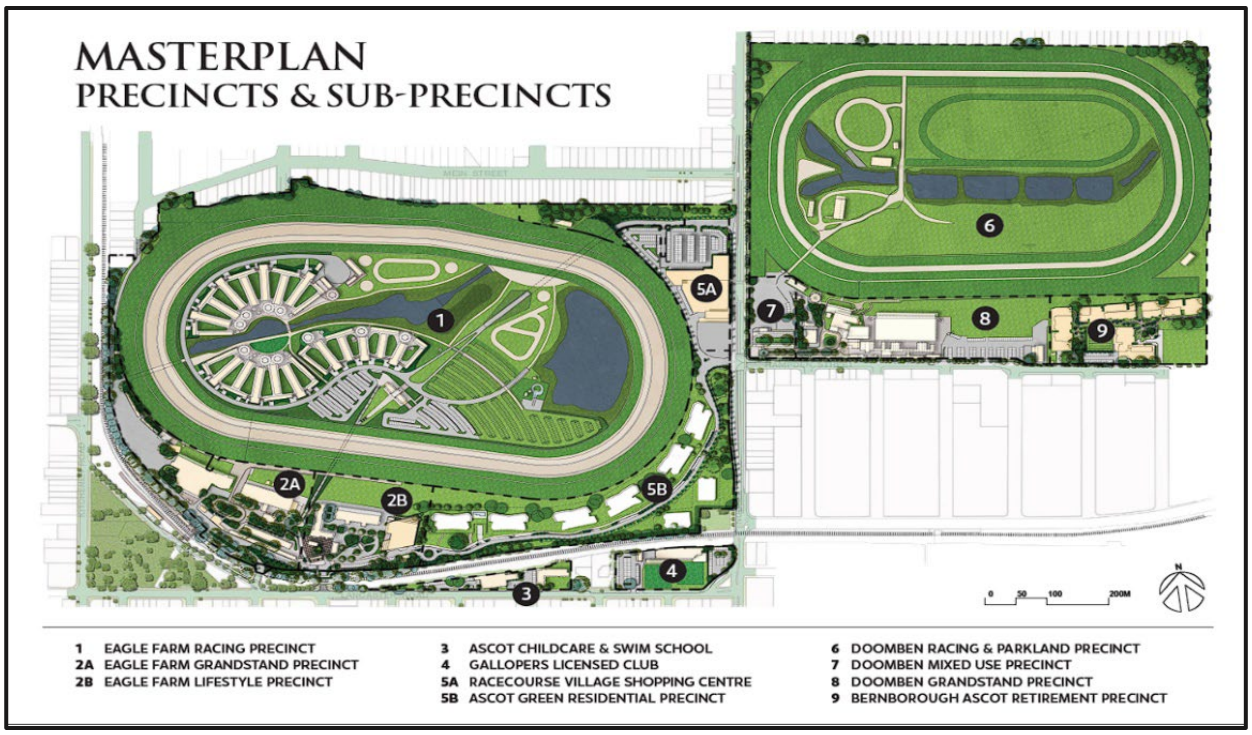


Figure 1 Map of the Master Plan precincts and sub-precincts for Eagle Farm and Doomben

Source: Brisbane Racing Club 2024

1.2. HERITAGE STATUS

The Eagle Farm Racecourse is permanently entered in the QHR as a State Heritage Place (QHR ID# 602195). The identified heritage curtilage for the site comprises the following allotments at the racecourse site:

- Lot 801 on SP292903;
- Lot 13 on SP122231;
- Lot 5 RP33741;
- Lot 58 on SP122233;
- Lot 2 on RP111274; and
- Lot 0 on SP283535 (partial).

The site is also included in the Heritage Overlay of the Brisbane City Plan 2014 (the planning scheme) in the Local Heritage Place sub-category. When State Heritage Places are recognised in the local planning scheme as a Local Heritage Place and are subject to redevelopment, the local government defers to the assessment of the scheme by state authorities.

The John Power Stand itself is noted in the register entry as being an element of the wider State Heritage Place, satisfying criterion d) of Section 35 (1) of the QHA, in demonstrating the principal characteristics of a particular class of cultural places (as *part of an important representation of the intact, unique and exceptional work of a number of prominent architects who made an important contribution to Queensland's built environment*).

The heritage curtilage from the QHR entry for the site is shown at Figure 2 and Figure 3.

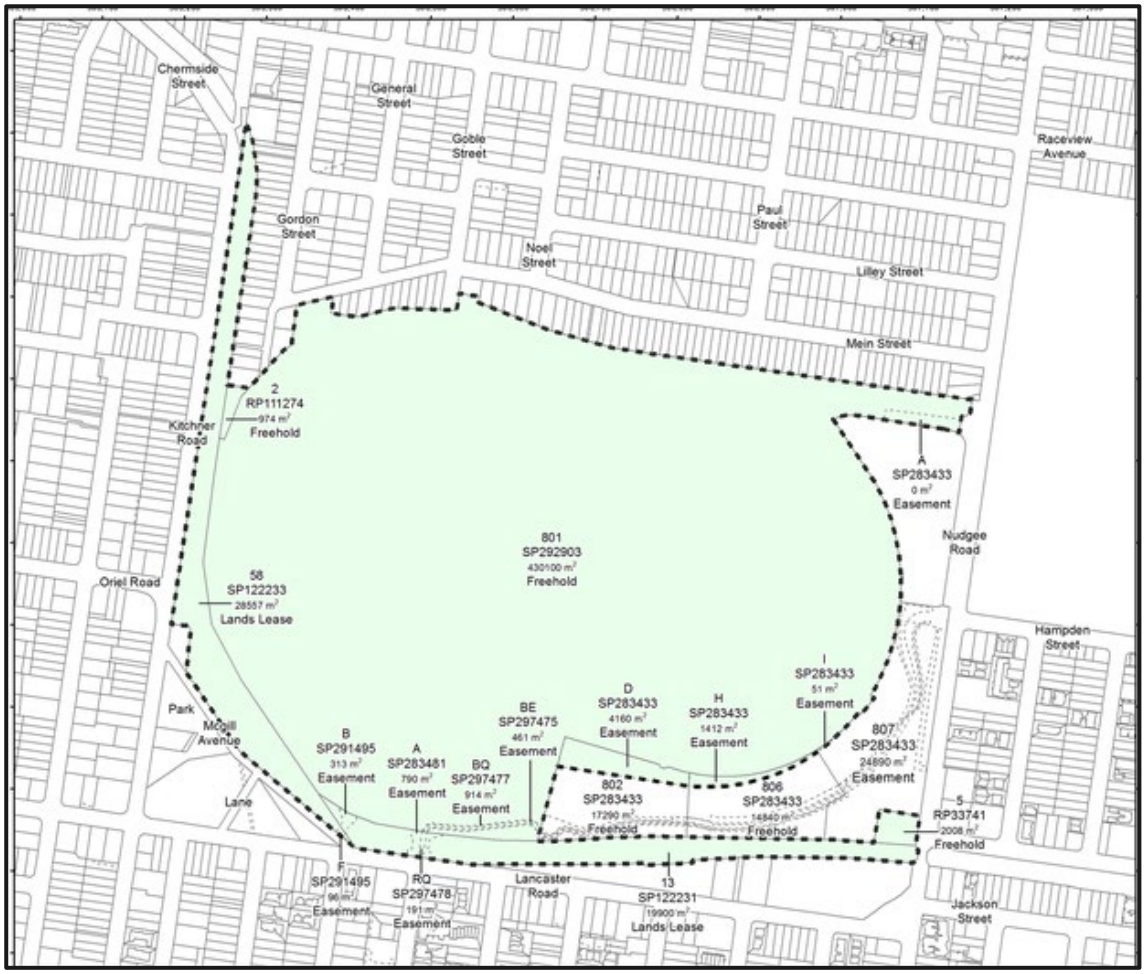


Figure 2 – The heritage registered boundary for the site of the Eagle Farm Racecourse in the DES register entry for the site.

Source: DES 2022

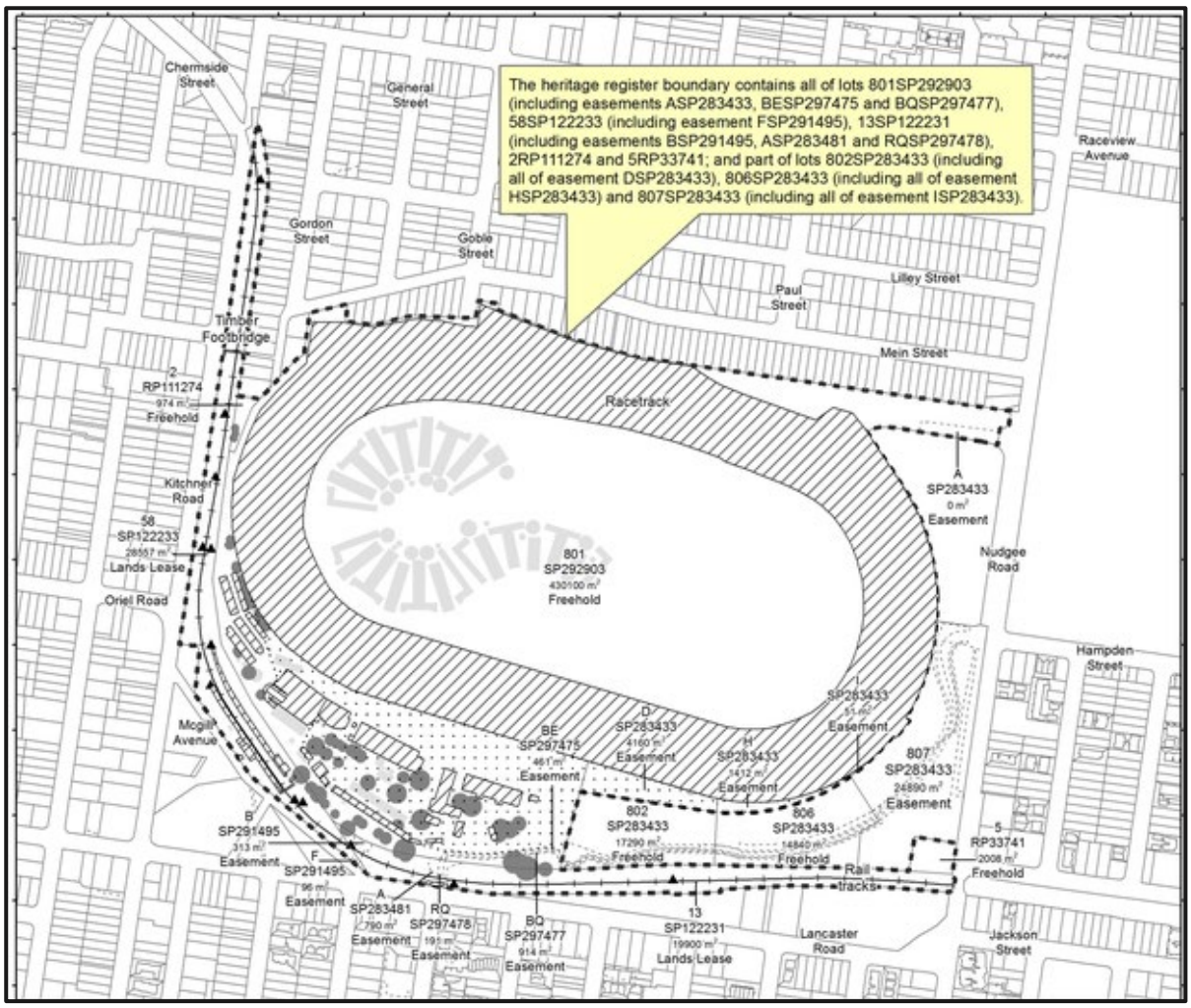


Figure 3 The QHR heritage mapping including the location of the various buildings at the site within the curtilage. The John Power Stand is shaded as one of the significant elements of the site.

Source: DES 2022

1.3. SITE LOCATION

John Power Stand is located within the Eagle Farm Racecourse at 230 Lancaster Road, Ascot, QLD, formally the Racecourse is described with several allotments:

- Lot 2 on RP11274 (entirety);
- Lot 801 on SP292903 (entirety);
- Lot 58 on SP122233;
- Lot 13 on SP122231;
- Lot 0 on SP283535 (partial);
- Lot 5 on RP33741; and
- Lot 806 on SP283550 (partial).

The Eagle Farm Racecourse is made up of several buildings that include:

- The Ascot Station and Railway Line;
- The Paddock Stand;
- The Members' Stand;

- The St Leger Stand;
- The Totalisator Building;
- The entrance gates;
- Ticket boxes;
- The John Power Stand; and
- Timber and brick buildings and timber stabling areas.

The John Power Stand is located at the south-western end of the racecourse and is the stand that is furthest away from the entrance gates and located adjoins the Members' Stand via a modern extension.

The location of the site is shown at Figure 1 below.

Figure 4 Location of the John Power Stand (red square) within Eagle Farm racecourse

Source: Nearmap 2023, annotations by Urbis 2024

1.4. METHODOLOGY

This AR has been prepared in accordance with the relevant approval conditions noted above, and the following guidelines and best practice documents:

- Archival Recording of Heritage Places (DEHP 2013);
- The Burra Charter: Australia ICOMOS Charter for Places of Cultural Significance (Australia ICOMOS 2013).

1.5. APPROACH AND REPORT STRUCTURE

As noted above this Archival Recording of the John Power Stand has been prepared in accordance with the DES Guideline *Archival recording of Heritage Places* (2013) in accordance with section 173 of the *Queensland Heritage Act 1992.*

The text in this report gives a brief background in the history, physical description and cultural significance of the site and building. The text of the report is to accompany and contextualise the archival photographs and plans.

Current floor plans have been prepared by Urbis in 2024 for this project, and are appended to this report at **Appendix A.**

Contact sheets for the photographs of the various elements of the John Power Stand are appended to this report at **Appendix B.**

Catalogue sheets for the photographs describing the various images are appended to this report at **Appendix C.**

Key plans for the photographs show each photographic location and direction shown for the photographs and indicated with numbers and arrows are appended to this report at **Appendix D.**

Photographs have been taken in digital form only but as high resolution files as required by the guideline. The high resolution photographs are collated separately and can be provided to SARA/DESI and State Library of Queensland as required via a USB, CD or equivalent.

1.6. AUTHORSHIP

This AR has been prepared by Lisa Flemwell (Consultant) and Katherine Lee (Consultant) and reviewed and endorsed by Scott Richards (Associate Director).

Unless otherwise stated, all drawings, illustrations, and photographs are the work of Urbis.

2. HISTORICAL SUMMARY

The following section presents an historical overview of the development of the Eagle Farm Racecourse and the John Power Stand. The information has largely been taken from previous Urbis reports (Urbis 2023) and from the QHR Entry for the Eagle Farm Racecourse and Ascot Railway Station (QHR #602195).

2.1. EAGLE FARM RACECOURSE

The Eagle Farm Racecourse, originally named the 'Brisbane Racecourse' that was established in 1863, that included a total area of 129.5ha (DES 2022). However, horse racing became one of the first sports that began in Queensland once the settlement of Moreton Bay was open for free settlement, with the first recorded races being held at Coopers Plains in 1843 (DES 2022).

The Racecourse was designated for use as a racecourse only and could not be used for any other purposes, with the land placed under a trusteeship, managed by members of the Queensland Legislative Assembly, and members of the QTC (DES 2022). The Racecourse started with one grandstand with enough seating for 350 people. In the early races days between 3000-5000 people showed up. However, in the early days of the races the horses couldn't be seen through the dense bush areas (DES 2022). During the late 1800s the racecourse was used for a variety of other activities to generate more income that included cricket matches, shooting competitions, ladies' croquet, polo matches, night athletics, and was a place for the Queensland Volunteer Force's encampment in 1879 (DES 2022).

In 1882 the railway line was extended from Eagle Junction to Ascot, this was a game changer for the Racecourse, as it opened alternative means to access the Racecourse. That same year a timber railway station was constructed on the racecourse side of the single line track. In 1883 a ladies' waiting room was added to the north-west of the station. The station was renamed Ascot Railway Station in 1897 (DES 2022). By 1889 tenders were out to construct a brick and iron grandstand, it was completed in 1890 and was called the Paddock Stand (DES 2022).

In 1904 tenders for the construction of the Members' Stand were requested, with the complete construction of the stand completed by Mr. Carrick and designed by architects Hall & Dobs. Hall & Dobs also the St Ledger Stand in 1913, the same year that the entrance gates and the new Totalisator building (replaced the previous one that had burnt down), an extension was added on the building in 1917 (DES 2022). Post WWI, the Paddock Stand and the Members' Stand were extended, a new lavatory block was built, and an extension was approved in 1938, turnstiles were also added to the Racecourse (DES 2022). During WWII the Racecourse was used as a campground for American servicemen.

Post WWII the improvements were made to the racecourse that included new grass training tracks, horse swimming pool, testing facilities, aluminium running rails, and covered betting ring (DES 2022). The track was extended in 1990 from 1200 meters to 1600 meters and was used for the first time in 1991. Between 2005 – 2006 refurbishments and restorations occurred to St Leger Stand and the Totalisator building, that included a racing museum on the upper floor of the Totalisator building.

In 2013 as part of the Master Plan for the redevelopment of Eagle Farm and Doomben Racecourses changes and upgrades including updating the tracks, facilities, parking, stabling areas, and general enhancement of the existing structures (DES 2022). In 2017 the racecourse stable complex, workshops and sheds associated with maintenance, and a house were all demolished. In 2018 the residential towers and Racecourse Village were constructed in 2018 in the place of the demolished buildings.

2.2. JOHN POWER STAND

The John Power Stand was constructed in 1958 by KD Morris & Sons Pty Ltd, and designed by Martin Conrad, the total cost of the John Power Stand was £450,000 (DES 2022). The Stand was named after DR John Power the president and Licensing Committee Chairman of QTC between 1947-1965 (Urbis 2023). The John Power Stand was constructed to the west of the Members' Stand, the Stand meant that activity and seating would be spread more evenly across the racecourse and move patrons from the crowded Paddock and St Legers Stands.

The original design for the John Power Stand was planned in the early 1950s, the design showed two tiers of seating that overlooked the Racecourse, a three-storey building to the rear of the seating areas to accommodate a members' bar, a ladies' bar, luncheon room, concourse areas and supporting facilities for patrons. The initial design included a circular ramp to the rear of the stand on both the western and eastern sides of the building to allow for access to the upper floor concourse from the ground floor (Urbis 2023). In

August 1953 a newspaper article reported that the John Power Stand would be much larger than any of the other stands at the Racecourse, with double the amount of seating (Brisbane Telegraph, 6 August 1953, p.36).

Picture 1 The upper tier seating of the stand under construction

Source: Coughlan 2009

Picture 2 John Power Stand after construction in 1958, with the circular ramp on the western elevation

Source: State Library Queensland (SLQ), John Oxley Library (JOL), image number 6523-001-0629

Picture 3 Princess Alexandra presenting the Queen's Cup at Eagle Farm, the John Power Stand prominent with the two-tier seating in the background in 1959

Source: SLQ, JOL, Negative Number 65207

Picture 4 View of John Power Stand and Members' Stand in 1971

Source: SLQ, JOL, Negative number 152014

In 1954 a newspaper article noted that the construction of a new grandstand was a major project for QTC, *'the new stand would be two-deck concrete, brick and steel grandstand at Eagle Farm, to seat 3,500; the lower deck for members and women ticket holders, upper deck for public.'* (Courier Mail, 8 February 1954, p.5). 1954 plans of the John Power Stand showed a design for two-tiered seating, with the top-level sloping down above the lower level, a three-storey masonry building to the rear of the seating area that also extended under the lower tier seats. The building was organised as a ground floor, mezzanine floor level (first floor), members' deck level (second floor), and top deck level (third floor).

On the ground floor included a trainers' bar, racecourse office, stewards' office and totalisator, and bookmakers' platforms. The first floor had lobbies, cloak rooms and toilets as well as a ladies bar, and a luncheon room that was used by members wives (Urbis 2023).

The elevations of the building show the design of the building and the expressed form of the tiered seating to its best effect. The upper tier of seating was not covered, unlike other grandstands, and the stepped nature of the seating was visible at the side elevation with steel balustrading to the edge of the building. Steel framed glazed panels infilled the area below the upper tier to the side elevation.

The lower tier seating was finished in rendered masonry, with fixed glass louvres and openings for air conditioning intakes. The stepped nature of the seating to the lower tier was also expressed like the upper tier, with steel pipe balustrading to the edge of the building like the floor above. A balcony with thin steel cross balustrading opened out from the members' level. The same this steel cross balustrading was used in the fire stairs to the western side of the building.

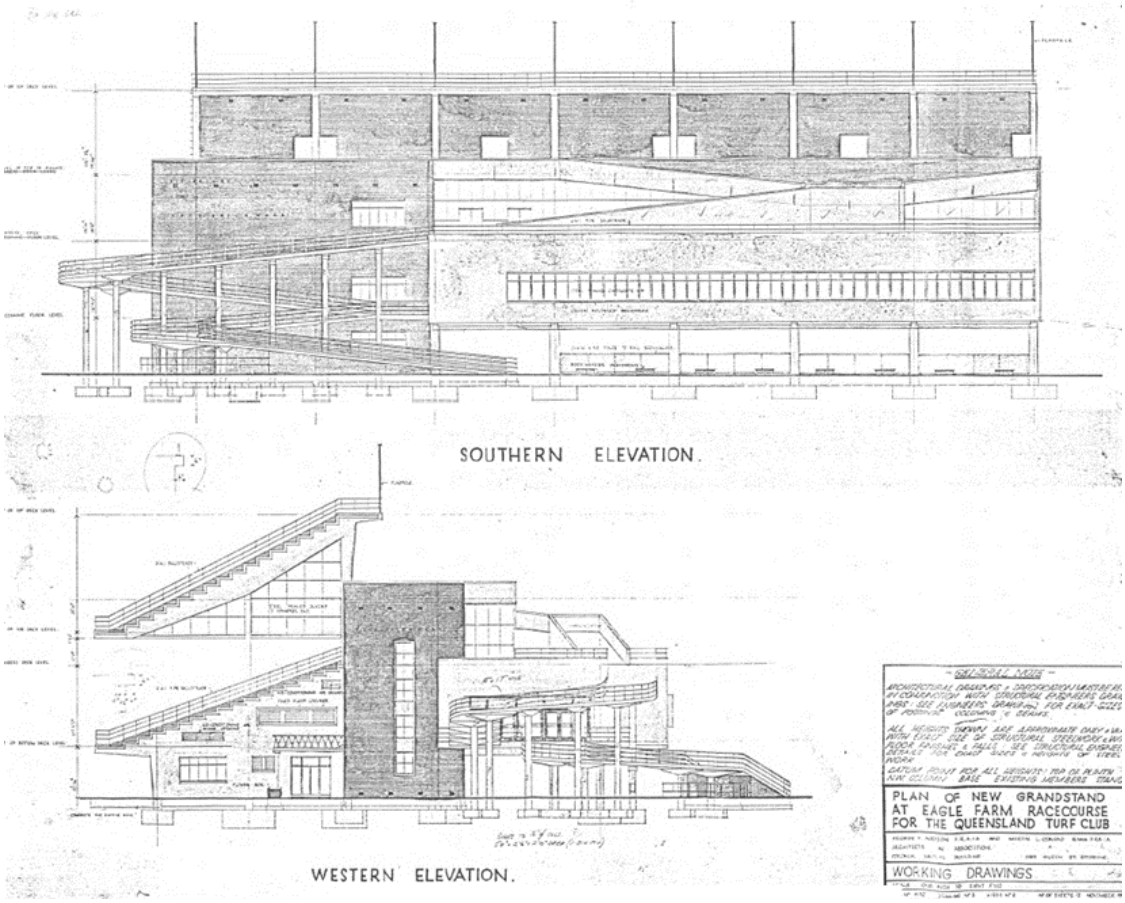


Figure 5 Southern and western elevations of the John Power Stand in the 1954 plans

Source: Urbis 2023

The rear of the building was expressed as face brickwork, and cement rendered blockwork. The fire stairs were expressed as a single face brick form with fixed vertical glazing to all levels. The semi-circular ramp on the western side of the building extended from the ground level, curving around itself and arriving at the first-floor mezzanine level. A series of multiple doors (referred to as the lady ticket holders' door) on the western side of the first-floor level led inside the building to the luncheon room, the ladies bar, lobbies, cloak rooms and toilets for both men and women, servery and Vic-Regal room. A concourse extending the width of the building gave access to sets of stairs that allowed patrons to enter the lower tier seating level of the grandstand.

The western ramp then continued in a separate arc to the members' or second floor level. The upper concourse to this floor was enclosed with steel framed glazing and spandrel panels to the rear of the stand, with brickwork walls to the front of the tiered seating. From this second-floor level a set of 'scissor' ramps constructed of concrete continued to the top of ramps or third floor level, to allow patrons to enter the upper tier of seating. These ramps had the same steel pipe balustrading as the tiered seating. The upper concourse area led to a series of five groups of stairs that provided access to the upper tier of grandstand seating on this level. The upper grandstand seating was fully exposed and did not have a roof or shading.

To help with the cost of construction of the John Power Stand and the general building program of the 1950s, the QTC decided to increase the membership. In 1956 there were 370 current applications to join the club, which meant a wait of some 11 years. At that time membership numbers were increased to 1,000. A decision was made as well to rationalise assets with the sale of the club's city offices. All records were transferred to Eagle Farm, and QTC committee meetings were thereafter held in the mew racecourse offices in the John Power Stand from March 1958 (Coughlan 2009).

In 1959 Queensland celebrated its centenary as a separate state, after separation from New South Wales in 1859. That same year the Queensland branch of the Royal Australian Institute of Architects (RAIA) published a book called Buildings of Queensland, as a record of the architecture of Queensland over the previous century. A photograph of the John Power Stand was published in the book in the chapter about Recreational buildings, but no text or commentary was provided about the building by the authors. It is noted that many late 1950s buildings were included in this book apart from the John Power Stand.

On completion the John Power Stand operated as one of the main grandstands at the site. Racing carnivals were heavily attended in the 1950s and 1960s, and the John Power Stand was well patronised by QTC members and the general public.

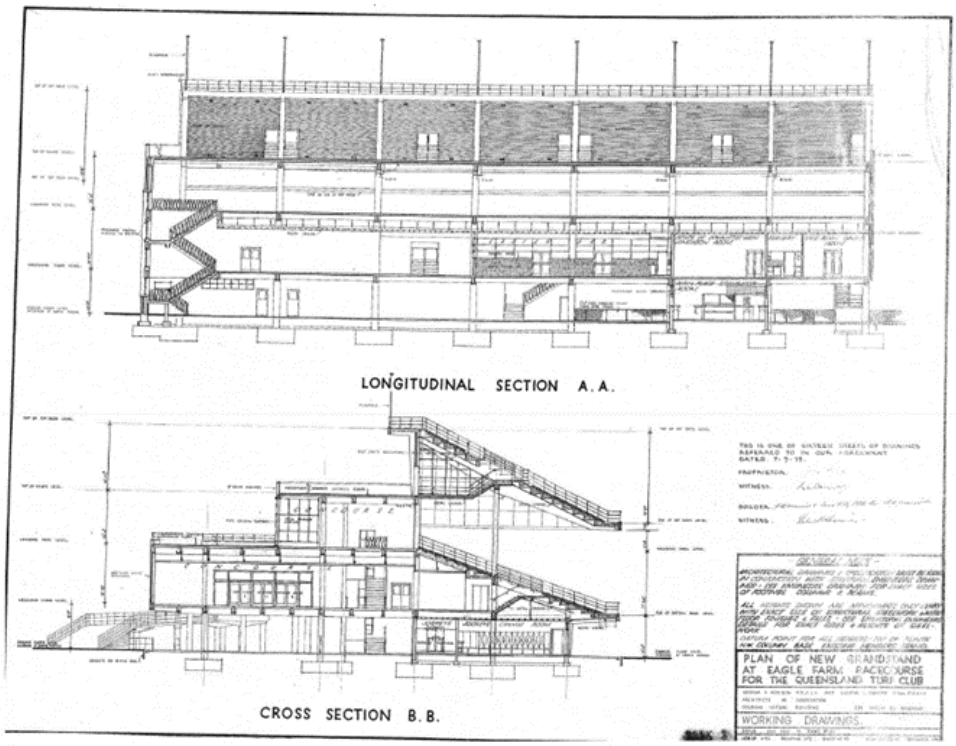


Figure 6 Cross section of John Power Stand as seen in the 1954 plans

Source: Urbis 2023

2.2.1. The Extension

Between 1960 and 1969 a small extension was made to the eastern elevation that provided a covered connection between the John Power Stand and Members' Stand.

In 1971 an extension to the John Power Stand was constructed, to a design by Martin Conrad Architect. The extension was a large single storey addition, that was level with the first floor of the original stand. The extension was elevated on rendered concrete columns like the rear section of the original building (Urbis 2023).

The 1971 plans for the extension, also highlight the original L shaped layout of the first-floor level that included the location of the Oaks bar, the Vice Regal dining room, lobby and concourse. Ladies and gents toilets were on the western side of the concourse area, as was the fire escape stairs The new extension was fit into the width and footprint of the existing building, the extension allowed for a new lounge bar that adjoins the Oaks bar, luncheon room and a new kitchen that adjoins the Vice Regal dining room.

The extension had an organic type form, contrasting with the regular rectangular form of the 1950s extent of the John Power Stand. The Stand was finished in rendered masonry, with angled cladding to the rear and sides and vertical fins to the rear elevation with fixed glazing panels inset between the fins.

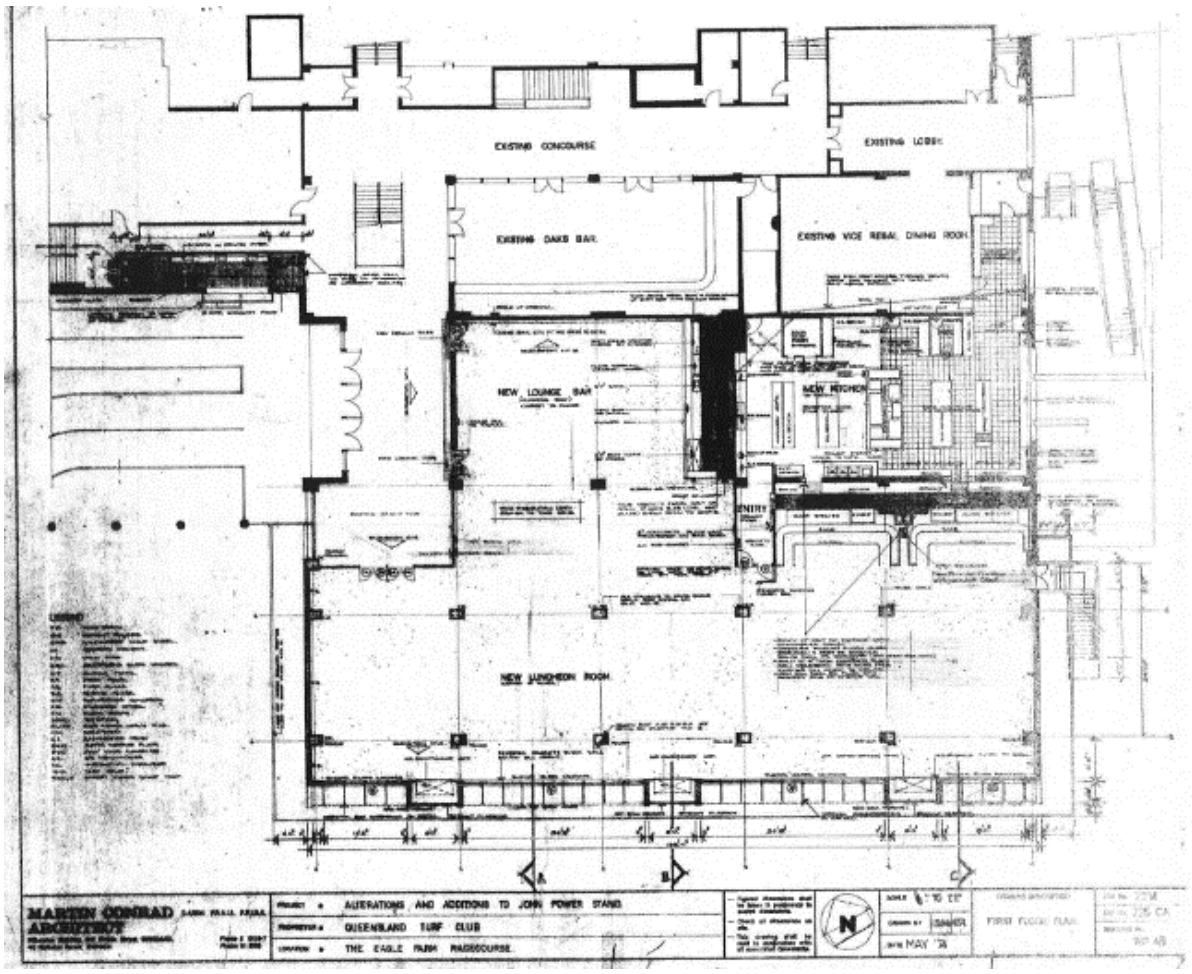


Figure 7 The first floor plan of the 1971 extension

Source: Urbis 2023

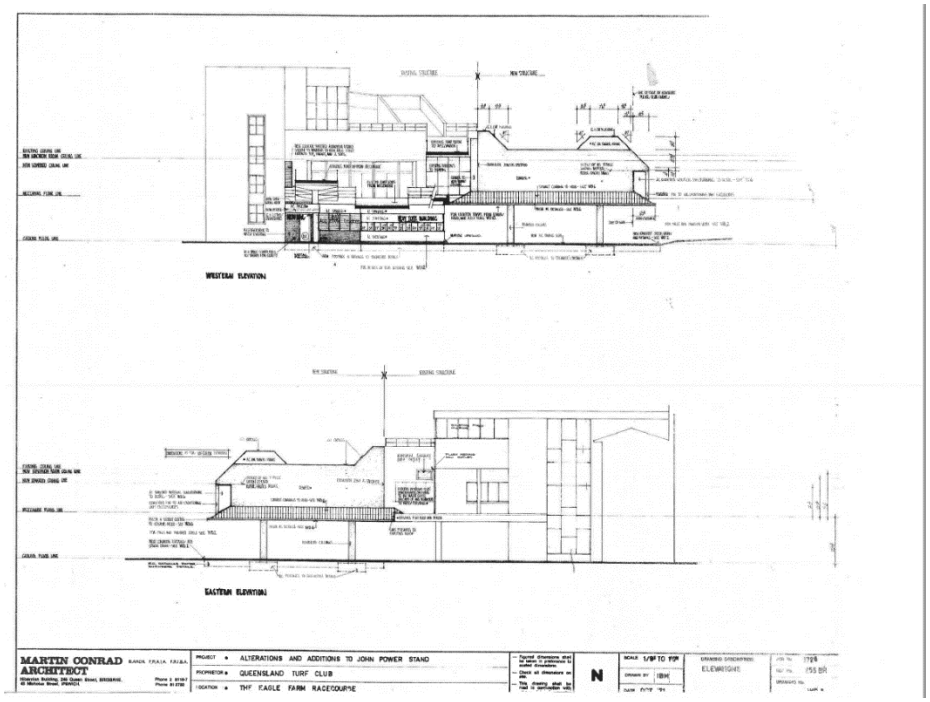


Figure 8 The eastern elevation of the 1971 extension

Source: Urbis 2023

In 1983 the internal upper concourse area on the second flood was modified with the construction of private boxes and male and female toilets. Metal framed plasterboard partitions were installed to create these spaces with new ceilings in some spaces and vermiculite sprayed onto existing ceilings where the toilets were located. At this time the Ascot bar was already built on the upper concourse area, the extension of the bar on the western side of the stand to enlarge the bar was also completed. On the floor above the top deck level new windows and plasterboard partition were installed to the sets of stairs (also known as vomitories) that led to the upper tier seating (Urbis 2023).

In 1984 escalators and other structures were built between John Power Stand and the Members' Stand, that linked the two Stands together. By the 2000s the upper tier seating was permanently closed due to safety and compliance concerns (Urbis 2023). The seating and handrails were removed due to major concrete deterioration of the upper tier, largely due to the continued exposure of the elements for 50+ years. At this time permanent cladding cover was fixed to the upper tier level to secure the structure and prevent further deterioration. Spalling from the underside of the upper tier of seating has occurred over time with sections of concrete having fallen onto the lower seating tier.

Tension netting has been installed to the underside of the upper tier of seating to catch the falling spalled concrete sections. The underside of the tier is badly damaged in places with exposed and corroded reinforcing bars.

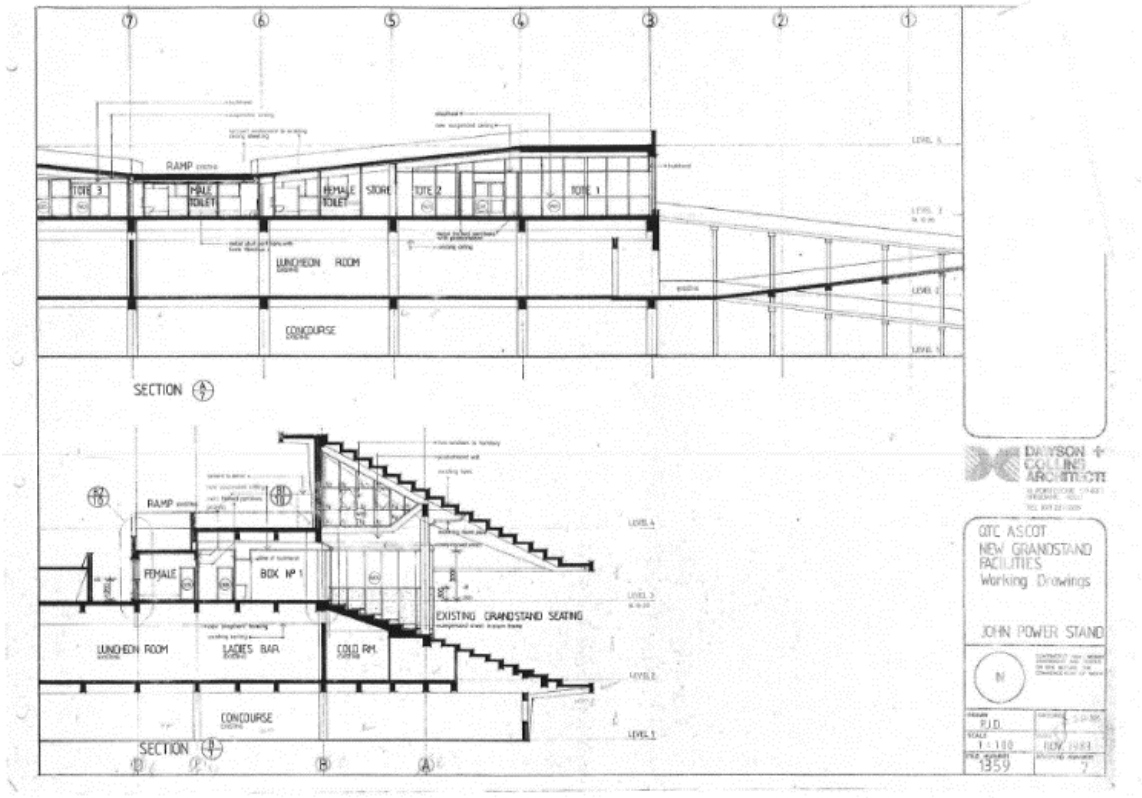


Figure 9 A section drawing from 1983 that shows the works to the upper floors of the building for the private boxes and toilets and extensions to the Ascot Bar

Source: Urbis 2023

3. SITE DESCRIPTION

The following site description has been taken from previous Urbis reports for the John Power Stand and updated to reflect the current composition and appearance of the site. The site description for Eagle Farm Racecourse is from the QHR citation for the place.

3.1. THE EAGLE FARM RACECOURSE

Eagle Farm Racecourse and Ascot Railway Station is approximately 6km northeast of Brisbane City. The site occupies roughly 50 hectares of flat land, and is bounded by Lancaster Road (south), McGill Avenue (southwest), Kitchener Road (west), Gordon and residential properties (north), Nudgee Road (east) and mixed-use development (east and south-east). The public entrance to the racetrack is at the south end of the site via Lancaster Road, at Racecourse Road's north termination and a secondary entrance is from the northeast.

Figure 10 Site of Eagle Farm Racecourse and Ascot Railway Station

Source: Nearmap 2024

3.2. JOHN POWER STAND

The Stand comprises two suspended cantilevered seating levels to the northern side of the building closest to the raceway. Behind and underneath the stand seating is a three level building and an upper concourse at the members' deck level and a top concourse on the top of ramps level. The upper tier of seating has been closed from access and roof cladding being installed over this area.

3.2.1. External

The grandstand building has been constructed of a combination of concrete, face brickwork and rendered masonry. The Stand features two tiers of seating to the north facing the racecourse, which are cantilevered from the main building to the south which has three levels. The height of the top tier of seating the building has an effective height of four storeys.

The western side elevation of the building is characterised by the cantilevered form of the two tiers of seating, the facebrick expression of the first stairs and the curved form of the semi-circular ramps from the ground to members' deck level, and then to the top deck level. To the rear of the building the 1971 extension continues in the same place as the rear portion of the 1950s building – the two building forms have been rendered and painted the same colour to match.

Picture 5 Western elevation showing tiered seating and capped roof

Source: Urbis 2024

Picture 6 Roof and panels closing in the upper tier

Source: Urbis 2024

The semi-circular ramps are constructed of concrete slabs spanning between concrete beams, which are supported on circular concrete columns. The surfaces of the ramps are finished with asphalt overlays.

The rear (southern) elevation of the building is distinguished by the elevated single storey form of the 1970s extension, with its vertical fins and fixed glazed panel inserts. The rear of the upper part of the original grandstand building is largely facebrick, with a rendered and painted section to the rear of the building.

Picture 7 Semi-circular ramp, with circular beams and asphalt overlays

Source: Urbis 2024

Picture 8 Semi circular ramp and the 1970s rear extension to the right

Source: Urbis 2024

Picture 9 The rear elevation showing the 1970s extension

Source: Urbis 2024

Picture 10 Rear elevation, the upper tier and brickface visible just behind

Source: Urbis 2024

The eastern elevation of the building is characterised by the 1970s extension, a recent elevated deck and awning, part of the original building extent to this elevation, and a series of modifications and extensions to the front of the stand. A glazed and metal clad structure extends beyond the main building footprint at the upper deck level, and provides an enclosed entrance to the private boxes on this level, and shelter for the escalator down to the members deck level. A separate addition is constructed of masonry with horizontal timber screens. The eastern elevation of the John Power Stand is a jumble collection of different elements, materials and construction periods with little clarity of expression.

An escalator extends from the ground floor level between the John Power Stand and the Members' Stand and arrives at a masonry landing constructed between the two at the members deck level. A second escalator extends from this landing to the upper deck and is sheltered by the timber screened addition. At the upper deck level two stands are connected by a masonry decking structure, that provides access to the private boxes and suites on the upper deck level of the John Power Stand.

Picture 11 Eastern elevation showing recent elevated deck and awning

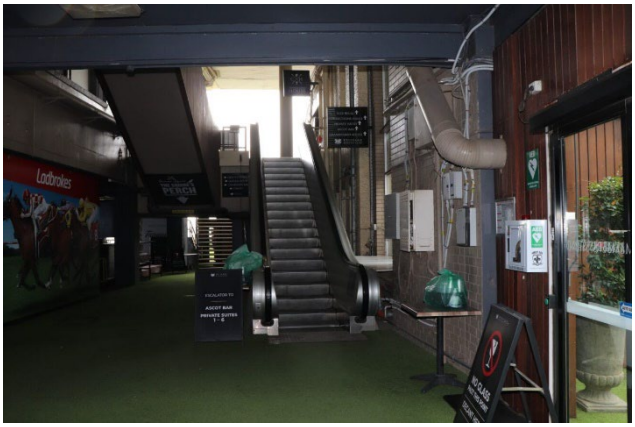
Source: Urbis 2024

Picture 12 Modern extension opened into the ground floor, Members' Stand to the right

Source: [Insert source]

Picture 13 Eastern elevation, showing mix of materials and no particular style

Source: Urbis 2024



Picture 14 Escalators located in between the John Power Stand and Members' Stand

Source: Urbis 2024

Picture 15 Adjoining area between John Power Stand and Members' Stand (left), escalator to the upper tier

Source: Urbis 2024

Picture 16 Masonry section and timber screens with access into private suite to the right

Source: Urbis 2024

The northern elevation faces out to the racetrack the lower tier seating and the timber slatted seats, with astroturf and modern movable furniture for additional seating on the ground floor. The private suites are visible from the ground floor and the joinery between the Members' Stand and John Power Stand is clear. The Ascot bar extension is visible in the top western corner of the seating.

Picture 17 Northern elevation of the stand, with the Members' Stand to the left

Source: Urbis 2024

Picture 18 The lower tier seating with private suites on the second floor visible

Source: Urbis 2024

3.2.2. Internal

John Power Stand comprises of three levels that are still accessible on race days, the ground floor, first floor and the second floor, the upper seating tier that was accessed by the semi-circular ramp is no longer accessible and has been blocked off for some time due to the structural issues identified in Section 1.1.

3.2.2.1. Ground Floor

The ground floor level is largely open and primarily used as an open concourse area. Some rooms are contained under the lower tier of seating on the western side of the building and were part of the original design, however the space has been heavily modified over time. The ceilings on the ground floor are unlined with soffits of the slab and beams exposed and visible, columns and ceiling are painted in dark colours. The flooring on the ground floor is astroturf, except for the bar extension of the northern elevation that faces out to the racetrack which has timber flooring.

The ground floor contains a stage (former Tote window area), café, two bars, TAB room, back of house storage and staff facilities, bathrooms, lounge and kitchen spaces.

3.2.2.2. First Floor

The first floor of the building contains some original spaces and elements (toilets and timber joinery, and balustrading in places) as well as the large extension to the rear that contains the 1970s luncheon room.

The first-floor incudes the Oaks bar, the Vice- Regal room, a kitchen that connects to both bar areas, bathrooms, and small storerooms.

3.2.2.3. Second Floor

The second floor is the former upper concourse area of the original stand also known as the members' deck level.

The second floor is accessed via the landing connecting to the Members' Stand, the upper escalator which gives access to the rear of the building, and from the top of the circular ramps from the south-west. The rear elevation of this level features glazed walls and lower spandrels with twin glazed doors on each side giving access to the second floor interior.

The floor comprises of three private suites and a series of toilets on the eastern side. On the western side of the floor is the Ascot Bar, which has been extended to the north to incorporate part of the lower tier of seating. Modern glazed partitions to the private suites and the Ascot Bar provide a secure and protected viewing area for patrons, to look out over the racecourse itself and watch the races. Originally the upper concourse opened up to the lower tier seating, there was no suites.

The interior of this part of the building has been modified considerably and contains largely modern partitions and spaces. While the glazed walls and lower spandrels to the rear elevation of this part of the building survive from the original construction of the building, there is little to no internal fabric from the 1950s of 1960s fabric that demonstrates the original 1950s construction or early use of the building as a stand.

4. CULTURAL HERITAGE SIGNIFICANCE

Cultural heritage significance is the term used to embrace the range of qualities that make some places especially important to the community, over and above their basic utilitarian function. These places are usually those that help understand the past, enrich the present, and that will be of value to future generations.

The Burra Charter defines cultural significance as *aesthetic, historic, scientific, or social value for past, present, and future generations*.[1]

There are a range of heritage criteria that are used by different authorities which explain and expand on the above areas of cultural significance in the *Burra Charter*, which are broadly consistent with one another.

While the *Queensland Heritage Act 1992* defines cultural heritage significance of a place or feature of a place as:

> *…its aesthetic, architectural, historical, scientific, social, or other significance, to the present generation or past or future generations,* the planning scheme does not have its own definition of cultural significance.

4.1. CRITERIA OF SIGNIFICANCE

The criteria for the entry of a site or place in the QHR as a State Heritage Place are contained in section 35 of the Queensland Heritage Act 1992.

There are eight criteria of cultural heritage significance in the Act. While a place normally needs to satisfy only one of these criteria to be worthy of entry, in practice most places satisfy more than one.

The full text of this section is as follows:

The full text of this section is as follows:

> *(1) A **place** may be entered in the Queensland heritage register as a State heritage place if it satisfies 1 or more of the following criteria—*
>
> *(a) the place is important in demonstrating the evolution or pattern of Queensland's history;*
>
> *(b) the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage;*
>
> *(c) the place has potential to yield information that will contribute to an understanding of Queensland's history;*
>
> *(d) the place is important in demonstrating the principal characteristics of a particular class of cultural places;*
>
> *(e) the place is important because of its aesthetic significance;*
>
> *(f) the place is important in demonstrating a high degree of creative or technical achievement at a particular period;*
>
> *(g) the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;*
>
> *(h) the place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.*
>
> *(2) A place is not to be excluded from the Queensland heritage register on the ground that places with similar characteristics have already been entered in the register.*

[1] The Australia ICOMOS Charter for the conservation of places of cultural significance (the Burra Charter', reprinted in Peter Marquis-Kyle and Meredith Walker, *The illustrated Burra Charter: good practice for heritage places* (Sydney: Australia ICOMOS, 2004) p. 102-110.

4.2. THE QHR STATEMENT OF SIGNIFICANCE

The DES register entry contends that Eagle Farm Racecourse satisfies six of the above criteria of cultural heritage significance.

The following statement of significance is taken from the register entry for the site in the QHR.

> *Eagle Farm Racecourse is a place that satisfies one or more of the criteria specified in s.35(1) of the Queensland Heritage Act 1992 as evidenced by, but not exclusive to, the following statement of cultural heritage significance, based on criteria A, B, D, E, G, and H.*
>
> *One of Queensland's earliest racing venues, Eagle Farm Racecourse (1863), with the associated Ascot Railway Station (1882), is important in demonstrating the development of horse racing into a major sport and industry in Queensland. The place has state-wide importance through its evolution and development into Queensland's premier racing venue.*
>
> *The provision of a suburban branch railway line and station to serve the racecourse from 1882 demonstrates the importance of horse racing from early in Queensland's history [Criterion A]*
>
> *The Ascot Railway Station is the last station in metropolitan Brisbane and one of only seven in Queensland that retains a once common, now uncommon, mechanically interlocked signalling system, which is highly intact [Criterion B]*
>
> *Eagle Farm Racecourse and Ascot Railway Station is important as an excellent early and intact example of a large operating racecourse; demonstrating the principal characteristics including: a track; stables; race day stalls; mounting yard; starting gates; fencing; grandstands with extensive views of the racetrack; betting facilities; ticket offices; structures associated with the calling and broadcasting of races; amenities; sheds and garages for grounds equipment; entertainment facilities; open spaces for the gathering of crowds; and landscaped grounds. The layout of and interrelationships between these features demonstrate how the racecourse operated and evolved over time in response to changing needs, crowd numbers and technology.*
>
> *The collection of late 19th and early 20th century structures and buildings at Eagle Farm Racecourse and Ascot Railway Station are good, intact examples of Queensland architecture from the Federation period. This collection of buildings demonstrate the principal characteristics of this type including: the use of relaxed, romantic and picturesque composition, scale, and forms; terracotta tiled, hipped and gabled roofs with timbered gables; decorative brick and / or roughcast stucco walls; elaborate timberwork; leadlight windows; and high quality materials and workmanship.*
>
> *The buildings forming this group comprise:*
>
> - *Entrance Gates (1913);*
> - *St Leger Stand (1913, extended 1938); Members' Stand (1904,*
> - *extended 1925); Paddock Stand (1890, extended 1921-22);*
> - *Totalisator Building (1913, extended 1917, 1923 and c1950s);*
> - *railway station buildings (1882 and 1914); ticket offices (c1913-14); and toilet blocks (c1910-20).*
>
> *The collection also includes later buildings designed with similar architectural features, including:*
>
> - *Stable (former, c1928); Toilet Block (by 1936); and Turnstiles (c1936-45).*
>
> *As the prestige of Queensland's premier racecourse attracted a variety of architects to design for the Queensland Turf Club (QTC, Brisbane Racing Club since 2009), Eagle Farm Racecourse is an important representation of the intact, unique and exceptional work of a number of prominent architects who made an important contribution to Queensland's built environment. These works include:*
>
> - *St Leger Stand (1913, Hall and Dods; extended 1938, Hall and Cook)*
> - *Paddock Stand (1890, JH Buckeridge with Hunter and Corrie; extended 1921-22, H W Atkinson & A H Conrad, and Francis R Hall)*

- *Totalisator Building (1913, GHM Addison; extended 1917; 1923, Hall and Prentice; and c1950s)*
- *Entrance Gates (1913, Chambers and Powell)*
- *Members' Stand (1904, Hall and Dods; extended 1925, Hall and Prentice)*
- *John Power Stand (1958, Martin Conrad)*

The St Leger Stand, Paddock Stand, Members Stand and John Power Stand are important as intact examples of sporting grandstands of a representative range of eras, demonstrating the principal characteristics of their type including: their location on the edge of and overlooking a sporting ground; substantial and open forms, with large roofs to shelter spectators; elevated and tiered seating for optimal and expansive views of the grounds; a base below the seating, with associated facilities, services and amenities; and durable materials to facilitate large crowds.

As the third of its type in the world, the Totalisator is an early example of a totalisator building with automatic totalisator, demonstrating the principal characteristics of its type, with later improvements, including: its substantial size; location within a racecourse; large tote boards with numeric and alphanumeric characters displaying race odds and / or dividends; large room housing the totalisator apparatus; and betting windows accessed by punters on one side and bookmakers on the other.

Ascot Railway Station is an excellent, intact example of a Queensland railway station complex from the late 19th and early 20th century; demonstrating the principal characteristics of its type, including: station buildings, platforms, railway tracks, mechanical signalling systems with signal control room, footbridges and amenities.

The Timber Station Building (1882) is an intact, excellent and early example of a timber railway passenger building, demonstrating the principal characteristics of its type including: its timber construction, gable roof, platform-facing waiting area, ticket sales office and ladies' room with amenities. It is the earliest known surviving example of a timber passenger station in metropolitan Brisbane. [Criterion D]

Eagle Farm Racecourse and Ascot Railway Station is of exceptional aesthetic significance to the State for its intact expressive architectural attributes, evocative qualities, and streetscape and visual merit that are complemented by its built and landscaped setting.

As Queensland's premier racecourse, the place expresses its prestige and notable standing through its high quality architectural design and elegantly composed and scaled buildings, finely crafted interiors, excellent craftsmanship, detailed ornamentation, and character of its established landscape setting. The place is also important for its beautiful attributes, embodied in the balanced architectural uniformity of scale and materiality, and the established landscaped setting. As a cohesive set of structures utilising common materials such as brick, terracotta, cast iron and timber detailing, the beauty of the complex is reinforced and harmonised by its setting of mature trees, formal gardens and open space. The grandstands offer extensive views of the racetrack, with view corridors from each facilitating spectators' views of races.

The elegant and well-composed Entrance Gates contribute to the streetscapes of Lancaster and Racecourse roads as the prominent and distinctive public face of the Eagle Farm Racecourse. Approached via the little-altered Doomben railway line, with its remnant mechanical signalling system, the early station buildings and timber footbridge of Ascot Railway Station, framed by a parklike setting, evoke a sense of nostalgia for the past when racegoers arrived at Eagle Farm Racecourse in this manner, ready for the excitement of a day at the races. [Criterion E]

Eagle Farm Racecourse and Ascot Railway Station has a special association with QTC members, officials, owners, trainers, jockeys and with generations of race-goers from all strata of Queensland society, who have attended the Eagle Farm Racecourse for social interaction, recreation and the enjoyment of this popular sport.

Since 1863, the Eagle Farm Racecourse has been the setting for popular customary experiences, as demonstrated by photographic and documentary records. [Criterion G]

Eagle Farm Racecourse and Ascot Railway Station has a special association with the Queensland Turf Club (QTC; Brisbane Racing Club from 1 July 2009). Since 1863, this organisation has made an important contribution to the development of horse racing in Queensland, a major sport and industry. From early in the club's history the QTC undertook a

leadership role in the industry and in operating the Eagle Farm Racecourse as Queensland's premier racecourse. [Criterion H]

This revised statement of significance refers to the John Power Stand as an item of cultural significance at the racecourse in terms mainly of criterion d) – the place is important in demonstrating the principal characteristics of a particular class of cultural places. The John Power Stand is ascribed importance as it is part of the Eagle Farm Racecourse, which is an important representation of the intact, unique and exceptional work of a number of prominent architects who made an important contribution to Queensland's built environment, including the architect of the John Power Stand – Martin Conrad.

The John Power Stand is also ascribed significance as part of the group of grandstands as well as the St Leger Stand, Paddock Stand and the Members Stand, which are important as intact examples of sporting grandstands of a representative range of eras, demonstrating the principal characteristics of their type including: their location on the edge of and overlooking a sporting ground; substantial and open forms, with large roofs to shelter spectators; elevated and tiered seating for optimal and expansive views of the grounds; a base below the seating, with associated facilities, services and amenities; and durable materials to facilitate large crowds.

In the description section of the DES entry a list is included of the various buildings at the site and those elements of these buildings which have been assessed by DES to be of state level cultural heritage significance, and those elements which have been assessed by DES not to be not of State level cultural heritage significance.

For the John Power Stand, the following elements are considered to be of state level cultural heritage significance:

- *Large, curved concrete ramp linking the ground and upper two floors on the southwestern side of the grandstand;*
- *Concrete posts supporting roof;*
- *Concrete stairs to the tiered seating area.*

The following elements of the John Power Stand are considered not to be of state level cultural heritage significance:

- *A recent bar to the second floor (that has removed some of the upper tiers of seating);*
- *A two-storey concrete extension (1982) to the south of the stand;*
- *A structure (1984) connecting the grandstand to the adjacent Members' Stand;*
- *Recent escalators;*
- *A recent suspended metal screen to the ceiling of the tiered seating area.*

4.3. URBIS ASSESSMENT

In 2023 Urbis made its own assessment of the cultural significance of the John Power Stand as part of the investigations for the previous Urbis fabric analysis report (Urbis 2023) that still applies to this report. The Urbis assessment in 2023 did not consider the John Power Stand as an intact example of a sporting grandstand, and that even though the original design made the John Power Stand and outlier among the other grandstands at the Racecourse, with no roof and exposed upper tier seating.

The John Power Stand was constructed in the mid to late 1950s, as a post-war building project at the Eagle Farm Racecourse site. Each and every building constructed at a site like the Eagle Farm Racecourse provides evidence of the period in which it was built. The 1970s extension to the building provides evidence of that 1970s period of the site and its expansion, and the 1980s extensions and additions to the Members Stand provide evidence of that period of the site and the works done to that time, and so on. The mere fact that the John Power Stand was originally constructed in the 1950s, unlike the other grandstands which are much earlier, does not mean the grandstand has historical significance for this reason. On the contrary, this fact makes the grandstand an outlier when compared to the other built form of the site and the dominant aesthetic of the racecourse site (facebrick masonry, tiled roofs, covered shelter, fine architectural details, and the like).

The building was designed by George F Addison and Martin L Conrad as architects in association. After Addison's death in 1954 Conrad assumed the role of QTC architect and designed a number of other buildings for the QTC in this post-war period which still survive, including the Judges' Stand and the Ladies Toilets.

The John Power Stand was named after Dr John Power, the President of the Queensland Turf Club from 1947 to 1965. As constructed the stand provided two tiers of seating overlooking the racecourse with the upper tier of seats open to the elements. This upper tiered seating area has since been closed due to issues with concrete deterioration.

As noted elsewhere in this report, the John Power Stand was included in the Royal Australian Institute of Architects (Queensland branch) publication in 1959 for the centenary of Queensland, no doubt as a recently completed recreational building. The inclusion of this building in this publication does not mean any reflection on its architectural quality or value. The building was also included in an architectural thesis of buildings from the 1950s which was prepared in 1987, but without any attribution of cultural significance.

While representative to some degree of the 1950s period of architecture in Queensland, the John Power Stand is not considered to be of the same level of architectural accomplishment as the series of buildings of this same period designed by James Birrell for the Brisbane City Council (Wickham Terrace Car Park, Centenary Pool, Toowong Library for example), or the many residences designed by architects Hayes and Scott, or the MLC Building in central Brisbane.

When considered together with the other grandstands at the racecourse site, the John Power Stand is clearly more recent and of a wholly different external form and scale to the pre-World War II and nineteenth century grandstands at the site. By the post-World War II period, the typical building elements of cast iron balustrading, corrugated iron roof sheeting, and facebrick masonry construction had given way to more modern building forms, elements and a more modern architectural language.

The grouping of these four early grandstands at Eagle Farm (the St Leger, Members and Paddock East and West) is easily the best grouping of early grandstands at Queensland racecourses. It is also considered to be almost unequalled in racecourses in Australia.

In this regard, the Eagle Farm Racecourse provides many examples of the traditional grandstand form, with fixed raked seating undercover. However, this is not how patrons want to attend races anymore (the whole racing patronage experience has changed in recent years) and accordingly the lack of modern facilities is contributing to declining crowds at Eagle Farm. The John Power Stand is considered the least significant of the grandstands at the Eagle Farm Racecourse State Heritage Place and this is why (among other reasons) its demolition is proposed as part of this request, rather than the other, more significant grandstands at the Eagle Farm Racecourse site.

5. ARCHIVAL RECORDING

5.1. DIGITAL PHOTOGRAPHIC RECORD

The colour digital photographs of heritage place were taken with a Canon EOS 800D, with an 18-55mm Canon lens. – amend as needed to suit the appropriate camera

Photography for this Archival Recording project has included the following:

- The northern (front) elevation of John Power Stand (refer context sheet);
- The western elevation of the John Power Stand (refer context sheet);
- The Southern (rear) elevation of the John Power Stand (refer context sheet); and
- The eastern elevation of the John Power Stand (refer context sheet).

The internal levels of John Power Stand include:

- The ground floor (excluding locked kitchen areas, the TAB room and fire escapes);
- The first floor (excluding the male bathroom and fire escapes);
- The second floor;
- The ramp to the rear of the building; and
- Aspects of the top level, including some views of the upper tier seating that has significant structural issues.

All digital images have been given a unique identifier, in the format of “QHR Number_imagenumber”, for example 600265_001. It is noted that the QHR number prefix has been omitted from the key location plans to minimise the space required for numbers.

Current floor plans have been prepared by Urbis in 2024 for this project, and are appended to this report at **Appendix A.**

Contact sheets for the photographs of the various elements of the John Power Stand are appended to this report at **Appendix B.**

Catalogue sheets for the photographs describing the various images are appended to this report at **Appendix C.**

Key plans for the photographs show each photographic location and direction shown for the photographs and indicated with numbers and arrows are appended to this report at **Appendix D.**

Photographs have been taken in digital form only but as high resolution files as required by the guideline. The high resolution photographs are collated separately and can be provided to SARA/DESI and State Library of Queensland as required via a USB, CD or equivalent.

5.2. PLANS

Measured drawings have been prepared of the John Power Stand, including all the levels (accessible areas) and can be found at **Appendix A**. Each drawing includes:

- The drawing name, number, and date;
- Place name;
- Title and project number;
- Scale; and
- North point.

6. REFERENCES

Bligh Tanner. 2013. 'John Power Stand Structural Condition Report.' Report prepared for the Brisbane Racing Club.

Bligh Tanner. 2022. 'John Power Stand Structural Condition Report.' Report prepared for the Brisbane Racing Club.

Brisbane Racing Club (BRC). 2024. 'Map of Eagle Farm Racecourse – Eagle Farm Venues.' Brisbane Racing Club. https://www.brc.com.au/functions/eagle-farm-venues.

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Department of Environment and Heritage Protection (DEHP). 2013. 'Archival Recording of Heritage Places.' Queensland Government. PDF FILE.

Department of Environment, Science and Innovation (DESI). 2022. 'Eagle Farm Racecourse and Ascot Railway Station – QHR ID 602195.' Queensland Heritage Register. https://apps.des.qld.gov.au/heritage-register/detail/?id=602195#.

Inertia. 2023. 'Structural Condition Report John Power Stand at Eagle Farm Racecourse.' Report prepared for Turner & Townsend, October 2023.

Urbis Ltd. 2023. 'John Power Stand – Fabric Analysis.' Report prepared for the Brisbane Racing Club Pty Ltd.

DISCLAIMER

This report is dated 31 May 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Brisbane Racing Club **(Instructing Party)** for the purpose of Archival Recording **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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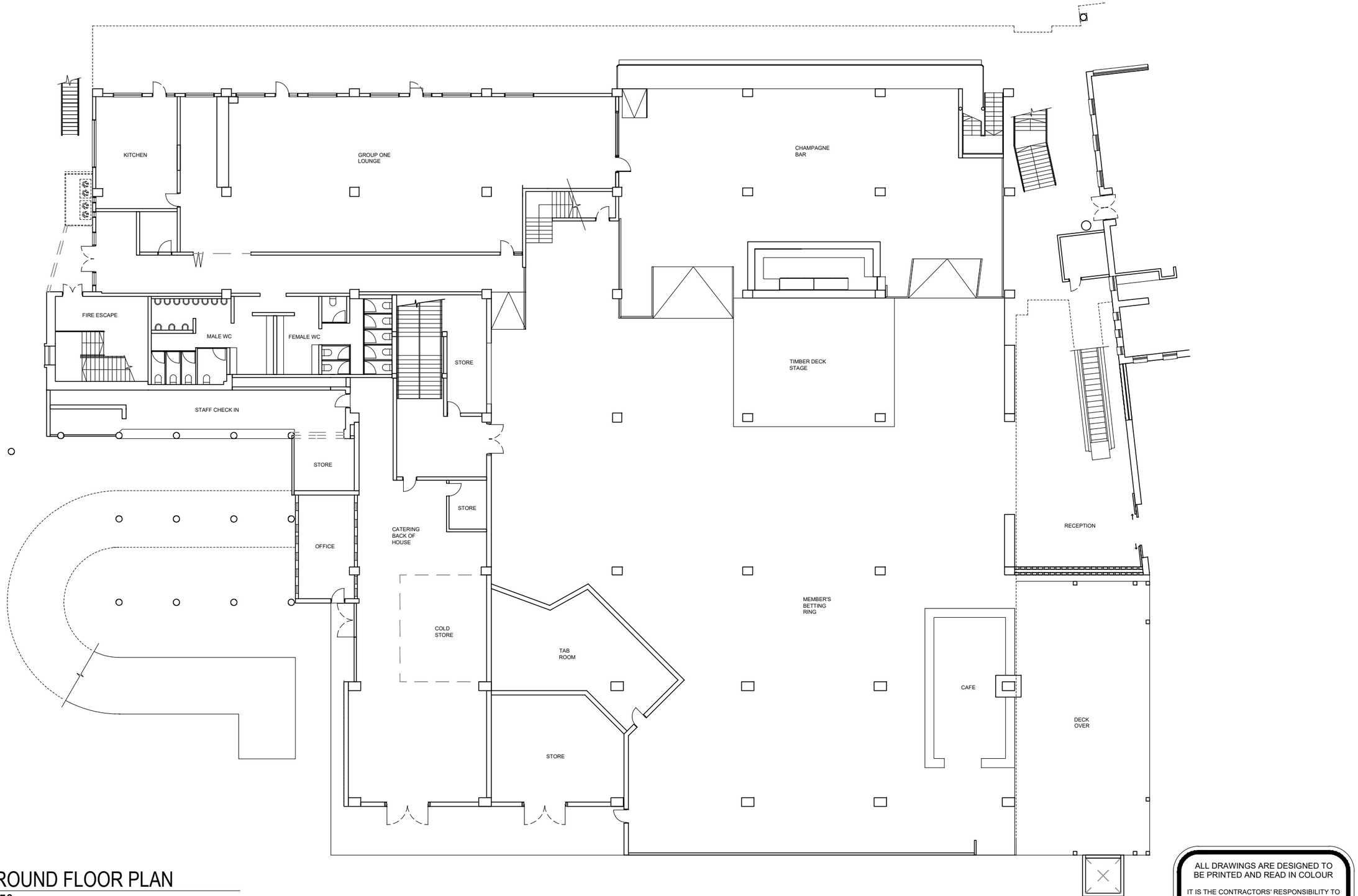
Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A CURRENT PLANS (2024)



1 AX-100 GROUND FLOOR PLAN
1:250

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

JOHN POWER STAND
GROUND FLOOR PLAN

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT
BRISBANE RACING CLUB
EAGLE FARM RACECOURSE
.

1:250 @ A3
0 1 2 5m

PROJECT NO.	DATE
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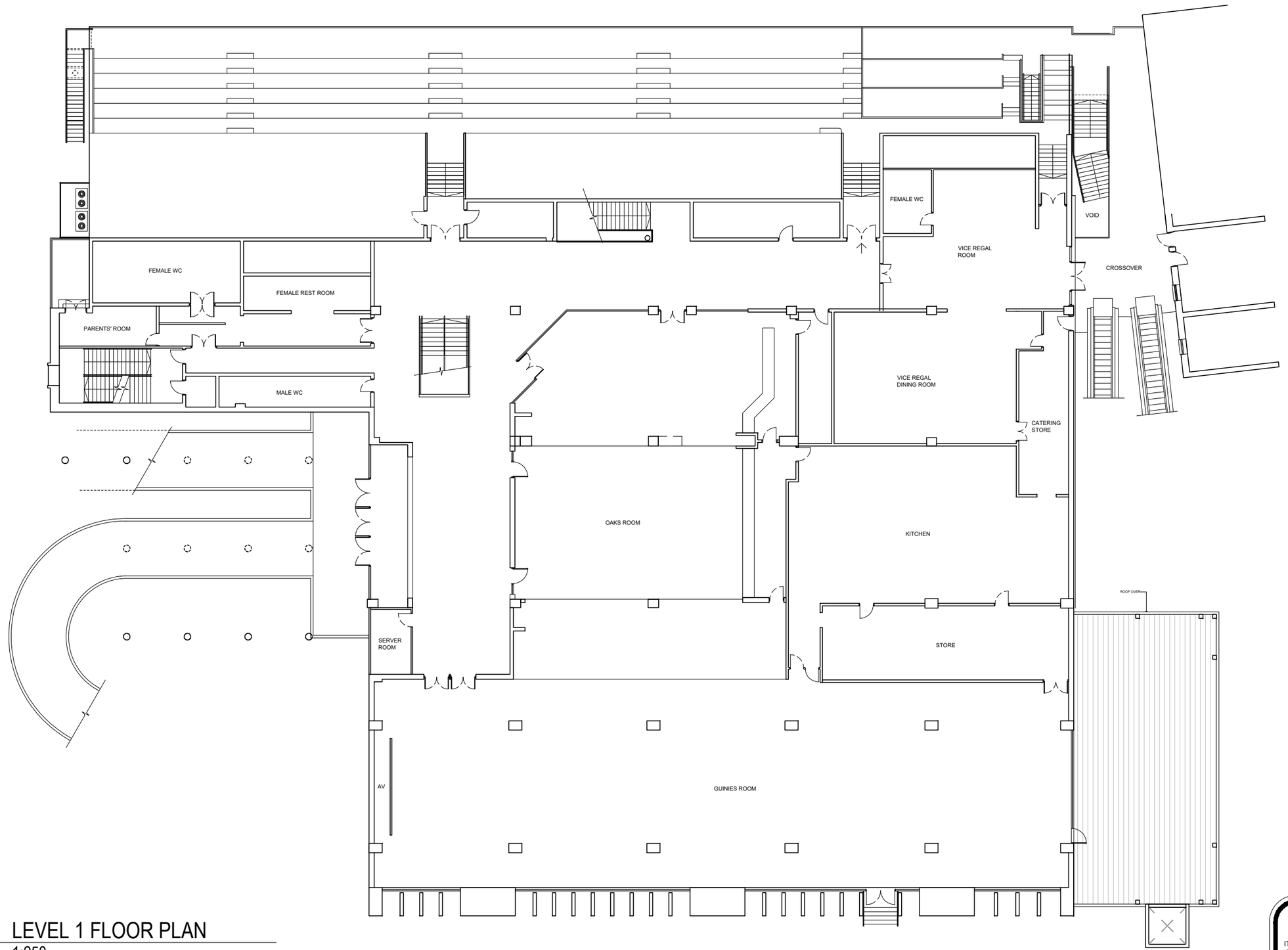
DRAWING NO.	REVISION
JP-AX-100	1



1 AX-101 LEVEL 1 FLOOR PLAN
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URBIS

JOHN POWER STAND
GROUND FLOOR PLAN

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT
BRISBANE RACING CLUB
EAGLE FARM RACECOURSE
.

1:250 @ A3
0 1 2 5m

PROJECT NO.	DATE
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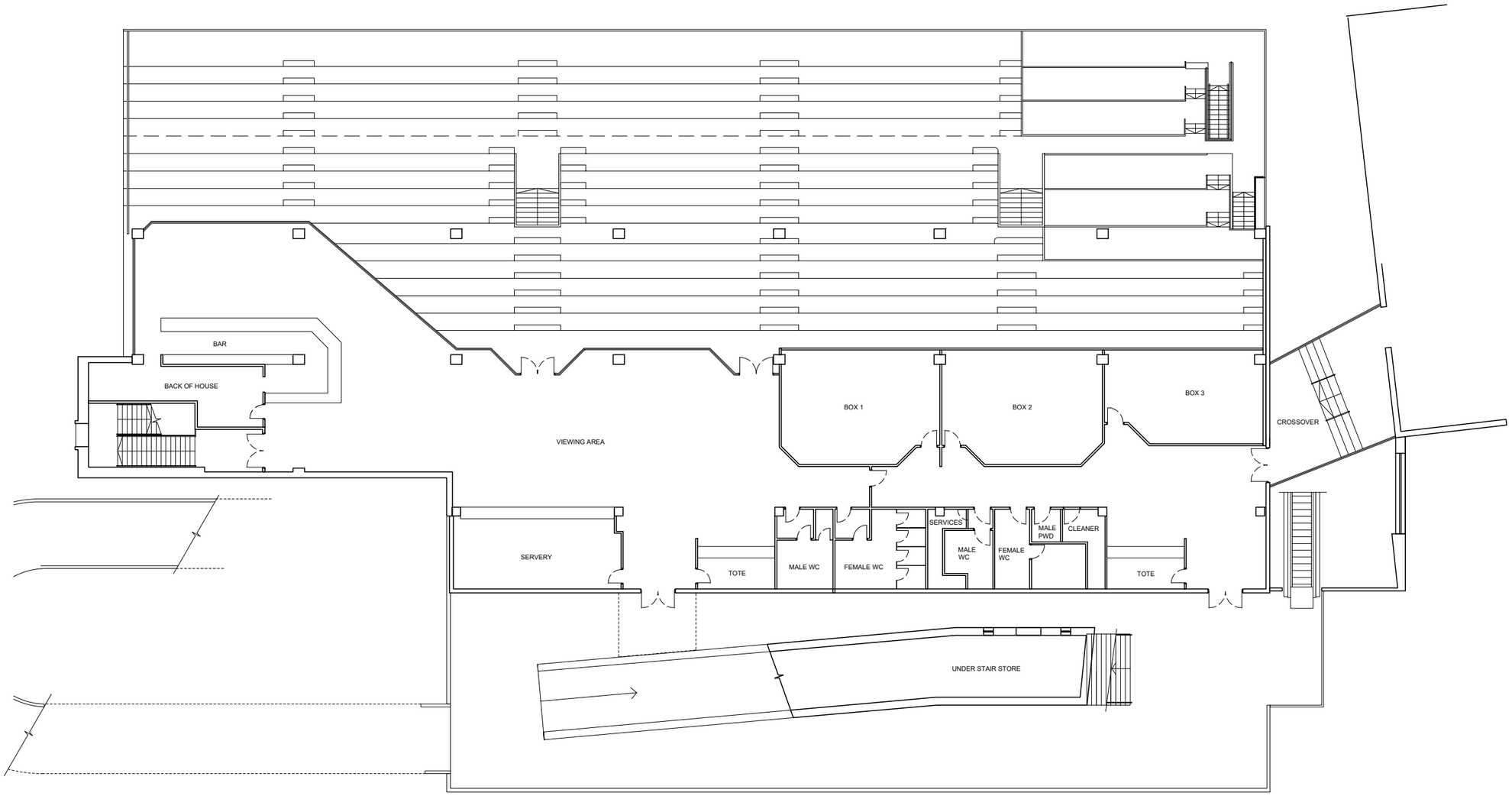
DRAWING NO.	REVISION
JP-AX-101	1



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LEVEL 2 FLOOR PLAN

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ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

JOHN POWER STAND

GROUND FLOOR PLAN

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT

BRISBANE RACING CLUB

EAGLE FARM RACECOURSE

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1:250 @ A3

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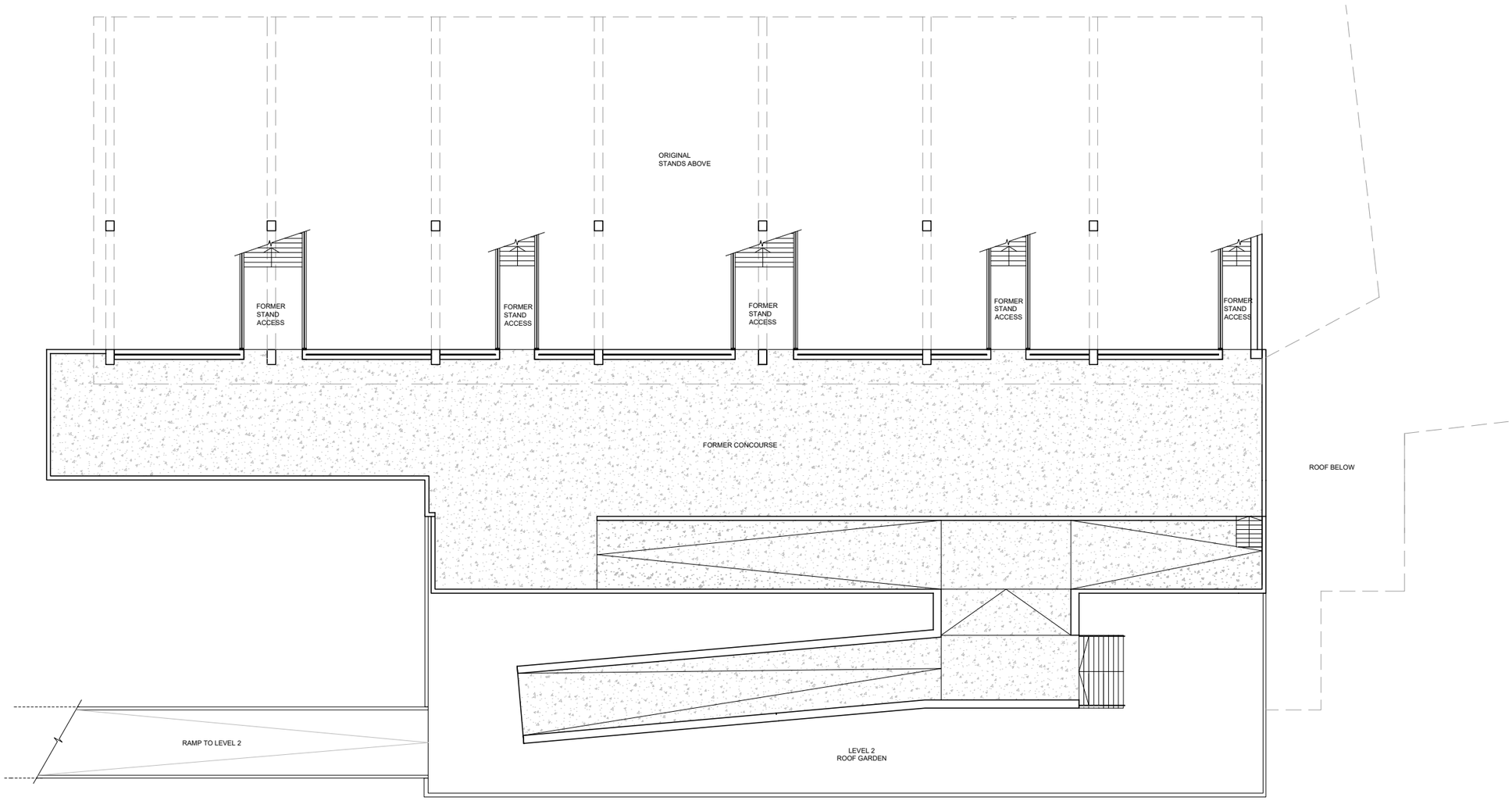

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LEVEL 3 FLOOR PLAN

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ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

JOHN POWER STAND

GROUND FLOOR PLAN

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT

BRISBANE RACING CLUB

EAGLE FARM RACECOURSE

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1:250 @ A3

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PROJECT NO.	DATE
P0042447	26.04.24
DRAWING NO.	REVISION
JP-AX-103	1

APPENDIX B PHOTOGRAPH CONTACT SHEETS


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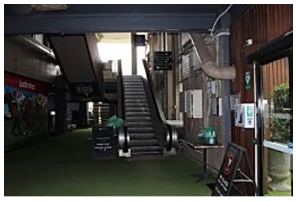
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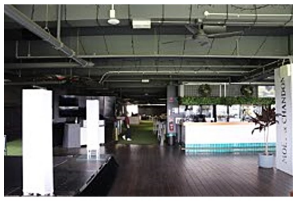
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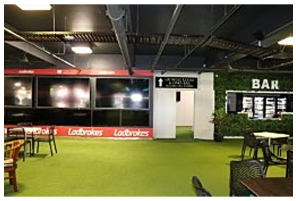

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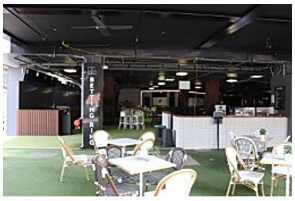

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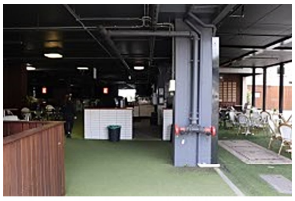

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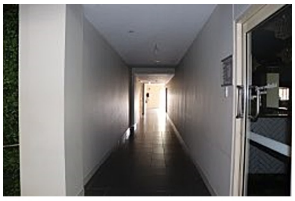

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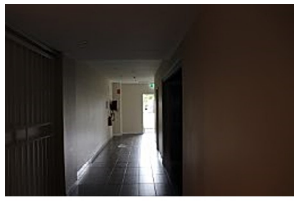

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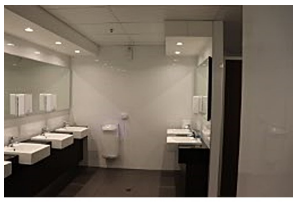

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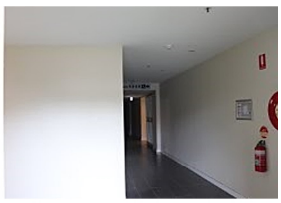

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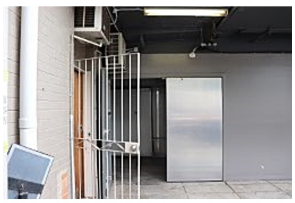

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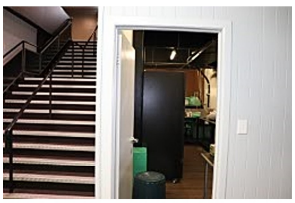

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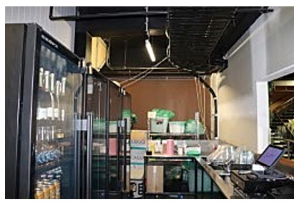

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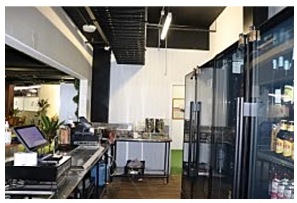

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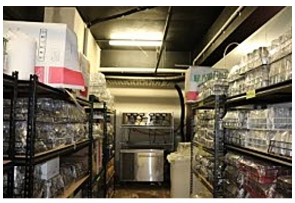
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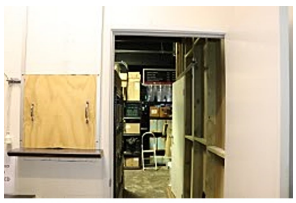
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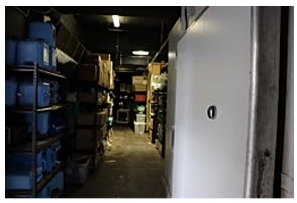
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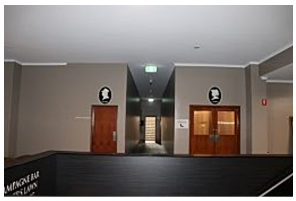
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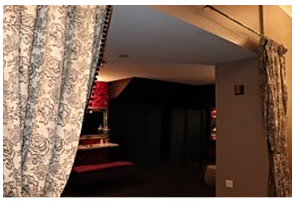
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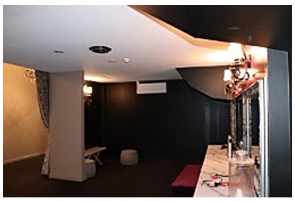
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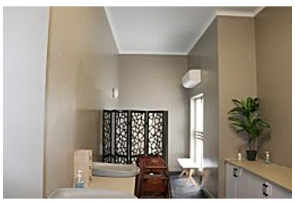
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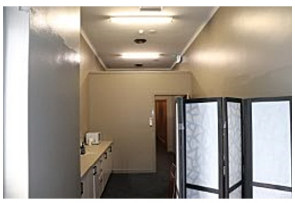
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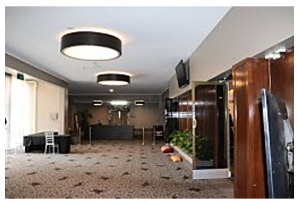
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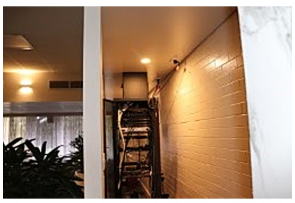
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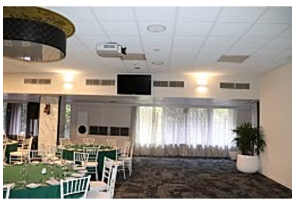
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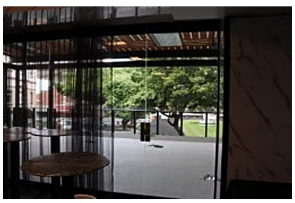
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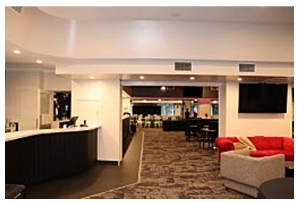
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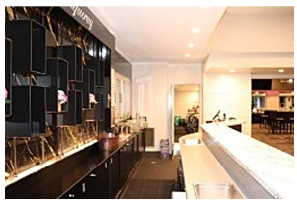
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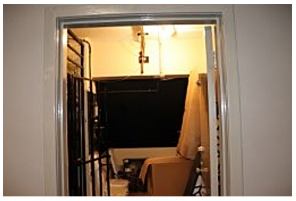
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602195_111


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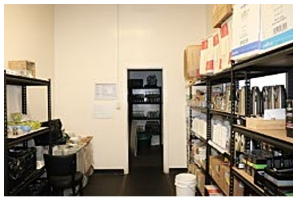
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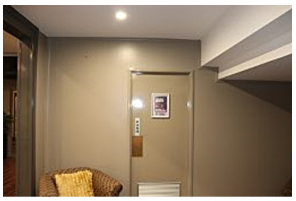
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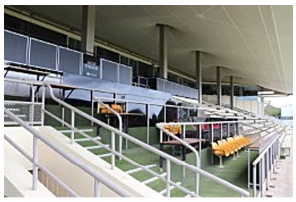
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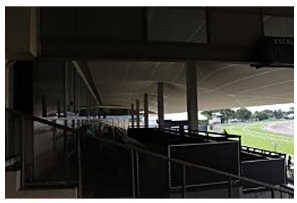
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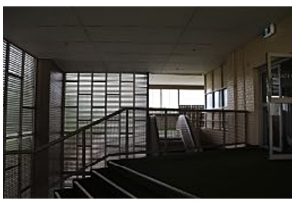
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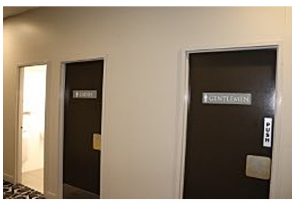
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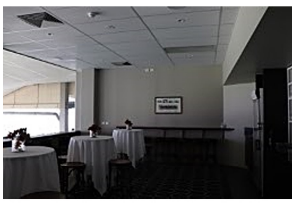
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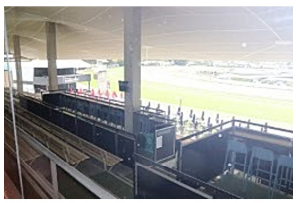
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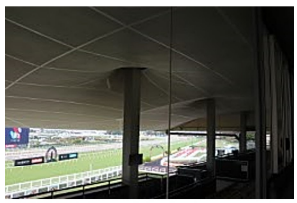
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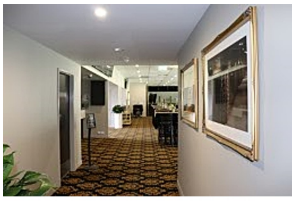
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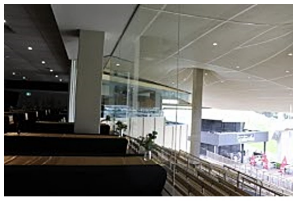
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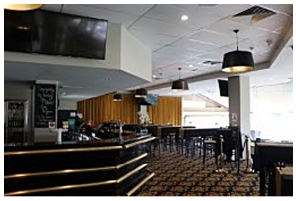
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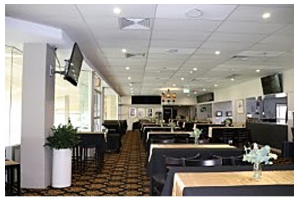
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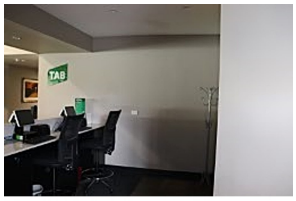

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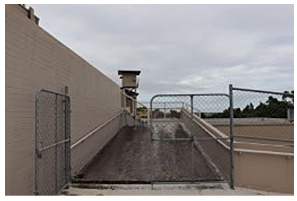
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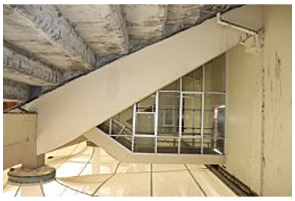
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602195_162


602195_163


602195_164


602195_165


602195_166


602195_167


602195_168

APPENDIX C PHOTOGRAPH CATALOGUE SHEETS

URBIS

DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**

Photo No.	Description
602195_001	View towards the western elevation of the John Power Stand
602195_002	View of the John Power Stand western elevation
602195_003	View of the ramp and partial view of the 1970s extension
602195_004	View of 1970s extension of the southern elevation
602195_005	Facing north view of 1970s extension of the southern elevation
602195_006	View of the southern elevation with the loading bay behind the building
602195_007	View of the corner of the southern elevation showing the added deck and awning
602195_008	View of the modern deck and awning extension of the eastern elevation
602195_009	Front view of the modern deck and awning extension, café seating on ground floor
602195_010	View of entrance into the John Power Stand, Members' Stand to the right
602195_011	Facing west, front (north) elevation of the John Power Stand adjoined to the Members' Stand
602195_012	Front elevation of the John Power Stand, showing the lower tier seating and adjoining space between JPS and the Members' Stand, bar seen below the lower tier
602195_013	Front elevation of lower tier seating, extension in the top western corner for the champagne bar
602195_014	Front elevation of the lower tier seating, private suites visible on level 2
602195_015	Facing west, view of the front elevation and the Squires Perch in the background
602195_016	Facing west view of the Members' Stand, John Power Stand and the Squire Perch as seen from the racetrack
602195_017	Facing west, looking into the ground floor of the John Power Stand from the modern entrance
602195_018	Facing north, looking up the internal escalator to the first floor
602195_019	Facing north towards the racetrack, view of the extension between the Members' Stand (right) and JPS (left)

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DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**

Photo No.	Description
602195_020	Facing south, towards the reception desk on the ground floor
602195_021	Facing west across the stage on the ground floor
602195_022	Facing south, looking across the length of the ground floor towards the southern wall
602195_023	Facing west, towards the rear wall of the ground floor public access area
602195_024	Facing south, standing at the top end of the modern bar area on the ground floor
602195_025	Facing south-west, across the modern bar extension under the lower tier seating
602195_026	Facing north from modern bar towards the racetrack
602195_027	Facing east, looking down the length of the modern bar
602195_028	Facing south-west towards the TAB area on the ground floor
602195_029	Tv screens and internal bar on the western wall, double doors to stairs of level 1
602195_030	Facing east towards the ground floor entrance, shows astroturf flooring and unlined ceilings
602195_031	Facing north towards internal stairs and modern bar to the right
602195_032	Modern partition wall of the TAB room
602195_033	Facing east towards entrance into the ground floor, as seen from the western wall, roller doors and booths to the right
602195_034	Facing east towards main entry and cafe
602195_035	Facing west, looking across the ground floor level
602195_036	Facing west from under the modern awning, the café to the right
602195_037	Facing north, the café in front, seating to the right
602195_038	Facing west, towards the TAB area as seen from the cafe
602195_039	Facing west looking across the ground floor from the cafe
602195_040	Facing north towards the internal stairs to first floor
602195_041	Facing west down corridor to the bathrooms and lounge areas
602195_042	Facing south-east, towards the café and entrance

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DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**

Photo No.	Description
602195_043	Facing north, towards the modern lounge door
602195_044	Facing west, looking towards internal bar
602195_045	Facing south down corridor looking towards staff exit and fire escape
602195_046	Entrance into ladies and gents bathroom on the ground floor
602195_047	Inside the ladies bathroom
602195_048	Cubicles inside the ladies bathroom
602195_049	Facing towards entrance into ladies bathroom, basins to the left
602195_050	Basins in the ladies bathroom
602195_051	Inside gents bathroom, urinals to the right
602195_052	Facing towards the entrance into gents bathroom, basins to the right
602195_053	Basins inside the gents bathroom
602195_054	Facing west, looking down the length of the modern lounge bar towards the bar and kitchen
602195_055	Facing north-east, looking down the length of the lounge and bar area
602195_056	Standing from the bar facing east, the rear wall with modern roller doors to the left
602195_057	Looking into the modern kitchen on the lounge area
602195_058	Standing in the entrance doorway looking across the bar
602195_059	Facing south-west looking towards entrance doors into the bar
602195_060	Facing east down the modern corridor from the fire escape door
602195_061	Fire hose and hydrant attached to corridor wall
602195_062	Facing south looking out to the rear staff area from the fire escape doorway
602195_063	Looking towards the rail bar and staff locker and eating area
602195_064	Facing south, looking across staff eating area and southern ramp and circular columns
602195_065	Ramp overhead of the rail bar seating area, rail bar to the right

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DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**

Photo No.	Description
602195_066	1970s extension to the rear of the ground floor in front with modern steel door, tote room to the left
602195_067	Facing north, looking into entrance of the internal bar on the ground floor
602195_068	Facing west inside internal bar area storage space
602195_069	Facing north, inside bar area, all modern fitout
602195_070	Facing south inside bar area, all modern fitout
602195_071	Main stairs up to the first floor
602195_072	Modern partition wall separating staff and public areas on the ground floor
602195_073	Modern VJ wall, doorway into staff areas
602195_074	Facing south, looking down rail bar and staff area
602195_075	Facing east looking into staff storage area inside the rail bar
602195_076	Facing south-east, into the staff storage areas
602195_077	Modern partition walls in the staff area
602195_078	Inside modern safe room facing out to the staff storeroom area
602195_079	Southern corner of the safe room
602195_080	Facing north inside staff storage area
602195_081	Facing south, the first floor
602195_082	Facing east towards Vice Regal room
602195_083	Facing south towards bathrooms
602195_084	Facing south east into Oaks bar
602195_085	Facing south inside ladies bathroom
602195_086	Inside ladies bathroom sitting room
602195_087	inside ladies bathroom, sitting room
602195_088	Double doors into ladies bathroom
602195_089	Inside ladies modern bathroom

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DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**

Photo No.	Description
602195_090	Inside ladies cubicle and basin area
602195_091	Inside parents room located at the corridor in the ladies bathroom
602195_092	Looking towards the entrance of the parents room
602195_093	Facing west, looking down modern corridor
602195_094	Facing north, towards the stairs, Oaks bar to the right
602195_095	Facing east inside Oaks Bar and function space
602195_096	Facing south into modern partition wall within Oaks bar
602195_097	Facing south-east into the Oaks bar
602195_098	Facing north towards double door into the Oaks Bar
602195_099	Facing east towards the modern deck extension of the Oaks Bar
602195_100	Facing west down length of Oaks bar
602195_101	Facing east out to the modern deck extension
602195_102	Facing north into kitchen space
602195_103	Facing north looking into bar area of the Oaks Bar room
602195_104	Facing south west looking across Oaks Bar
602195_105	Facing south west down bar
602195_106	Facing west, Oaks Bar on the left
602195_107	Facing north into first floor store room
602195_108	North west in first floor storeroom
602195_109	Facing east in Vice Regal room
602195_110	Facing north in vice regal room
602195_111	Facing south west vice regal room
602195_112	Facing south inside kitchen storeroom
602195_113	Facing north inside kitchen storeroom

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DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**

Photo No.	Description
602195_114	Facing east towards bar and kitchen
602195_115	Facing west into corridor
602195_116	Ladies bathroom in viceroy room
602195_117	Entry into ladies bathroom
602195_118	Facing west inside kitchen
602195_119	Facing north in kitchen
602195_120	Facing north towards racecourse
602195_121	Facing west, entrance into Oaks, Guineas and Vice Regal bar area on first floor
602195_122	Facing south towards connection between the John Power Stand and the Members' Stand
602195_123	Facing north east across race course
602195_124	Stairs the lead to the ground floor from the lower tier seating
602195_125	Facing south, looking up towards the lower tier seating and private suites on second floor
602195_126	Extension of second floor, entrance into the private suite area
602195_127	Facing north towards race track and extension joining John Power Stand and Members' Stand
602195_128	Facing north-west down corridor of the second floor
602195_129	Facing north west external wall of John Power Stand
602195_130	Facing north west, looking across the lower tier seating
602195_131	Facing south, towards extension, with modern glazed windows
602195_132	Facing east in private box 3 on second floor
602195_133	Facing north west inside private box 3
602195_134	Facing south inside cleaner cupboard
602195_135	Facing south, looking into men's toilet
602195_136	Facing south, looking towards bathroom entrances

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DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**

Photo No.	Description
602195_137	Facing east box number 2
602195_138	Facing north, inside box 2 looking over stands
602195_139	Facing north-east, inside box 2
602195_140	Facing north-east inside box 1, overlooking stands
602195_141	Facing west towards the champagne bar
602195_142	Facing north-west over stands from the champagne bar area
602195_143	Facing west towards the champagne bar and seating area
602195_144	Facing east, overlooking stands from inside the champagne bar
602195_145	Facing east across the champagne bar
602195_146	Facing west into kitchen area of the champagne bar
602195_147	Facing east, looking inside TAB/tote room inside the Champagne bar
602195_148	Facing east, modern 1970s extension to the left, ramp to the right
602195_149	Facing east looking up ramp
602195_150	Facing east, ramp and 1970s extension on the second floor
602195_151	Facing north east, the external original wall of the John Power Stand
602195_152	Extension to the original brick face wall of the rear of the John Power Stand second floor
602195_153	Facing north west, looking down ramp with asphalt top
602195_154	Facing north-west upper section of the ramp to the top level
602195_155	Facing east towards the ramp going up to the top level of the John Power Stand
602195_156	Facing west, looking up the ramp that lead to the top level, weeds growing through the gaps in the ramp
602195_157	Facing west, looking across the top level, original brick face to the left
602195_158	Facing north-west towards the brick face of the John Power Stand, the roof that caps the upper tier seating is visible
602195_159	The underside of the upper tier seating, showing concrete deterioration

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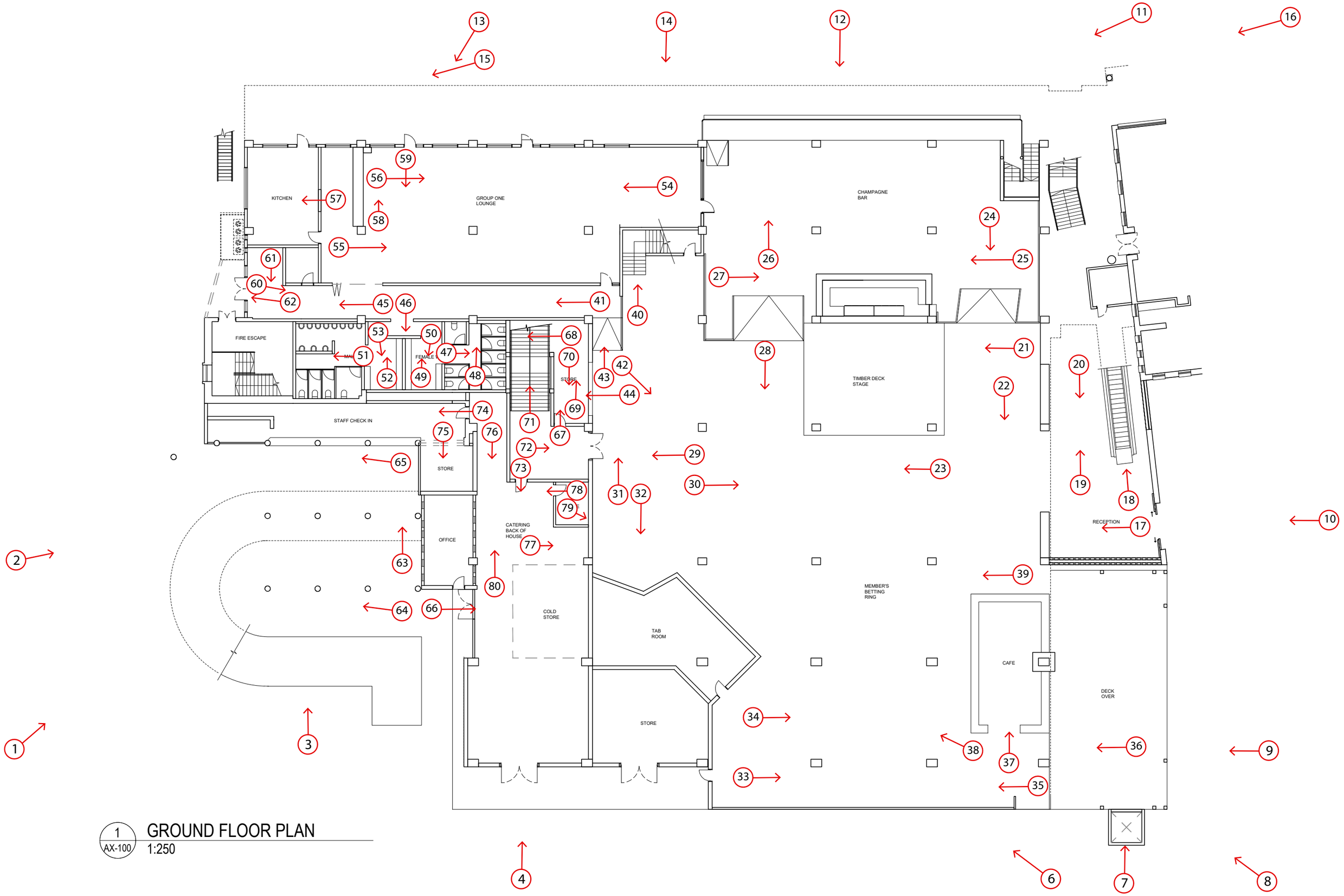
DIGITAL PHOTOGRAPH CATALOGUE SHEET

Project:	**John Power Stand – Eagle Farm QHR 602195**		
Camera:	**CANON EOS 800D**	**Lens:**	**Canon 18-55mm**
Photographer:	**LF**	**Date:**	**2/05/24**
Photo No.	**Description**		
602195_160	Facing north, the underside of the upper tier seating, showing structural damage		
602195_161	Facing east looking across the stand, showing more structural damage		
602195_162	Facing north-east, structural damage of the underside of the upper tier seating		
602195_163	Facing north, original stairs leading up to the upper tier seating		
602195_164	Looking down over the ramp to the staff car parking below		
602195_165	The western elevation of the John Power Stand, showing the roof and panel infill		
602195_166	Facing east looking along the top level, original brick face to the left and services		
602195_167	Facing north-west, towards the original entrance to the upper tier seating		
602195_168	Facing east looking down the ramp to the modern extension of the second floor		

APPENDIX D PHOTOGRAPHIC KEY PLANS



1 GROUND FLOOR PLAN
AX-100 1:250

JOHN POWER STAND
GROUND FLOOR PLAN

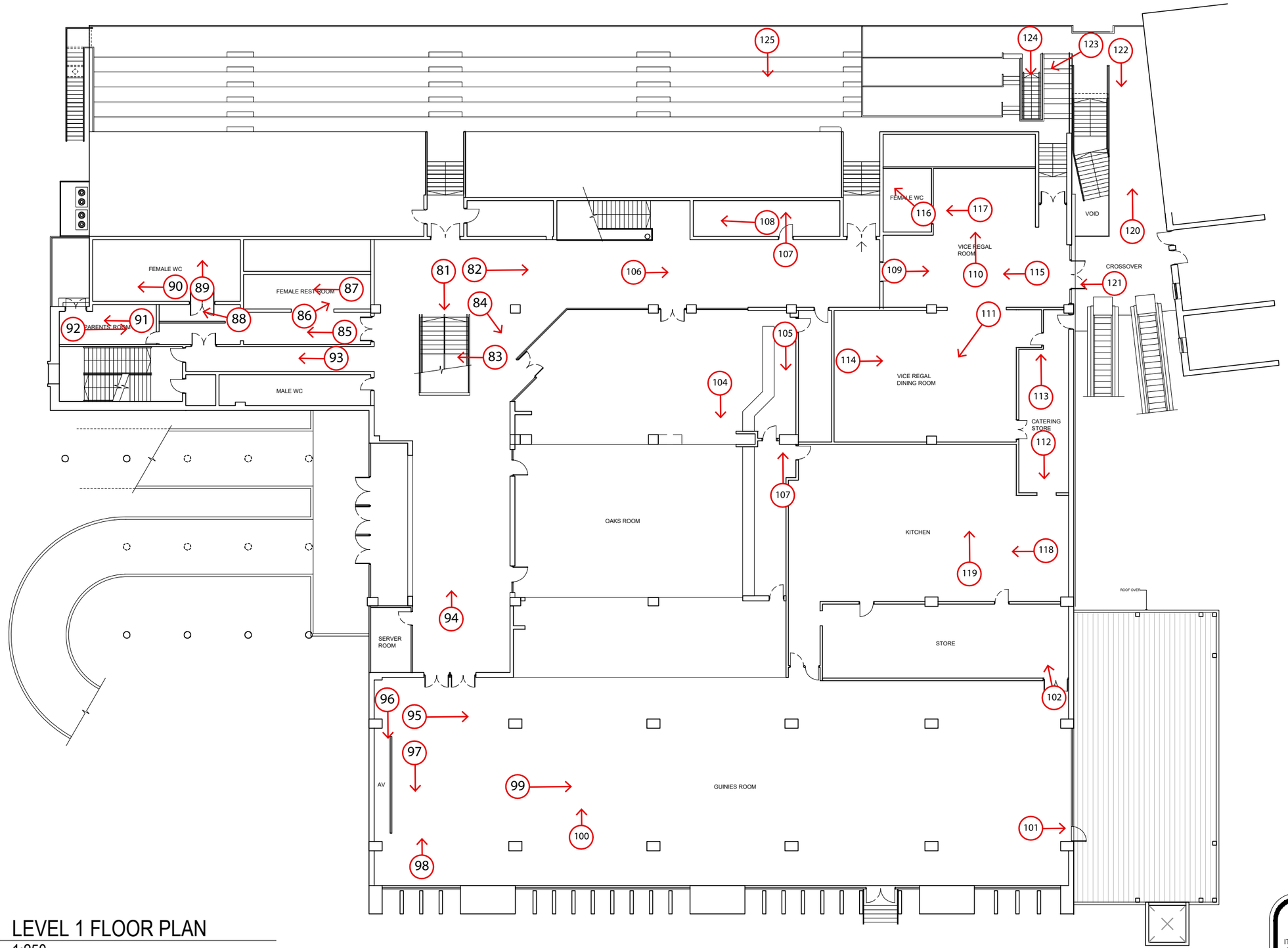
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT
BRISBANE RACING CLUB
EAGLE FARM RACECOURSE
.

1:250 @ A3
0 1 2 5m

PROJECT NO.	DATE
P0042447	26.04.24
DRAWING NO.	REVISION
JP-AX-100	1



1 AX-101 LEVEL 1 FLOOR PLAN

1:250

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

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JOHN POWER STAND
GROUND FLOOR PLAN

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT

BRISBANE RACING CLUB

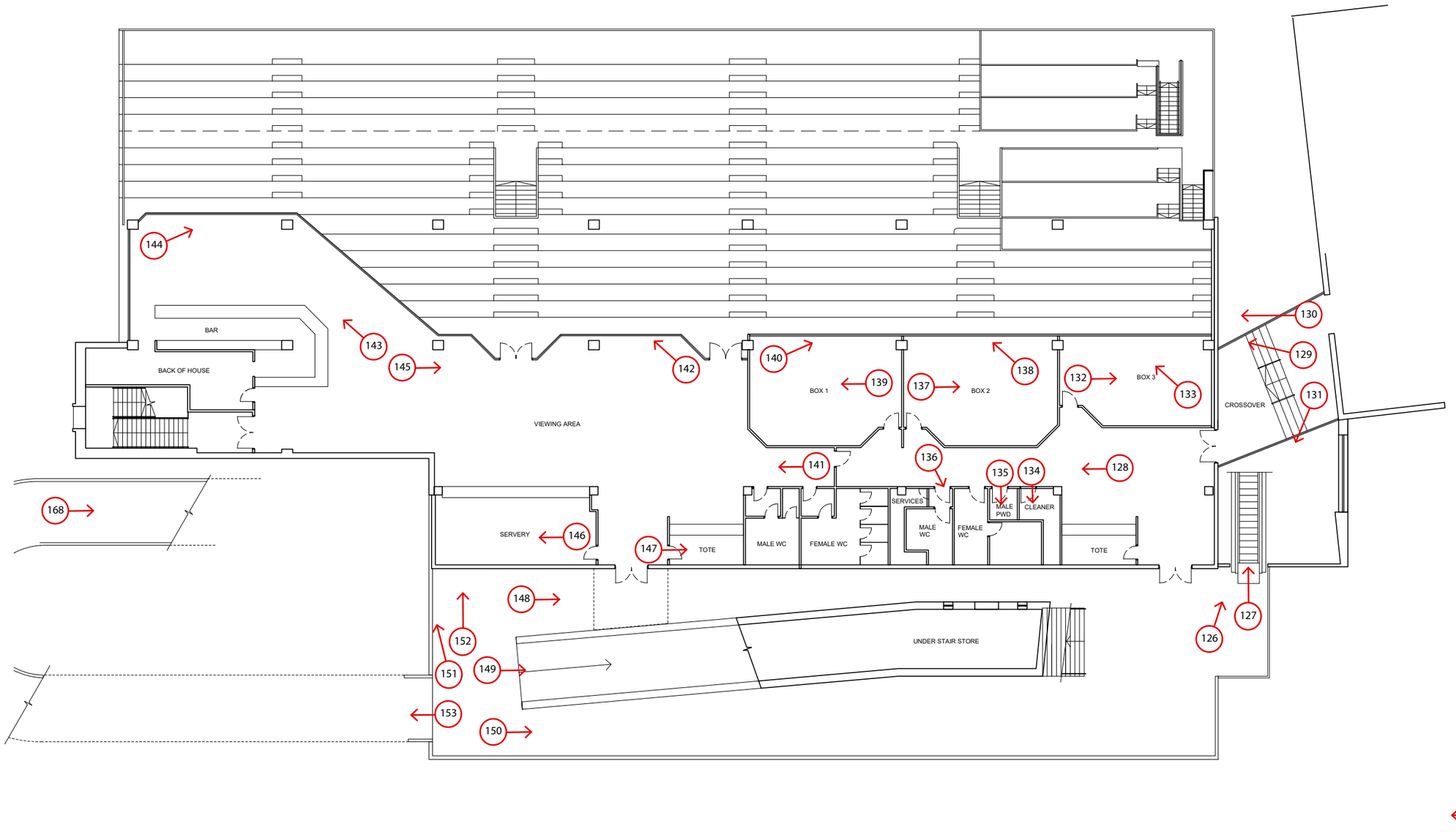
EAGLE FARM RACECOURSE

.

1:250 @ A3

0 1 2 5m

PROJECT NO.	DATE
P0042447	26.04.24
DRAWING NO.	REVISION
JP-AX-101	1



1
AX-102

LEVEL 2 FLOOR PLAN

1:250

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JOHN POWER STAND

GROUND FLOOR PLAN

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT

BRISBANE RACING CLUB

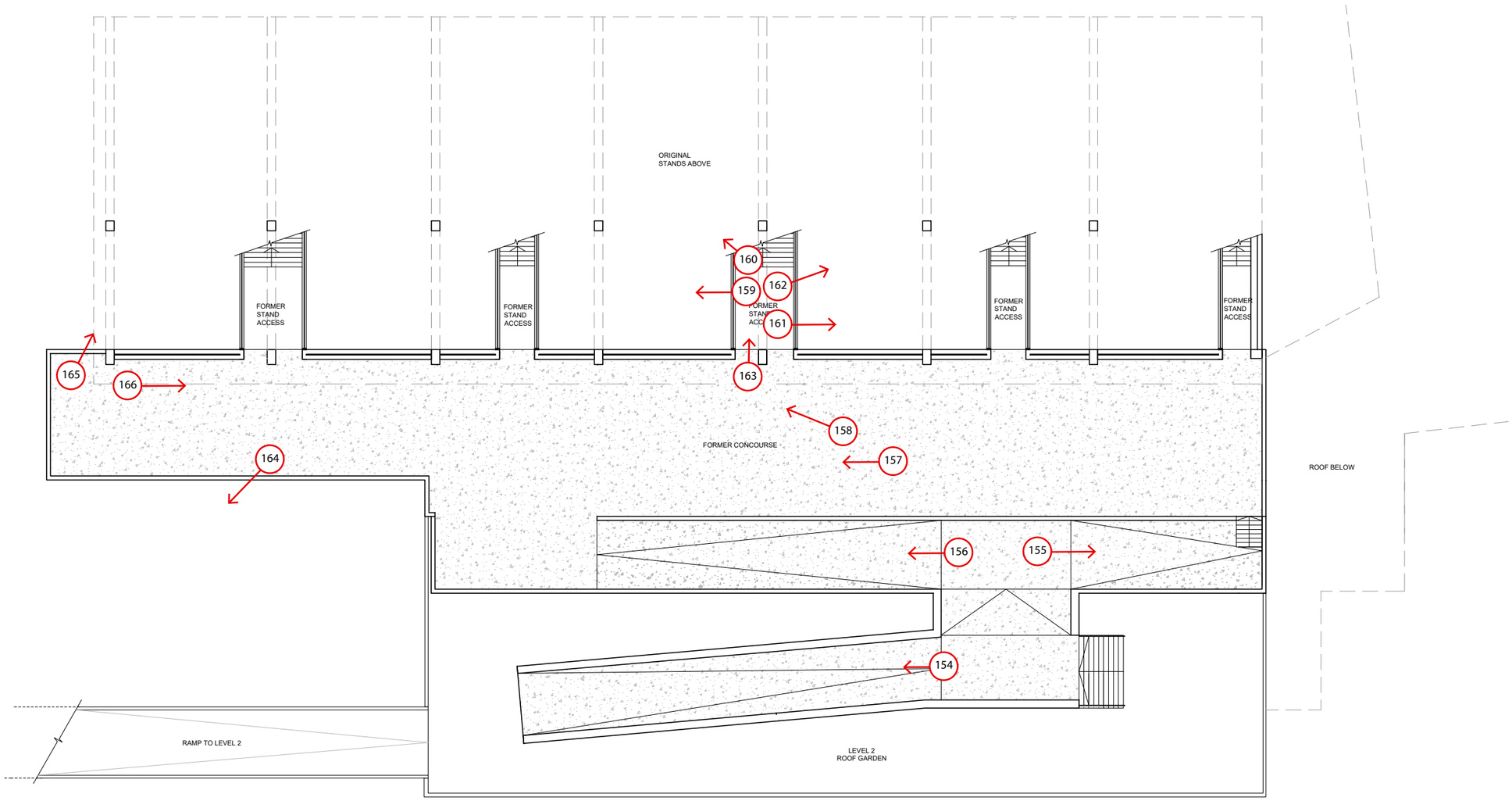
EAGLE FARM RACECOURSE

.

1:250 @ A3

0 1 2 5m

PROJECT NO.	DATE
P0042447	26.04.24
DRAWING NO.	REVISION
JP-AX-102	1



1
AX-102

LEVEL 3 FLOOR PLAN

1:250

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

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JOHN POWER STAND

GROUND FLOOR PLAN

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
1	EXISTING CONDITION DWGS	KL	SR	26.04.24

CLIENT

BRISBANE RACING CLUB

EAGLE FARM RACECOURSE

.

1:250 @ A3

0 1 2 5m

PROJECT NO.	DATE
P0042447	26.04.24
DRAWING NO.	REVISION
JP-AX-103	1

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ATTACHMENT C STRUCTURAL ENGINEERING MEMORANDUM

Bligh Tanner Pty Ltd
ABN 32 061 537 666
blightanner@blightanner.com.au
blightanner.com.au

+ Locations
Brisbane
Sydney
Melbourne

MEMORANDUM

To: Mel Cohen - BRC

Cc: Steven Richardson – Turner & Townsend, Liam Martin – Urbis, Scott Richards – Urbis, Liam Short – Hassell Studios

From: Simon Kochanek

Date: 14 May 2025

Pages: 2

RE: John Power Stand – Adaptive Reuse of Structure or Components

Ref. No. 2023.964

Dear Mel,

Over the last 15 years, Bligh Tanner has been closely involved in the ongoing structural assessment and repairs to the John Power Stand. This work has been undertaken within our capacity as Structural Consultants but also with consideration to our broad heritage engineering background and experience.

As part of this ongoing support, we have been requested to provide our opinion on the ability to retain different portions of the John Power Stand and adaptively reuse it as part of the reconstruction of a new grandstand in the same location.

From a structural perspective, the John Power Stand is in poor structural condition. This has been reported and detailed in a number of previous structural reports completed by Bligh Tanner. The attached earlier memorandum prepared on the 25th of February 2025 summarises the previous reports and extent of the structural problems present in the John Power Stand.

The tiered seating and access stairs leading up to the grandstand and the associated stairs and seating on the Now closed Level 2 seating area are in very poor structural condition. Concrete is spalling from the stairs and tiered seating due to corrosion of the underlying reinforcement. In Bligh Tanners opinion the existing stairs and tiered seating to both the Level 1 and Level 2 seating areas cannot be economically restored and repaired for the adaptive reuse in the new proposed development on the site. Repairs if attempted would involve grinding out existing corroding reinforcement and epoxying new reinforcement within the existing concrete to take the flexural stresses and loads induced on the stairs and seating tiers under service loads. This repair methodology is complex, expensive and not practical to undertake on the scale required to be completed on the John Power Stand. The structural durability issues in the grandstand have resulted due to inadequate concrete specification, detailing and porosity of the concrete and due to inadequate concrete cover to the reinforcement installed in the original construction. The existing concrete within the John Power Stand does not comply with the current Australian standards.

Other structural components of the John Power Stand such as the South-West rear access ramp are in variable structural condition with some portions of the ramp currently closed due to the extent of structural deterioration that has occurred.

The primary structure of the John Power Stand comprises steel columns, and steel beams which have been concrete encased for aesthetic and fire rating purposes. It will be difficult to preserve an isolate structural portion of the structure such as the concrete encased steel columns that support the tiered Level 1 and Level 2 seating during demolition. The difficulties arise as complex stabilization construction techniques would need to be developed to allow the surrounding structure to be demolished while still supporting part of the structure intended to be preserved and adaptively reused in the new development.

In Bligh Tanners opinion, the existing John Power Stand and its structural components cannot be economically or practically salvaged and reused as part of a new development on site. Bligh Tanner recommends alternative heritage interpretive techniques be considered for the site and future development.

All heritage interpretations methods considered should be supported and developed with suitable heritage consulting expertise and involve the appropriate approvals processes.

Yours faithfully,

Simon Kochanek
Structural Director
BLIGH TANNER PTY LTD

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ATTACHMENT D BUILDING CERTIFICATION STATEMENT

NCC AUDIT REPORT

Brisbane Racing Club – John Power Stand

Inspection Date:	8th May 2025
Report Date:	14th May 2025
Prepared by:	Tyson Lisha Building Certifier

SBA consulting

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P 07 3134 3833
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JOB NAME: BRC, John Power Stand

JOB NO: J25/0077

DATE OF ISSUE: 14.05.2025

DOCUMENT DETAILS

Title:	NCC Audit Report
Principal Author:	Tyson Lisha

REVISION / CHECKING HISTORY

Version Number	Date	Issued by
Version 1	14/05/2025	Tyson Lisha

TABLE OF CONTENTS

1.0 INTRODUCTION

Site Address:

The subject site and building is located at 230 Lancastor Road, Ascot QLD 4007 (Lot 801 on SP292903).

The Local Authority having jurisdiction over the property is Brisbane City Council

2.0 PURPOSE & LIMITATIONS

The purpose of the inspection and report is to review the areas nominated below within the John Power Stand against the current requirements of the NCC 2022 (Sections B, C & D) – Volume 1 to determine any non-compliances with the building codes;

- Rear External Access Ramps
- Grandstand Concrete Stairs
- Grandstand Concrete Support Columns

The scope of this assessment is limited to a non-invasive / non-destructive site inspection and any documents provided for the building by the client. The following has been considered:

- Details in regard to access for people with disabilities have been assessed to the extent necessary under the deemed-to-satisfy provisions of the NCC 2022 – Volume 1 (Sections B, C & D) and AS1428.1 – 2009.
- This assessment does not consider the requirements of legislation which might address building works such as OH&S, construction safety or the like.
- The requirements of the planning scheme, local laws and other government requirements have not been included in this report as it specifically focuses on the NCC 2022 Volume 1 requirements.

3.0 NCC DESIGN CRITERIA

Base build documentation provided by Brisbane Racing Club indicates the following NCC design criteria for the subject building:

Table 1 – NCC Design Criteria

Building Use & Classification	**Part**	**Classification**
	John Power Stand	Class 9b & Class 6
Type of Construction	Type A	
Rise in storeys	4	
No. of Storeys	4	
Largest Fire Compartment	TBC	
Effective Height	<25m	
Climate Zone	Climate Zone 2	
Importance Level	TBC Structural Engineer	

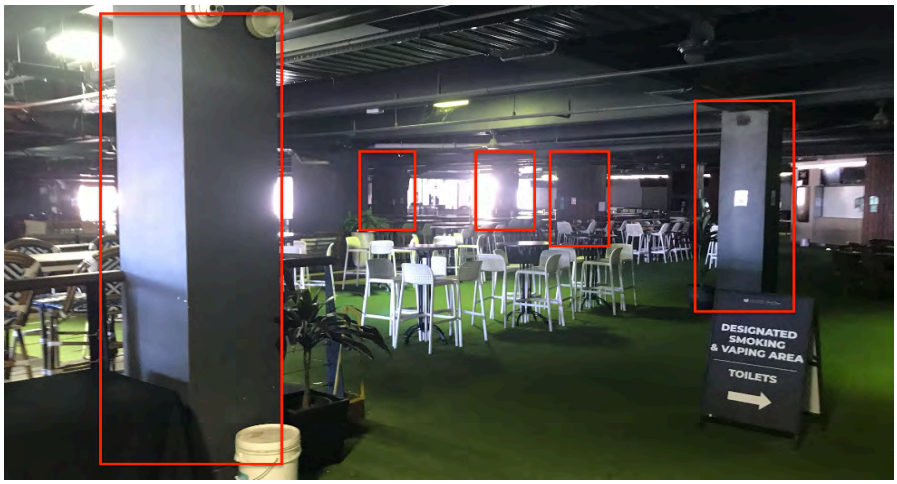
4.0 NCC (2022) AUDIT

The following sections provide comments in relation to the relevant parts of the NCC that are specific to this project. For clarity, only those parts & clauses that relate to the subject building are mentioned.

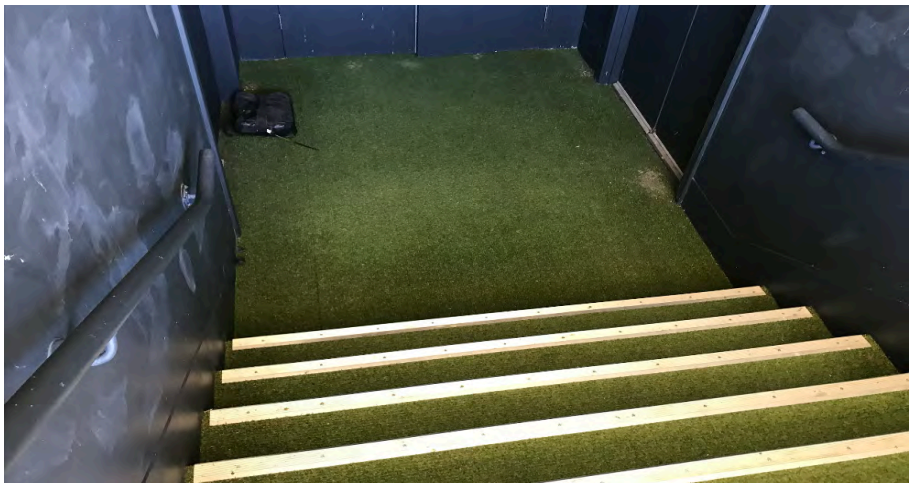
Key

- Compliant – item appears to achieve compliance
- Non-compliant – item doesn't comply / is considered a risk
- Further information – there is a lack of information and it is recommended further investigation occurs
- Not applicable – NCC clause has been considered during assessment and determined as not applicable.
- Note only – note to be considered by the design team.

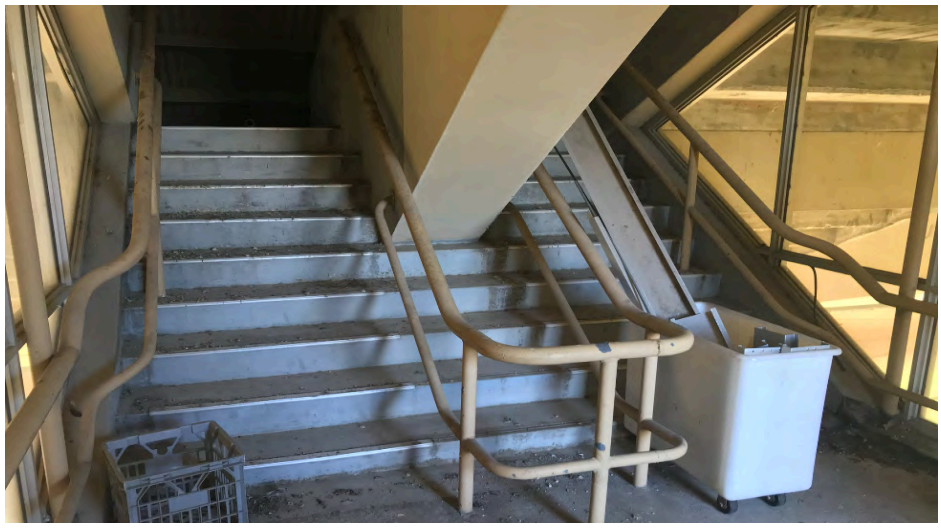
4.1 SECTION B – STRUCTURE

BCA Clause	Part B1 – Structural Provisions
B1D1 – B1D5	All Structural components of the building must achieve compliance with the relevant parts of AS1170 & BCA Part B1D2 / B1D3. Further Information • Detailed structural review was not undertaken as part of this audit, it is recommended that a suitably qualified and experienced RPEQ (structural/civil) engineer review the structure. • Structural Engineer to undertake review of the grandstand concrete support columns to determine if minimum FRL requirements are achieved – See BCA Clause C2D2 and Appendix A for minimum FRL requirements for Type A Construction   • It is recommended that an RPEQ engineer investigates structural elements of the building.

4.2 SECTION C – FIRE RESISTANCE

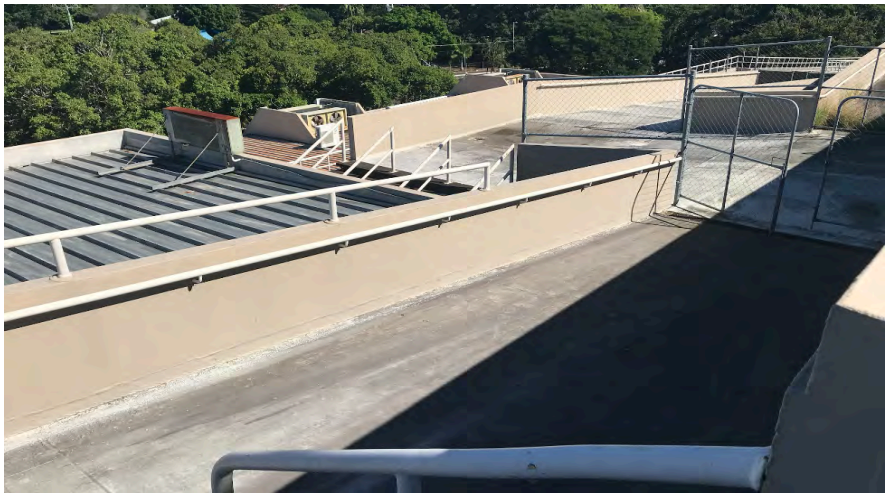
BCA Clause	Part C2 – Fire Resistance and Stability
C2D2	The minimum Type of fire-resisting construction for this building is ***Type A***. Note Only - A summary of the minimum required fire ratings is provided in ***Appendix A*** of this report.
C2D11	The fire hazard properties of all floor linings, floor coverings, wall linings, ceiling linings, air-handling ductwork and lift cars must comply with the requirements of BCA Part Specification 7 Further information **E.g.** Artificial Turf must comply with Specification 7 – Fire test report to be provided to confirm compliance 

4.3 SECTION D – ACCESS & EGRESS

BCA Clause	Part D2 – Provision for Escape
D2D7 D2D8 D2D9 D2D10	General path of travel to exits must achieve a minimum width of 1m and height of 2m: • Non-Compliant - All grandstand stairs on Level 4 were noted as not achieving minimum 1m clear width between handrails (approx. 900-930mm) 

The unobstructed aggregate egress width of an exit shall be as follows:

- Further Information Required - If the storey accommodates more than 200 persons, 2 m plus 500 mm for every 60 persons (or part) in excess of 200 – Occupancy numbers to be confirmed to allow assessment of aggregate exit width



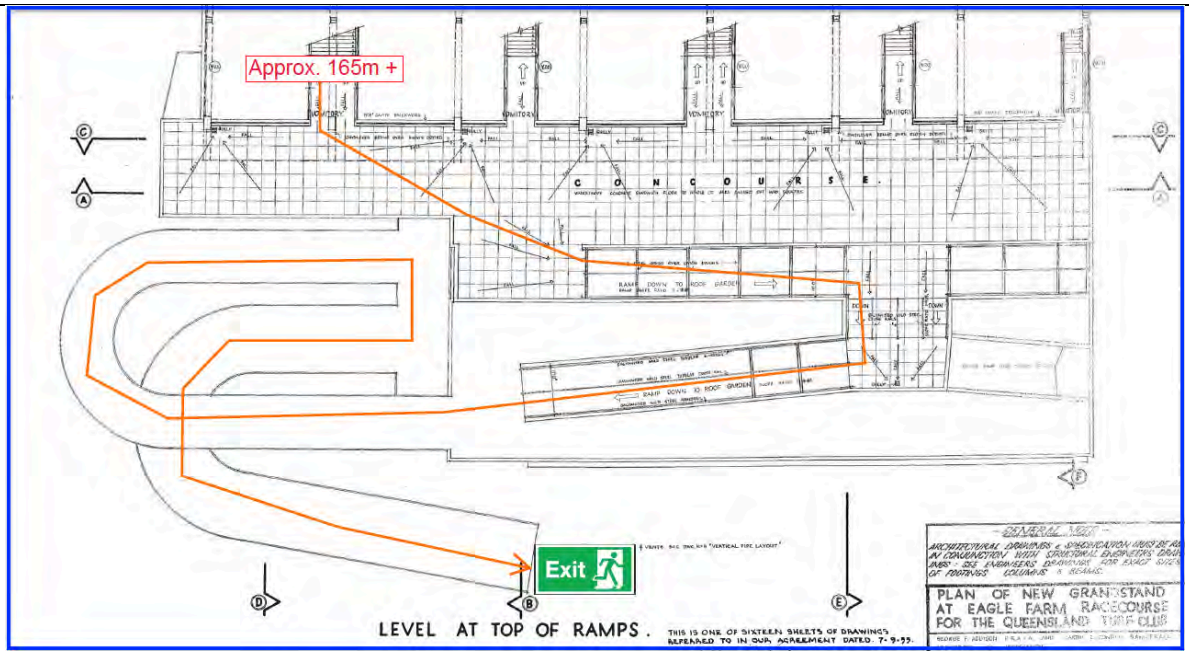
A non-fire isolated stairway or ramp serving as a required exit must provide a continuous means of travel by its own flights and landings from every storey served to the level at which egress road or open space is provided

- Non-Compliant - Current arrangement of the grandstand access ramps & stairs do not provide a continuous means of travel by way of their own flights and landings from every storey

The distance from any point on a floor to a point of egress to a road or open space by way of a required non-fire-isolated stairway or ramp must not exceed 80m.

- Non-Compliant - Egress from the top grandstand to open space on ground level is approximately 165m from the further point in lieu of 80m max

See mark-up next page



BCA Clause	Part D3 – Construction of Exits

A stairway must have—

- Max gradient 1:50 landings top and bottom
- not more than 18 and not less than 2 risers in each flight; ***and***
- goings and risers to comply with table D3D14 (below); ***and***
- constant dimensions of goings and risers throughout each flight; ***and***
- treads and/or nosing's which have a surface with a slip-resistance classification not less than that listed in Table D3D15; ***and***
- treads of solid construction (not mesh or other perforated material); and
- no winders in lieu of a landing; ***and***
- where provided landings shall be no less than 750mm long.

Table D3D14: Riser and going dimensions

Stairway location	Riser (R)		Going (G)[Note 3]		Quantity (2R + G)	
	Max	Min	Max	Min	Max	Min
Public	190	115	355	250	700	550
Private [Note 1]	190	115	355	240	700	550

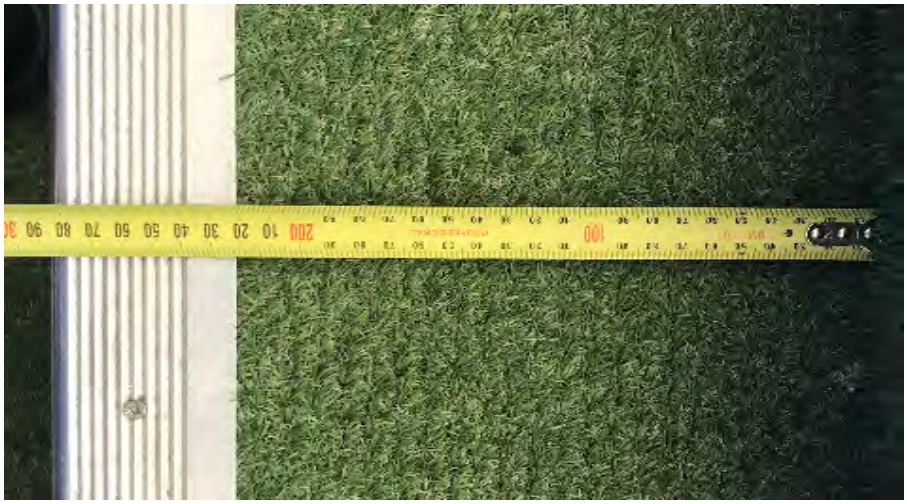
Table D3D15: Slip-resistance classification

Application	Dry surface conditions	Wet surface conditions
Ramp steeper than 1:14	P4 or R11	P5 or R12
Ramp steeper than 1:20 but not steeper than 1:14	P3 or R10	P4 or R11
Tread or *landing* surface	P3 or R10	P4 or R11
Nosing or *landing* edge strip	P3	P4

Note; Please refer to Part D4 regarding disability access features to stairs.

D3D14 & D3D15	• Non-Compliant – **All stairs** checked/measured as part of this audit generally indicated some form of non-compliance as follows; o Adjacent Risers / Goings deviating more than 5mm o Largest and smallest Risers / Goings deviating more than 10mm **E.g.** Level 4 Grandstand Stairs approx. difference of 55mm between adjacent risers   

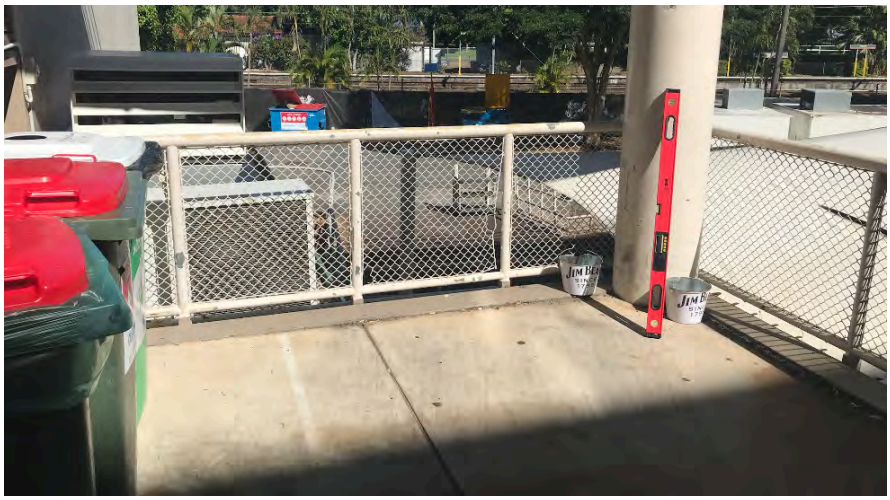
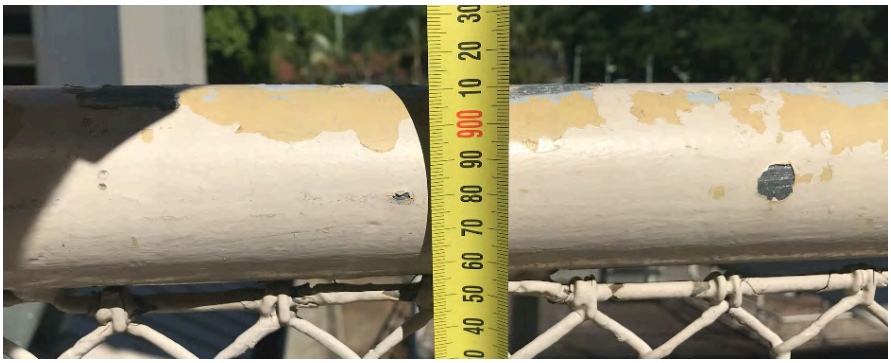
E.g. Grandstand Stairs deviated 25mm between adjacent risers and 12mm between adjacent goings



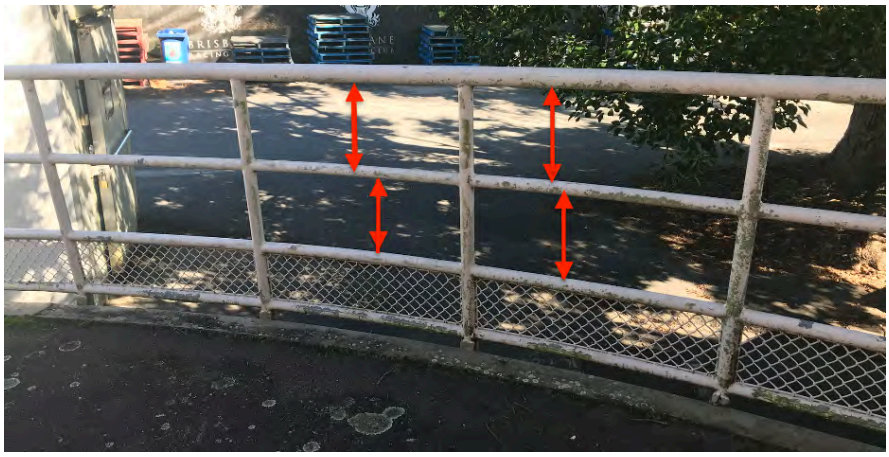
- Non-Compliant – Highlighted Slip resistant nosing's not installed to stairs.

- Non-Compliant - it was noted at a number of stairs locations the slip resistant nosing's did not achieve minimum 30% luminance contrast **e.g.** photo below of upper grandstand level. Additionally, slip resistance levels must be in accordance with NCC Table D3D15 (this was not tested at the time of inspection)

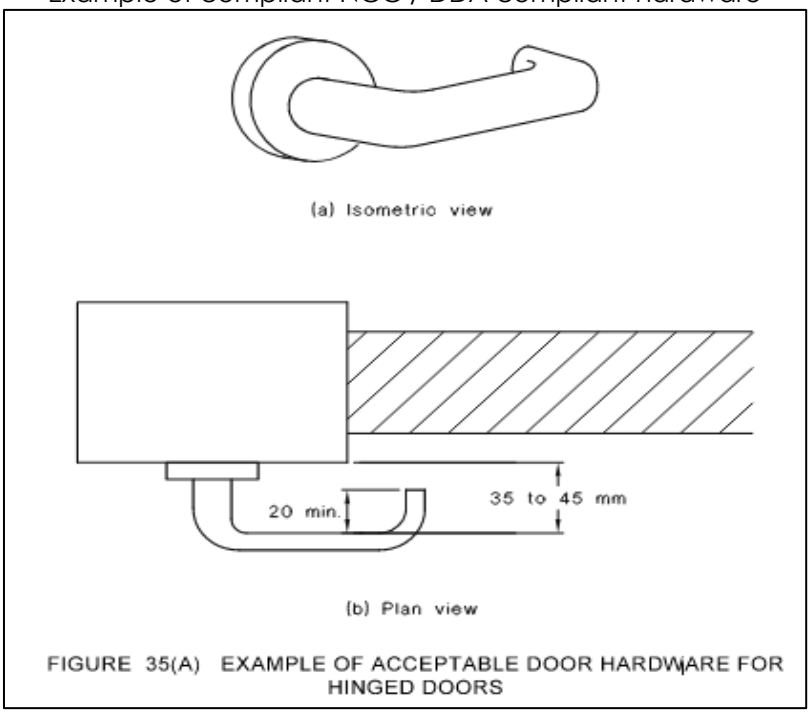
- Non-Compliant – 1:50 max gradient landing not achieved at the bottom of stairs and top of ramps.

D3D17 - D3D20	Where a fall of 1m of more is possible from a trafficable surface such as a roof, stairway, balcony, deck or the like a balustrade is to be provided that complies with the following: • Minimum of 1m high above the finished floor level; • Not gaps greater than 125mm in the balustrade; • Where a fall of 4m or greater is possible, balustrade must not contain horizontal members between a height of 150mm above FFL and 760mm above FFL. • Any climbable elements (e.g. horizontal members, A/C condensers, power points, landscaping, etc) that are located within a 900mm arc from the top of the balustrade need to be shielded or designed out. Non-Compliant - Balustrades in various locations throughout were noted as non-compliant and pose a serious risk to occupant safety – **E.g.** • 1000mm balustrade height not achieved   

- Spacings / gaps between balustrade elements exceed 125mm



- Where a fall of 4m or greater is possible, balustrades must not contain horizontal members between a height of 150mm above FFL and 760mm above FFL.

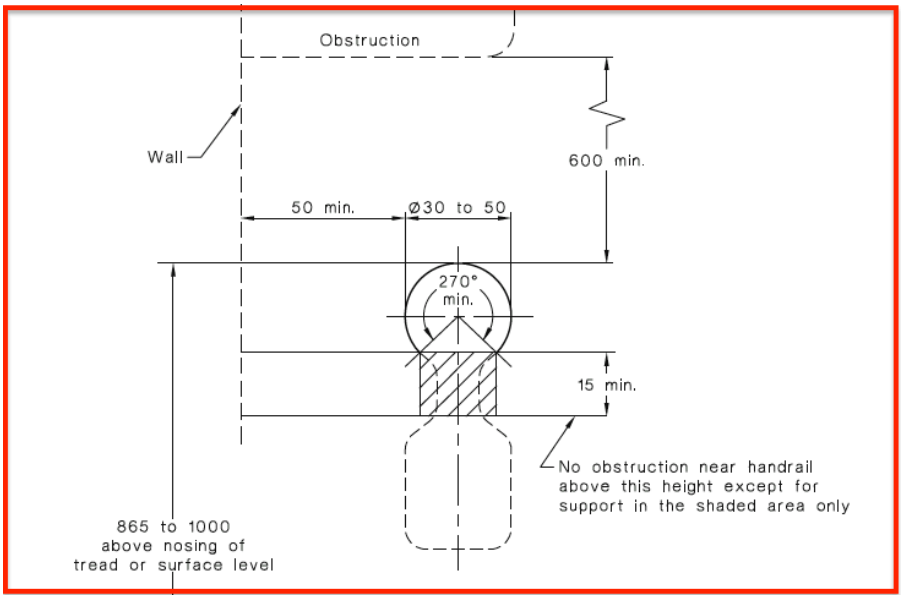
D3D26	A door/gate in a required exit, forming part of a required exit or in the path of travel to a required exit must be: • readily openable without a key from the side that faces a person seeking egress, by a single hand downward action on a single device which is located between 900mm and 1.1m; and • be such that the hand of a person who cannot grip will not slip from the handle during the operation of the latch. Non-Compliant – There were a number of gates etc. in the path of travel to a required exit which did not have compliant hardware **E.g.** Non-compliant hardware to gates  Example of compliant NCC / DDA compliant hardware  FIGURE 35(A) EXAMPLE OF ACCEPTABLE DOOR HARDWARE FOR HINGED DOORS

BCA Clause	Part D4 – Access for People with a Disability
D4D4	All Stairways, ramps, accessways etc. (excluding fire isolated stairs & ramps) must comply with AS1428.1-2009 (e.g. handrails both sides, 300mm extensions, compliant handrail terminations, tactiles top & bottom, highlighted nosing's etc.). Non-Compliant items are as follows; • AS1428.1-2009 accessible ramps must not exceed 1:14 (7% slope) which must be consistent throughout its length with a maximum allowable tolerance of 3 % provided no section is steeper than 1:14. **E.g.** Ramps shown below ranged between 1:8 to 1:12 (approx. 8% - 12.5% throughout (**Note:** All ramps inspected as part of this audit did not comply with this requirement)   

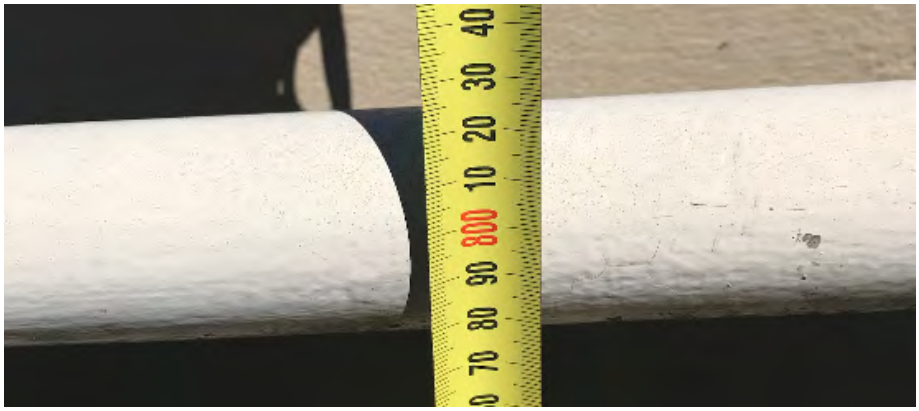
D4D4	• Ramps must include 1250-1500mm landings at intervals of not more than 9m – All ramps inspected did not achieve compliance with this requirement **E.g.** Ramps of up to 30m + were noted without landings at 9m intervals  • Stairs and ramps throughout identified without compliant handrail terminations, 300mm extensions top & bottom, tactiles top and bottom etc.  

- Minimum grabrail hand clearance requirements not achieved (see below snapshot from AS1428.1-2009)

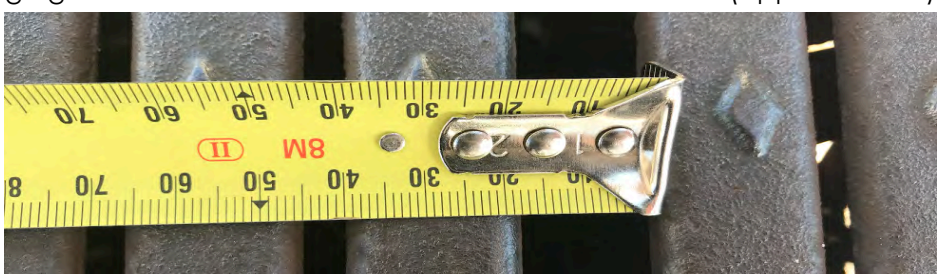
Compliant handrail arrangement below from AS1428.1-2009

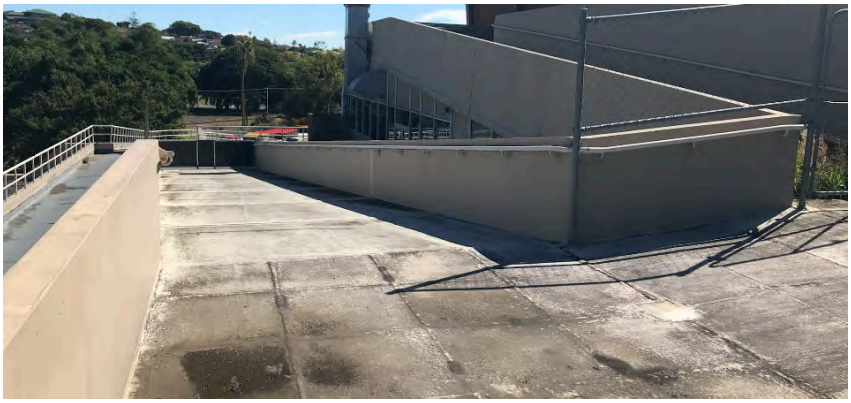


- Handrail heights at stairs and ramps noted outside the 865-1000mm allowance



- Drainage grate slots exceeded maximum allowance of 13mm (approx. 19mm)



	• Steps not permitted at ramps 
D4D9	Tactile ground surface indicators must be provided to warn people that they are approaching— • a stairway; and • an escalator / moving walk; and • a ramp; and • in the absence of a suitable barrier— o an overhead obstruction less than 2 m above floor level, other than a doorway; and o an accessway meeting a vehicular way adjacent to any pedestrian entrance to a building. Non-Compliant – Tactile ground surface indicators to warn people of hazards (e.g. stairs, ramps etc.) had not be installed  

4.4 SECTIONS E, F & G

NCC Part E (Services & Equipment), **NCC part F (Health & Amenity)** **NCC Part G (Ancillary Provisions)**
Given the nature of this Audit Report, NCC Part E, F & G are not applicable

****See next page for Appendix A****

APPENDIX A – SPECIFICATION 5

The following tables identify the Type A construction FRL's of various building elements for the proposed building:

Table S5C11a: Type A construction: FRL of loadbearing parts of external walls

Distance from a *fire-source feature*	FRL (in minutes): *Structural adequacy/ Integrity / Insulation*			
	Class 2, 3 or 4 part	Class 5, 7a or 9	Class 6	Class 7b or 8
Less than 1.5 m	90/90/90	120/120/120	180/180/180	240/240/240
1.5 to less than 3 m	90/60/60	120/90/90	180/180/120	240/240/180
3 m or more	90/60/30	120/60/30	180/120/90	240/180/90

Table S5C11b: Type A construction: FRL of non-loadbearing parts of external walls

Distance from a *fire-source feature*	FRL (in minutes): *Structural adequacy / Integrity / Insulation*			
	Class 2, 3 or 4 part	Class 5, 7a or 9	Class 6	Class 7b or 8
Less than 1.5 m	–/90/90	–/120/120	–/180/180	–/240/240
1.5 to less than 3 m	–/60/60	–/90/90	–/180/120	–/240/180
3 m or more	–/–/–	–/–/–	–/–/–	–/–/–

Table S5C11c: Type A construction: FRL of external columns not incorporated in an external wall

Column type	FRL (in minutes): *Structural adequacy / Integrity / Insulation*			
	Class 2, 3 or 4 part	Class 5, 7a or 9	Class 6	Class 7b or 8
Loadbearing	90/–/–	120/–/–	180/–/–	240/–/–
Non-*loadbearing*	–/–/–	–/–/–	–/–/–	–/–/–

Table S5C11d: Type A construction: FRL of common walls and fire walls

Wall type	FRL (in minutes): *Structural adequacy / Integrity / Insulation*			
	Class 2, 3 or 4 part	Class 5, 7a or 9	Class 6	Class 7b or 8
Loadbearing or non-*loadbearing*	90/90/90	120/120/120	180/180/180	240/240/240

Table S5C11e: Type A construction: FRL of loadbearing internal walls

Location	FRL (in minutes): *Structural adequacy* / *Integrity* / *Insulation*			
	Class 2, 3 or 4 part	Class 5, 7a or 9	Class 6	Class 7b or 8
Fire-resisting lift and stair *shafts*	90/90/90	120/120/120	180/120/120	240/120/120
Bounding *public corridors*, public lobbies and the like	90/90/90	120/–/–	180/–/–	240/–/–
Between or bounding *sole-occupancy units*	90/90/90	120/–/–	180/–/–	240/–/–
Ventilating, pipe, garbage, and like *shafts* not used for the discharge of hot products of combustion	90/90/90	120/90/90	180/120/120	240/120/120

Table S5C11f: Type A construction: FRL of non-loadbearing internal walls

Location	FRL (in minutes): *Structural adequacy* / *Integrity* / *Insulation*			
	Class 2, 3 or 4 part	Class 5, 7a or 9	Class 6	Class 7b or 8
Fire-resisting lift and stair *shafts*	–/90/90	–/120/120	–120/120	–/120/120
Bounding *public corridors*, public lobbies and the like	–/60/60	–/–/–	–/–/–	–/–/–
Between or bounding *sole-occupancy units*	–/60/60	–/–/–	–/–/–	–/–/–
Ventilating, pipe, garbage, and like *shafts* not used for the discharge of hot products of combustion	–/90/90	–/90/90	–/120/120	–/120/120

Table S5C11g: Type A construction: FRL of other building elements not covered by Tables S5C11a to S5C11f

Building element	FRL (in minutes): *Structural adequacy* / *Integrity* / *Insulation*			
	Class 2, 3 or 4 part	Class 5, 7a or 9	Class 6	Class 7b or 8
Other *loadbearing* internal walls, internal beams, trusses and columns	90/–/–	120/–/–	180/–/–	240/–/–
Floors	90/90/90	120/120/120	180/180/180	240/240/240
Roofs	90/60/30	120/60/30	180/60/30	240/90/60

Annexure 3 to Schedule 1 – Stormwater management

4 Stormwater Quality

During the construction of the proposed development will increase the pollutants running off the site. The pollutants will vary between the construction phase and the operational phase of the development. The pollutants anticipated to be encountered are detailed in Table 4.1.

Table 4.1 Site Pollutants

	Construction Phase	Operation Phase
Road Areas	— Nutrients — Sediments — Trash and Litter	— Heavy Metals — Trash and Litter — Sediment
Impervious Pavement Area	— Nutrients — Sediments — Trash and Litter	— Gross Solids — Trash and Litter

Section 7.9.3 of the BCC Infrastructure Design Planning Scheme Policy – Chapter 7 Stormwater Drainage states the following regarding water quality and pollution reduction targets:

"Minimum reductions in mean annual pollutant loads from unmitigated developments, (to be achieved by new developments) are:

- 80% total suspended solids (TSS),
- 60% total phosphorus (TP),
- 45% total nitrogen; and
- 90% gross pollutants > 5mm."

Stormwater water quality measures reduce the impact of the contaminated runoff by treating the captured runoff. It is proposed to use water quality measures during the construction phase and operational phase to ensure minimal impact to the downstream catchments. The performance of the proposed stormwater quality treatment train has been modelled via MUSIC software. The compliance of the proposed stormwater quality treatment train to the requirements as set out in BCC's planning scheme policies for the stormwater quality has then been assessed.

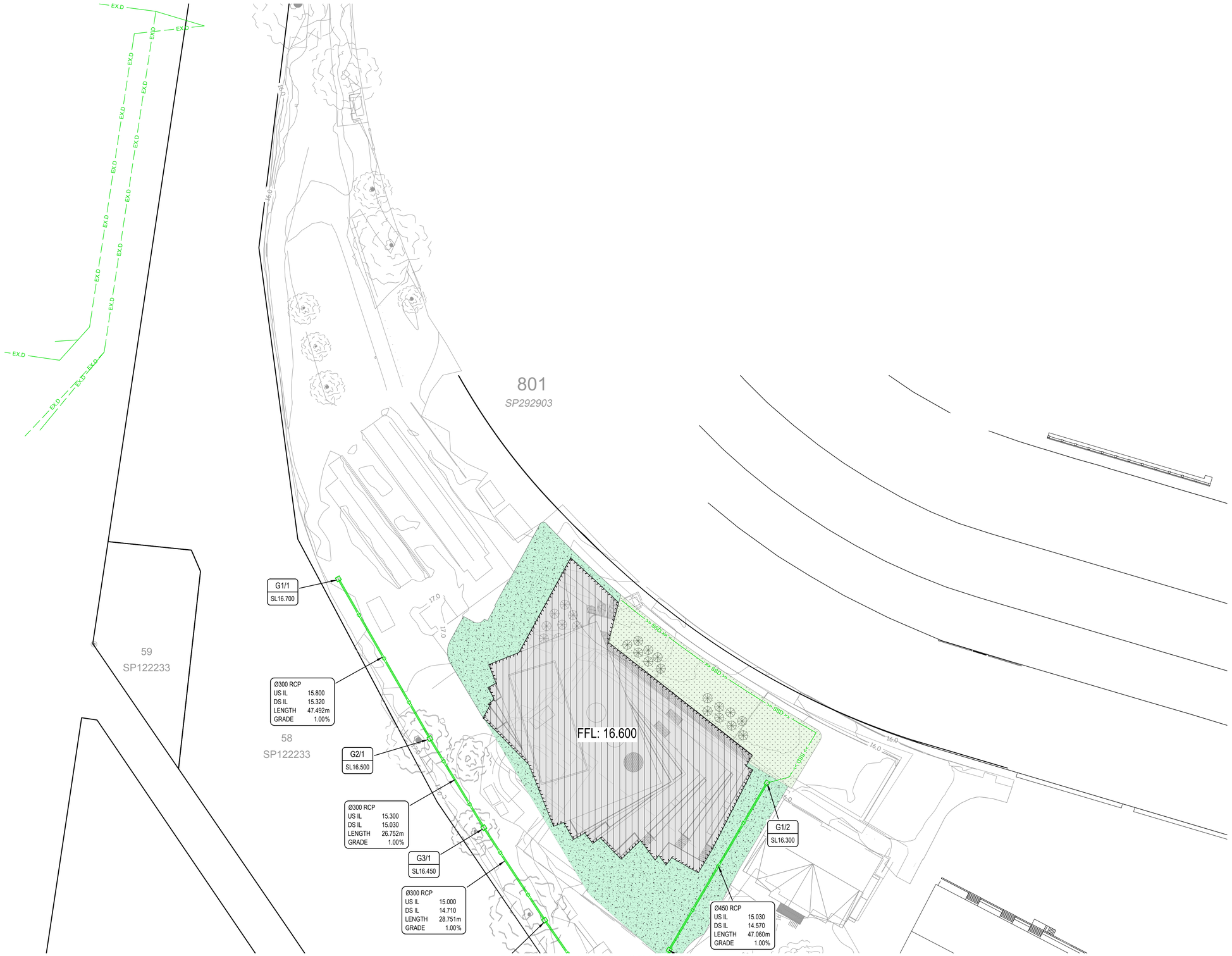
4.1 Proposed Stormwater Quality Treatment Train

Due to the fully developed nature of the site, a proprietary treatment system (a 1500 Ecocepter GPT) is proposed to meet the abovementioned pollution reduction targets. The stormwater and roof water collected in the northern catchment will discharge through the in-field creek with some water discharging to a dam in the infield being used for irrigation of the racecourse. Stormwater and roof water collected in the southern catchment will be conveyed through a 1500 Ecocepter GPT prior to discharging into the existing council infrastructure.

4.2 Music Modelling

A MUSIC model has been developed to simulate pollutant loads discharging within stormwater runoff from the site using the treatment train mentioned in Section 4.1. The catchment areas and boundaries are defined as per the stormwater

DO NOT SCALE



LEGEND

- PROPOSED BUILDING AREA
- PEDESTRIAN CONCRETE PAVEMENT
- PROPOSED BUILDING OUTLINE
- BK — PROPOSED BARRIER KERB
- PROPOSED TRENCH GRATE
- >> SSD >> — PROPOSED SUBSOIL DRAINAGE
- D — PROPOSED HEADWALL AND ROCK OUTLET PROTECTION
- PROPOSED STORMWATER HEADWIALL
- PROPOSED STORMWATER FEILD INLET
- EX.D — EXISTING STORMWATER DRAINAGE
- EX.E — EXISTING ELECTRICAL CONDUITS
- 444.50 — EXISTING CONTOURS
- EP — EXISTING ELECTRICAL POLE
- N1 — REFER NOTE 1 FOR DETAILS
- G1/10 / SL188.00 — STORMWATER DRAINAGE PIT IDENTIFIER
- Ø000 RCP; US IL 0.000; DS IL 0.000; LENGTH 0.00m; GRADE 0.00% — STORMWATER DRAINAGE PIPE INFORMATION

NOTES

1. MATCH NEATLY TO EXISTING.
2. CONSTRUCT CONCRETE CROSSOVER IN ACCORDANCE WITH XXXX.
3. ALL BATTERS ARE 1 IN 3 (UNO)
4. SAWCUT AND MATCH NEATLY TO EXISTING.
5. ALL PAVEMENT MARKING, RRPMS, TGSI, GUIDEPOSTS AND TRAFFIC SIGNS TO BE INSTALLED IN ACCORDANCE WITH AS1742.1 UNLESS NOTED OTHERWISE.
6. ALL DIMENSIONS MEASURED TO KERB FACE AND LINE MARKING LINE.
7. ALL CAR PARKING LINE MARKINGS TO BE PAINTED WHITE 100mm WIDE.

10 5 0 10 20 30m
1:500 @A1

REV	DATE	BY	DESCRIPTION	CHK	APP
B	14/12/2023	RO	FOR INFORMATION	FM	JC
A	22/11/2023	RO	FOR INFORMATION	FM	JC

DRAWING STATUS: PRELIMINARY

http://www.wsp.com

CLIENT: BRISBANE RACING CLUB

ARCHITECT: HASSELL

PROJECT: THE TERRACES

TITLE: SITEWORKS AND STORMWATER DRAINAGE LAYOUT PLAN SHEET 1 OF 2

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JC	JC
PROJECT NUMBER:	DRAWN:	DATE:
PS201076	RO	14/12/2023

DRAWING No: C060 REV: B

FOR CONTINUATION REFER TO DWG C060

DO NOT SCALE

LEGEND

- PROPOSED BUILDING AREA
- PEDESTRIAN CONCRETE PAVEMENT
- PROPOSED BUILDING OUTLINE
- BK — PROPOSED BARRIER KERB
- PROPOSED TRENCH GRATE
- >> SSD >> — PROPOSED SUBSOIL DRAINAGE
- PROPOSED HEADWALL AND ROCK OUTLET PROTECTION
- PROPOSED STORMWATER HEADWIALL
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- Ø000 RCP / US IL 0.000 / DS IL 0.000 / LENGTH 0.00m / GRADE 0.00% — STORMWATER DRAINAGE PIPE INFORMATION

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10 5 0 10 20 30m
1:500 @A1

REV	DATE	BY	DESCRIPTION	CHK	APP
B	14/12/2023	RO	FOR INFORMATION	FM	JC
A	22/11/2023	RO	FOR INFORMATION	FM	JC

DRAWING STATUS: PRELIMINARY

http://www.wsp.com

CLIENT: BRISBANE RACING CLUB

ARCHITECT: HASSELL

PROJECT: THE TERRACES

TITLE: SITEWORKS AND STORMWATER DRAINAGE LAYOUT PLAN SHEET 2 OF 2

SCALE @ A1:	CHECKED:	APPROVED:
1:500	JC	JC
PROJECT NUMBER:	DRAWN:	DATE:
PS201076	RO	14/12/2023
DRAWING No:		REV:
C061		B

Annexure 4 to Schedule 1 – Landscaping

heritage landscape management

EXISTING TREE ASSESSMENT

Summary of existing trees on site through aerial survey and reference to BRC Landscape Master Plan Report. Existing tree health and condition subject to arborist inspection and review.

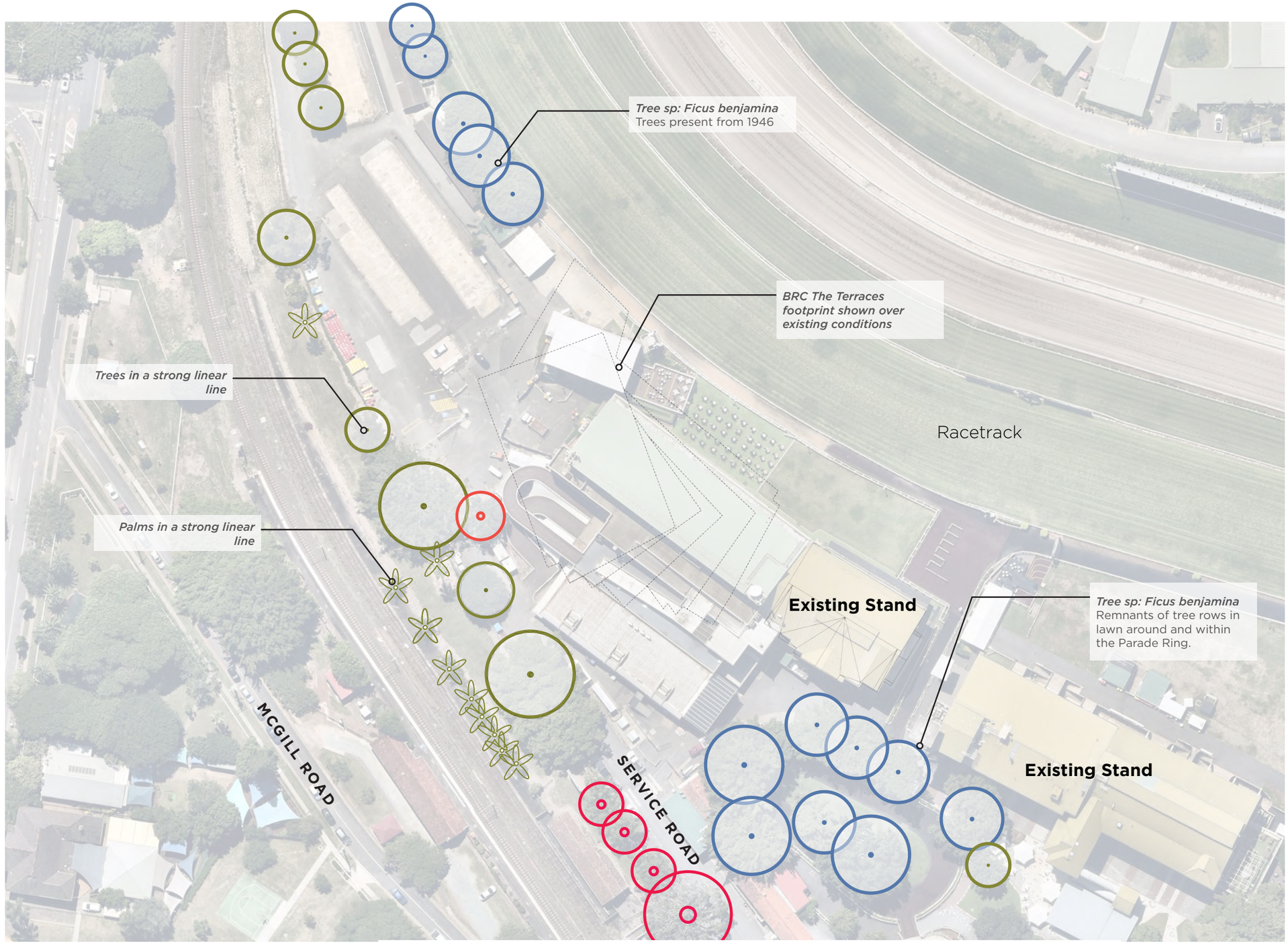
LEGEND

EXISTING TREES WITH HIGH VALUE AS LANDSCAPE HERITAGE ELEMENTS #

EXISTING TREE #^

EXISTING TREE #^ (TO BE REMOVED)

EXISTING PALM #^ (RECOMMENDED TO BE RETAINED)



Existing Significant Trees Plan

ground & level 1

CONCEPT PLAN

1. New avenue of trees
2. Track side lawn
3. Elevated terrace
4. Open forecourt to event centre entry
5. Shady plaza with seating opportunities
6. Service vehicle and large horse float parking
7. Event lawn
8. Amphitheatre terraces with stairs and ramps
9. Stradbroke Plaza paving to continue through to join existing cobbles
10. Parade ring extension with new turf
11. Asphalt parade ring connection

- Existing trees retained and protected
- Proposed trees
- Proposed new planting area
- Proposed new lawn
- Proposed elevated terrace
- Field pavement with deco granite colour tone
- Stradbroke Plaza paving
- Proposed asphalt connections

RL 16.00
RL 17.33
RL 18.66
RL 20.00
RL 17.33
RL 18.66
RL 20.00
RL 16.00

BRC The Terraces

Existing Stand

Existing Stand

Avenue of trees continued along service road. Existing significant trees to be retained and protected

Pavement to tie into paved pathway along the southern edge of the existing stands

Maintain connection between winners circle and parade ring

A

1:400@A3

Version F

level 2

CONCEPT PLAN

1. Edge planter boxes with hanging plants to soften building facade

Proposed roof edge planter

Existing Stand

Existing Stand

1:400@A3

level 3
CONCEPT PLAN

1. Edge planter boxes with hanging plants to soften building facade
2. Internal planting integrated into furniture

Proposed roof edge planter

Existing Stand

Existing Stand

1:400@A3

planting palette

Streetscape and Ground Level Planting

Tree Species

1	Lophostemon confertus	Queensland Box
2	Cupaniopsis anacardioides	Tuckeroo
3	Waterhousea floribunda	Weeping lily pilly
4	Alloxylon flammeum	Queensland Tree Waratah
5	Brachychiton populneus	Kurrajong
6	Magnolia grandiflora	Southern Magnolia
7	Rhodosphaera rhodanthema	Deep Yellow Wood
8	Syzygium tierneyanum	River Cherry

Understory Species

9	Crinum pedunculatum	Swamp Lily
10	Monstera deliciosa	Monstera
11	Doryanthes excelsa	Gymea Lily
12	Hymenocallis littoralis	Spider Lily
13	Philodendron ‘Congo’	Green Philodendron Congo
14	Plectranthus australis	Sweedish Ivy
15	Rumohra adiantiformis	Leathery Shield Fern
16	Trachelospermum jasminoides	Star Jasmine


1


2


3


4


5


6


7


8


9


10


11


12


13


14


15

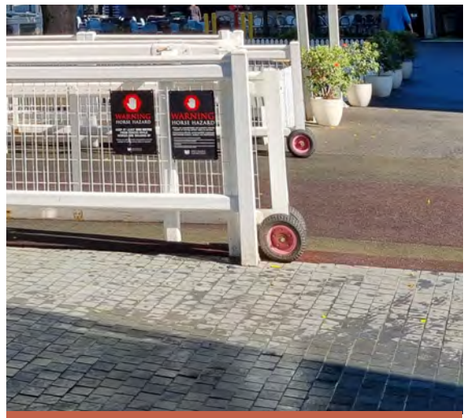

16

concept materiality & character

Design intent

Use of a simple palette of materials that compliment eachother and reflect the existing materials, colours and textures found on site

Field pavement with deco granite colour tone



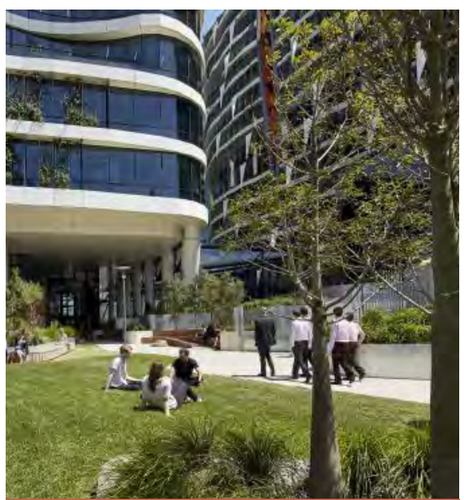
Stradbroke Plaza paving to continue through

Brick vertical elements as a materiality link to the surrounding heritage structures

Field pavement with deco granite colour tone

Amphitheatre style terraces with integrated stairs, ramps and garden beds

Space to bring in loose furniture and shade



Lawn areas to capture the morning and afternoon sun